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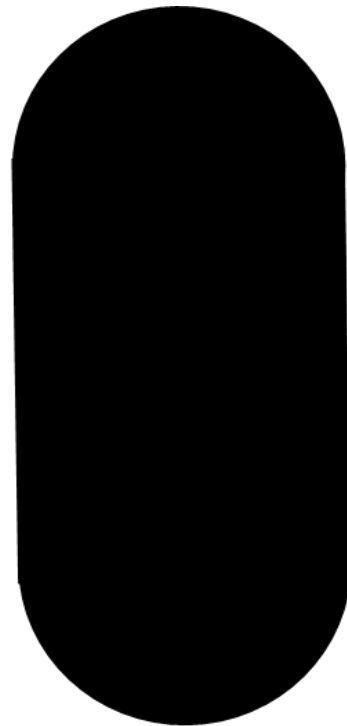
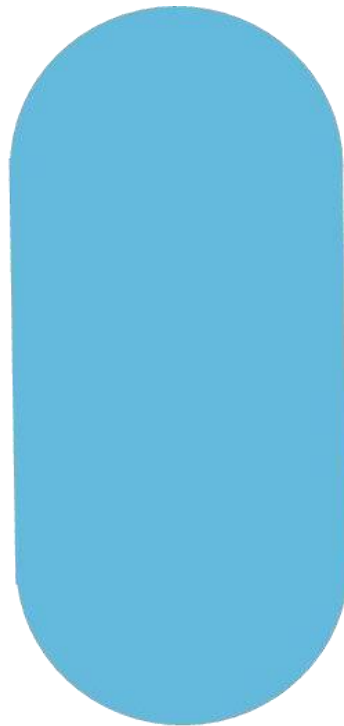
## Shropshire Local Plan Review

Examination in Public

Matter 31 – Transport and Infrastructure

Boningale Homes Ltd

September 2024



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## 1. Introduction

- 1.1. This response to Matter 31 of the Inspectors' MIQs in respect of the Shropshire Local Plan Review (SLPR) Examination in Public has been prepared by Marrons on behalf of Boningle Homes Ltd. Marrons have been instructed to appear at the Examination on behalf of Boningle Homes Ltd.
- 1.2. This hearing statement should be read alongside previous representation to the further consultation (A155 within GC52) submitted by Marrons on behalf of Boningle Homes Ltd and should be considered in the context of support for a plan led system.
- 1.3. Acting on behalf of our clients, Marrons will attend the Matter 31 Hearing Sessions and will make further oral submission on behalf of our client. This statement outlines Boningle Homes' comments in respect of Matter 31, with responses to the Inspectors' MIQs (Matter 31) set out below.
- 1.4. Boningle Homes are a local housebuilder based in Shropshire and are currently building out a high-quality development at 'Millfields' in Albrighton. They are actively promoting land at Albrighton South (Site Ref) and land at Tilstock Road, Tilstock.
- 1.5. In order to assist the Inspectors', the contents of this submission and the submissions made in respect of other Matters, demonstrate that the submission version of the Plan Review is not, in our assessment capable of being found sound, without significant additional evidence and the identification of additional sites to accommodate housing growth over the Plan period.
- 1.6. These submission reflect the recent position outlined by Housing Minister Matthew Pennycook and the Chief Executive of the Planning Inspectorate with regard to the continued use of 'pragmatism' in the Examination of Plans and the recognition that any fundamental issues or areas of additional work that require a pause of more than six-months in the Examination process, should indicate that a Plan is not capable of being found sound. As such aligned with the above consideration, in the current context, we do not believe that the Plan is capable of being found sound.

## 2. Issue 1 - Whether the Plan has been positively prepared and whether it is justified, effective and consistent with national policy in relation to transport and infrastructure.

### **DP25 – Infrastructure Provision (see MM058)**

1. **Is the policy justified, effective and consistent with national planning policy?**
  - 2.1. Draft Policy DP25 of the Regulation 19: Pre-Submission Draft of the Shropshire Local Plan 2016 to 2038 (December 2020), 'Infrastructure Provision' sets out that new development should only take place where there is sufficient existing infrastructure capacity available and where a new development would lead to a shortfall funding for improvements would be required unless the shortfall can be addressed by other means.
  - 2.2. **We agree with the requirements as set out within Draft Policy DP25** and highlight the importance in delivering a range of infrastructure and facilities to support the existing settlements and communities of Shropshire, particularly on large scale sites.
  - 2.3. Draft Policy DP25 and indeed other policies pertaining to the delivery of both housing and employment opportunities, should recognise that development of scale (such as that proposed under live planning application 24/02108/OUT) make a significant and fundamental contribution to funding and/or providing infrastructure, such as new schools, health care and care facilities, that would otherwise be undeliverable. This is especially pertinent given the significant and recognised deficit in public finances.
  - 2.4. Main Modification 058 makes minor amendments to the Draft Policy to include references to emergency service facilities and also notes that in compliance with CIL Regulations, funds may be passed onto bodies outside of the area to deliver infrastructure that will benefit the development of the area. The provision of development at scale will make the most significant contribution and it should be recognised in the draft policy that the provision of 800 houses on a single site, where there are no overriding technical constraints, is from an infrastructure prospective preferable to accommodating the same level of growth (800 houses) across a range of smaller sites where the delivery of infrastructure (and indeed affordable housing) is limited.



 **Marrons**

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