

## NORTH WARWICKSHIRE LOCAL PLAN EXAMINATION

### POSITION STATEMENT OF NORTH WARWICKSHIRE LABOUR GROUP

#### MATTER 7

- 1.1 In its representations on the Submission Plan, the Group emphasised the importance of providing new and improved infrastructure in advance of the delivery of substantial new housing growth. In relation to Issues 7.1 and 7.3 we are concerned that while the Infrastructure Delivery Plan (CD0/4) covers a wide range of infrastructure types, it is imprecise in terms of the specifics of what is required and the phasing and timing of additional provision. In para 5.5 the IDP divides infrastructure requirements into 'critical', 'necessary' and 'preferred' categories with only those items identified as 'critical' being required before development commences. Where items are identified as 'necessary' or 'preferred' the plan contains no indication as to the timing of provision. This is a serious concern given that the majority of infrastructure items fall into these latter two categories and that this includes many of the proposed highway improvements to the A5 (see Appendix B of CD/04). Although the Strategic Transport Assessment (CD/18A) identifies thresholds for the delivery of these, this document is only a consultants' report, and there is nothing in the IDP to control the scale of development that could take place in advance of their implementation.
- 1.2 Appendix C of the IDP is equally imprecise. For example, in relation to developments at Polesworth/Dordon, it identifies a need for additional school provision, replacement leisure facilities and a community hub, but it provides no detail on the nature of these requirements and it does not indicate at what stage in the development these facilities will be required.
- 1.3 The Group is also concerned about the comprehensiveness of the IDP. As we pointed out in our representations on the Submission Plan, it does not include all of the works identified in the STA (CD/18A) as being desirable. Specifically, the suggested by-pass for Grendon described at para 5.31 as "*...likely to be critical in enabling the full housing and employment sites to be delivered*" is not included. Nor are the requirements for improvements to the B5000 set out in table 28 of the STA and identified as core requirements.
- 1.4 Our final concern relates to the issue of funding. For the majority of areas, the IDP provides no detail as to the source of funding. We have commented on this and its implications in more detail in para 2.5 of our position statement for Matter 8.
- 1.5 For the above reasons the Group does not think that, in its present form, the IDP provides a sufficiently certain framework for the provision of the infrastructure necessary to support the level of development proposed.
- 1.6 In relation to Issue 7.2 the Group has no comments on the technical aspects of the Strategic Transport Assessment. However we do consider that further clarity is required over the exact status of the schemes identified in table 29 within para 8.16 as 'aspirational'. The implication of this wording is that the schemes are not considered necessary – and indeed

they have been omitted from the IDP (CD0/4). However the wording elsewhere in the STA (para 5.31 as quoted above) appears to indicate that the Grendon bypass is actually critical to the full implementation of the housing and employment proposals. The inspector is requested to seek clarity from the Council's consultants on whether the bypass is or is not an essential infrastructure element. If the latter then it should be included in the IDP.

1.7 The Group has no comments on Issue 7.4.