

## LOCAL PLAN COMMITTEE – 8 DECEMBER 2022

<b>Title of Report</b>	<b>LOCAL PLAN REVIEW – INFRASTRUCTURE DELIVERY PLAN</b>	
<b>Presented by</b>	Ian Nelson Planning Policy and Land Charges Team Manager	
<b>Background Papers</b>	Infrastructure Delivery Plan Part 1: Baseline Infrastructure Capacity Report (attached at Appendix A of this report)  <a href="#">Report to Local Plan Committee – 12 July 2022</a>  <a href="#">Report to Local Plan Committee – 27 September 2022</a>	<b>Public Report:</b> Yes
		<b>Key Decision:</b> Yes
<b>Financial Implications</b>	The cost of the Infrastructure Delivery Plan (Parts 1 and 2) is met from existing budgets. The financial implications of infrastructure provision will be considered as part of reports to future meetings of this committee.	
	<b>Signed off by the Section 151 Officer:</b> Yes	
<b>Legal Implications</b>	Legal implications considered in the preparation of this report	
	<b>Signed off by the Monitoring Officer:</b> Yes	
<b>Staffing and Corporate Implications</b>	None identified	
	<b>Signed off by the Head of Paid Service:</b> Yes	
<b>Purpose of Report</b>	To outline for Members the findings from Part 1 of the Infrastructure Delivery Plan	
<b>Recommendations</b>	<b>THAT LOCAL PLAN COMMITTEE NOTES THE FINDINGS FROM PART 1 OF THE INFRASTRUCTURE DELIVERY PLAN</b>	

**1.0 BACKGROUND**

- 1.1 This report outlines for members the findings from Part 1 of the Infrastructure Delivery Plan which has been commissioned to support the review of the Local Plan

**2.0 CONTEXT**

- 2.1 The National Planning Policy Framework (NPPF) requires local planning authorities to prepare a robust and evidence-based Local Plan which seeks to deliver sustainable development. As part of the statutory requirement to produce a Local Plan, national policy places a particular emphasis on local planning authorities to plan for the delivery of various forms of infrastructure required to support future growth.
- 2.2 An Infrastructure Delivery plan (IDP) is an important part of the evidence base required for the Local Plan. Its purpose is to help identify the future infrastructure requirements to support the growth proposed as part of the Local Plan.

2.3 Paragraph 34 of the NPPF highlights the need for plans to identify future infrastructure requirements whilst not undermining development viability and states

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*“Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.”*

2.4 Part 1 of the IDP has now been completed. This is attached at Appendix A of this report. This is a baseline study which seeks to establish the current situation in respect of various types of infrastructure and to highlight in general terms the potential implications arising from growth. Part 2 of the IDP will be undertaken when the Council has identified its preferred development sites. This is not expected to be until summer 2023.

2.5 To ensure that any infrastructure requirements do not undermine development viability, a separate Viability Study has been commissioned. The Viability Study will be undertaken when preferred sites are known and the infrastructure requirements have been established.

### **3.0 THE INFRASTRUCTURE DELIVERY PLAN**

3.1 The Part 1 report considers 28 infrastructure types across six infrastructure themes – transport, education, healthcare and emergency services, green infrastructure, community facilities and utilities.

3.2 The report does not consider the issue of affordable housing which is the subject of separate work.

3.3 The appointed consultants (Arups) undertook a combination of desktop assessment and extensive stakeholder engagement to identify the current performance and level of constraint for each infrastructure type, existing plans for infrastructure improvement and conclusions on the likely further implications for future growth.

3.4 The future growth was based on the options previously agreed by this Committee and which were consulted upon in January 2022; 1,000 and 5,100 new dwellings over and above existing commitments up to 2039. This Committee has subsequently agreed to a slightly longer period to 2040 and also a revised housing requirement. This results in a higher figure (6,681 dwellings) than those assessed as part of the IDP Part 1. These changes will be addressed in IDP Part 2.

3.5 The study contains the following sections:

- Chapter 1 – provides an introduction and overview of the purposes of the study.
- Chapter 2 – provides a national and local policy context
- Chapter 3 – outlines the methodology used to assess infrastructure capacity and related issues
- Chapter 4 – sets out the conclusions by infrastructure type
- Chapter 5 – sets out conclusions by settlement hierarchy

3.6 A copy of the report can be viewed from this link [to be added in]

### **4.0 SUMMARY OF FINDINGS BY INFRASTRUCTURE TYPE**

4.1 The IDP has not identified any infrastructure types for which stakeholders have indicated a fundamental inability to deliver either growth option over the plan period. There are also no specific settlements whose ability to grow is fundamentally constrained by infrastructure capacity at the present time.

4.2 Notwithstanding the above, there are nine infrastructure types where significant implications for further growth have been identified. These are summarised below along with officer's comments.

- 4.3 **Highways, active travel and bus services** – parts of the District’s highway network remains constrained and is likely to require further mitigation to ensure that new growth does not lead to unacceptable levels of congestion. There will be a need to secure modal shift through greater use of active travel and bus services. This will require development to be directed to the most sustainable locations in the District where active travel and bus networks already exist and can be further improved.

Comment

Transport modelling will be commissioned to understand these issues in more detail when preferred site allocations are known. The Council’s preferred development strategy, previously agreed by this Committee, seeks to achieve a sustainable pattern of development, with the vast majority of growth directed towards the larger, more sustainable settlements where public transport provision tends to be better.

- 4.4 **Rail services** – North West Leicestershire is the largest local authority area (by population) on the UK mainland without any form of passenger rail service within it. Proposals are gradually advancing to reopen the Ivanhoe Line through Coalville, Ashby-de-la-Zouch and Moira, which would make a significant further contribution to modal shift. The report suggests that Local Plan should support this reopening in conjunction with Leicestershire County Council and Network Rail. Depending on the progress of the reopening proposals between now and the publication of the Regulation 19 Local Plan, it may also be beneficial for new development to be directed to locations where it would benefit from direct access to new rail services.

Comment

The Council is working with Network Rail and the Campaign for Reopening the Ivanhoe Line (CRIL) who have been successful in securing government funding to develop a Business Case for the reopening of the line.

- 4.5 **Primary schools** – Many of the District’s existing primary schools are forecast to reach capacity within five years, with limited scope for expansion. Particularly under Growth Option 2 (i.e. 5,100 dwellings), new development is, therefore, likely to require the provision of several new primary schools.
- 4.6 **Secondary schools** – All of the District’s existing secondary schools are forecast to reach capacity within five years. Whilst there may be some limited scope for expansion, under Growth Option 2 (i.e. 5,100 dwellings) it is anticipated that the provision of up to two new secondary schools may be necessary across the District.
- 4.7 **Primary healthcare** – Discussions with stakeholders have indicated that all of the District’s existing GP surgeries are constrained. A general lack of primary healthcare capacity is also a major contributor to constraints within local hospitals. Development is likely to necessitate the provision of expanded surgeries, relocated (and expanded) surgeries, and/or the provision of entirely new branch surgeries to serve areas of growth.
- 4.8 **Electricity supply** – Efforts to support a transition to a lower-carbon future, such as electric heating and electric vehicles, are forecast to have significant adverse implications for electricity demand. This means that new development could require very significant levels of investment in electricity infrastructure, with the potential to render development unviable (or reduce its ability to contribute to the cost of other forms of infrastructure). The Local Plan should, therefore, seek to maximise the provision of on-site energy generation in new development, such as ground source heat pumps and solar photovoltaic panels.
- 4.9 **Sewerage** – Development under Growth Option 2 (i.e. 5,100 dwellings) is likely to require expansion of some of the District’s wastewater treatment works, as well as the relocation of Castle Donington Wastewater Treatment Works given constraints to expansion on its current site.

### Comment

The provision of new or expanded schools, healthcare provision, electricity supply and sewerage are matters which will need to be considered when looking at potential housing and employment allocations and also policies to secure the provision of new infrastructure.

The potential impact upon the viability of development arising from the various types of infrastructure is a concern, particularly in the current economic climate where the cost of building materials and construction generally are rising sharply and so adding to viability issues. Balancing the need for new infrastructure with the need for new development will require careful consideration.

In respect of electricity supply, the analysis is based on an assessment from Western Power which assumes electricity usage per dwelling of 18kw, a tenfold increase from current levels. The report suggests that 15kw may be a more realistic assumption. This would have the effect of reducing the total demand from 237mW under the Growth 2 scenario (i.e. 5,100 dwellings) to 198mW.

- 4.10 The report notes that work in respect of various aspects of recreation provision has yet to be completed, but it is not anticipated that it will have any significant implications for future growth.

## **5.0 SUMMARY OF FINDINGS BY SETTLEMENTS**

- 5.1 Within Chapter 5 the report sets out specific settlement-level infrastructure requirements under the different infrastructure types referred to above, based on the amount of development in the two growth options that have been considered. This includes the consideration of infrastructure requirements for the potential new settlement at Isley Walton, which forms part of Growth Option 2 (i.e. 5,100 dwellings).
- 5.2 Of particular note, in respect of existing settlements, are the following under the Growth Option 2.

### Coalville

Opportunities to boost both active travel and public transport options need to be explored. The latter includes a potential contribution to the reopening of the Ivanhoe Line.

A new primary school is required. There is a possible requirement for a new secondary school to serve Coalville, Ashby de la Zouch, Ibstock and Measham.

### Ashby de la Zouch

There is a possible need to expand the recently constructed GP surgery on Burton Road.

There is a possible requirement for a new secondary school to serve Coalville, Ashby de la Zouch, Ibstock and Measham.

### Castle Donington

Additional demand for primary and secondary school together with primary healthcare could potentially be met as part of new settlement at Isley Walton.

The development at Kegworth and the new settlement at Isley Walton, could result in the need for a new 132kV grid connection at Ratcliffe Power Station, a 33kV bulk supply substation and an 11kV primary substation.

There will be a need to relocate and expand Castle Donington Wastewater Treatment Works.

### Ibstock

Comments from Leicestershire County Council indicate that both of Ibstock's existing schools will be at capacity by 2026 and are both unable to expand. As it is not appropriate for primary-age children to travel between towns to go to school, there is no acceptable way to meet the pupil yield from this growth option unless a larger quantum of development is proposed that would allow the viable provision of a new school.

There is a possible requirement for new secondary school to serve Coalville, Ashby de la Zouch, Ibstock and Measham.

### Kegworth

In conjunction development at Castle Donington and the new settlement at Isley Walton could result in the need for a new 132kV grid connection at Ratcliffe Power Station, a 33kV bulk supply substation and an 11kV primary substation.

### Measham

Comments from Leicestershire County Council indicate that both of Measham's existing schools will be at capacity by 2026 and are both unable to expand. As it is not appropriate for primary-age children to travel between towns to go to school, there is no acceptable way to meet the pupil yield from this growth option unless a larger quantum of development is proposed that would allow the viable provision of a new school.

There is a possible requirement for new secondary school to serve Coalville, Ashby de la Zouch, Ibstock and Measham.

## 5.3 In respect of the potential new settlement at Isley Walton, the following are identified:

- Highways – having regard to other developments in the locality, congestion could be subject to a significant level of increase without appropriate mitigation.
- Active travel – Development would provide options to develop the network of active travel routes (i.e. cycling and walking) between Castle Donington, Kegworth, the East Midlands Gateway and East Midlands Airport, partly mitigating potential impacts on the highway network.
- Bus services – Development should be supported by the provision of new bus routes and/or the diversion of existing routes into and through the site.
- Rail services – The new settlement will not be served by rail. However, it should be ensured that at least one of the bus services from the new settlement provides access to a railway station – likely to be Long Eaton, East Midlands Parkway or Loughborough.
- Primary schools – The quantum of development proposed would generate pupil demand for around 2.5 additional forms of entry within the plan period and 6.8 forms of entry in total. To ensure sustainable patterns of movement for children, this demand would need to be met on site. It should be ensured that this school is open from the occupation of the first homes on the site to ensure that pupils do not need to make unsustainable journeys to school in Castle Donington or elsewhere.
- Secondary schools – Given the eventual scale of development, a new secondary school should also be provided on the site. Subject to confirmation by LCC it is considered that this should take the form of an 8.0 Form Entry school, allowing a small amount of capacity for further growth in the future. This could also absorb the pupil yield from growth option 2 in Castle Donington and Kegworth if required.
- Primary healthcare – The quantum of development proposed would generate sufficient patients to justify the establishment of new surgery premises. Given the relative difficulty for the Leicester, Leicestershire and Rutland Integrated Care Board (ICB) of developing and procuring an entirely new surgery, it is understood that for organisational purposes this is likely to need to be a branch surgery linked to an existing local practice.

- Green infrastructure – The provision of on-site green infrastructure will be crucial in the creation of a healthy and sustainable new community. This should include open space and playing fields in line with Fields in Trust standards as a minimum.
- Community facilities – The provision of a community centre on site will be crucial to create a cohesive, sustainable community. This should be planned as a multi-use facility to maximise its viability and usefulness, providing scope for it to provide some library facilities, early years provision and to be used as a place of worship. The ongoing cost of such a facility is something which will need to be considered, together with who would be responsible for managing it.
- Electricity supply – In combination with existing commitments and development proposed in Castle Donington and Kegworth, the quantum of development proposed could result in the need for a new 132kV grid connection at Ratcliffe Power Station, a 33kV bulk supply substation and an 11kV primary substation.
- Sewerage – The quantum of development proposed would result in the need to relocate and expand Castle Donington Wastewater Treatment Works.

## 6.0 NEXT STEPS

- 6.1 As noted previously, Part 2 of the IDP will be undertaken when the Council has identified its preferred development sites, expected to be summer 2023. This will look in detail at the likely cost of infrastructure and also how the required infrastructure could be phased. This in itself will then help to inform the Viability Study which is required to demonstrate that an local plan requirements will not undermine deliverability of the plan.
- 6.2 In the meantime, the findings from the IDP will be used by officers as part of ongoing work to identify preferred site allocations.

<b>Policies and other considerations, as appropriate</b>	
Council Priorities:	Our communities are safe, healthy and connected  Developing a clean and green district
Policy Considerations:	None
Safeguarding:	No issues identified
Equalities/Diversity:	An Equalities Impact Assessment of the Local Plan review will be undertaken as part of the Sustainability Appraisal.
Customer Impact:	No issues identified
Economic and Social Impact:	The provision of new infrastructure will support existing and new communities to ensure that residents have access to services and facilities. It will also assist with securing economic growth.
Environment and Climate Change:	New infrastructure such as open spaces, active travel and sport and recreation facilities will support the creation of an attractive environment and also help to address climate change related matters.
Consultation/Community Engagement:	The preparation of the IDP has been the subject of consultation with various key infrastructure stakeholders. This will continue into Part 2 of the IDP.
Risks:	A risk assessment of the review has been undertaken and is reviewed at the officer Project Board meetings.
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## APPENDIX A