Manuela Perteghella
Member of Parliament for Stratford-on-Avon
House of Commons, London SW1A 0AA
Tel +442072192056
manuela.perteghella.mp@parliament.uk

Dear SWLP team

RE: South Warwickshire Local Plan Publication (Regulation 19) Consultation

Please use this response as my formal submission to the Publication (Regulation 19) for the South Warwickshire Local Plan public consultation.

First, I want to place on record the hard work officers, councillors and residents across Stratford-on-Avon constituency have put into this process for the past few years. I also want to highlight that the housing number allocation for the plan period for South Warwickshire has been mandated by National Government's standard method, with around 55,000 houses to be delivered, of which over 27,000 are to be delivered in Stratford on Avon District. This Plan proposes to include a large portion of new housing, including a new settlement, in my constituency.

Stratford-on-Avon District has already experienced exceptional population growth over the past decade, making it one of the fastest-growing districts in the country, increasing pressure on local infrastructure. The pace of infrastructure delivery has not kept up with the pace of housing growth. In some cases, infrastructure has not been delivered at all, with developers leaving the site and leaving residents without community and social infrastructure needed to build future communities. This has caused growing mistrust and upset towards large developments with unfunded infrastructure, and without an infrastructure first approach.

I have received hundreds of representations from residents, met with many concerned constituents, residents' associations, and parish councillors, and was presented with two petitions signed by hundreds of parishioners from Luddington, and Clifford Chambers and Milcote.

We all agree that there is the need for sustainable growth in South Warwickshire including the delivery of housing and employment, to grow our economy and to ensure our towns continue to thrive. The plan outlines some positive strategic policies. However, the Plan proposes most of the housing requirement of the District to the South of Stratford, further away from motorway junctions, employment hubs, Birmingham Airport, and HS2 Interchange. With the new settlement proposed in Long Marston Airfield (LMA) it is disappointing that no new rail links are proposed.

Therefore, I find the Local Plan unsound.

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I would like to understand whether a 15-year Local Plan, rather than the 25-year housing allocation strategy, was ever considered. In relation to several sites, including BID1 and STR2, my constituents were unable to submit meaningful comments during the Regulation 18 consultation because thousands of houses were added to these sites after Regulation 18 closed.

Long Marston Parish Council in their representations have raised concerns about deliverability and sustainability of the new settlement of LMA. The South Warwickshire Local Plan's proposed expansion of LMA raises significant concerns regarding its impact on local communities, coupled with the neighbouring 1000 houses also proposed for Mickelton in the Cotswolds District Local Plan. The increase from 205ha to 697ha would result in substantial loss of farmland, harm the setting of the Cotswolds AONB, and fundamentally alter the rural character of the area. The scale of development, combined with nearby site allocations, also South of the town of Stratford, risks the coalescence of several villages and hamlets - Meon Vale, Long Marston, Lower Quinton, Upper Quinton, Willicote, and the Garden Village itself - undermining their distinct identities and conflicting with existing Neighbourhood Development Plans. The sustainability appraisal does not assess the landscape harm or consider alternatives that avoid the Cotswold National Landscape buffer zone.

Serious concerns have been raised by many residents, about transport impacts, with the Plan relying heavily on an unfunded Bypass, with as an yet-undefined route. Regarding the current LMAGV (the Garden Village originally planned for 3500 houses, contained in the brownfield site) housing delivery and infrastructure provision have significantly lagged behind expectations.

Clifford Chambers and Milcote and Luddington residents have raised the concerns about the new bypass, its lack of details, costs, undefined route, flood risk, carbon emissions, impact on ecology, landscape, and heritage, lighting and noise. Regarding the connectivity between healthcare provision and new developments. For example, the Clifford Chambers and Milcote Residents Association highlighted the issue that LMA is one of the furthest sites from the nearest A&E (Warwick).

I had many representations from residents in Bidford, and councillors from Bidford on Avon Parish Council with regards to BID1. The proposed allocation appears to have moved from around 500 dwellings in December 2025, to a much larger strategic proposal in June 2026, with reference first to around 3,600 dwellings, and in the current Regulation 19 presentation to a minimum of 2,225. Residents and parish council could not therefore make their views known at Regulation 18 on the

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2225 houses. Concerns were raised, especially in relation to the Council's own transport modelling. Residents raised the concerns with Grafton Lane identified as a key route for development traffic, despite safety concerns, and I understand that a new River Avon crossing was introduced into the BID.1 proposals only in July 2026. Further, there is currently no confirmed costs and funding for the new bridge in Bidford. Residents also raised the issue of flood risk. Further, the heritage impact assessment should be completed for the Famington hamlet, the setting of Grade listed farm buildings. The published Heritage Impact Assessment relates to individual sites of up to 150 dwellings and concludes that archaeological evaluation is required. Small Brook is a permanent watercourse that floods seasonally and forms a clear natural boundary.

Regarding STR2, this was another site which was substantially increased after Regulation 18. Residents raise the issue of building on meadow and woodland, and agricultural land, at Trinity Way. STR.2 has been allocated 2,727 houses. Development on this scale is not sustainable. I am concerned about urban sprawling of the town, with no active travel well designed transport connectivity. Despite its strategic policies, the SWLP contains no plans for a strategic cycle network to connect proposed new, and existing developments, and town centre. Such development at this location will also increase traffic on the busy A429 and the rural road network between Stratford and Wellesbourne. Further, this will add pressure on the Clopton Bridge, a scheduled monument which is already heavily trafficked.

Regarding STR1 with around 770 houses allocated, sits within the open countryside adjacent to the Clopton House Meadow Local Wildlife Site and the Welcombe Hills Local Nature Reserve, a 60-hectare Local Nature Reserve managed by Warwickshire Wildlife Trust on the edge of Stratford-upon-Avon. The site contains species-rich grassland, woodland and ponds and supports a range of notable wildlife. It is also valued for its landscape character, panoramic views, heritage significance and role in supporting public wellbeing through walking, wildlife appreciation and engagement with local history. Welcombe Hills and Clopton Park should be regarded as strategic environmental infrastructure. However, proposed growth within the Clopton Quarter is likely to increase recreational pressure on the reserve, with impact on wildlife, biodiversity and ecosystems.

My constituents also contacted me about HEN.1. I understand from discussions with residents and local councillors that local housing needs during the lifetime of the South Warwickshire Local Plan until 2050 is probably no more than 500 new homes, including affordable housing for young people and specialist accommodation for older residents. HEN1 would instead deliver at least 2,084 homes. Concerns were raised on traffic congestion and road safety, infrastructure, drainage and flooding. I understand that essential local traffic modelling has not yet been completed, despite the likelihood that the development would generate thousands of additional vehicle

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movements and worsen existing congestion on the A3400, Henley High Street, and surrounding rural roads, particularly during M40 and M42 diversion events. Public transport assumptions rely heavily on future rail improvements that remain aspirational rather than funded and committed. Concerns also extend to healthcare, education and community facilities, where delivery remains dependent on future agreements and funding rather than firm commitments.

I also have been contacted about changes with the BUAB in Claverdon, and the removal of both Claverdon and Snitterfield from the Green Belt.

My constituents have also pointed to the Plan's strategic objectives, sustainability ambitions and actual spatial choices. For example, Stratford Climate Action has highlighted in detail how the assessment of carbon emissions is incomplete and methodologically flawed.

Finally, I wish to participate in the examination hearing session.

Kind regards



Dr Manuela Perteghella MP

Member of Parliament for Stratford-on-Avon