

Barrow Borough Local Plan Examination

Hearing Statement Matter 11:

Infrastructure Provision and Monitoring

Barrow Borough Council

May 2018



Inspectors MIQ's:

Matter 11- Infrastructure Provision and Monitoring

Issue

Whether other policies are justified, effective and consistent with national policy in the NPPF

Relevant policies I1-I8

Questions

1. What are the likely impacts of the proposed scale and distribution of development on different aspects of infrastructure, including transport links? How have these been assessed?
2. How is it intended to address impacts on existing infrastructure and the need for new or improved infrastructure?
3. What specific improvements are proposed or will be required? What is the likely cost? How will they be brought forward and funded?
4. Is there a need to include any additional specific infrastructure projects in the Local Plan?

Monitoring

5. How would the implementation of the BBLP policies and proposals be achieved? What mechanisms are there to assist development sites to come forward/progress?
6. How would the implementation of the BBLP be monitored? Would this be effective? How would the results of monitoring be acted upon? For example, what would trigger a review of the Local Plan?

Council Responses:

Issue 11 Infrastructure Provision & Monitoring

Question 1 Response:

Highways

1.1. The Barrow Transport Modelling Report (EL5 004), undertaken by the Local Highway Authority, is a traffic model of the Barrow urban area and the surrounding district. The model has been used to assess the impact of the of the Local Plan development proposals on the highway network, and is a SATURN traffic model of the morning and evening weekday periods. The model outputs include traffic flows, queues, delays and the ratio of flow to capacity, which is a measure of congestion. The results show that congestion and journey times are forecast to increase on key routes to 2031 as a result of the Local Plan proposals.

1.2. Scenario 1 of the model takes account planning permissions and live applications with the potential to gain permission soon. It also includes other development likely to gain planning permission and be constructed by 2031, including proposals by BAE Systems. Scenario 2 takes account of the development in Scenario 1, plus all Local Plan proposals for housing, employment and leisure. The modelling shows that the number of over capacity junctions is forecast to increase in the future as a result of additional Local Plan development.

1.3. The modelling work was followed by the Barrow Transport Improvement Study (EL5 003), commissioned by the Council and Cumbria County Council, which identified potential location specific interventions. Having identified areas for potential improvement on the transport network, a range of sustainable infrastructure measures have been recommended with the target of further improving viable alternatives to car-based trips. This includes details of improvement works for each of the junctions along with a cost estimate for each improvement. These measures are set out in Appendix E of the Study.

1.4. Funding for the junctions will mainly come from developer contributions from the sites that have most impact upon the junctions. The County Council recommends that funding should be pooled, by up to 5 sites for each junction identified. Funding deficits could potentially be met through Local Growth Funding.

Schools

1.5. Using the identified housing sites in the Local Plan, the County Council has calculated pupil yield based on 1,918 new homes over the plan period. The calculation of the pupil yield is set out in Figure 2 of the Infrastructure Delivery Plan. Opportunity Sites and sites with extant planning permission were also included in the original assessment.

1.6. In Barrow, the number of additional pupils will take up many of the currently available spaces in schools. However, Barrow town has a concentration of schools in a relatively small area and movement of pupils between those schools is a feature of the primary schooling picture. This flexibility means that it is unlikely that strategic capacity issues would emerge, although this is not to say some localised issues may arise. Current data shows that there is likely to be sufficient secondary school places available between Furness Academy, St Bernard's RC High School and Chetwynde School.

1.7. At Walney, it is likely that there will be sufficient places to accommodate primary pupils from the additional housing. In terms of secondary school places, Walney School has sufficient places to accommodate the additional pupils.

1.8. In Dalton and Askam, there are likely to be sufficient spaces available to accommodate the potential increase primary school pupil numbers. However, it is likely that there will be pressure on places in the future at Dowdales School, given the cumulative effect of potential housing development.

1.9. Where new housing development would give rise to the need for the delivery of new schools or the extension, refurbishment and / or remodelling of existing schools, then County Council will look to the developer to fund the full cost of additional facilities required.

See chapter 13 of the Infrastructure Delivery Plan (EL5 001) for further details.

Wastewater, Drainage and Water Supply

1.10. Regular meetings have been held with United Utilities who have stated that new development in the Local Plan is unlikely to significantly impact on United Utilities' assets if development takes place according to the surface water hierarchy set out in the National Planning Practice Guidance. They have emphasised that pre-application dialogue with United Utilities and the Lead Local Flood Authority will be needed for all sites.

See chapter 10 of the Infrastructure Delivery Plan (EL5 001) for further details.

Question 2 Response:

2.1. The Infrastructure Schedule (see Appendix 3 of the IDP (EL5 001)) identifies all the significant known infrastructure schemes that are required to deliver the Local Plan. It also identifies other schemes that would contribute towards the delivery of the plan or that would impact upon the Borough over the plan period. Many of these schemes link to other studies such as the West of M6 Strategic Connectivity Study (EL5 009); Barrow Transport Improvement Study (EL5 003); and the Barrow Parking and Movement Study (EL7 002). A key means to deliver the required infrastructure and services will be through developer contributions, as set out in Policy I1 of the Local Plan (EL1 001). This policy links to the IDP.

Question 3 Response:

3.1. The Infrastructure Schedule (Appendix 3 or EL5 001) identifies (where known) who will deliver the scheme, how it is proposed to be funded, the cost of the scheme, any funding gap and the timeframe for delivery.

Question 4 Response:

4.1. The Council will continue to liaise with infrastructure and service providers and the IDP will be regularly updated to take account of additional projects that arise from such discussions.

Question 5 Response:

5.1. The Council has formed a new Policy and Regeneration Team to take forward the policies and proposals in the Local Plan. The team will continue to promote the Borough to potential developers and engage in pre-application discussions to ascertain what constraints there are to delivery and find solutions. Mechanisms such as compulsory purchase orders, local development orders, production of development briefs, European funding bids and partnership working to enable site preparatory works will be considered where appropriate.

5.2. The Council will continue to monitor and update its Self-build Register to assist delivery of housing on development sites. Continued attendance of groups such as the Cumbria Housing Supply Group and local Housing Strategy Group, which are attended by representatives of the development industry and housing providers, will also allow Council Officers to keep up-to-date with any issues or constraints which may affect delivery.

Question 6 Response:

6.1. The monitoring proposals identified in the Local Plan are considered to be effective. The BBLP will be monitored through the Council's Annual Monitoring Report and Housing Land Statements. Table 11 in the BBLP (EL1 001) contains a list of measurable indicators which will be used (both specific and strategic) when monitoring whether the policies are achieving the aims and objectives of the Plan.

6.2. A review of the Local Plan would be carried out at least every 5 years. Through regular monitoring of the indicators and targets/outcomes, the Council will be able to determine whether there is a need to undertake a partial or full plan preview sooner. Paragraph 7.9.4 (EL1 001) gives examples of occasions where a more regular review may be required.

6.3. In addition to this, if the draft Housing Delivery Test is taken forward into the new NPPF and delivery falls below the trigger for engaging the tilted balance then the Council would be likely to carry out a review of the Local Plan at that stage.