

BRIDGNORTH TOWN COUNCIL



Shropshire Local Plan Examination Stage 2

Matter 5

Bridgnorth Town Council
Shropshire Local Plan Examination Stage 2
Hearing statements

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Matter 5 – Infrastructure, Delivery and Viability (policies SP1, SP2 & SP14) – see various MMs	
Issue	Whether the approach to infrastructure delivery, implementation and monitoring is positively prepared, justified and consistent with national policy.
Question 1, Question 2 and Question 3	
<ol style="list-style-type: none">1. In our letter dated 15 February 2023 (ID28), we explained that we had some concerns about the gaps in the IDP and asked that it be updated and some of the gaps populated. Has this now been done?2. Are there known sources of funding for development expected to be delivered in the first 5-7 years of the Plan? Are these all in the Council's latest Infrastructure Delivery Plan?3. Will the delivery of strategic infrastructure allow for the delivery of planned development in line with the latest housing trajectory? If not, what will be the shortcomings and how will the Council address these matters?	
Bridgnorth Town Council response:	
<ol style="list-style-type: none">1. We note that an updated Strategic Infrastructure and Investment Plan has been produced as GC54, and it is stated that more local Infrastructure requirements are ostensibly included in individual Place Plans. These are fairly disjointed documents and it is difficult to see how they tie in. In particular, GC54 is ordered by function; it might also be beneficial to summarise these projects by Place Plan area to identify whether there are multiple dependencies across different types of infrastructure which could impinge upon the deliverability of development.	



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2. We note that within GC54 there are several requirements where funding is “to be confirmed” - e.g. 1O, 2A, 5B, 7A, 7C, 7D, 7E, 7G, 7J, 7K, 7L, 7M, 7R, 7S, 8B, 8F, 8O etc. It may be necessary to consider whether these gaps have the potential to impinge materially on delivery of the plan overall, or whether this can be mitigated by reducing the plan’s requirement for the minimum number of homes to be delivered over the plan period.
3. Page 23 of GC54 refers to the Local Transport Plan. Our understanding is that LTP3 covers the period 2011 - 2026, and that LTP4 has been in preparation for some time. It may be helpful to consider whether there is sufficient evidence that Shropshire wide transport requirements needed to support delivery of the draft Local Plan have been identified and can confidently be assumed to be delivered.
4. In Bridgnorth 5.62 of the draft plan states that “Due to the scale of development proposed, it is essential that appropriate improvements to the highway network are undertaken in order to support this development and mitigate any impact. To inform these improvements a strategic assessment of the highway network will be undertaken. This will be supported by site specific highway assessments for the site allocations” and 5.64 states that “...development should be phased appropriately to take account of critical infrastructure delivery and seek to positively contribute towards local infrastructure improvements, including the provision of community benefits” These 2 provisions indicate that the extent of improvements to the highway network needed to support the planned development are not yet fully identified and may dictate the timescale for development. In Albrighton there is a similar provision to 5.64 at 5.16. These 2 settlements have a combined development guideline of 2,300 homes; the potential risk to delivery timeframes for these settlements suggests that a cautious approach should be taken in setting minimum delivery requirements and phasing within the plan.