

## Telford and Wrekin Local Plan

### Response to Inspector's Matters, Issues and Questions (MIQs)

#### Matter 5 – Allocations

**Issue 2:** Whether each of the Sustainable Communities allocations in Policy HO2 and their policy requirements are soundly based?

**Q47:** Are each of the Sustainable Communities (SCs) allocations and their policy requirements justified, deliverable/developable, consistent with national policy and supported by the evidence? Do they accord with the development strategy of the Plan?

The Sustainable Community at Muxton, is justified by the Sustainability Appraisal and Sustainable Communities Topic Paper to back up bringing forward development on the site. In respect of Parsons and Venning Barracks, the DIO has consistently made it clear that the sites are available for development; the Better Defence Estate (2016) report announced that both Parsons and Venning Barracks would be disposed of and the disposal database<sup>1</sup> confirms the sites will be disposed of in or around 2030.

Allocation of the land is also consistent with national policy. NPPF paragraph 126 requires LPAs to take a proactive role in identifying and helping to bring forward land which may be suitable for meeting development needs, including brownfield sites held in public ownership. It is therefore considered that the delivery of Parsons and Venning, as part of the proposed Sustainable Community, should be a key priority of the Council in line with the aspirations of the proposed development strategy.

In representations to the Regulation 19 consultation, DIO made the case it was incorrect to include Venning Barracks within the Strategic Employment Area. This position has now changed following liaison between DIO and TWC regarding the site's proposed role and function within the wider Sustainable community.

Subject to viability and further testing, the site should therefore be considered as having potential for employment use as part of the wider Sustainable Community. Any proposals for employment development will need to be carefully considered in the context of the surrounding area. This position will be reflected and further elaborated on within a Statement of Common Ground (SoCG) between the DIO and TWC which elaborates on the rationale for this position.

**Q48:** Does the evidence support the expected delivery trajectory on each site? Does the market and other evidence take account of all three SCs seeking to deliver housing at a similar time in a similar part of Telford?

Examination document TW07 SC2 is a topic paper for Sustainable Community SC2 - Land North-East of Muxton. 2,850 dwellings (i.e. the total dwelling number of the allocation) are expected to be delivered on the Site during the TWLPR Plan Period to 2041.

Once fully underway, it is expected that there will be at least 6 outlets for delivery reflective of at least six independent phases, with potential for multiple flags, representing varied housing brands, and affordable housing delivery. This would deliver an average of 204 homes per annum across the SC land parcels. Within the Consortium there is extensive experience of delivering at scale and can evidence sites where they have in recent years delivered similar levels of housing.

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<sup>1</sup> <https://www.gov.uk/government/publications/disposal-database-house-of-commons-report>

**Q49:** Do any of the proposed requirements of Policy HO2 for each site conflict with or duplicate the other policy requirements of the Plan?

Policy HO2 does not conflict with or duplicate other policy requirements of the plan. The policy provides a clear expectation as to what is to be provided within the scheme, with future detailed assessment to be undertaken via the detailed development management policies of the plan.

**Q54:** How will delivery of additional infrastructure be coordinated between the three SCs, and between developers and relevant agencies, and how will this be secured? Does this need to be explained in the Plan?

In terms of the Muxton Sustainable Community specifically, the whole Sustainable Community site will be required to produce a Design Brief, which will guide the detailed matters for individual planning applications as they come forward ensuring alignment with an overarching masterplan that establishes the location of key on-site infrastructure.

It will also contain details of phasing and contributions to off-site infrastructure including a new secondary school. This will enable promoters to submit applications in line with their own requirements and will inform the respective Section 106 Agreements in due course.

The key trigger points / thresholds for the delivery of on and off-site supporting infrastructure including the primary school will be agreed with the Local Planning Authority during the course of the determination of the planning applications.

**Q55:** Does the policy need to specify the size of new schools required in the SCs to be effective? Is there sufficient flexibility if evidence on school place planning changes over the Plan period?

The draft Policy confirms that SC2 is required to provide two primary schools, both comprising of 2FE and nursery provision, unless otherwise agreed with the Local Authority.

The Policy provides sufficient clarity that a school / contributions are required by the SC's so that the exception on where these are to be delivered is understood. The detailed requirement can be confirmed by the education authority to meet the specific need at the time the developments are brought forward.

**Q56:** (a) Is there clear and convincing evidence of the highways and sustainable transport infrastructure that is needed for successful delivery of each SC, including mitigation of traffic impacts on local roads and existing communities? (b) Does necessary transport infrastructure and its expected phasing need to be set out in the Plan for the policy on SCs to be effective?

A significant amount of technical work has been undertaken as part of the SC2 allocation and this includes numerous evidence base documents. Additionally, as the Sites are being brought forward as part of individual applications there is sufficient opportunity to control phasing of infrastructure, in consultation with TWC.

In terms of delivery, the site must provide delivery of highway and transport infrastructure to an agreed phasing plan to allow for highways adoption as soon as possible.

**Q57:** (a) How will vehicles access SC2 and what effect will this have on existing residents and businesses? (b) What alternatives were considered and why were they ruled out? (c) How will any harmful impacts be mitigated?

Each land parcel within SC2 can be accessed from the existing road network, and the approach taken to development and assessment at the application stage will ensure that there will be minimal impact on the highway network.

The strategic masterplan approach ensures that a cohesive development will be achieved, providing through routes between development parcels to retain traffic within and through the site rather than impacting upon existing residents and businesses

Delivery of offsite infrastructure will be secured through a framework S106 agreement requiring developer contributions. In the case of highway schemes, direct delivery via Section 278 agreements may be pursued.

Further work will be undertaken as part of the individual applications which will ensure that appropriate mitigation is put in place. The approval of applications would be subject to consultation with the County Council and approval from the LPA which provides sufficient control for the Council.