

**DELIVERED BY HAND & EMAIL**

South Warwickshire Local Team
Stratford-upon-Avon District Council
Elizabeth House, Church Street
Stratford-upon-Avon
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Stratford-upon-Avon
TOWN COUNCIL

Caroline Nash
TOWN CLERK

4 September 2026

Dear Sir/Madam

South Warwickshire Local Plan – Regulation 19 Consultation

Please accept this letter as our response to the above consultation – we did not use AI to formulate our response and we do not wish to condense our comments over 100 words via AI for your portal.

Stratford-upon-Avon Town Council (“STC”) welcomes the opportunity to voice its opinion on the proposed South Warwickshire Local Plan (the “proposed plan”) through the Regulation 19 Consultation.

National Planning Policy Framework

The first point that STC would like to make is that the recent 17th of August 2026 publication of the new National Planning Policy Framework (“NPPF”) provides the opportunity to better align the proposed plan with current government policy. Though it is appreciated that government planning policy will almost certainly change over the proposed plan period, the proposed plan should align with the most recent policy. The results of this Regulation 19 consultation could be used to further refine the plan, before a final submission draft is agreed upon.

Government Housing Targets and the Delivery of Supporting Infrastructure

The proposed plan is principally driven from top-down Government housing targets. It is the general view of STC that the number of dwellings proposed for the plan area are excessive. However, this consultation cannot influence this policy decision, only where this extremely large amount of new housing could be located. It is hoped that government policy for lots of housing is backed up with full funding of the necessary infrastructure required to support such development.

In general, the Town Council is supportive of the approach of expanding the larger settlements and the introduction of potential new settlements. However, these must be tied in with the timely delivery of the necessary infrastructure. The Town Council notes that for the recent 500 homes developed in Bishopton, none of the supporting infrastructure promised has been delivered despite all housing having now been completed.

In general, it is very disappointing that the development specific policies set out in the proposed plan for Stratford-upon-Avon are completely absent of phasing requirements for the delivery infrastructure associated with new housing. It is noted that phasing requirements have been set out in other area specific proposals made with the draft plan. In our last consultation response to the development of the plan we stated:

‘STC is an agreement with the general position that provision for infrastructure needs to be included for all development proposals. However, in the final plan documents this approach needs to be robust to ensure that all infrastructure supporting development is completed in parallel to the proposed development and we do not get into a situation where need infrastructure is delivered late or not at all. Infrastructure associated with a development should enable the community which emerges to be sustainable in its own right.’ – Stratford-upon-Avon Town Council, March 2025.

Though policy DS.4 sets out that developers are ‘expected’ to plan and deliver supporting infrastructure, STC does not consider this to be a robust approach. Infrastructure is not a supporting extra to be picked up at the end. It is a core component of the development and it has to be phased alongside the housing, not just promised alongside it. Infrastructure should include all necessary infrastructure for proposed development and the wider community.

Proposal STR.1 – Stratford North

STC is broadly supportive of this proposal in alignment with our previous consultation response of March 2025. However, STC would like to note its concerns with the proposal as currently made:

- The primary access for the development is proposed to be directly from the A46, part of the strategic road network managed by Highways England. The feasibility of this will be down to the decision of Highways England, noting that a previous attempt to get access direct to the A46 for the 500 homes delivered in the north of Bishopton was not deemed acceptable.
- Please also consider any specific phasing.

Proposal STR.3 – Stratford-upon-Avon – Land to the West

STC is broadly supportive of this proposal in alignment with our previous consultation response of March 2025. STC is particularly pleased with the requirement to deliver a large area of parkland, complementing both the parkland currently being established and the wider setting around Anne Hathaway’s cottage. Please also consider any specific phasing.

Proposal STR.2 – Stratford-upon-Avon – Land to South-east

STC is not supportive of this proposal as currently laid out. Though in previous consultation response of March 2025 we indicated that development of part of the area set out in the proposal could be of interest, this proposal is a significant expansion of what STC had set out, with the proposal leading to a doubling of the amount of housing which currently exist south of the river within the town. STC is particularly disappointed that absolutely no mention of infrastructure phasing is made within this proposal.

STC view the key problems with the proposal as being:

- Managing traffic resulting from development. Though a spine road is proposed to connect the Banbury Road and Shipston along with potential unspecified upgrades to Pimlico lane, which would need to be significant as noted, this development is still going to generate significant traffic. At present there are only two road crossings for the river Avon which are already heavily used. Residents will naturally be drawn across to the north side as the Avon as this is where the majority of existing amenities are located. Without a further crossing of the Avon being delivered, STC is very concerned about the overall traffic impact from this proposal.
- Link with Policy ID.4 – Stratford-upon-Avon Bypass. Whilst Policy ID.4 specifically mentions linking with Proposal STR.2, there is no mention of Policy ID.4 or the Stratford-upon-Avon bypass at all within Proposal STR.2. Policy ID.4 shows a safeguarded strip connecting to the Campden Road but includes no safeguarded land to be able to link with Proposal STR.2.

Policy ID 4 – Stratford-upon-Avon Bypass

It is a longstanding issue in Stratford-upon-Avon that there are only two road bridges to cross the river Avon, one of which is a Grade II listed structure. It is also clear that any significant development activity to the south of the river Avon, in particular Proposal LMA but also related to Proposal STR.2, will be reliant on the successful delivery of what would be a very expensive infrastructure project or potentially other public transport solutions. STC is broadly supportive of safeguarding areas for potential infrastructure projects that can subsequently demonstrate that they can resolve current or future issues around the town.

However, the presence of safeguarded land shouldn't necessarily drive what any future infrastructure should look like. The indicative area of search doesn't appear to be the most efficient route over which a bypass could take, noting that roads and bridges are incredibly expensive to build and funding will need to be secured to enable their delivery. The £150 million estimation for the cost of delivering a bypass may be a little 'light' for proposed safeguarded area, noting the river crossing and flood plain. There is also no safeguarded area set for linking with proposal STR.2 as stated within the policy text.

Proposal LMA – Long Marston Airfield New Community

STC supports the premise made in this proposal that any further development cannot take place without delivery of a suitable Stratford-upon-Avon bypass solution connecting the Campden Road with the A46 with a new crossing of the river Avon.

Yours faithfully

Caroline Nash
Town Clerk