

North Warwickshire Local Plan Examination

Position Statement to the Inspector's Matters, Issues and Questions (Phase 1 – Strategic Matters)

Matter 7 – Infrastructure Provision

This Position Statement is made by Savills UK Ltd on behalf of our clients Cathedral Agricultural Partnership and the White Family. Our clients are major landowners within the draft H7 allocation: Land to the east of Polesworth and Dordon. This Position Statement is made in advance of verbal representations at the Examination in Public hearings.

Q7.1: Are infrastructure requirements to 2033 suitably evidenced, chiefly with regard to the Infrastructure Delivery Plan ('IDP')[CD0/4]?

(a) Does the IDP accurately forecast infrastructure necessary to enable development proposed via the LP, including in respect of the timing of projects?

(b) Are there any areas of uncertainty as to whether infrastructure would be forthcoming for whatever reason? If so, would the effectiveness of the LP be compromised?

The IDP (March 2018) [CD0/4] identifies the infrastructure required to deliver the Local Plan, outlining what is required in each settlement and the expected source of funding. The IDP provides anticipated overall costs for some infrastructure requirements (such as health, education and highway schemes) whilst further clarity would be helpful on others (such as public transport). Further clarity on the level of contributions that would be sought from specific allocations and their timings would be beneficial to provide landowners/developers greater certainty. A Trigger Point Study is currently being prepared to provide greater clarity in respect of the impacts the H7 allocation would have on the highway network and the timings at which improvements will be required. This will be completed in September.

Furthermore, we note the IDP makes reference to the provision of a new footbridge and parking facilities at Polesworth Railway Station. Clarity is sought over the timing that such contributions would be necessary, and the level of contribution considered to be needed. This is in the context of feasibility work to be undertaken with regards to the possibility of re-opening or alternatively re-locating Polesworth Station, as proposed in Policy LP26.

Q7.2: Is the Strategic Transport Assessment ('STA')[CD8/18A] robust? (see footnote 17).

(a) How has the STA informed the prioritisation, costing and timing of infrastructure projects?

(b) Is the approach in the STA consistent with other strategic transport studies?

(c) Both in respect of the strategic and local highway network, how has the effect of transport infrastructure projects and of the LP in general been modelled? What are the outcomes of that modelling, including in respect of highway capacity and safety?

The Strategic Transport Assessment (STA) [CD8/18A] is considered to provide a robust evidence base and to be consistent with the approach taken elsewhere. The STA has provided a platform for subsequent modelling work undertaken to understand the timing and delivery of a proposed road through the H7 allocation connecting the A5 to the B5000.

Q7.3: Is the LP based on suitable assessment of, and a positive strategy related to, infrastructure provision and timing of delivery in accordance with paragraphs 157 and 162 of the NPPF? Including in respect of policy LP1 and the following areas:

- (a) utilities and communication provision,**
- (b) healthcare and education capacity, (see footnote 19)**
- (c) open space and leisure provision.**

The IDP sets out the requirements for infrastructure provision listed in NPPF paragraph 162. It sets out the costs for healthcare and education, along with the contributions to be sought from each allocation. This is considered to amount to a positive strategy required by NPPF paragraph 157. In regards to leisure provision, the IDP requires developer contributions to, in part, fund replacement/refurbishment of leisure facilities in Polesworth and Dordon. However, further detail as to what this relates to would be of benefit. Additionally, whilst the IDP is considered to amount to a positive strategy, further clarity over the contributions to be sought from specific allocations, for example contributions to be sought from allocation H7 towards leisure improvements, would also be of benefit.