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ID 10 SHROPSHIRE LOCAL PLAN EXAMINATION

Stage 1 Hearing Statement

Representor unique Part A Ref	A0621
Matter	8: Infrastructure and delivery, monitoring and viability (Policies SP1, SP2 and SP14)
Relevant questions nos	1 and 4

SHROPSHIRE LOCAL PLAN
INDEPENDENT EXAMINATION
WRITTEN HEARING STATEMENT



MATTER 8
INFRASTRUCTURE AND DELIVERY, MONITORING AND VIABILITY

HARROW ESTATES
RESPONDENT REFERENCE: A0621
JUNE 2022

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		Authorised by	J Mulliner
		Signature	JM
		Date	31.05.2022
		Please return by	

LONDON
23 Heddon Street
London
W1B 4BQ

BIRMINGHAM
3 Edmund Gardens
117 Edmund Street
Birmingham
B3 2HJ

BOURNEMOUTH
Everdene House
Deansleigh Road
Bournemouth
BH7 7DU

TELEPHONE
020 3664 6755

www.torltd.co.uk

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Terence O'Rourke Ltd Reg.
No.1935454 Registered office
Everdene House Deansleigh
Road Bournemouth Dorset
BH7 7DU Registered in England
and Wales VAT No.905095727

1.0 Introduction

- 1.1 This examination hearing statement is submitted on behalf of Harrow Estates in respect of Matter 8 (Infrastructure and delivery, monitoring, and viability - Policies SP1, SP2 and SP14) of the Shropshire Local Plan examination in public.
- 1.2 The comments respond directly to the questions set out in the Planning Inspectors' Stage Matters, Issues and Questions document (ID7).
- 1.3 This statement should be read in conjunction with Harrow Estates' Regulation 19 representations (response reference: A0621).

2.0 Response to the Inspectors' questions

Issue	Whether the approach to infrastructure delivery, implementation and monitoring is positively prepared, justified and consistent with national policy.
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- 2.1 The responses are made in accordance with the Inspectors guidance and in relation to Harrow Estates interests at Shifnal, specifically the employment allocations referenced SHF018b and SHF018d and their interests at the former draft housing allocation at SHF032.
- 2.2 The responses provided below further our position as set out in our Regulation 19 representations, made on behalf of Harrow Estates.
- Q1. What strategic infrastructure is necessary for the Local Plan (including saved sites) to be implemented? What is the likely cost? How will it be brought forward and funded?**
- 2.3 The safeguarded land allocated at southwest Shifnal has been identified according to a potential to deliver strategic highway improvements through the provision of a bypass around Shifnal town. The policy wording also indicates that the delivery of the strategic highway will facilitate the development of the safeguarded land.
- 2.4 Paragraphs 5.215 – 5.217 of the new Shropshire Local Plan outlines the framework within which it anticipates the delivery of the strategic highway to both facilitate development of the safeguarded land as well as provide a new bypass option around Shifnal. It indicates at a high level only that this will be implemented as part of a “*strategic housing extension.*”
- 2.5 The cost of the delivery of this strategic highway option, as a bypass opportunity for Shifnal is not established in the Infrastructure Implementation Plan (EV067) or in the Infrastructure Shifnal Place Plan (EV067.15). Notwithstanding the fact that the safeguarded land strategy is purported to deliver growth beyond the Plan period, it is considered that to ensure deliverability costing should be incorporated into the strategy for the safeguarded land at southwest Shifnal.
- 2.6 Furthermore, it is Harrow Estates' position that the proposed infrastructure delivery associated within the safeguarded land at southwest Shifnal is not appropriate and will not facilitate sufficient highway improvements to represent a strategic highway upgrade at Shifnal.
- 2.7 The extent of the safeguarded land is insufficient to achieve the benefits purported, as it does not include the land between the railway line to the west of Shifnal and the A464 (Priorslee Road). As such, it cannot deliver a full connection between the A464 (Priorslee Road), the A4169, and the A464 (Wolverhampton Road) and B4169 (Stanton Road), thereby providing a full bypass to Shifnal Town centre.

- 2.8 Previous iterations of this safeguarded land included the area of land to the north of the rail line to the west of Shifnal, and to the south of the A464 (Priorslee Road). This land has been previously identified as “Parcel 17a” and its subsequent removal from the extent of safeguarded land undermines the strategic ability of this area of land to deliver a full and usable bypass.
- 2.9 Therefore, it is very unlikely that any such strategic highway will be practically usable as a bypass, as through-traffic will still be required to utilise the Five Ways roundabout to access the A464 (Priorslee Road).
- 2.10 Whilst the approach to safeguarded land as part of a wider strategy of the new Local Plan is not refuted as sound by Harrow Estates, it is considered that the land under their control at SHF018c represents a more suitable safeguarded alternative than that being recognised to the southwest Shifnal. Falling under single ownership, it represents a more effective option to deliver growth at Shifnal that can more realistically deliver infrastructure enhancements to the town.
- 2.11 This would demonstrate a more effective and positive approach to plan-making in accordance with Paragraph 35 of the NPPF, ensuring a greater degree of assurance in future deliverability given the single ownership SHF018c. As such, this will simplify any approach in identifying requisite infrastructure improvements, mechanisms for their delivery and understanding of their associated costs.
- Q4. Shropshire’s Strategic Infrastructure and Investment Plan 2022 includes a number projects that have funding gaps. Are these likely to affect the delivery of the Plan (including the saved sites), and if so how?**
- 2.12 The safeguarded land at southwest Shifnal has been identified with potential to deliver strategic highway upgrades that will also facilitate its development.
- 2.13 However, this has not been recognised in the Strategic Infrastructure and Investment Plan 2022. As such, the potential upgrades have not been formally costed or recognised as to how these upgrades could be delivered.
- 2.14 Furthermore, Harrow Estates wish to emphasise that the extent of safeguarded land that has been allocated at southwest Shifnal is not sufficient to deliver the requisite connectivity to achieve an appropriate and full bypass of Shifnal town centre.