
FREETHS

**STATEMENT OF REPRESENTATION FOR THE EXAMINATION IN
PUBLIC HEARINGS : NORTH WARWICKSHIRE BOROUGH COUNCIL**

MATTER 7: INFRASTRUCTURE PROVISION

PREPARED ON BEHALF OF HALLAM LAND MANAGEMENT LTD

AUGUST 2018

FREETHS LLP

PLANNING AND ENVIRONMENTAL GROUP

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1. INTRODUCTION

- 1.1. This Statement is prepared by Freeths LLP on behalf of our client Hallam Land Management Ltd (“HLM”) and is submitted as evidence as part of the examination into the North Warwickshire Local Plan. HLM has made detailed representations on a number of policies throughout the Plan preparation and is promoting site H13 at Land to the west of Robey’s Lane, adjacent to Tamworth.
- 1.2. This Statement relates to Matter 7 of the ‘Phase 1 Matters, Issues and Questions’ note prepared by the Inspector and forming the basis of the Examination Hearings.

2. QUESTION 7.1 – INFRASTRUCTURE REQUIREMENTS

- 2.1. The Infrastructure Delivery Plan (IDP) sets out on page 7 three categories of infrastructure, namely ‘critical’, ‘necessary’ and ‘preferred’. In summary the infrastructure classed as ‘critical’ is required prior to development commencing, ‘necessary’ infrastructure is required but timing/phasing is less urgent, and development can commence prior to this being put in place and ‘preferred’ is defined as timing and phasing not being critical over the Plan period.
- 2.2. Appendix B sets out a summary of infrastructure requirements by topic and identifies whether each project is ‘critical’, ‘necessary’ or ‘preferred’. The list of ‘critical’ projects is as follows:
- (i) Improvements to A5 (Dordon Roundabout)
 - (ii) Creation of through road in Dordon/Polesworth
 - (iii) Through Rd at Church Rd. Hartshill
 - (iv) Affordable Housing (Borough Wide)
 - (v) Gypsy & Traveller Pitches
 - (vi) A pitch for Travelling Showpeople
 - (vii) Fire Station Upgrades
 - (viii) Utility Services
- 2.3. Firstly, it is unclear whether the improvements to the A5 that are ‘critical’ relate just to the Dordon roundabout or the full suite of other works set out in Appendix G (P56).

It is assumed as Dordon roundabout is specifically referenced that it is the former, and that this equates to ID6 within Table 19 in Appendix G. This is identified as 'critical', ie: required prior to development commencing but it is not clear what development/(s) requires these works, in order to proceed.

- 2.4. Subject to the above being clarified, in practice the infrastructure that is required prior to commencement of development seems relatively limited and should not be a constraint on achieving the delivery of 3790 dwellings to meet the needs of the GBHMA. Items (ii) and (iii) in the list in paragraph 2.2 appears to relate to specific proposed allocated sites, H7 and H19. Affordable Housing is included on a borough wide basis but would be required by policy and it is difficult to see how this can be delivered prior to commencement of development.
- 2.5. Items (iv) and (v) relate to provision of gypsy and traveller pitches, together with that of travelling show people. Whilst this provision may be 'critical' to ensuring the needs of these communities are met, the delivery or otherwise of this type of development wouldn't prejudice the ability for other residential/employment sites to come forward and would not be a constraint on such.
- 2.6. Item vii relates to fire station capacity and this appears to be dealt with on a pro-rata contribution basis. Finally item viii relates to utilities for specific settlements, but is classed as 'critical/preferred'. It is not clear here whether certain sites will need capacity upgrades presumably in relation to drainage, given the reference to Severn Trent on page 43 of the IDP.
- 2.7. Overall therefore it can be seen that the amount of 'critical' infrastructure that might be required on a borough wide basis, is relatively limited according to the IDP. Therefore the reference within the Plan to the 'aspirational' 3790 dwellings being reliant on the provision of infrastructure is perhaps misleading. HLM recognise that of course the items listed as 'necessary' within the IDP will also need to be provided, but these can be secured through individual allocations. In this sense it is not clear how the provision and delivery of infrastructure is any different in NWBC to other authorities. More concerning is the absence of clarity in the Local Plan about how NWBC may approach determining applications if they consider that insufficient infrastructure exists. The ambiguity on this matter needs removing through a firm commitment to providing the 3790 dwellings currently deemed 'aspirational'.

3. QUESTION 7.2 – STRATEGIC TRANSPORT ASSESSMENT

- 3.1. Please see a letter from Watermans provided in Appendix A for HLM’s position on this matter. Watermans act for HLM as highway consultants in the preparation of a planning application for the proposed allocation H13 and including additional land to the east of Robey’s Lane.

4. QUESTION 7.3 – INFRASTRUCTURE PROVISION

- 4.1. Please see Q7.1
- 4.2. In addition HLM is aware that through the preparation of a planning application for proposed allocation H13 and adjacent land that there has been extensive dialogue between neighbouring authorities and other agencies to ensure that appropriate provision of infrastructure facilities is provided. This has included cross boundary solutions for primary and secondary school place provision, healthcare and sports and leisure provision.

5. QUESTION 7.4 – CROSS BOUNDARY IMPLICATIONS

- 5.1. Please see Q7.3 and with respect to highway matters, Appendix A.

**APPENDIX A – MATTER 7 – LETTER FROM
WATERMANS**

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Our Ref: WIE15596 -100-180831-DP-EIP

Date: 31st August 2018

Issue By Email

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FAO Mark Bassett

RE: Tamworth EIP Response to Matter 7

Dear Mark,

Further to our conversation please find my response with regards to the identified matters, issues and questions for the North Warwickshire Borough Council Local Plan Examination In Public:

Matter 7.2 Is the Strategic Transport Assessment (STA) [CD8/18/A] robust?

The STA provides a clear schedule of infrastructure projects associated with the Local Plan proposals. Each project is costed and grouped in terms of their timing and relative priority. The STA schedule and prioritisation of projects is clear and consistent and includes schemes to mitigate impacts beyond the Local Plan area. This cross-boundary approach enables projects for different highway authorities to be undertaken on an agreed and prioritised basis.

The findings within the STA are based upon the use of a strategic Paramics traffic model. This strategic traffic model extends beyond the boundaries of the Local Plan and has been agreed for use with each of the relevant local highway authorities and Highways England. The use of an agreed strategic traffic model has provided an agreed basis for the identification, prioritisation and timing of required highway improvements.

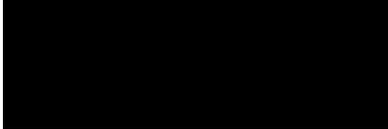
Matter 7.4. Have cross-boundary implication of infrastructure been appropriately considered with regard to NPPF paragraph 31. Including roadside facilities for motorists? Are there any uncertainties or unresolved issues?

We are currently providing support for development proposals which are located on the border of North Warwickshire and Tamworth. These development proposals are broadly in line with the allocations identified within the North Warwickshire Draft Local Plan. The strategic transport model used within the evidence base for the Local Plan extends beyond the Warwickshire boundary in to Staffordshire in the vicinity of these development proposals. This strategic traffic model has therefore enabled the cross-boundary implications of the development of this site to be appropriately considered. Given the location of the site on the administrative boundary of the planning authorities this cross-boundary assessment has been vital.

The fact that the strategic traffic model has been approved for use by each of the relevant highway authorities (Highways England, Staffordshire County Council and Warwickshire County Council) has meant that the assessment of cross-boundary implications has been undertaken on an agreed basis. The use of an agreed single traffic model has also meant that the identified highway improvements are identified and prioritised on a consistent and agreed basis.



Yours sincerely



David Prior
Associate Director
For and On Behalf of Waterman Infrastructure & Environment Ltd