

NEIGHBOURHOOD PLAN STEERING GROUP MEETING

26 July, 2012

Minutes pages 1 - 4

Present:

Phil Applin (Acting Chairman)
Neil Basnett
Tom Baxter
David Bowie
Helen Crook
Elizabeth Dixon
Peter Emerson
Ann Hicks
Trevor Honychurch
Roger Matthews
David Morgan
Dave Savage
Sarah Summers
Moira Takalis

There were 26 members of the public present to witness the presentation on the proposed Honeybourne railway link.

1) Apologies

Apologies were received from Charles Bates, Mark Haselden, David Langman, Alan Marks MBE, Charlie Michaelis, Harry Nichols, Neil Pearce and Tim Sanders.

2) Minutes

It was agreed to amend the minutes to insert the words '& Ride' after 'Bishopton Park' in the third paragraph of page five. The minutes were subsequently approved as a true record.

3) Presentation - Proposed 're-opening of the Honybourne railway link'

Acting Chairman, Phil Applin welcomed the public to the meeting, explaining that the purpose of the presentations was to gather information to inform the Steering Group, who are charged with compiling the subsequent Neighbourhood Plan.

Phil introduced Steering Group member, Andrew Dow who delivered a presentation, backed up by power point, on the advantages to the town of re-opening the line. The power point presentation is too large to circulate electronically, but his accompanying notes are included with the minutes.

The opposing motion was put by Housing & Design Chairman, Tom Baxter, accompanied by an engineer who gave a brief explanation on vibration levels. Information from lobbyists', No Avon Train Line, was tabled at the meeting, which is also included with the minutes.

Following the presentation, the Chairman invited both Tom and Andrew to take questions from the floor, which were duly answered or noted. Various concerns and observations were raised:

- 3.1 Escalating fuel prices will also affect train travel.
- 3.2 How can it be economically viable unless freight runs on the line?
- 3.3 If freight was viable, would the proposer then oppose the line?
- 3.4 Vibrations from trains are a problem for those living in close proximity.
- 3.5 Why do we need to put speed before the environment? Why not slow down?
- 3.6 Do not destroy the Greenway, one of the loveliest places around.
- 3.7 It is perfectly possible to cross over a single track railway using a gate system.
- 3.8 The St Blodwin development at Long Marston will be developed eventually, generating a lot more traffic in the town. Any shift of traffic on to the railway is most welcome. D.B. Schenker (freight travel operatives) has not put any money into the latest feasibility study.
- 3.9 It is difficult to come to Stratford-upon-Avon other than by car. How can you generate more cycling unless you have a greater train service?
- 3.10 There is a perfectly good railway between Stratford-upon-Avon and Leamington. Why not speed this up, rather than invest in a new railway?
- 3.11 To re-instate or to retain the status quo are not the only options. It is perfectly feasible that Summerton Way could form part of the inner relief road. The world is not static and if the railway link is not re-instated, it doesn't necessarily mean that the status-quo will remain.

3.12 It seems such a lot of money to spend on such narrow usage. Why couldn't the money be spent on making it a double line?

The chairman thanked those present and all members of the public then withdrew.

4) Update on Vision

Phil Applin used a Power Point presentation to explain how the management team had reviewed the information which had evolved from the visionary workshop and outlined the action that has been taken, and the next steps. His Power Point presentation is attached with the Minutes. During the discussion a number of issues were raised and action agreed:

- 4.1 Bourneville visit is scheduled for 24 August, but is as yet unconfirmed. David Morgan will confirm details as soon as possible. The visiting party to include Elizabeth Dixon.
- 4.2 Roger Matthews had not been approached to write the Sustainability and Environmental brief. Phil and Roger to meet to discuss further.
- 4.3 Elizabeth Dixon to e-mail Martin Penny's contact details to Helen Crook.
- 4.4 Sarah to provide Bus Station report to David Morgan. David to ring Nigel Whyte.
- 4.5 Further consideration should be given to debating key and contentious issues before time consuming writing exercises are undertaken. How will it be determined whether to include or omit contentious issues? Will the Steering Group vote on it?

Phil responded that it will probably be better to actually write something for review, which will then trigger debate on any contentious or unworkable issues, which always be taken out.

- 4.6 Concern was raised regarding a lack of what is actually required when writing a brief. What are we looking for or trying to aim at? What does the detail relate to?

Phil responded that it must be sufficiently detailed in terms of policies and sufficient to be incontrovertible.

David Morgan advised that there are three principles:

- i) Is it something current – NEW ISSUE;
- ii) Is it something you don't want to happen – PROTECTING;
- iii) Is it part of a VISION? If it is, go and find someone who's done it brilliantly and get evidence.

David agreed to circulate his report on 'How to write the Neighbourhood Plan' to all members of the Steering Group.

- 4.7 Neil Pearce has reviewed the aforementioned report, but further meetings with Phil and Neil are necessary to ensure we remain 'on track'.
- 4.8 Guidelines were requested in terms of certain editorial 'ground rules' - page layout and format etc.
- 4.9 It was suggested that as there is no 'case law' it may be worthwhile meeting with the Inspectorate to find out exactly what they are looking for. It was considered that this should be delegated to Neil to pursue if applicable.
- 4.10 Helen Crook, who is writing briefs on Health, and Leisure asked everyone to email her if they have any issues, bright ideas or know of areas where she might be 'shot down in flames'.
- 4.11 As Stratford-upon-Avon is such a visitor destination, tourism will remain and integral part of the plan. Phil to meet with Neil Basnett.

Due to lack of time, the remaining agenda items were deferred:

- Any updates from Working Party Chairmen; Public Participation – general; Any Other Business.

The Chairman closed the meeting at 8:23pm.

ACTION:

Phil Applin, Neil Basnett Elizabeth Dixon, David Morgan, Neil Pearce, Sarah Summers – see items 4-1 to 4.9 above.

ATTACHED:

Possible Re-opening of Honeybourne – Stratford Rail Link
No Avon Train Line
Power Point Presentation – Phil Applin