

Matter 7

**NORTH WARWICKSHIRE BOROUGH COUNCIL LOCAL PLAN EXAMINATION
STATEMENT ON BEHALF OF THE CHURCH COMMISSIONERS FOR ENGLAND – ID
SLP360**

PHASE 1, STRATEGIC MATTERS

Matter 7, Infrastructure provision

Preamble

This Hearing Statement is made on behalf of our Client, the Church Commissioners for England, in advance of making verbal representations to Phase 1 of the Examination in Public into the North Warwickshire Local Plan.

Our Client is the majority landowner of ‘Land to the east of Polesworth and Dordon’ which has a draft allocation for housing under Policy H7. Accordingly, our Client is keen to engage in the Local Plan examination process and assist in preparing a sound plan which is positively prepared, justified, effective and consistent.

Issues and questions

7.1 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?

1. The IDP covers a broad range of infrastructure such as transport, green infrastructure, education, health and social infrastructure.
2. Appendix D of the IDP identifies the infrastructure required within each settlement to deliver development proposed in the Local Plan, including the expected source of funding.
3. In respect of allocation H7, appendix ‘E’ sets out what is required in respect of education provision. Whilst timings are not included in the IDP, the majority landowners - namely the

Church Commissioners for England, Cathedral Agricultural Partnership and White family - have met with Warwickshire County Council Education team and the timings for education provision have been clarified. Appendix 'F' forecasts what is required in respect of health provision but does not include timings. We recognise that contributions for health care would be required at the point the new dwellings become occupied thereby increasing demand. As such, this would be tied to the grant of planning permission and the phasing of the development.

(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?

4. In respect of the Church Commissioner's land interests at site H7, the main landowner's highway consultants (Pell Frischmann and BWB Consulting) are working collaboratively with Warwickshire County Council Highways and Vectos Microsimulation to undertake a trigger point study - the methodology of which has also been approved by Highway England. This study, which will be completed in September 2018, will provide greater certainty in respect of the impacts that the development will have on the highway network at different phases of the development. This will allow the landowners with WCC Highways and Highways England to comprehensively plan for the relevant highway improvements as development on the site is progressed.

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

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

5. The STA [CD8/18A] includes modelling of the Local Plan developments and identifies schemes to facilitate both strategic and local plan traffic growth. The phasing of the schemes is set out in terms of what are required at 2021, 2026, and 2031. This is a broad evidence base for the Local Plan growth as a whole and demonstrates that there is a traffic infrastructure solution to achieve the planned growth. Supplementary evidence has been prepared by the promoters of the Polesworth and Dordon development (allocation H7) in conjunction with Warwickshire County Council to understand the infrastructure requirements at different levels of development on the Polesworth and Dordon site. This supplementary evidence complements the findings of the STA by building upon the detail presented in the STA.

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

6. It is understood that the author of the report (Vectos Microsimulation) has undertaken similar studies to support Local Plan evidence bases in this region. Footnote 18 on page 14 of INSP5 highlights that there has been a response which refers to the West Midlands Strategic Transport Plan, and whether the STA is consistent with this. The West Midlands Strategic Transport Plan is a transport strategy document that sets out the broader vision and aspirations of the transport network, and therefore serves a different purpose to that of the STA. The STA is contextually relevant to the local plan evidence base, and provides an overview of the transport assessment.
7. Supplementary evidence has been prepared by the promoters of the Polesworth and Dordon development in conjunction with Warwickshire County Council to understand the infrastructure requirements at different levels of development on the Polesworth and Dordon site.

(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?

8. The STA considers the operation of the local and strategic networks in a Paramics model that has been determined by Highways England as appropriate for preparation of a local plan evidence base. The modelling demonstrates that the local plan developments can be accommodated in conjunction with local and strategic network improvements. It is acknowledged that the strategic network improvements are necessary irrespective of the Polesworth and Dordon development at site H7. However, the Polesworth and Dordon development would provide a new distributor road from the A5 in the south to the B5000 in the north thereby providing strategic and local highway network improvements which would redistribute traffic away from roads through Dordon and Grendon.
9. Supplementary evidence has been prepared by the promoters of the Polesworth and Dordon development in conjunction with Warwickshire County Council to understand the infrastructure requirements at different levels of development on the Polesworth and Dordon

site. This supplementary evidence complements the findings of the STA by building upon the detail presented in the STA.

7.3 Is the LP based on a 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,

(c) open space and leisure provision.

10. The IDP includes the requirements for infrastructure listed at paragraph 162 of the NPPF 2012.

11. Appendix 'C' sets out the requirements for utilities and communication provision across the Borough whilst Appendix 'D' sets out the requirements by settlement and lists the responsible body. We note that such provision is not required in respect of our client's site at H7.

12. In respect of allocation H7, appendix 'E' sets out what is required in respect of education provision. Whilst timings are not included in the IDP, the majority landowners, namely the Church Commissioners for England, Cathedral Agricultural Partnership and White family have met with Warwickshire County Council Education team and the timings for education provision have been clarified. Appendix 'F' forecasts what is required in respect of health provision but does not include timings. We recognise that contributions for health care would only be required at the point at which the new dwellings become occupied thereby increasing demand. As such, this would be tied to the grant of planning permission and the phasing of the development. This is considered to amount to a positive strategy as required by paragraph 157 of the NPPF.

13. Appendix D of the IDP sets out that in Polesworth and Dordon the replacement/refurbishment of Leisure Facilities are required, in part to be funded by developer contributions. Whilst it is not clear which leisure facility would benefit from replacement / refurbishment, we

recognise that contributions for leisure services would only be required at the point at which the new dwellings become occupied thereby increasing demand. As such, this would be tied to the grant of planning permission and the phasing of the development. This is considered to amount to a positive strategy as required by paragraph 157 of the NPPF.

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?

14. We do not have any specific comments to make in relation to the above question but do nevertheless reserve the right to comment further on this in so far as it may affect our clients land east of Polesworth and Dordon (H7).