

# **BOROUGH PLAN BACKGROUND PAPER - Ensuring the Delivery of Infrastructure Provision**

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**NUNEATON AND BEDWORTH  
BOROUGH COUNCIL**

**2015**



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# 1 INTRODUCTION

- 1.1 The purpose of this technical paper is to draw together the key datasets/information that have been used in developing the Ensuring the Delivery of Infrastructure Provision policy. The technical paper provides the detail behind the development of the policy and is used to justify the elements included within the policy.
- 1.2 Infrastructure is necessary to support new development in relation to the impact development may cause on existing communities and/or sites. It is also necessary to ensure that the development being created can function appropriately. Infrastructure covers a wide range of categories, this is touched on within the NPPF, paragraph 162. The important point to note is that without proper infrastructure planning the strategic development within the Borough will not come forward in a way that supports existing and new communities.
- 1.3 Ensuring infrastructure provision keeps pace with new development is a key component of delivering the Borough Plan. Where possible, the proposed growth seeks to take advantage of existing infrastructure provision. This is important because it will assist in ensuring the proposed strategic sites are viable and as sustainable as they can be.
- 1.4 It is acknowledged, that new development will create pressures on existing infrastructure, which will need to be upgraded to reduce these pressures. In addition, the provision of new infrastructure will also be needed to bring development sites forward.
- 1.5 The Council has an established Infrastructure Planning and Delivery Group. This group provides support and advice regarding appropriate infrastructure planning as part of the development of the Borough Plan. The group have provided feedback in relation to the development of the strategic sites, and this has helped to inform the evidence collected for the IDP. The IDP will be updated annually, and the Council will continue to work infrastructure service delivery partners. This will enable flexibility to meet any changes in needs over time.
- 1.6 The Borough Plan policies make reference to infrastructure of some type, and particularly the delivery mechanisms make reference to the CIL and/ or planning obligations. This policy identifies generic infrastructure considerations that need to be considered. The information in this paper details the work and findings that have been completed to date on infrastructure, as well as providing supporting detail behind the development of the policy.

## 2 NATIONAL PLANNING POLICY FRAMEWORK

- 2.1 The National Planning Policy Framework (NPPF) sets out the fundamental planning requirements that need to be considered through the planning process. Table 1: NPPF Conformity, highlights the key points relating to this topic from the NPPF and how the policy or the Borough Plan as a whole, is meeting this requirement.
- 2.2 The NPPF makes continuous reference to the need to plan adequately for infrastructure. In total, the word infrastructure is mentioned 46 times within the document. The extracts from the NPPF demonstrate the breath of information relating to this topic at the national level. The proposed policy seeks to take forward the most appropriate elements, whilst seeking to create unnecessary repetition. The proposed policy includes some criteria to consider as part of determining a planning application where development would impact the local infrastructure.
- 2.3 A number of the requirements set out within the NPPF relate to planning appropriate infrastructure, this is not specifically dealt with as part of the policy, but rather is a fundamental element of the Borough Plan as a whole. However, the infrastructure policy identifies how infrastructure will be delivered as part of the development of the Borough Plan.

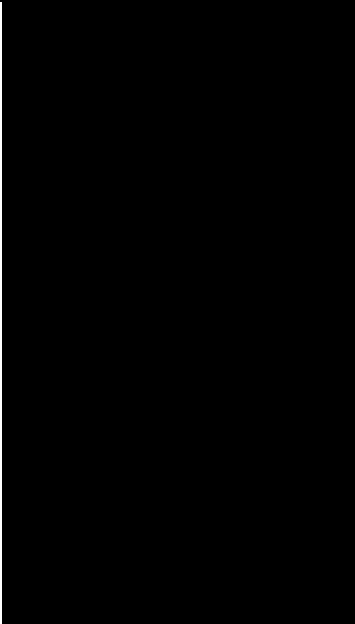
NPPF Requirement	NPPF sub-requirement	Relationship with policy
Paragraph 21:  Investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing.		This policy seeks to address any barriers to investment by ensuring that new development and investment contributes to the local infrastructure. The IDP identifies the key infrastructure requirements associated with the Borough Plan.
Paragraph 31:  Local authorities		The Council has an established Infrastructure

<p>should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user.</p>		<p>Planning and Delivery Group. This group provides support and advice regarding appropriate infrastructure planning as part of the development of the Borough Plan. The group have provided feedback in relation to the development of the strategic sites, and this has helped to inform the evidence collected for the IDP. The IDP will be updated annually, and the Council will continue to work infrastructure service delivery partners. This will enable flexibility to meet any changes in needs over time.</p>
<p>Paragraph 41:  Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.</p>		<p>The Council has an established Infrastructure Planning and Delivery Group of which Warwickshire County Council are a member of. The Council works closely with WCC in developing the transport infrastructure to support the strategic sites. WCC with the CWLEP are taking forward various initiatives to improve transport along the north/south corridor.</p>

<p>Paragraph 42:</p> <p>Advanced, high quality communications infrastructure is essential for sustainable economic growth. The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services.</p>		<p>This is dealt with through the telecommunications policy and the IDP, which the policy makes reference to.</p>
<p>Paragraph 99:</p> <p>Local Plans should take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure.</p>		<p>Issues relating to the natural environment are dealt with in other policies in the Borough Plan. However, the policy does state that New development must be willing to mitigate against any potential negative impacts on the Borough's ability to improve the Heritage and the natural environment and biodiversity.</p>

<p>Paragraph 114:</p> <p>Local planning authorities should:</p>	<p>set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure</p>	<p>Issues relating to the natural environment are dealt with in other policies in the Borough Plan, such as the Green Infrastructure Policy. However, the policy does state that New development must be willing to mitigate against any potential negative impacts on the Borough's ability to improve the Heritage and the natural environment and biodiversity.</p>
<p>Paragraph 156:</p> <p>Local planning authorities should set out the <b>strategic priorities</b> for the area in the Local Plan. This should include strategic policies to deliver:</p>	<p>the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);</p>	<p>The Infrastructure Delivery Plan (IDP) identifies the key infrastructure requirements associated with the Borough Plan. The IDP should be considered as part of planning proposals, particularly for strategic sites. Development will only be supported where it is in conformity with the IDP or adequate alternative infrastructure requirements have been identified and agreed with relevant infrastructure service delivery partners.</p>
<p>paragraph 162:</p> <p>Local planning authorities should work with other authorities and providers to:</p>	<p>assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including</p>	<p>The Council has an established Infrastructure Planning and Delivery Group. This group provides support and advice regarding</p>



	<p>heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and</p>	<p>appropriate infrastructure planning as part of the development of the Borough Plan. The policy makes reference to the IDP which the group have provided feedback in relation to the development of the strategic sites. The IDP will be updated annually, and the Council will continue to work infrastructure service delivery partners. This will enable flexibility to meet any changes in needs over time.</p>
	<p>take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.”</p>	<p>The IDP plans for infrastructure at a strategic level in order to support the development proposals in the Borough Plan and to take account of any nationally significant infrastructure which may materialise in the area.</p>
<p>Paragraph 173:  Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens</p>		<p>The Borough Plan requirements do not intentionally seek to make sites unviable, they are there to support the infrastructure required for development. The delivery of infrastructure provision and/ or improvement will be secured through the use of planning obligations/ agreements (e.g. CIL, S106 and S278) and/</p>

<p>that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.</p>		<p>or conditions.</p>
<p>Paragraph 175:</p> <p>Where practical, Community Infrastructure Levy charges should be worked up and tested alongside the Local Plan. The Community Infrastructure Levy should support and incentivise new development, particularly by placing control over a meaningful proportion of the funds raised with the neighbourhoods where development takes place.</p>		<p>The delivery of infrastructure provision and/ or improvement will be secured through the use of planning obligations/ agreements (e.g. CIL, S106 and S278) and/ or conditions. The Council is still undertaking the necessary work to inform the development of the CIL. The Council will be consulting on the Preliminary Draft Charging Schedule at the next round of consultation for the Borough Plan. This will allow feedback on the rates that have been informed by the</p>

		Borough Plan viability work.
<p>Paragraph 177:</p> <p>It is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that local planning authorities understand district-wide development costs at the time Local Plans are drawn up. For this reason, infrastructure and development policies should be planned at the same time, in the Local Plan. Any affordable housing or local standards requirements that may be applied to development should be assessed at the plan-making stage, where possible, and kept under review.</p>		<p>The IDP is being developed and consulted on at the same time as the Borough Plan. It identifies the key infrastructure requirements associated with the Borough Plan. The IDP should be considered as part of planning proposals, particularly for strategic sites. Development will only be supported where it is in conformity with the IDP or adequate alternative infrastructure requirements have been identified and agreed with relevant infrastructure service delivery partners.</p>
<p>Paragraph 179:</p> <p>Local planning authorities should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly coordinated and clearly reflected in individual Local Plans. Joint working should enable local planning authorities to work together to meet</p>		<p>The Council has an established Infrastructure Planning and Delivery Group. This group provides support and advice regarding appropriate infrastructure planning as part of the development of the Borough Plan. The group have provided feedback in relation to the development of the strategic sites, and</p>

<p>development requirements which cannot wholly be met within their own areas – for instance, because of a lack of physical capacity or because to do so would cause significant harm to the principles and policies of this Framework. As part of this process, they should consider producing joint planning policies on strategic matters and informal strategies such as joint infrastructure and investment plans.</p>		<p>this has helped to inform the evidence collected for the IDP. The IDP will be updated annually, and the Council will continue to work infrastructure service delivery partners. This will enable flexibility to meet any changes in needs over time.</p>
<p>Paragraph 180:</p> <p>Local planning authorities should take account of different geographic areas, including travel-to-work areas. In two tier areas, county and district authorities should cooperate with each other on relevant issues. Local planning authorities should work collaboratively on strategic planning priorities to enable delivery of sustainable development in consultation with Local Enterprise Partnerships and Local Nature Partnerships. Local planning authorities should also</p>		<p>The Council has an established Infrastructure Planning and Delivery Group. This group provides support and advice regarding appropriate infrastructure planning as part of the development of the Borough Plan. The group have provided feedback in relation to the development of the strategic sites, and this has helped to inform the evidence collected for the IDP. The IDP will be updated annually, and the Council will continue to work infrastructure service delivery partners. This will enable flexibility to meet any changes in needs over time.</p>

work collaboratively with private sector bodies, utility and infrastructure providers.		
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**Table 1: NPPF Conformity**

**3 PLANNING PRACTICE GUIDANCE**

3.1 The PPG sets out a number of guidance points in relation to infrastructure. These are spread across a number of guidance themes rather than being a standalone guidance section. Rather than repeat the guidance that is already covered in other background papers that relate to infrastructure. This paper will highlight the Local Plans section of the guidance, as this policy and the IDP ultimately feed in to the delivery of the Borough Plan. The following paragraphs are taken directly from the PPG<sup>1</sup> and have all been considered through the development of the policy and the wider Borough Plan and Infrastructure Delivery Plan.

**What is the role of a Local Plan?**

- 3.2 National planning policy places Local Plans at the heart of the planning system, so it is essential that they are in place and kept up to date. Local Plans set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for safeguarding the environment, adapting to climate change and securing good design. They are also a critical tool in guiding decisions about individual development proposals, as Local Plans (together with any neighbourhood plans that have been made) are the starting-point for considering whether applications can be approved. It is important for all areas to put an up to date plan in place to positively guide development decisions.
- 3.3 National planning policy sets clear expectations as to how a Local Plan must be developed in order to be justified, effective, consistent with national policy and positively prepared to deliver sustainable development that meets local needs and national priorities.

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<sup>1</sup> <http://planningguidance.planningportal.gov.uk/blog/guidance/>

### **What should a Local Plan contain?**

- 3.4 The Local Plan should make clear what is intended to happen in the area over the life of the plan, where and when this will occur and how it will be delivered. This can be done by setting out broad locations and specific allocations of land for different purposes; through designations showing areas where particular opportunities or considerations apply (such as protected habitats); and through criteria-based policies to be taken into account when considering development. A policies map must illustrate geographically the application of policies in a development plan. The policies map may be supported by such other information as the Local Planning Authority sees fit to best explain the spatial application of development plan policies.
- 3.5 Local Plans should be tailored to the needs of each area in terms of their strategy and the policies required. They should focus on the key issues that need to be addressed and be aspirational but realistic in what they propose. The Local Plan should aim to meet the objectively assessed development and infrastructure needs of the area, including unmet needs of neighbouring areas where this is consistent with policies in the National Planning Policy Framework as a whole. Local Plans should recognise the contribution that Neighbourhood Plans can make in planning to meet development and infrastructure needs.

## 4 ISSUES AND OPTIONS

- 4.1 The policy seeks to take forward and address the following key issues that were identified in the Issues and Options document.

### Issue T1

Congestion in Nuneaton and Bedworth is high with Nuneaton having one of the highest levels of traffic density in the County during peak times. Particular problems in the Borough occur on the A444, Long Shoot (A47), Lutterworth Road (B4114), Camp Hill/ Tuttle Hill (B4114) and Coventry Road (B4109).

### Issue T2

Access to some employment sites such as Bermuda Industrial Estate, Attleborough Fields, Prologis and Arena Park is difficult without a car. This is significant given that car ownership in the Borough is the lowest in Warwickshire. Improvements in public transport along the north south corridor and regeneration zone are required to improve accessibility to job opportunities.

### Issue T3

Few travel by public transport, cycle or walk. Improvements in provision such as more walking and cycling networks, cycle parking facilities, pedestrian priority areas and crossing facilities along with the need to address issues such as the frequency, reliability, integration and cost of public transport is required to facilitate benefits to the environment and health.

### Issue LR1

While Riversley Park and the Miners Welfare Park serve the whole Borough, other recreation grounds are unevenly distributed with most concentrated in the north around Barpool and neighbouring areas. There is sufficient outdoor sports provision in the Borough to meet existing need but it is under utilised. Etone Sports centre has the only artificial sports pitch in the Borough.

### Issue LR2

There is a good green corridor network running through the middle of the Borough linked to the Coventry Canal. Others include the Nuneaton Ashby disused railway. There are however no corridors in Bulkington or the south west of the Borough which reduces biodiversity and opportunities for leisure activities in this area.

### Issue LR3

Access to some of the Borough's leisure facilities is restricted for people without a car. Public transport to Bermuda Park for instance is limited and there are no public footpaths along the A444.



## 5 PREFERRED OPTIONS

5.1 The issue of infrastructure was something raised across a number of the Borough Plan policies. Where this relates to a specific policy or issue it has been dealt with through the relevant policy. The responses outlined below are concerned with the Policy INF4 – Ensuring the Delivery of Infrastructure. The following summarises some of the points that were raised during the consultation on this policy:

- There is also the issue of where these proposed homeowners' children will go to school. Our schools are already filled to capacity, meaning that our children's education will suffer.
- There is little consideration given to the infrastructure required to support the large numbers of houses proposed for the north of the area.
- The Infrastructure Planning and Delivery Group should take up the proposal for a comprehensive cycle network - see BP24. A cycle network should be included in a new development as a matter of course.
- We have considerable concerns about the lack of specified measures to protect and take advantage of opportunities to make best use of bus service infrastructure and improve bus services to ensure development is sustainable.
- We support policy INF 4 - Ensuring the delivery of infrastructure provision, and we have actively engaged in the development of the infrastructure delivery plan. We understand that it will be reviewed on a regular basis and that there is the opportunity to secure section 106 agreements and potential opportunities to fund infrastructure through the use of CIL.
- Access to town is already problematic at peak times without adding even more congestion with this proposed development. Where are the pedestrian tracks and cycle-ways to town, the nearest schools, shops and doctors, etc.?
- I urge that the proposals build with life quality and health improvement in mind, that the current travel infrastructure be done in conjunction with any new development, especially encouraging safe cycleways to and from town and the station. Don't be afraid to ask the community what would help in this respect. Leicester Road Bridge is a nightmare for cyclists!
- I note that no plans are included for community facilities. Where are the scout huts/community halls/social venues, never mind medical and shopping facilities? These are plans for a sterile, soulless housing mistake. This is compounded by the greater housing density suggested in the new submission.
- With regard to the physical infrastructure, land drainage is by use of recreational land on the St Nicholas estate (suds drainage) and sewerage is left to flood farmland which it is proposed you will build on before increasing capacity of the sewerage works. On Brookdale Road we suffer flooding as there is insufficient road drainage

capacity/drains but so far all new building has increased these problems. Your plan allows this to continue as small parcels of land can still be chosen by small builders without improving infrastructure.

- There should be inclusion of a telecommunications policy within the Plan linked to the NPPF paragraphs 42 and 23 which highlight the importance surrounding telecommunication development.
- We are objecting because Policy INF 4 does not make it clear that 'heritage and the natural environment' is included in the definition of 'infrastructure to be provided in tandem with development and where appropriate arrangements made for subsequent maintenance'.
- The CIL regulations cite the definition of infrastructure in the Planning Act 2008, section 216, specifying that 'open spaces' and 'flood defences' are eligible items for CIL.
- It is not clear how, or whether, strategic infrastructure has been considered, which is a strategic matter and subject to the Duty to Cooperate. The plan therefore risks being not legally compliant.
- As part of the WCML upgrade there were proposals to extend the new bridge over the station to beyond platform 6 to allow pedestrian access from the North side of the town. Under DaSTS we are being encouraged to cycle and walk more. This mode shift is unlikely to occur without the provision of easy pedestrian access to the station rather than the current situation where you have to go via Leicester road bridge.
- Concerned at the use of phrases such as "identify the provision of appropriate infrastructure as a pre-requisite of development".
- The Borough Plan must help secure sustainable development not deter it. The Council must demonstrate that the Borough Plan is deliverable and that any requirements for infrastructure do not place unreasonable burdens on development and threaten viability.
- We further note that the Council is yet to prepare a viability appraisal of the Borough Plan's cumulative policy requirements. This is a key deficiency in the Council's evidence base.
- Remove the reference to developers being required to engage with local communities over infrastructure provision and return this commitment to the role of the Council in plan making.
- The "Infrastructure Delivery Plan" issued for consultation by NBBC is so vague as to be beyond belief: it is full of "if's and maybe's", with few substantive proposals. And given the situation that currently pertains the 'Flowers Estate' where supportive services have still not been provided in accordance with commitments made to home purchasers, no-one can have any confidence that NBBC will enforce implementation of any other vague proposals in this new forward-plan.

## 6 PARTNERSHIP WORK

### *Infrastructure Planning and Delivery Group*

6.1 As previously mentioned the Council established an Infrastructure Planning and Delivery Group. The group consists of the following representatives:

- British Waterways
- Coal Authority
- Coventry Primary Care Trust
- Departments of Nuneaton and Bedworth Borough Council, inclusive of:
  - Assets
  - Environmental Health
  - Estates
  - Housing and Communities
  - Managing Director
  - Museums
  - Planning
- Departments of Warwickshire County Council, inclusive of:
  - Archaeology
  - Ecology and Biodiversity
  - Education
  - Fire Service
  - Libraries
  - Planning
  - Transport
- English Heritage
- Environment Agency
- George Eliot Hospital
- Highways Agency
- King Edward VI College
- National Health Service
- Natural England
- Network Rail
- North Warwickshire and Hinckley College
- Nuneaton and Bedworth Leisure Trust
- Stagecoach
- Sustrans
- Western Power
- WCAVA
- Warwickshire Police

6.2 Potential Development Areas and Potential Employment sites were presented to the Infrastructure Planning and Delivery Group in October 2011. The following information was requested from the infrastructure providers:

- Information on constraints
  - Implications of development from the infrastructure providers perspective
  - Potential mitigation, if required
- 6.3 The Council liaised with infrastructure group members through the following means:
- Presentation to the group
  - Meetings on an individual basis
  - Ongoing discussion with members of the group
- 6.4 Not all of the Infrastructure Planning and Delivery Group provided a response to this consultation, and therefore there are some gaps in the Council's knowledge. The findings of the Infrastructure consultation are set out in the following paragraphs.

*Additional infrastructure consultation*

- 6.5 Following the initial consultation process Council officers also extended invites to respond and engage on this work with the following additional stakeholders:
- British Telecoms
  - Broadband providers
  - Faith groups
  - National Grid
  - North Warwickshire Community Mental Health Team
  - West Midlands Ambulance Service
- 6.6 Where possible meetings were held with the remaining providers, and it has been agreed that minutes will remain confidential. However, the main issue arising from this additional consultation related to PDA 8 (Wilson's Lane), which contained a pylon, which would be a constraint to development but not a showstopper. Unfortunately, at the time officers were unable to obtain any responses from:
- British Telecoms
  - North Warwickshire Community Mental Health Team
  - West Midlands Ambulance Service
- 6.7 The Council organised an event for the IPDG as part of the Preferred Options consultation on 23<sup>rd</sup> May 2013. Members of the group have fed in their responses to the Council, which has helped to formulate the infrastructure requirements within the IDP and helped inform the viability work, particularly around the development of the CIL. The has organised a subsequent meeting with the IPDG on 7<sup>th</sup> March 2014 to keep the group up to date with the on-going work surrounding the Borough Plan.

### *Future work*

- 6.8 Officers will continue to engage with the Infrastructure groups and make continued effort to obtain responses from those providers who have yet to actively feed information into the emerging Borough Plan.
- 6.9 Officers have agreed to work with infrastructure providers in the development of their responses, which ultimately will be moving towards providing more detail around any schemes and the costings.

### *Impact of engagement in the development of policy*

- 6.10 The engagement to date has informed the policy by providing some initial information for the IDP. In addition, it has helped to outline the significant amount of infrastructure request/requirements that arise as a result of development, as well as the potential stresses on existing infrastructure. The policy seeks to ensure that providers are engaged as part of the application process. This is considered particularly important where a site comes forward outside of the strategic allocations. This is primarily due to the lack of information that would be in the IDP. Based on this work the policy makes specific reference to engaging providers, as well as the need to go beyond the IDP in considering infrastructure needs.

## **7 VIABILITY ASSESSMENT WORK**

- 7.1 In relation to viability, the Council has carried out a viability assessment of the Borough Plan. The main purpose of which is:
- Demonstrating that the Councils Borough Plan is sound from a viability perspective, this includes the assessment of affordable housing viability and wider draft planning policies;
  - Identifying viability evidence for a Community Infrastructure Levy (CIL). The Council is seeking to identify the amount of CIL that can fill the funding gap without putting developments within the Borough at risk of being undeliverable.
- 7.2 In taking the infrastructure work forward the Council may need to decide upon infrastructure priorities in determining which infrastructure will be delivered. It maybe the case that the amount of potential infrastructure required may result in development becoming unviable. Viability is a key component of the NPPF and the Council has to be realistic in its expectations about what developers can deliver.

## **8 OTHER BOROUGH PLAN POLICIES**

8.1 The policy makes reference to the fact that it has been developed on the basis that it is a generic infrastructure policy. It is intended to provide useful policy advice to applicants and decision makers in ensuring that infrastructure requirements are accounted for as part of new development. Other policies within the plan touch on infrastructure type issues and there is reference to how these maybe delivered e.g. through planning obligations. However, this policy seeks to emphasise that infrastructure can cover numerous different issues.

8.2 Specific reference is made within the policy to:

- Educational attainment
- Accessibility to services and jobs
- Health and well-being of its communities
- Community safety
- Heritage and the natural environment
- Biodiversity

8.3 The emphasis being on the need to mitigate the impacts of development. It is considered important to highlight these areas within the policy because they are considered to be all encompassing, but also help to focus the applicants mind in terms of infrastructure. Highlighting these factors provides clear instructions for the applicant, but does not restrict what is meant by infrastructure, particularly when the policy is considered as a whole.

## **9 INFRASTRUCTURE DELIVERY PLAN**

9.1 The Infrastructure Delivery Plan defines what infrastructure is required to support development, and who provides this. It identifies the current baseline of provision, any existing issues, standards and shortfalls along with what changes and schemes are currently planned. It draws upon current, and future investment plans of the local authority and other infrastructure providers. It helps to coordinate public and private investment and provide clarity on the amount of total investment in the district required for infrastructure within the timeframe of the Borough Plan. The Infrastructure Delivery Plan is seen as a live document and upon adoption of the Borough Plan will be updated annually. This will allow it be reviewed regularly to take account of emerging information to assess the progress of and funding for infrastructure schemes.

9.2 As the Borough Plan progresses further work to identify the specific detailed requirements can be produced as the strategic sites become more certain.

- 9.3 The Infrastructure Delivery Plan is accompanied by an Infrastructure Delivery Schedule. This displays on-going and planned schemes for different infrastructure categories. This will form part of the IDP at the next round of consultation.
- 9.4 The Infrastructure Delivery Plan provides supporting evidence for the creation of a charging schedule. The charging schedule will form part of a CIL which is currently being developed.
- 9.5 The infrastructure planning process provides the opportunity to identify what is needed to implement the Borough Plan and how it will be provided. The Infrastructure Delivery Plan and Schedule are based on information currently available and must be able to respond to changing needs and circumstances over the plan period. Consequently these are 'live' documents that will take account of changes as they come forward.
- 9.6 The policy directs applicants in the first instance to the Infrastructure Delivery Plan in order to assist in identifying specific infrastructure needs. It is considered the easiest and most flexible way to outline infrastructure needs on a strategic scale, because the Infrastructure Delivery Plan will be updated annually. However as the Infrastructure Delivery Plan focuses on strategic allocations, the policy also makes reference for applicants to consider the wider needs beyond those set out within the Infrastructure Delivery Plan.

#### *'Sterling Metals'*

- 9.6 The former Sterling metals site was developed for residential purposes. The site is an example of poor infrastructure planning, primarily due to a lack of service provision for the local residents. There was limited infrastructure consideration in planning for the site in relation to access to services. Although the site was allocated in the Eastern Nuneaton Local Plan and was therefore allocated, sites may come forward that are not allocated. The policy makes reference to the fact that sites will come forward where no infrastructure planning has been carried out. Consequently the policy seeks to protect new and emerging communities by highlighting the need for developers to work with providers and local communities to ensure infrastructure is provided within the development. In addition given that obligations should not be used as a solution to an existing problem, unless it is exacerbated by development, appropriate infrastructure planning as part of the planning process is fundamental.

#### *Factors to consider*

- 9.7 The policy makes specific reference to the following criteria:

- educational attainment,
- accessibility to services and jobs
- health and well-being of its communities,
- community safety,
- heritage and the natural environment, and
- biodiversity.

9.8 These criteria have been established based on the vision and objectives of the plan and are designed to help the applicant consider infrastructure impacts on a wider range of factors. These criteria seek to specifically cover topics rather than specific types of infrastructure, and are considered all encompassing.

9.9 In addition, reference is made to securing infrastructure in tandem with development. To some extent on the strategic sites this will be related to the Infrastructure Delivery Plan. However with smaller non-allocated sites it is considered important to ensure facilities and services are put in place for residents/users of the new development at the time of opening. 'Bermuda Village' for example has not had access to local shopping facilities until recently. Therefore this has resulted in residents and employees driving or travelling further for top up shopping.

#### *Delivering infrastructure*

9.10 The policy makes reference to the delivery of infrastructure. The Council has been working on the evidence to justify the implementation of a CIL. As a consequence the policy also identifies other delivery mechanisms that could be used. In addition, maintenance is touched on within the delivery mechanisms of the policy. This is something that can be important as part of the long terms sustainability of infrastructure provision. As an example, the provision of new open space will need to be maintained, therefore there will need to be a management agreement put in place. This will often be dealt with through a Section 106 agreement or through CIL measures.

#### *Co-location*

9.12 The policy makes reference to the importance of co-location. Through discussions with the Council's Infrastructure Planning and Delivery group this is something that is favoured by a number of providers. It is also considered a good way of implementing sustainable planning because users can combine trips to multiple facilities. It is accepted that practical factors result in limitation to the implementation of this. The policy acknowledges this and therefore seeks that the applicant explores the possibility rather than requiring implementation in all cases.



## **10 SUSTAINABILITY APPRAISAL**

- 10.1 The Policy will result in direct positive effects in terms of economic and social factors as it seeks to enhance existing facilities and services and provide appropriate infrastructure associated with new development in tandem with the development. There is also a direct positive effect on biodiversity, heritage, material assets community safety and access to services.
- 10.2 The Policy will have an uncertain on no effect on a number of environmental matters as these are factors associated with the implementation of other policies in the Borough Plan.

## **11 DELIVERY MECHNAISMS**

- 11.1 The delivery mechanisms for the policy are as follows:
- Annual update of IDP
  - Development of CIL (subject to viability study)
  - Use planning obligations/ agreements to bring in funds for infrastructure
  - Continue co-ordinating Infrastructure Planning and Delivery group
  - Continued engagement with infrastructure service delivery partners and other partnership working e.g. membership of the A5 group
  - Identification of infrastructure requirements for strategic sites set out within IDP
  - Maintenance of infrastructure provided on site or built/improved as part of the development will be achieved through adoption by a public body with appropriate maintenance payments of other secure arrangements.