
Tamworth Future Development and Infrastructure Study

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The logo for Drivers Jonas, featuring the company name in a stylized font within a square frame. The frame has a white border and a dark red background. The text 'DRIVERS' is on the top line and 'JONAS' is on the bottom line, both in white capital letters.

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Tamworth Future Development and Infrastructure Study

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1. Introduction

Background to the Assessment

- 1.1 Drivers Jonas LLP and Peter Brett Associates LLP were appointed in January 2009 to prepare a Future Development and Infrastructure Study for Tamworth. The Study has been commissioned by Tamworth Borough Council, Lichfield District Council and North Warwickshire Borough Council as an important component of the evidence base to support the preparation of each Authority's Core Strategy Development Plan Documents. A copy of the Study Brief is reproduced at **Appendix 1**.
- 1.2 The main purpose of the Study is to examine how the scale of housing development identified within the submitted Regional Spatial Strategy Phase Two Revision ("the RSS") can be most effectively accommodated, with a particular focus on Tamworth and its environs considering the infrastructure requirements arising from housing and employment growth and how these may impact on the scale and timing of growth. Consideration is also to be given to a 'flexibility allowance' which has been defined by the Councils as the provision of an additional 20% over and above the RSS housing figures identified for Tamworth (and Lichfield).
- 1.3 The Borough of Tamworth comprises of a relatively compact urban form which serves its resident population and also certain surrounding villages located in Lichfield District and North Warwickshire Borough. Based on the ONS 2006 mid year estimate, the resident population of Tamworth is anticipated to grow from around 75,000 up to circa 82,000 by 2026 with a growing proportion of elderly people. A plan of the study area, also indicating local authority administrative boundaries, is included at **Appendix 2**.
- 1.4 The first stage of the process is to understand the current baseline position and in particular, to define the 'realistic' capacity of Tamworth to accommodate additional housing over the RSS period. This involves testing, building upon and refining work already undertaken through Tamworth Council's existing Strategic Housing Land Availability Assessment (SHLAA) in particular.
- 1.5 Once a realistic level of capacity is identified, a number of strategic options for housing outside of the built up area of Tamworth require to be defined and tested, which could also include land in the adjoining local authority areas.
- 1.6 As part of this assessment, regard will need to be given to community and transport infrastructure requirements and potential physical and environmental / policy constraints. A key part of this study is to assess whether existing infrastructure can support the delivery of growth in the locations identified and what changes / additional infrastructure is required to deliver this growth

- 1.7 A large amount of other existing information, including monitoring reports and evidence prepared in support of emerging Core Strategies, is already available and this has been used to inform the Development and Infrastructure Study. This Study is also supported by a number of associated figures and other technical appendices.

Approach to the Assessment

- 1.8 The following paragraphs provide a brief summary of the main work tasks and approaches undertaken for this Study. In essence, the Study can be divided into the following two key stages, which are underpinned by a number of identifiable tasks:
- n A. Understanding the Baseline Position; and
 - n B. The Identification and Testing of Strategic Development Options.
- 1.9 Further details on approach and methodology are also set out in subsequent report sections.

Stage A: Understanding the Baseline Position

Task 1. Review of the Policy Context

- 1.10 An important element to guiding subsequent tasks, including the formulation of appropriate indicators and criteria to be applied in the assessment of strategic development options, is a thorough understanding of the key planning and other policy drivers which apply. Chapter 2 of this Study provides a focussed overview of relevant policy aims and objectives prevailing at the national to the local level, including an emphasis on the rapidly evolving sustainability and climate change agendas which are impacting significantly on spatial planning principles and development standards.

Task 2. Identification of Key Environmental and Policy Constraints

- 1.11 Across the study area a mapping exercise has been carried out to define the extent and location of key environmental and/or policy constraints. The key constraints assessed comprise in particular:
- n Level of flood risk;
 - n Ecological designations and other important identified resources;
 - n Countryside designations, including Green Belt, agricultural land classification and important mineral reserves;
 - n Existing open space facilities, including sports pitches / school playing fields, formal parks, village greens and allotments; and

- n Heritage resources identified on Development Plan proposals maps, including conservation areas, scheduled ancient monuments and, historic parks and gardens.

Task 3. Identification of Key Community Facilities and Development Infrastructure

1.12 The following community facilities / infrastructure has also been identified and mapped:

- n Nurseries;
- n Primary Schools;
- n Secondary Schools;
- n Higher education centres;
- n Hospitals;
- n GP surgeries;
- n Town Centre and Local Centre facilities;
- n Key public transport facilities;
- n Major open space, leisure and recreation facilities; and
- n Major employment centres and opportunities.

1.13 Through the application of appropriate core travel time indicators, accessibility isochrones have been defined to show the relative accessibility of different parts of the study area to different types of community infrastructure.

1.14 In defining and examining community infrastructure provision and also other important types of physical development infrastructure such as those concerning highways, water and waste, where information has been made available, regard has also been given to known existing capacity / deficiencies, together with any potential changes in capacity arising from any already planned / committed improvements.

Task 4. Review of Committed Housing Development

1.15 In assessing the housing capacity of Tamworth and its environs, it is important to understand the nature of committed residential development, including that with extant planning permission and that which is currently under construction. Such committed development will likely be able to contribute to the more immediate housing requirements for the area and will also be an important consideration for the assessment of the existing Tamworth SHLAA (see Task 5).

- 1.16 Additionally, as part of this particular task the Report provides an assessment of housing completions within the study area since 2006. This will assist in providing an up to date position of residual housing requirements against the numerical housing targets included in the emerging RSS and the additional 'flexibility allowance' identified in the Study Brief.

Task 5. Critique of the Existing Tamworth SHLAA

- 1.17 The Strategic Housing Land Availability Assessment for Tamworth was first produced by the Council in February 2008 (although work commenced on SHLAA in February 2007). The assessment therefore began in the context of draft good practice guidance prepared in December 2005 (and hence, before the final version of the DCLG's '*Strategic Housing Land Availability Assessments Practice Guide*' published in July 2007), although the SHLAA identifies that the changes between the draft and final versions of the guidance were small enough that no change to the methodology was needed.
- 1.18 As part of this Study, a partial update of the SHLAA has been undertaken to ensure adherence with best practice and to provide a robust basis for this Study. The overall purpose of this element of the Study is to define the 'realistic' housing capacity of the urban area of Tamworth and as a result, the level of development needing to be accommodated outside of this. This study also assesses some of the Greenfield sites covered by the Tamworth SHLAA outside of the urban area.

Stage B: Option Identification and Testing

Task 6. Identification of Potential Spatial Growth Options

- 1.19 Further to the baseline research and the confirmation of the residential capacity of Tamworth's urban area, a series of strategic spatial growth options have been devised as alternatives through which necessary growth (including the required flexibility allowance) could potentially be accommodated.
- 1.20 Given the nature of Tamworth Borough, and taking account of the sequential approach to development proposed in the Council's emerging Core Strategy, it has been proposed that the Report considers options encompassing the following types of possible location:
- n Greenfield urban extensions within Tamworth Borough but outside of the Green Belt;
 - n Greenfield urban extensions within Tamworth Borough within the Green Belt; and
 - n Land outside of Tamworth Borough's administrative area, which is both within and outside of the Green Belt.

- 1.21 In the setting of options we have had broad regard to existing constraints etc although the next stage of the Study provides for the systematic and objective testing of the different potential options.

Task 7. Testing of Potential Spatial Growth Options

- 1.22 Potential spatial growth options have been assessed against a wide range of sustainability-related objectives to identify the relative strengths and weaknesses of each.
- 1.23 Sustainability encompasses a wide range of issues and should rightly be at the heart of the assessment. Set out below is list of the broad types of matters against which options have been assessed:
- n Availability of / impact on physical infrastructure, including highways, water supply and treatment, waste treatment and energy supply;
 - n Accessibility to community infrastructure, including public transport, education and health facilities, town / district / local centres, green space and leisure facilities;
 - n Capacity of accessible education and health facilities;
 - n Impacts on important environmental and planning policy objectives and resources including flood risk, ecology, heritage, mineral reserves, Green Belt, and agricultural land quality;
 - n Ability to incorporate renewable and low-carbon forms of energy supply; and
 - n Ownership and site-specific physical constraints.
- 1.24 Assessment results have been presented in the form of a matrix, ‘scoring’ each option and supported by assessment commentary to identify the key pros and cons of each.
- 1.25 In addition, the testing of the spatial growth options has also included identifying an evidence base of the likely infrastructure requirements arising from growth, including broad cost estimates, and the presence of development thresholds that may impact on the scale and timing of the growth. This, in turn, has informed a high level assessment of the likely viability of the different growth options.
- 1.26 To provide further guidance, this section of the Report also sets out recommendations and advice to promote the most sustainable pattern and form of development, based around the application of low-carbon spatial planning principles.

2. The Policy Context

- 2.1 This section summarises the main principles, aims, objectives and priorities of relevant planning and transport policy prevailing at the national, regional, sub-regional and local levels.
- 2.2 Whilst it is recognised that the principles of sustainability are tightly interwoven into such policy, for completeness this section of the report also lists separately a succinct overview of the current and emerging wider national sustainability agenda, policy, requirements and regulations of relevance to the Study.

National Planning Policy Overview

- 2.3 Key relevant objectives and guidance from National Planning Policy Statements / Guidance can be summarised as follows:
- n Deliver a flexible, responsive supply of land for housing which is available, suitable and achievable;
 - n Identify land for housing using a search sequence, starting with the re-use of previously-developed land and buildings within urban areas, then urban extensions, and finally new development around nodes in good public transport corridors;
 - n Locate new development where everyone can access services and facilities on foot, bicycle or public transport rather than having to rely on access by car;
 - n Ensure that new development takes into account the provision of essential physical and community infrastructure;
 - n Locate new housing development in areas of low flood risk;
 - n Protect and enhance biodiversity, natural habitats, the historic environment and landscape and townscape character; and
 - n Plan development to limit carbon dioxide emissions and to make the best use of decentralised and renewable or low carbon energy.

National Sustainability Policy Overview

- 2.4 The emergence of climate change and global resource depletion as issues for urgent action have brought a challenging new dimension to the role of local government, planning and urban management. Reducing greenhouse gas emissions, creating the conditions for a step change in resource efficiency, and adapting the urban environment to unavoidable climate change impacts have become frontline concerns for policy-makers and practitioners alike.
- 2.5 At the EU and national level, the policy and regulatory framework is evolving rapidly as a response to these growing environmental pressures. Ensuring resilience in the face of climate,

regulatory, market and technological changes calls for a new approach, in some cases radically, to the way in which housing and infrastructure growth is planned, designed, built and managed. In particular, the following are pertinent:

- n The European Directive on the Energy Performance of Buildings, including proposals for its development and iteration (EPBD II) over the next few years;
- n National policies on the energy performance of buildings, including in relation to the proposed regulatory escalator on energy performance towards zero-carbon new homes by 2016, public buildings and schools by 2018, and non-domestic buildings by 2019. This will also include analysis of the latest Government thinking on the definition of zero-carbon development, the new hierarchical basis for which has a major (positive) implication for decentralised energy (especially heat) networks;
- n The range of relevant Planning Policy Statements, including the PPS1 addendum on planning and climate change which provides the primary policy stimulus for this study. PPS1 and which directs local planning authorities to “expect significant proportions of the energy supply of new development to be secured from decentralised and renewable or low carbon energy sources” and that “Where there are existing decentralised energy supply systems, or firm proposals, planning authorities can expect proposed development to connect to an identified system, or be designed to be able to connect in future.”;
- n The recently enacted Planning and Energy Act 2008, which supports the principles of PPS1 by providing local authorities with statutory powers to specify "reasonable" requirements for developers including: (a) a proportion of energy used in development in their area to be energy from renewable sources in the locality of the development; (b) a proportion of energy used in development in their area to be low carbon energy from sources in the locality of the development; (c) development in their area to comply with energy efficiency standards that exceed the energy requirements of building regulations;
- n The impact of the Code for Sustainable Homes, including in relation to its potential market traction, and the prospects of a new Code for Sustainable (non-domestic) Buildings;
- n The emergence of legislative instruments which target the performance of existing buildings, including Energy Performance Certificates and the Carbon Reduction Commitment, which are beginning to impact on the investment rationales of property investors, REITs and commercial developers, including in the residential markets;
- n The evolution of the regional policy context in the context of the Sub National Review on Economic Development, particularly in respect of spatial planning; and
- n The evolving policy context for the Government’s Ecotowns programme, which, whilst not directly relevant to the consideration of generic housing and infrastructure growth for Tamworth, provides an important and useful point of reference for sustainable development principles (irrespective of whether new growth occurs within, away from or adjacent to existing urban areas). Key principles from the Ecotowns Planning Policy Statement can be summarised as:
 - n Aim to ensure that the net carbon dioxide emissions from all energy used within buildings in a development are zero or below;

- n Plan developments so that they mitigate and can adapt to future climate change;
- n Promote the use of appropriate energy efficiency and on-site carbon mitigation opportunities (such as use of low carbon generating heating systems);
- n Design development so that access to it and through it gives priority to walking, cycling and public transport;
- n Ensure a good level of provision of services proportionate to the size of the development;
- n Provide for a network of different types of green infrastructure which will provide for a variety of different functions such as formal and informal public open space, wildlife, urban cooling and flood management;
- n Ensure that development does not have a significant adverse effect on nationally important nature conservation sites and that it does not result in a net loss of biodiversity from the local area;
- n Promotion of water efficiency across the whole development and contribute towards improving water quality and infrastructure where necessary;
- n The location and layout of development should reduce and avoid flood risk wherever practicable; and
- n Preparation of sustainable waste and resources plans to set out targets and associated actions for reducing and dealing with domestic and non-domestic waste.

Regional Planning Policy Overview

2.6 The following provides a summary of the main regional policy aims and objectives, focussing particularly on those set out in the submitted West Midlands RSS Phase 2 Revision draft Preferred Option which deals mainly with housing and employment development across the Region:

- n Prioritise the use of previously developed land in sustainable locations to meet the housing trajectory before the release of Greenfield land;
- n Retain the Green Belt but allow for the adjustment of boundaries to support urban regeneration or the delivery of the most sustainable forms of development;
- n Avoid development in flood zones and protect essential infrastructure against flooding;
- n Focus new development on locations with good accessibility by means other than the private car to ensure that new development facilitates walking, cycling and use of public transport;
- n Protect, conserve, manage and enhance environmental, natural and built heritage assets;
- n Require new development to minimise resource demand and encourage the efficient use of natural resources and effective waste management;
- n For the larger towns in Staffordshire, including Tamworth (and Lichfield), it is acknowledged that some Greenfield development will be needed and that authorities should work together to ensure the most

sustainable pattern of development (which could mean accommodating some of an authority's development requirements in an adjoining local authority area);

- n To provide for the following levels of net new housing over the RSS period:

Planning Area	Proposal Total (Net) 2006-2026	Indicative Annual Average 2006-2026
Tamworth	2,900 ⁽¹⁾	145
Lichfield	8000 ⁽¹⁾	400
North Warwickshire	3000 ⁽¹⁾	150

(1) The Development of Options for the West Midlands RSS Study (October 2008), which considers how the higher housing supply range for the West Midlands identified by the National Housing and Planning Advice Unit Report (NHPAU) could be delivered in the Region does not propose any changes to the RSS Phase 2 Revision housing figures for Tamworth, North Warwickshire or Lichfield.

- n To provide for the following levels of new employment over the RSS period:

Planning Area	Rolling Five-Year Reservoir (ha)	Indicative Long-Term Requirements (ha)
Tamworth	14	42
Lichfield	33	99
North Warwickshire ⁽¹⁾	11	33

(1) Policy PA9 of the emerging RSS identifies that the existing rail-connected logistics facility at Birch Coppice near Tamworth (in North Warwickshire District) should be upgraded to a 'Regional Logistics Site'

Sub-Regional Planning Policy Overview (Structure Plan Saved Policies)

2.7 Key policy objectives include the need to:

- n Meet the housing needs of the locally generated (indigenous) growth, together with those of migrants unable to be accommodated within the West Midlands Conurbation;
- n Improve the balance of population and employment opportunities within settlements across the sub-region;
- n Locate and design development so as to ensure the convenient, safe and attractive choice of transport which does not rely on private cars;
- n Aid the regeneration of the West Midlands Conurbation by maintaining the principles of the West Midlands Green Belt; and
- n Protect the environmental quality of southern Staffordshire settlements and countryside.

2.8 The Staffordshire and Stoke on Trent Structure Plan identifies that there is a requirement for further growth of Tamworth. It notes that there is significant additional development capacity, albeit involving the use of greenfield sites, particularly in the north eastern quadrant of the Borough (Anker Valley) and possibly some limited incursions into the Green Belt in the south.

Local Planning Policy Overview (Current and Saved Policies)

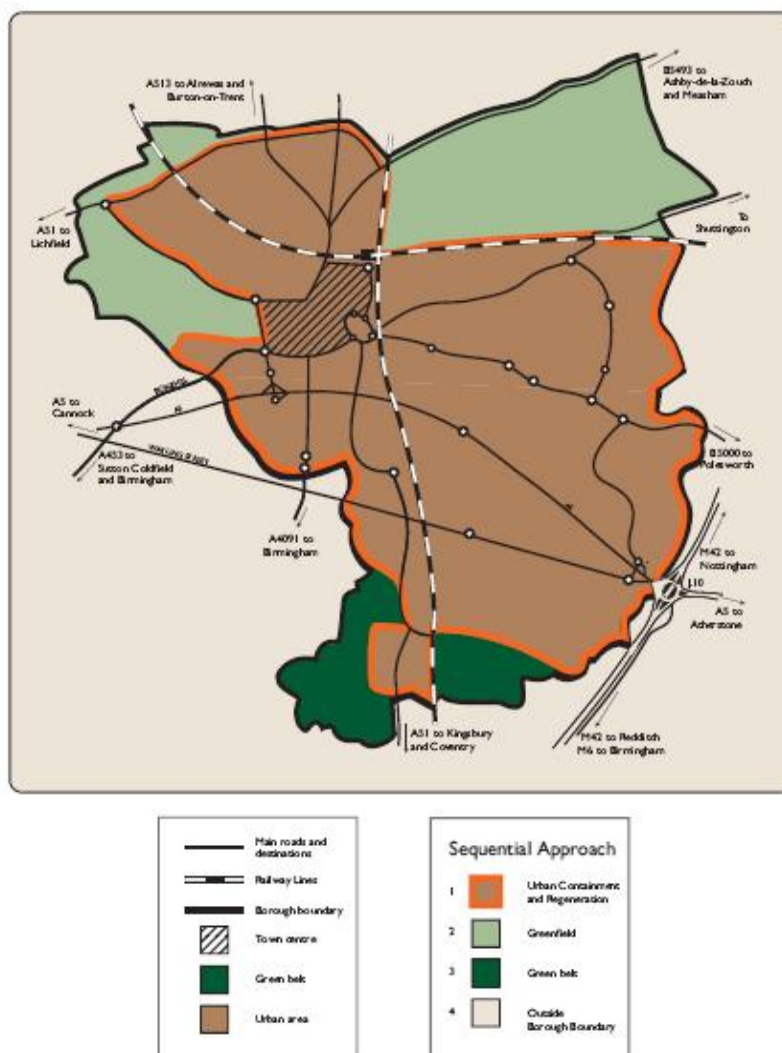
2.9 The following table summarises the main spatial priorities and objectives at the local level (current and saved policies):

Local Authority and Development Plan	Summary of Main Policy Priorities and Objectives
<p>Tamworth Local Plan 2001-2011 (adopted July 2006)</p>	<ul style="list-style-type: none"> <p>▫ Identification of land for housing subject to the following criteria:</p> <ul style="list-style-type: none"> § the availability of previously developed sites (in the urban area); § the suitability of the site for housing use, also including physical constraints; § accessibility to local services, schools and employment by non-car transport modes; § the capacity of existing and potential infrastructure; § the ability to build communities; and § the physical constraints of the site. <p>▫ Provision of a Strategic Housing Proposal at Anker Valley to provide for 800 dwellings (subject to policy criteria). The development will need to co-ordinate with the proposed development of 1,000 houses within Lichfield District. This will require close co-operation between the adjoining authorities to help meet the identified housing needs of Tamworth.</p>
<p>Lichfield District Local Plan (adopted 1998)</p>	<ul style="list-style-type: none"> <p>▫ More minor changes are proposed around the settlements of Fazeley and Hopwas to provide land for development.</p> <p>▫ In approving the Structure Plan, the Secretary of State recognised that there were constraints on achieving the full level of demand in the District, including Green Belt, the need to protect Lichfield as a historic City and the high quality environment. The Secretary of State took the view that any excess demand could be accommodated in the adjacent Districts of East Staffordshire and Tamworth.</p>
<p>North Warwickshire Local Plan (July 2006)</p>	<ul style="list-style-type: none"> <p>▫ Polesworth is allocated a 'Main Town' in the Settlement Hierarchy and is on the boundary of north Warwickshire, adjacent to Tamworth. Most development, such as housing, is steered towards the Main Towns.</p> <p>▫ Key objectives of the Local Plan are to place development in sustainable locations which is acceptable in terms of impacts on the transport network and maintains the quality of the District's natural environment and enhancement of the Countryside.</p>

Emerging Local Planning Policy Position

Tamworth Borough (Core Strategy Options Report – 2006 to 2026)

- 2.10 Key spatial objectives of particular relevance to the Study as identified in the Core Strategy Options Report (published for consultation in February 2009) include:
- n To meet RSS objectives and targets (including for housing and employment) in the most appropriate and sustainable way;
 - n In relation to housing, taking account of completions and existing commitments, sites to accommodate a further 1,400 dwellings need to be found to meet RSS targets (which would increase to 2,000 over the Strategy period if applying a 20% flexibility allowance which is proposed in the Core Strategy so that the Plan can take account of changing circumstances);
 - n Protect and enhance historic buildings, archaeology, open space, areas of local and national nature conservation and landscape value;
 - n Minimise the causes and adapt to the effects of climate change;
 - n Provide for convenient and accessible services across the Borough and promote walking, cycling and public transport facilities; and
 - n Adopt a sequential approach towards the strategic direction of development, as illustrated on the plan overleaf:



2.11 Based on the existing SHLAA and subsequent information obtained by the Council via responses to Developer Intent forms, the following scenarios have been developed for the potential strategic direction of new housing development having regard to the sequential approach listed above:

	Dwelling Numbers		
	Anker Valley deliverable	Anker Valley not deliverable	Green Belt land not viable
Urban Containment	1950	1950	1950
Greenfield in Borough (i.e. Anker Valley)	950	0	0
Green Belt in Borough	0	950	0
Outside Borough	0	0	950

Sub-Regional and Local Transport Policy

- 2.12 The following three major transport schemes detailed in the planning policy associated with Tamworth (and wider study area) are identified in the Staffordshire & Stoke on Trent Structure Plan 1996-2011, and Tamworth Local Plan (2001-2011):
- n **Scheme 1:** The Dosthill Bypass is a new road adjacent to the Birmingham-Derby railway linking Hedging Lane to the main A51. This road will effectively bypass Dosthill Village, considerably improving conditions on the High Street, where high volumes of traffic using the existing road presently create danger to pedestrians and seriously undermine environmental conditions. The road also forms part of the future transportation network for Tamworth providing an improved route between the southern part of the Borough and the town centre.
 - n **Scheme 2:** The Amington Link Phase 2 also forms as essential element of the future transportation network for Tamworth, providing for movements between the eastern part of the town and the town centre. The developers of the Amington Fields residential area have provided the eastern section of this route (Phase 1).
 - n **Scheme 3:** The Anker Valley Link is required in order to open up the valley for future development because of capacity constraints on the local highway network. There is also a clear need to provide access by public transport and other sustainable modes such as walking or cycling.
- 2.13 The Staffordshire Local Transport Plan (LTP) identifies accessibility, road safety and highway maintenance as the County's three main transport problems. While safety and highway maintenance are elements to consider at stages beyond initial land use planning of long term development patterns, the element of accessibility is mainly driven by the land use pattern, which has a major influence on trip pattern and mode choice. An element of the study area lies in the District of North Warwickshire, so the Warwickshire LTP was consulted. This LTP states that it "places the strongest emphasis on addressing issues of accessibility..." and additionally identifies in particular access to Education and Healthcare.

3. Key Environmental Constraints

- 3.1 This section of the Study provides an overview of the spatial distribution of various strategic environmental constraints existing within Tamworth and the wider study area. This information will provide an important input to guiding the identification and subsequent testing of different potential strategic development options outside of the urban area of Tamworth to meet its development requirements.
- 3.2 A number of plans have been produced to define the extent and location of key physical and environmental constraints and these are reproduced at **Appendix 3**, together with other details such as the sources utilised to define existing constraints.
- 3.3 The key constraints assessed comprise of:
- n Level of flood risk;
 - n Ecological designations and other important identified resources;
 - n Countryside designations, including Green Belt, agricultural land classification and important mineral reserves;
 - n Existing open space facilities, including sports pitches / school playing fields, formal parks, village greens and allotments; and
 - n Heritage resources identified on Development Plan proposals maps (including conservation areas, scheduled ancient monuments and, historic parks and gardens).
- 3.4 The following table provides a broad description of the extent and nature of the various constraints identified.

Table 3.1: Overview of the Main Environmental/Policy Constraints within the Study Area

Constraint	Commentary
Flood Risk	Two principal areas at risk of fluvial flooding (Flood Risk Zones 2 and 3) existing within the study area, focussed around the catchments of the River Tame and the River Anker. The area of flood risk arising from the River Tame essentially covers a continuous belt of land extending from the northern to the southern boundary of the study area to the west of Tamworth. The flood risk zone associated with the River Anker runs along the north western boundary of the urban area of Tamworth and along through the northern part of Polesworth.
Nature Conservation (including national and local designations)	Outside of the urban area of Tamworth, principal nature conservation designations are located to the north east (the Alvecote Pools SSSI) and to the north west in the vicinity of Hopwas (Hopwas Hays Ancient Woodland). Sites of local nature importance also exist at Warwickshire Moor (Anker Valley) and quarry pool areas west of Dosthill in Tamworth.
Green Belt	The Green Belt divides the study area in two, with the majority of land to the west and south of the existing built up area of Tamworth located within the Green Belt. Where not abutting the urban area or administrative boundary of Tamworth, to the north west the Green Belt boundary follows the River Tame and the railway and to the south east, it follows existing roads and circumnavigates the settlement of Wood End.
Heritage Resources (as shown on Development Plan proposals maps including conservations area, scheduled ancient monuments and historic parks and gardens)	Within the study area, the largest conservation areas exist in Tamworth Borough (at Amington Hall) and within Lichfield District (in and around Hopwas and Fazeley). A number of other conservation areas exist within the study area such as at Wigginton. Similarly, scheduled ancient monuments and an historic garden are also present in the wider study area and beyond.
Agricultural Land Classification (Grades 1, 2 and 3a)	Outside of the urban area of Tamworth, the majority of land is identified as Grade 3. There are however notable tracts of poorer quality agricultural land (Grade 4) in and around Polesworth, over part of at Anker Valley and also broadly following the routes of the River Tame and the Heart of England Way to the west and south west of the urban area. The study area also includes areas of higher quality agricultural land (Grade 2), including in the vicinity of Amington Hall and Arkall Farm to the north east of Tamworth.
Mineral Reserves (as identified in the relevant Minerals Development Plan)	Land to the north east of the Tamworth urban area, (west and north west of the village of Shuttington) is allocated as an area of potential future coal extraction. An area within the Green Belt included in the administrative area of Tamworth Borough is identified for future clay extraction. This area also lies adjacent to existing clay extraction and related activities.

Constraint

Commentary

There is also an existing sand and gravel area to the south east of Middleton within the North Warwickshire administrative boundary.

4. Key Community Facilities and Development Infrastructure

- 4.1 This section of the Study provides an overview of the spatial distribution and capacity of various existing (and planned) items of key community facilities and infrastructure within Tamworth and the wider study area.
- 4.2 As with the assessment of main environmental and policy constraints provided in the previous section of this report, details on community facilities and infrastructure provide an important input to guiding the identification and subsequent testing of different potential strategic development options outside of the urban area of Tamworth.
- 4.3 A number of plans have been produced to define the location and relative accessibility of different types of community facilities and these are reproduced at **Appendix 4**. Details of the data sources used to identify different facilities are also included in this appendix.
- 4.4 The following community facilities have been identified and mapped:
- n Nurseries;
 - n Primary Schools;
 - n Secondary Schools;
 - n Higher education centres;
 - n Hospitals;
 - n GP surgeries;
 - n Town Centre and Local Centre facilities;
 - n Key public transport facilities;
 - n Major open space, leisure and recreation facilities; and
 - n Major employment centres and opportunities.
- 4.5 In order to measure accessibility, appropriate core travel time indicators have been applied to identify accessibility isochromes to measure the relative accessibility of different parts of the study area to different types of community facility.
- 4.6 The relative accessibility thresholds applied to the different types of facility is shown in **Table 4.1** overleaf. Thresholds have generally been based on Department for Transport (DfT) accessibility standards applicable to different types of facility:

Table 4.1: Accessibility Standards Applied to Community Facilities

Facility	Accessibility (Walking and / or Public Transport Travel Time and / or Distance)			
	Very Good	Good	Moderate	Poor
Nurseries	<10mins	<15mins	<30mins	30-45mins+
Primary Schools	<10mins	<15mins	<30mins	30-45mins+
Secondary Schools	<10mins	<20mins	<40mins	40-60mins+
Higher Education Centres	<15mins	<30mins	<60mins	60-75mins+
GP Surgeries	<10mins	<15mins	<30mins	30-45mins+
Hospitals	<15mins	<30mins	<60mins	60-75mins+
Tamworth Town Centre	<15mins	<30mins	<60mins	60-75mins+
District / Local centre Facilities	<10mins	<15mins	<30mins	30-45mins+
Major Open Space Facilities	<10mins	<15mins	<30mins	30-45mins+
Leisure Facilities	<10mins	<15mins	<30mins	30-45mins+
Main Employment Opportunities	<10mins	<20mins	<40mins	40-60mins+
Main Bus Routes	<5mins	<10mins	<15mins	15-20mins+
Key Public Transport Hubs	<500metres	<750metres	<1km	>1km

- 4.7 In defining and examining community facilities, in addition to physical accessibility, where information has been able to be obtained, regard has also been given to levels of capacity paying particular attention to education and health facilities. As part of this section of the report and a further important part to understanding the baseline position to inform the Study, consideration has also been given to the capacity and constraints applying to other forms of necessary physical development infrastructure, such as highways, water supply and treatment, waste and energy facilities.
- 4.8 Details on the capacity of different types of facility and infrastructure have been obtained through discussions with the relevant facility providers.
- 4.9 The following tables provide a broad description of the extent and nature of the various constraints identified, starting with different community facilities and then followed by other forms of development infrastructure.

Table 4.2: Overview of Key Community Facilities within the Study Area

Constraint	Commentary
<p>Accessibility to Public Transport Hubs (i.e. bus and rail stations in Tamworth)</p>	<p>The main public transport hubs represent the key points of access for residents accessing the strategic transport network, by modes other than private vehicle. This is in particular to represent the access to key regional employment opportunities. These public transport hubs therefore require access to at least 1 key location outside the Tamworth area, which can be considered to be the West Midlands Conurbation, Burton Upon Trent, Lichfield and Stafford. These facilities are represented by Tamworth train station, The main bus hub in Tamworth Town Centre, and to a lesser extent the rail station at Wilnecote.</p>
<p>Accessibility to Main Bus Routes</p>	<p>The bus network within the study area operates as the key public transport network, giving access to local facilities, and access to local employment. With journeys that are made on a regular basis. Therefore the routes need to operate at a frequent level, and be within an acceptable walking distance, to provide a high level of access to key local facilities. This indicator therefore represents an assessment of proximity to frequent routes, which tend to be located on the key corridors into Tamworth town centre.</p>
<p>Accessibility to Nurseries / Pre-School Facilities</p>	<p>Existing nursery provision is focussed in the central and northern parts of the Tamworth urban area as well as Fazeley, where accessibility is generally very good or good. The southern part of the urban area and also other main settlements such as Polesworth, Kingsbury and parts of Mile Oak have more limited accessibility to current facilities</p>
<p>Primary Schools</p>	<p><u>Accessibility</u></p> <p>The urban area of Tamworth is generally well served in terms of the overall number and distribution of primary schools with only parts of the Bitterscote area of Tamworth not having very good accessibility. There is also existing primary school provision in a number of other settlements within the study including Polesworth, Kingsbury, Fazeley and Mile Oak as well as within a number of other smaller villages.</p>
	<p><u>Warwickshire Education Service</u></p> <p><u>Capacity</u></p> <p>Primary schools within Polesworth and Kingsbury are popular with few surplus places, with several of its pupils resident in Staffordshire (i.e. Tamworth). At their present size, these schools would not be able to accommodate substantial new development in their catchments without a significant displacement of pupils to other schools. Elsewhere, there are a number of smaller village primary schools which currently have, to varying degrees, surplus spaces.</p>
	<p><u>Staffordshire Education Service</u></p> <p>General comment is that given often limited available capacity of existing primary schools, development of the scale being considered (say 1,000 houses) would generate the need for a new primary school. Smaller development would also likely require the creation of additional spaces.</p>
<p>Secondary Schools</p>	<p><u>Accessibility</u></p> <p>A reasonable proportion of the Tamworth urban area has either very good or good accessibility to existing secondary school facilities although the western part of the urban area (together with Fazeley and Mile Oak) is identified as only having moderate accessibility. Existing secondary schools are also available in the settlements of Polesworth and Kingsbury.</p>

Constraint	Commentary
	<p><u>Capacity</u></p> <p>There is likely available capacity across the study area to accommodate additional secondary school place requirements arising from this Option. Staffordshire has made a successful bid for early entry into the Building Schools for the Future Programme. Capacity of secondary schools across the county is low at present. However, a £100M bid to transform secondary education in Tamworth was approved by the DCSF in June 2008. Five secondary schools will remain open in Tamworth.</p>
GP Surgeries	<p><u>Accessibility</u></p> <p>Most GP provision is concentrated in the urban area of Tamworth although the north western part of the urban area has limited accessibility. There is also existing GP provision outside of the urban area including Polesworth, Kingsbury, Mile Oak and Fazeley.</p>
	<p><u>Capacity</u></p> <p><u>North Warwickshire</u> The general capacity of GP surgeries within North Warwickshire is good. North Warwickshire Primary Care Trust did not identify any specific areas which are currently capacity constrained within the study boundary.</p> <p><u>Staffordshire</u> The Staffordshire Primary Care Trust anticipates that although the GP Surgeries within Staffordshire do have capacity at present, any resultant further development at the scale proposed would result in the need for new and enhanced surgeries</p>
Hospitals	<p><u>Accessibility</u></p> <p>The principal facility in the area is the Sir Robert Peel Hospital, operated by the Staffordshire PCT and located at Mile Oak. In terms of accessibility to this facility, outside of Mile Oak and Fazeley, and the western part of the urban area of Tamworth, accessibility is moderate although in Polesworth, accessibility is classified as poor.</p>
Open Space	<p><u>Accessibility and Capacity</u></p> <p>In Lichfield District, there is a deficiency of formal parks in southern Burntwood which is outside the study boundary. There is a total of 0.83 ha per 1000 of the population. The settlements short on equipped play include Fazeley, South Burntwood and Alrewas. Fazeley is within the study area. There is a lack of provision of allotments in the south of Lichfield District, demand for the provision of allotments in the south is yet to be determined.</p> <p>In North Warwickshire Borough, there is a lack of quality open space within Kingsbury (with the exception of Kingsbury Open Park), and significant investment is required to raise the standard of provision across the area and across different types of open space. Within Polesworth and Dordon, there is an undersupply of parks and gardens, outdoor sports space and children and young people's space. There is also an undersupply of allotments and there are limited outdoor sports spaces within the area.</p>
	<p>Within Tamworth Borough, the majority of neighbourhoods contain a range of types of open space with amenity green space and outdoor sport and recreation facilities being the most widespread. Allotments and parks and gardens are the least common. None of the neighbourhoods meet the full borough standard in all types and most are deficient in three or more types. The most deficient neighbourhoods are generally located on the eastern side of the Borough.</p>

Table 4.3: Overview of Key Physical Development Infrastructure within the Study Area

Constraint	Commentary
<p>Highways Infrastructure – Local Access</p>	<p>Local highway access consists of measuring the access to the town centre, and in particular the impact on key junctions on the approach to the town centre. Staffordshire County Council maintains a traffic model that predicts traffic flows in 2007. Results were obtained from this that identified the volume of traffic in the PM peak over the total capacity. This will then be used to identify junctions that experience capacity problems at the current time. When the development options are assessed, routes will be plotted on the likely access routes from the development sites to the Town Centre. The analysis will therefore be able to locate the points on the network where improvements are likely to be needed for each development option, and therefore give an assessment based on improvements likely to be needed in taking forward an individual option. In addition, judgements will be included to gauge the difficulty of improvements to individual junctions which may impact on the deliverability of the option.</p>
<p>Highways Infrastructure: Strategic Access</p>	<p>Strategic highway access consists of measuring the access to the Access points of the A5 and M42, and in particular the impact on key junctions on the approach to these access points. Staffordshire County Council maintains a traffic model that predicts traffic flows in 2007. Results were obtained from this that identified the volume of traffic in the PM peak over the total capacity. This will then be used to identify junctions that experience capacity problems at the current time. When the development options are assessed, routes will be plotted on the likely access routes from the development sites to the strategic network access points. The analysis will therefore be able to locate the points on the network where improvements are likely to be needed for each development option, and therefore give an assessment based on improvements likely to be needed in taking forward an individual option. In addition, judgements will be included to gauge the difficulty of improvements to individual junctions which may impact on the deliverability of the option.</p> <p>In relation to the three major transport schemes identified for the study area in the Development Plan, based on discussions with Tamworth Borough Council and Staffordshire County Council as Highways Authority, the following triggers for provision have been suggested:</p> <ul style="list-style-type: none"> • Anker Valley Link (above 250 dwellings within the north of the study area); • Anker Valley Link and Amington Link (above 1,300 dwellings within the north of the study area); and • Dosthill Bypass (no dwelling threshold trigger specified).
<p>Potable Water Supply</p>	<p>The draft Water Resource Management Plan prepared by Severn Trent Water identifies that across the West Midlands generally, within all water resource zones the levels of development anticipated in the West Midlands RSS Phase 2 Revision up to 2026 will lead to demand exceeding existing water supply and associated improvements will be required to support this growth. Various mitigation strategies are proposed to address future demand / supply imbalances although the precise timing, nature and scale of improvements will depend on the timing, level and distribution of development coming forward.</p>
<p>Waste Water Treatment</p>	<p>In general, Severn Trent Water has identified that it does not anticipate any particular issues in terms of impacts on waste water systems although this is based on an assumption that new development incorporates the effective management of surface water run-off (for example, the use of SUDS rather than</p>

Constraint	Commentary
	<p>surface water being conveyed to the foul or combined sewerage system.</p>
<p>Waste Treatment Facilities</p>	<p><u>Staffordshire Waste</u></p> <p>The closest Household Waste Recycling Centre to Tamworth is currently in Lichfield (outside of the study boundary). Staffordshire and Warwickshire County Councils are working together on a possible new site inside the Warwickshire boundary (within then study area at Lower House Farm). if successful it could open in late 2011. Should this approach fail then Staffordshire County Council will continue to look for site for the Tamworth area.</p>
	<p><u>Warwickshire Waste</u></p> <p>The current Waste Management Strategy is still emerging although in general terms, consideration will be given to focussing any new required waste facilities in locations to serve the larger urban areas within Warwickshire. The provision of additional residential development along the lines being suggested in and around Tamworth through the RSS Phase 2 Revision would unlikely create significant issues for the Waste Authority although specific proposals would need to be assessed on a case by case basis.</p> <p>Warwickshire Waste is also currently working with Staffordshire Waste to deliver a number of joint waste facilities. In terms of new facilities, a new waste transfer station is currently proposed to allow the bulking up and movement of waste from Warwickshire to Staffordshire</p>
<p>Energy Infrastructure</p>	<p>In terms of the provision of electricity, the scale of development being considered as part of the Study is not considered significant in electricity supply terms and no major upgrades in electricity infrastructure would be anticipated, particularly if considering extensions to existing urban areas where networks already exist.</p>

4.10 With regards to highways infrastructure, the following provides further detail on the characteristics of highway constraints identified through interrogation of the Tamworth strategic model. This model represents the traffic flows in the PM peak (17:00 – 18:00), on a weekday. While the model gives a strategic level view of the constraint points on the network, there maybe additional localised constraint points that will only be identified by detailed modelling associated with future scheme development.

- n **Area 1** – The model suggests that there are currently capacity restraints associated with the junction of the A513 and B5493, as well as capacity restraints on the arm of this junction from the south along the A513. Remedial measures would require capacity improvement of the junction and the southern approach arm, or provision of an alternative route.
- n **Area 2** – The model suggests there is currently capacity restraints associated with the junction of the A51 and B5493, as well as capacity restraints on the arm of this junction to the south along the A51. Remedial measures would require capacity improvement of the junction, particularly associated with the southern approach arm.
- n **Area 3** – The model suggests that there are currently capacity restraints associated with the junction of the B5000 and Abby Road, as well as capacity restraints on the arm of this junction to the west along the B5000. Remedial measures would require capacity improvements on the approach to the junction to the east and west, along the B5000.
- n **Area 4** - The model suggests that there are currently capacity restraints associated with the junction of the A4091 and A453, particularly the approach from the south the A4091. Remedial measures would require capacity improvements on the approach to the junction to the south, along the A4091.
- n **Area 5** – The model suggests that there is currently capacity restraints associated with the junction of Bitterscote Drive and Ventura Park Road, particularly associated with the north and south approaches to this junction along Bittercote Drive. Remedial measures would require capacity improvements on the northern and southern approaches to this junction.
- n **Area 6** – The model suggests that there are capacity restraints at the junction of the B5440 and the A5. This is a grade separated junction, with the restraint associated with the roundabout junction above the A5 main carriageway, and not restraint on the A5 carriageway. Remedial measures would require capacity improvements on the associated with the roundabout above the A5, particularly associated with the southern section of the circulating carriageway.
- n **Area 7** – The model suggests that there is capacity restraint associated with the section of highway between two roundabouts on the A4091. These junctions are the junction of the A4091 and Bittescote Lane and the junction of the A4091 and County Drive. Remedial measures would require capacity improvements of the junctions, particularly associated with the link connecting these two junctions.

- n **Area 8** – The model suggests that there is a capacity restraint associated with the junction of the B5404 and A4051. Remedial measures would require capacity improvement on the approaches to this junction. An element of improvement is likely to required on all 4 approaches to the junction.
 - n **Area 9** – The model suggests that there is a capacity restraint associated with the junction of the B5404 and A51. Remedial measures would require capacity improvement on the north and south approaches to this junction, associated with the A51 approaches.
 - n **Area 10** – The model suggests that there is capacity restraint at the junction 10 of the M42. This is a grade separated junction, with the restraint associated with the southern section of the roundabout junction above the M42 main carriageway, and not restraint on the M42 carriageway.
- 4.11 The above areas of highways constraint are represented on relevant plans included at **Appendix 4.**

5. Review of Committed Housing Development

Context

- 5.1 An important starting point to establishing the existing position with regards to the supply of existing housing land (versus RSS policy requirements / targets) is to gain an understanding of recent housing completions and also committed housing development.
- 5.2 More particularly, our assessment of 'committed housing development' focuses on the amount and spatial distribution of:
- n Recent housing completions;
 - n Housing schemes currently under construction; and
 - n Housing schemes with extant planning permission but not yet started.
- 5.3 We have sought to analyse net housing completions within Tamworth Borough since the 2006/07 monitoring period. This period has been chosen to seek to broadly coincide with the 'start date' for the period of the draft Phase 2 RSS Revision Preferred Option (i.e. 2006 to 2026).
- 5.4 As with housing completions, schemes currently under construction and unimplemented schemes with extant planning permission also provide a measure of the current housing supply position against quantitative RSS housing targets. Importantly, for the purposes of this Study, this information will feed in to the update of the existing SHLAA for Tamworth, not only in simply defining overall levels of recent completions and commitments, but also in indicating the nature and geographical areas / types of locations within which housing development has recently been, and is currently, most focussed.
- 5.5 Details of housing completions and commitments included in **Table 5.1** overleaf provides a quantitative snapshot of our headline assessment of committed housing development. As part of this report, comparable housing figures for those parts of the study area falling within Lichfield and North Warwickshire have not been able to be obtained although given the nature of these areas, it is fair to conclude that the vast majority of past completions and existing commitments within the study area will fall within the urban area (and hence, administrative boundary) of Tamworth.

Table 5.1: Overview of Committed and Completed Housing Development (Number of Units)

Source of Supply	Tamworth (1)
Net Completions (since 2006)	854 ⁽¹⁾
Under Construction	129 ⁽¹⁾
Not Started (extant permission)	599 ⁽¹⁾
<i>Sub Total</i>	<i>1,582</i>
Not Started (allocated without permission)	863 ⁽²⁾
<i>Total</i>	<i>2,445</i>

(1) Totals concerning housing completions, under construction and not started but with planning permission based on Housing land monitoring information (March 2009) supplied by Tamworth Council

(2) Sites not started without planning permission include the following Local Plan allocations without planning permission (estimated dwelling capacity in brackets): Anker Valley (800), Parkfield House (6), land off Cottage Farm Close (40), and part of the allocation at St Peters Close (17)

- 5.6 **Table 5.2** provides a summary of the residual housing requirement for Tamworth (i.e. that to be found once completions and commitments have been taken into account when compared against the emerging RSS housing targets and also the additional 20% flexibility allowance proposed in the Council's Core Strategy Options Document of February 2009).

Table 5.2: Overview of Residual Housing Requirements in Tamworth

	RSS Target	RSS Target + 20% Addition
A. Dwelling Requirement	2,900	3,480
B. Completions (since 2006)	854	854
C. Current Commitments*	728	728
Residual Requirement [A – (B+C)]	1,318	1898

* Includes development under construction and development not started but with extant planning permission identified in Table 5.1

- 5.7 In broad terms, housing development / permissions since 2006 in Tamworth Borough have been predominantly focussed inside of the urban area, notably in the south eastern part of the Borough. Sites are most often located within the 'Private Post 1970 Typical Urban Area' defined in the current Tamworth Strategic Housing Land Availability Assessment. This reflects the conclusions of the Assessment which identifies this particular Typical Urban Area as being potentially able to accommodate the largest number of units of all the types of TUAs listed in the Assessment, largely as a result of the fact that such locations often included older industrial areas.
- 5.8 The following paragraphs provide headline details of our analysis of the key aspects of completions and committed housing developments within Tamworth Borough. Our more

detailed analysis has been based predominantly on the interrogation of Housing Monitoring Reports prepared by Tamworth Council for the periods 2006/07 and 2007/08.

Recent Housing Completions

5.9 The main conclusions in relation to housing completions for the monitoring period 2006/07 can be summarised as follows:

- n The total number of completions over the 2006/07 and 2007/08 monitoring period in Tamworth Borough was 668 dwellings (between the end of the 2008 monitoring period and September 2008, a further 63 dwellings have been completed, reflected in the figure of 731 included in the Council's Core Strategy Options Document);
- n The following table sets out the breakdown of completions by main source over the 2006/07 to the 2008/09 monitoring periods:

Source of Completion	Units (06-07)	Units (07-08)	Units (08-09)	Total (06-09)
Completions on Local Plan Sites	202	161	34	397
Small Windfall Completions	44	11	19	74
Windfall Completions	212	38	158	408
Total Completions	458	210	211	879
<i>Completions on Brownfield Sites</i>	<i>441</i>	<i>192</i>	<i>177</i>	<i>810</i>
<i>Completions on Greenfield Sites</i>	<i>17</i>	<i>18</i>	<i>34</i>	<i>69</i>

- n Completions on Local Plan Sites have ranged from 0.22 hectares (yielding 8 units) to 11.78 hectares (the brownfield former Tame Valley Alloys site yielding in excess of 300 completed dwellings);
- n The brownfield former Tame Valley Alloys site has provided over ¾ of completions on allocated local plan housing sites over the period. In total, completions on local plan sites have contributed to approximately 45% of all completions over the period; and
- n With regard to Windfall developments since 2006, 408 dwellings were completed on (large) windfall sites with 74 dwellings completed on small windfall sites. The total windfall site completions therefore equate to 55% of the total completions.

Housing Schemes Currently Under Construction

5.10 Main conclusions in relation to schemes under construction can be summarised as follows:

- n 129 dwellings were under construction as at 31 March 2009. The following table sets out the breakdown of dwellings under construction by main source:

Source of Dwellings Under Construction	Number of Units
Under Construction on Local Plan Sites	22
Small Windfall Under Construction	30
Windfall Under Construction	77
Total Under Construction	129
<i>Under Construction on Brownfield Sites</i>	<i>107</i>
<i>Under Construction on Greenfield Sites</i>	<i>22</i>

- n Glascote Farm and the former Doulton Works made the most significant contribution to dwellings under construction, with each site having 22 dwellings under construction as at 31 March 2009; and
- n 20% of dwellings construction are on local plan sites (made up exclusively of the Greenfield Glascote farm site) with the remaining 80% on windfall sites (the majority of which are on larger windfall sites). Approximately 80% of dwellings under construction are on brownfield land.

Housing Schemes with Extant Planning Permission

5.11 Key conclusions in relation to housing schemes not started / part completed and with extant planning permission are as follows:

- n At 31 March 2009, 599 dwellings had extant planning permission. The following table sets out the breakdown of dwellings under construction by main source:

Source of Dwellings with Planning Permission	Number of Units
Permission on Local Plan Sites	184
Small Windfall with Permission	103
Windfall with Permission	312
Total with Permission	599
<i>With Permission on Brownfield Sites</i>	<i>593</i>
<i>With Permission on Greenfield Sites</i>	<i>6</i>

- n 30% of the sites with extant planning permission are Local Plan sites. The other 70% of sites with extant planning permission are windfall sites (split approximately 25% small windfall:75% larger windfall). The majority of the sites are on brownfield land with only 6 dwellings with planning permission on Greenfield land.

Completions and Commitments Outside of Tamworth Borough

5.12 The Fazeley / Mile Oak area has been defined as falling within the Tamworth housing market area within the published Strategic Housing Market Assessment for the Central (C1) West

Midlands area. The identified housing supply for this area within the existing settlement boundary is as follows:

- n Completed 2006/2009 – 79 dwellings
- n Under Construction at April 2009 – 3 dwellings
- n Extant Planning Permissions at April 2009 – 207 dwellings.

5.13 As with land in Tamworth Borough, completions and commitments are relatively moderate in that part of North Warwickshire within the study area.

6. Review of the Existing Tamworth SHLAA

Context

- 6.1 In order to inform the scale of housing (and associated) development which may be required outside of the existing urban area of Tamworth, it is firstly important to define the 'realistic' capacity of net new housing able to be accommodated within the urban area.
- 6.2 As noted in Section 1 of this Report, the Strategic Housing Land Availability Assessment for Tamworth Borough (subsequently referred to simply as the 'SHLAA' or the 'Assessment' for brevity) was first formally issued in February 2008 and is identified as forming part of the Council's evidence base to the emerging Core Strategy. This considers housing land availability across the whole of Tamworth Borough (i.e. within and also outside of the urban area).
- 6.3 Paragraph 5.2.1 of the Assessment identifies that it represents "... a snapshot of the housing land availability situation recorded during the summer of 2007" and that "... over time, the situation will inevitably change as some sites are developed, others become available and planning guidance changes." Section 5 of the SHLAA also proposes a number of activities which could be implemented to update the assessment.
- 6.4 Work commenced on the Assessment in February 2007. As such, it began in the context of draft good practice guidance prepared in December 2005 (and hence, before the final version of the DCLG's 'Strategic Housing Land Availability Assessments Practice Guide' published in July 2007).
- 6.5 The following table summarises the headline conclusions reached in the Assessment:

Table 6.1: Potential Housing Supply by Delivery Period and Location

Supply Source	Ten Year Supply	Longer Term Supply	Total Supply
From identified SHLAA sites in built up area	1279	675	1954
From TUA sites	948	948	1896
<i>Sub total</i>	<i>2227</i>	<i>1623</i>	<i>3850</i>
From identified SHLAA sites outside built up area	5724	16679	22403
Total	7951	18302	26253

Source: Tamworth Borough Council Housing Land Availability Assessment (February 2008), Table Seven (page 45)

- 6.6 From this table a potential housing supply has been defined which could far exceed requirements for the Borough as set out in the emerging RSS. That said, and in accordance with good practice, although the Assessment is an important starting point to informing plan-making, it does not itself determine whether a particular site should be allocated for housing development.

6.7 The Assessment also concludes that the majority of Tamworth's RSS housing requirement can be met from within the urban area but that:

“It is likely (therefore) that a small amount of housing will need to be provided as one or more urban extensions between now and 2026, even if all the identified sites in the built up area come forward”.

6.8 The Council's more recent Core Strategy DPD Option Report (February 2009) goes on to identify that further work is required to assess the availability and viability of sites included in the Assessment.

6.9 As part of this Study, a partial update of the existing SHLAA has been undertaken to build upon work carried out by the Council and to ensure adherence with best practice and hence, provide a robust basis for the Development and Infrastructure Study. The overall purpose of this update is to seek to define the 'realistic' housing capacity of the urban area of Tamworth and hence, to set the broad level of development needing to be accommodated outside of this to inform subsequent stages of this Study.

Approach to the Review of the Tamworth SHLAA

6.10 Given that the existing SHLAA is reasonably up to date, and as agreed at the outset of this commission, only a part review of the Assessment has been undertaken. The approaches adopted and extent of update undertaken has been based on a number of considerations, including:

- n The baseline requirements of this Development and Infrastructure Study, which is to have an understanding of the 'realistic' capacity for additional housing within the urban are of Tamworth over the Plan period (i.e. to 2026);
- n Advice set out in 'Strategic Housing Land Availability Assessments Practice Guidance' issued by CLG in July 2007 (including details at paragraph 17 on 'keeping the assessment up to date'); and
- n The approaches undertaken to carry out the existing Assessment.

6.11 In reviewing and updating the findings of the Assessment, the following key activities have been undertaken:

- n A review of the overall methodology employed against that set out in the 'Strategic Housing Land Availability Assessments Practice Guidance';
- n Update of the sites included in the Assessment / the indicative housing trajectory (for example, to remove any sites now developed, include sites granted planning permission / under construction since the date of the Assessment, assess and where appropriate, include additional sites such as those identified in response to the Council's 'Developer Intent' form); and

- n Update the housing trajectory with information from the Council in relation to any known changes in availability and also constraints applying to sites in the trajectory which would alter conclusions reached in the Assessment in relation to whether they are deliverable, developable or not currently developable.

Methodology Review

- 6.12 The following paragraphs provide an assessment of the methodology used in connection with the existing SHLAA against current good practice guidance. For clarity, our critique follows the stages advocated in good practice guidance, which are also generally adhered to in the existing Assessment.

Stage 1: Planning the Assessment

- 6.13 The key item of note under this stage is the geographical extent of the survey. In particular, a decision was taken at the outset that the Assessment would relate solely to land within Tamworth Borough, and as a result, exclude surrounding land and settlements in the neighbouring authority areas of Lichfield and North Warwickshire.
- 6.14 Good practice identifies that it should be considered whether the Assessment could be carried out jointly with other local authorities. Although this approach was not adopted, the neighbouring Councils of Lichfield and North Warwickshire were engaged in the preparation of the SHLAA such as through being invited to take part in stakeholder consultation exercises. Whilst the inclusion of certain settlements outside of the Borough, such as Fazeley, could have been included in the Assessment given their functional relationship with Tamworth, their exclusion is not considered to be a significant deficiency in the Assessment.

Stage 2: Determining the Sources of Sites to be Included in the Assessment

- 6.15 The Assessment has drawn upon a wide range of potential site sources in drawing up the list of sites included, using both sites within and also not currently in the planning process. Although a limited number of the potential sources identified in the CLG good practice document have been excluded from the Assessment, given the nature of the area this appears justified.
- 6.16 At this stage, it was agreed that a limited number of greenfield sites should be excluded from the Assessment as part of an initial sieving exercise. Again this broad approach fits with good practice guidance although it may have been beneficial to further justify with supporting evidence why, for example, certain areas of open space were excluded on the basis of being needed to fulfil the open space requirements of surrounding residents. We understand

however that this evidence base is now in place in the form of the Council's Open Space Position Statement of July 2007.

Stage 3: Desktop Review of Existing Information

- 6.17 Good Practice Guidance provides a list of potential sources of information which can be used to identify sites with potential for housing against each of the site sources defined in Stage 2. As suggested in the Assessment, the purpose of the Guidance is not to rigidly prescribe which sources of information require to be used in the desktop review, but rather it provides a list of sources that the reviewer may or may not wish to use.
- 6.18 The Assessment relies upon a relatively limited number of the potential sources, justified primarily on the basis that, due to the zoned land use patterns and comparatively recent nature of growth in Tamworth, "... *the Council's understanding of where suitable land may be found is better than may be expected in a typical local authority.*" (page 8 of the Assessment).
- 6.19 It should also be noted that the desk-based assessment was supplemented by surveys of other possible sources of supply (see Stage 4 below). Given this position, we consider it unlikely that utilising a more extensive range of the sources of information above those relied upon would have revealed a materially different picture in terms of the sites identified and included in the Assessment.

Stage 4: Determining Sites and Areas to be Surveyed

- 6.20 In accordance with Good Practice Guidance, all sites identified as part of the desktop review at Stage 3 of the Assessment were visited and surveyed.
- 6.21 In addition to the sites specifically identified at Stage 3, **Table 6.2** summarises the geographic areas also surveyed as part this stage of the Assessment to identify further sites and areas within the urban area which could have housing potential.

Table 6.2: Overview of Further Sites and Areas Surveyed

Potential Source	Approach to Survey Identified in the Assessment
Tamworth Town Centre	Comprehensive street by street survey encompassing all land within the town centre boundary as shown on the adopted Local Plan Proposals Map
Main Road Corridors	Drive by survey of a defined list of main road corridors / important bus routes
Typical Urban Areas	Sub-division of the urban area into 6 types of typical urban areas (based on age, layout and tenure) and completion of comprehensive street by street surveys of sample areas chosen from each category (equating to a survey of around one eighth of residential streets across the Borough)

- 6.22 The approach to examining the town centre and main road corridors is broadly in line with Good Practice Guidance although it appears that the wider catchments around these sources of supply were not surveyed. That said, it is considered that the inclusion of a detailed survey of the walking catchments of the town centre and main road / public transport corridors would not have revealed a materially different picture in terms of the sites identified by other means.
- 6.23 The identification and assessment of Typical Urban Areas (TUA's) is not explicitly defined in the CLG Good Practice Guide as a means of identifying a potential source of supply although we are aware that this approach has been applied elsewhere, particularly in the completion of previous urban capacity studies.
- 6.24 The assessment of TUAs does however provide a useful proxy guide to the broad level of housing potential arising from those opportunities across the urban area which are generally not able to be defined specifically (for example, certain small infill development and urban intensification opportunities). In other words, the assessment of TUAs will likely offer a more informed assessment of the potential contribution of windfall opportunities than simply through the application of past trends for example. We provide further commentary on this under Stage 10.

Stage 5: Carrying Out the Survey

- 6.25 The Good Practice Guide lists a number of site characteristics which should be recorded or checked as part of a site survey. Paragraphs 2.7.2 and 2.7.3 of the Assessment summarises the key pieces of data gathered at this stage in relation to each of the sites surveyed.
- 6.26 The majority of expected site characteristics appear to have been picked up as part of the Assessment although the recording of certain site-specific constraints appears to have been excluded as part of this Stage. This is discussed further against Stage 7a '*Assessing Suitability for Housing*'.

Stage 6: Estimating the Housing Potential of Each Site

- 6.27 In order to inform the assessment of housing potential of each site, six sample schemes were prepared using six of the sites actually surveyed. Those used were selected to represent the different types of site revealed through the Assessment and hence, the densities the different types of site could potentially accommodate. Each site surveyed at the previous stage was then attributed to one of the representative sites and the associated site density applied to estimate dwelling capacity.
- 6.28 This approach broadly accords with the approach advocated at paragraph 31 of the Good Practice Guide although the Guide also goes on to suggest this approach can be refined

further through adjusting sample scheme densities to also take account any particularly characteristics of specific sites such as physical constraints. Although this additional refinement appears not to have been applied in the Assessment, the approach adopted would likely provide for a reasonable estimate of capacity.

Stage 7: Assessing When and Whether Sites are Likely to be Developed

6.29 A view as to when and whether a site is likely to be developed should be informed by an assessment of the three following factors:

- n **Suitability** (i.e. whether the site offers a suitable location for development and would contribute to the creation of sustainable, mixed communities);
- n **Availability** (i.e. that there is confidence that there are no legal or ownership problems, such as multiple ownerships, ransom strips, tenancies or operational requirements of landowners); and
- n **Achievability** (i.e. that there is a reasonable prospect that housing will be developed on the site at a particular point in time).

6.30 Information collected through the Assessment on the above has been used to inform decisions on whether particular sites should be considered **deliverable**, **developable** or **not currently developable**. Additionally, at Stage 8 of the Assessment, certain sites were excluded from contributing to any part of the housing trajectory where it was considered that constraints could not be overcome or land was unlikely to become available. In other words, certain surveyed sites were placed in a fourth category of not being developable during the Plan Period. **Table 6.3** summarises how the Assessment has interpreted deliverable, developable and not currently developable.

Table 6.3: Definitions of Deliverable, Developable and Non-Developable Sites

Classification of Site (Time period assumed for development)	Key Characteristics
Deliverable (0 – 5 years)	n Available immediately
	n Suitable for housing with minimal policy, land use, environmental and ownership issues to overcome
	n Realistic prospect of being developed within the first five years of the Plan
Developable (5 – 10 years)	n Not available immediately (may have physical, land use or ownership issues to first overcome)
	n Suitable for housing on policy and environmental grounds
	n Realistic prospect of being developed within five to ten

Classification of Site (Time period assumed for development)	Key Characteristics
	years of the Plan
Not Currently Developable (10 – 15 years)	<ul style="list-style-type: none"> n Suitable for housing on policy and environmental grounds n Subject to physical, land use or ownership issues with no realistic prospect of these being overcome in the next ten years (but could be addressed after that and the site developed before the end of the Plan period)

6.31 The Assessment's approach to defining the characteristics of different classifications of site generally follows / further elaborates on the thrust of Good Practice Guidance. The following paragraphs explore in turn the Assessment's approaches to examining suitability, availability and achievability.

Stage 7a: Assessing 'Suitability' for Housing

6.32 Information collected at Stage 5 (*Carrying out the Survey*) has been used to inform the suitability assessment of sites. Table One included in the Assessment (page 16) sets out the criteria applied to assess suitability and also the weighting attached to different criteria.

6.33 Any assessment approach which involves weighting different criteria to seek to quantify their relative significance clearly involves subjectivity and is always therefore open to some debate. The fact that the Assessment confirms that the weighting scores included in the Table were developed by agreement with the Council and also endorsed at a public consultation workshop (on 16 August 2007) does however lend some support to the approach adopted.

6.34 As noted in the comments recorded under Stage 5, it is unclear whether a full range of constraints were identified and considered in the assessing the suitability of all sites for housing. In particular, Table One (page 16) appears to exclude certain potentially constraining site characteristics such as site access, topography, potential for contamination and pollution and other constraints such as pylons across a site. The exclusion of such information could detract from the overall assessment of suitability.

6.35 We understand that as part of a market viability exercise carried out to inform the assessment of the achievability of housing, further analysis was carried out in relation to 12 separate sites, selected as a sample of mid-range scoring sites. Each of the 12 sites was then subject to consultation with agents and developers to examine further a range of details including the extent and significance of site constraints. Although a fuller examination of constraints of all sites as part of Stage 5 would have been preferable, the overall approach adopted to assessing

site constraints does appear to provide a reasonable starting point for the purposes of this Study.

Stage 7b: Assessing 'Availability' for Housing

- 6.36 The assessment of availability should be largely determined by site ownership and associated owner aspirations. The Assessment has been based on a preliminary examination of availability using details provided by the Council and also based on information mainly provided by landowners, developers and property agents attending a workshop on 16 August, 2007. This aspect of the Assessment needs to be augmented further and this position has been acknowledged by the Council in its Core Strategy DPD Option Report (February 2009).
- 6.37 Since the completion of the Assessment, Tamworth Council has sought to make direct contact with the landowners of the sites identified in the Assessment as well as collecting additional data through a 'Developer Intent' process, initiated as part of the preparation of the Council's Local Development Framework. This information, although acknowledged to still be work in progress, has been used to inform the partial update of the Assessment as the best information currently available. It will be important that the Council continues with its current work to provide the most complete and accurate picture of availability.

Stage 7c: Assessing 'Achievability' for Housing

- 6.38 The Good Practice Guide notes that achievability is essentially a judgement about the economic viability of a site and hence, the potential for it to be realistically developed (over a certain period). The Guide goes on to suggest that a number of residual valuation models are available which can be used to determine the economic viability of particular sites but that where such a scientific approach is not considered necessary, obtaining the views of house builders and local property agents can be useful.
- 6.39 Paragraph 2.9.10 of the Assessment suggests that given the extent of land surveyed, it was not considered prudent to run a detailed valuation model. Rather, the following approaches were used to assess achievability of different sites:
- n Weighting the results of the assessments of site suitability against site availability (to provide a likely indicator of achievability);
 - n Consultation with residential agents and developers to obtain broad views on market trends in the Borough to identify those parts of the Borough and types of site which would likely be most popular to the market; and
 - n A 'market viability exercise', which sought views from agents and developers in relation to 12 specific sites included in the Assessment where it was unclear from other approaches adopted

towards achievability which five year delivery period each site should be allocated to (although referred to as a 'market viability exercise', this was, in effect, based on general discussions with agents and developers and a view on achievability rather than through the application of any formal development appraisal to determine viability).

- 6.40 Based on the above approaches, a judgement was made as to which five year delivery period each site should be allocated to (2006-11, 2001-16, 2016-21, 2021-26).
- 6.41 Although it may have been beneficial to supplement the approaches adopted with also undertaking more formal development appraisals of an appropriate sample of the sites surveyed (and the Council may wish to undertake further work in this regard to supplement that which is also being carried out to explore availability further), for the purposes of the current Study, the approach towards assessing achievability is likely to be adequate.
- 6.42 It should be noted however that the SHLAA is not entirely transparent in terms of how the results of the assessments of achievability undertaken as part of the SHLAA have been applied to inform the placement of different sites within the trajectory. Indeed, the SHLAA only seeks to group sites into two trajectory periods (sites suitable for the first ten years and those suitable as longer term supply). It would have been useful to include a further table in the SHLAA listing all sites and the associated five year delivery period attributed based on the assessment of achievability. In updating the SHLAA as part of this study, we have sought to apply a more transparent approach to this aspect of the assessment (see Table 6.6 below).

Stage 8: Review of the Assessment

- 6.43 The approach to the Assessment appears to follow the main requirements of this stage as outlined in the Good Practice Guide, namely to produce an indicative housing trajectory and for this to be subject to a risk assessment (in this case, sites where it was considered constraints could not be readily overcome or sites which would unlikely become available in the Plan period were removed from the trajectory). Based on the assessments of suitability, availability and achievability (and hence, their resultant ranking as being either deliverable, developable or not currently developable), the surveyed sites retained within the indicative housing trajectory are categorised into either forming part of the ten year supply or part of the longer (i.e. post ten year) supply.

Stage 9: Identifying and Assessing Housing Potential of Broad Locations (where necessary)

- 6.44 The approach adopted in the Assessment was to include all parts of the Borough within the survey process. In this regard, all land outside of the urban area (where not discounted at the early stages of assessment) was subject to site survey. For the larger greenfield sites outside of the urban area, in calculating potential housing capacity, the Assessment notes that it has followed advice set out in the Guidance for broad locations i.e. based on a sample scheme reflecting local existing neighbourhoods and including an allowance for land for schools, shops and offices.
- 6.45 Given the predominantly urban nature of Borough, the principle of the approach adopted towards land outside of the urban area appears sensible given that in the case of Tamworth, specific sites are able to be (and have been) identified and assessed.

Stage 10: Determining the Housing Potential of Windfall (where justified)

- 6.46 Where possible, the supply of land for housing should be based upon specific sites and where necessary, broad locations. The Guidance notes that there may be genuine local circumstances where a windfall allowance (i.e. a contribution in the housing trajectory from sites which cannot be identified through the survey) is justified, but that a disadvantage of relying on a windfall allowance is that it is not possible to clearly identify exactly where this will likely occur.
- 6.47 Commentary in relation to Typical Urban Areas, which have been assessed as part of the SHLAA, is included at Stage 4 above. The overall conclusions reached in the Assessment do not place any specific reliance on this source given that, as with windfalls generally, the scale and location of the future provision of housing provision from TUA sites cannot be accurately quantified and hence, relied upon with the same degree of certainty as identifiable sites. As such, whilst it is useful to examine the possible future contribution from of unidentified sites from TUAs, we agree with the general approach to the Assessment that a contribution from unidentified sites should not be explicitly relied upon in coming to conclusions on potential housing supply / defining the housing trajectory.

Review and Update of Sites included in the Assessment

- 6.48 Paragraph 17 to the Good Practice Guide highlights the importance of keeping the Assessment up to date, in order to support the updating of the housing trajectory and the five year supply of specific deliverable sites.

6.49 In updating the Assessment, the following has been carried out:

- n Removal of sites from the housing trajectory which have now been developed;
- n Inclusion of new sites in the housing trajectory, incorporating sites receiving planning permission since the date of the initial Assessment, including schemes which have not yet started and also those which are under construction;
- n The refinement of the existing housing trajectory based on additional site information obtained by the Council since the completion of the Assessment, including in relation to availability and changes in constraints identified for specific sites included in the survey which would impact on their position in the trajectory; and
- n An assessment of additional sites not currently in the planning process (i.e. those put forward in response to the Council's 'Developer Intent' form) and their likely contribution to the housing trajectory.

6.50 Much of the information used in the update of the Assessment has been derived from recent monitoring data collected by the Council.

Review of Completions and Commitments Since the Assessment

6.51 The following table provides a summary of the change to the housing trajectory utilising information examined in Section 5 of this Study. In relation to sites to be added to the trajectory arising from sites now with planning permission or under construction, for the purposes of Table 6.4 we have attributed these to forming part of first part of the revised supply total (i.e. as being suitable for the first ten year supply).

Table 6.4: Overview of Completions and Commitments – Revised Total and Trajectory

	Trajectory Period	Existing SHLAA Assessment	Completed / Committed Sites to be Removed	New Sites with PP to be Added	New Sites U/C to be Added	Revised Total Supply
Within Urban Area	0 – 10 yrs	1279	-166	509	129	1841
	10 yrs +	675	0	0	0	675
Outside Urban Area	0 – 10 yrs	5724	0	0	0	5724
	10 yrs +	16679	0	0	0	16679
Total	0 – 10 yrs	7003	-166	509	129	7565
	10 yrs +	18302	0	0	0	18302

Further Assessment of Availability

6.52 Although this is 'work in progress' (and not all landowners have been contacted or have responded), the main outputs of the supplementary work carried out by the Council to date in relation to the further investigation of availability is set out in **Table 6.5** below. To avoid double

counting, this table excludes those SHLAA sites now with planning permission, as well as those already completed or under construction since the SHLAA was produced.

Table 6.5: Overview of Available SHLAA Sites in Tamworth Borough Revealed by Landowners

	Trajectory Period	Support Housing	Not Support Housing	No Response / Not Known
Within Urban Area	0 – 10 yrs	315	445	354
	10 yrs +	39	0	635
Outside Urban Area	0 – 10 yrs	5167	458	99
	10 yrs +	0	0	16681
Total	0 – 10 yrs	5482	903	453
	10 yrs +	39	0	17316

6.53 The information summarised in Table 6.5 has been interrogated further to produce a refined draft housing trajectory, also taking account of the suitability performance of sites as recorded in the SHLAA. The approach set out in **Table 6.6** has been applied to formulate the draft refined trajectory, which also includes a method for the subdivision the first 10 year period into two periods (i.e. 1 - 5 years and also a 5 – 10 year trajectory period).

Table 6.6: Summary of Approach to Trajectory Adjustment Arising from Further Availability Assessment

Classification of Site (Time period assumed for development)	Key Characteristics
Support Housing Development	<ol style="list-style-type: none"> 1. For sites currently in the 10 year trajectory, bring forward to first five year period 2. For sites currently in the post 10 year trajectory period, retain as existing
Not Support Housing Development	<ol style="list-style-type: none"> 1. For sites in the 10 year trajectory, move back to post 10 year trajectory period 2. For sites in the Post 10 year trajectory period, retain as existing
No response / not known	<ol style="list-style-type: none"> 1. For sites currently in the 10 year trajectory, include in 6 to 10 year trajectory period where receives a positive suitability score 2. For sites currently in the 10 year trajectory, include in Post 10 year trajectory period where receives a negative suitability score 3. For sites in the Post 10 year trajectory period, retain as existing

6.54 **Appendix 5** includes our analysis of availability information and suitability scores. The main changes arising from this analysis in terms of a revised trajectory are reproduced at **Table 6.7**.

Table 6.7: Revised Trajectory Reflecting ‘Available’ SHLAA Sites in Tamworth Borough Revealed by Landowners (Sites Identified as Suitable for Ten Year Supply in SHLAA only)

		Trajectory Period	Revised SHLAA Site Trajectory
Within Urban Area		1 – 5 Years	314
		5 – 10 Years	326
		10 – 15 Years	473
Outside Urban Area		1 – 5 Years	2170
		5 – 10 Years	2997
		10 – 15 Years	557
Total		1 – 5 Years	2484
		5 – 10 Years	1030
		10 – 15 Years	6838

- 6.55 The figures in Table 6.7 also reflects responses to those sites which are existing local plan housing allocations but without planning permission. Of the sites listed to the footnote of Table 5.1 in the previous chapter, landowners for Anker Valley and for land at Cottage Farm Road responded positively in terms of expressing support for housing (and are hence reflected as such). (please note that the yield identified in the SHLAA is not the same as the local plan allocation)
- 6.56 When also considering the contribution of sites identified in the SHLAA as suitable for longer term supply (i.e. post 10 years which relate largely, but not exclusively, to sites outside of the urban area), the revised trajectory would be as follows.

Table 6.8: Revised Trajectory Reflecting ‘Available’ SHLAA Sites in Tamworth Borough as Revealed by Landowners (All SHLAA Sites)

		Trajectory Period	Revised Draft SHLAA Site Trajectory
Within Urban Area		1 – 5 Years	314
		5 – 10 Years	326
		10 – 15 Years	1147
Outside Urban Area		1 – 5 Years	2170
		5 – 10 Years	2997
		10 – 15 Years	17238
Total		1 – 5 Years	2484
		5 – 10 Years	3323
		10 – 15 Years	18385

- 6.57 For the purposes of this partial update, it has been assumed that all sites included within the first ten year period are ‘achievable’ (i.e. either ‘deliverable’ with a realistic prospect of being developed within the first five years of the Plan or ‘developable’ with a realistic prospect of being developed within five to ten years of the Plan).
- 6.58 As noted previously however, given the way information is presented in the existing SHLAA, it is not possible to interrogate further in terms of the five year periods attributed to each site

based on the assessment of achievability carried out by Brunton Knowles. That said, it is considered that the approach set out in Table 6.6 provides a reasonable method towards subdividing the first ten year period into two five year periods in the absence of other site specific ‘achievability’ information.

6.59 In accordance with paragraph 17 of the good practice guide on ‘keeping the assessment up to date’, it is also important to re-assess any changes in constraints as may apply to sites included in the Assessment. This includes considering constraints which have now been addressed (and hence, where it may be appropriate to move certain sites into an earlier trajectory period) or conversely, where a constraint has arisen or worsened since the initial Assessment to the extent that sites should move into a later trajectory period or removed altogether. In this case, the Council has confirmed that to their knowledge, the position on constraints as existed at the time of the Assessment has not altered and as such, the draft trajectory does not need to be amended in this regard.

The final element to update the Assessment is to consider additional sites currently outside of the planning process but revealed since the Assessment through responses to the Council’s Developer Intent form. This exercise revealed the following three additional sites where landowners are promoting housing development through the LDF process:

Table 6.9: Additional Sites Revealed in Response to the Developer Intent Form

Site	Size (ha)	Estimated Dwelling Capacity (@ 40 dph)
Land West of Tamworth Road, Dosthill	4.94	197
Southern Part of Doultons Site, StormKing	1.19	47
Amington Hall Farm Estate	163	6,520

6.60 As part of the update, we have surveyed these additional sites to examine their suitability utilising a broadly similar approach to that undertaken at Stage 7a of the Assessment. Based on this exercise, land west of Tamworth Road (Dosthill) and the Amington Hall Farm Estate have not been included in the revised draft housing trajectory due to the significant of environmental constraints (in line with the approach to the current SHLAA, these sites were discounted at the outset). As agreed with the Council however, land at the Doultons Site has been included as a developable site (i.e. one which is suitable but unlikely to come forward until after 5 years of the plan) and hence, included in the 5 - 10 year trajectory period.

6.61 The revised draft housing trajectory also taking account of appropriate Developer Intent sites is included at **Table 6.10** overleaf:

Table 6.10: Revised Total and Trajectory Reflecting Change from New Developer Intent Sites

	Trajectory Period	Total (Table 6.8)	New Site Change	Revised Draft SHLAA Site Trajectory
Within Urban Area	1 – 5 Years	314	-	314
	5 – 10 Years	326	+47	373
	10 – 15 Years	1148	-	1147
Outside Urban Area	1 – 5 Years	2170	-	2170
	5 – 10 Years	2997	-	2997
	10 – 15 Years	17236	-	17238
Total	1 – 5 Years	2484	-	2484
	5 – 10 Years	3323	+47	3370
	10 – 15 Years	18384	-	18385

6.62 In the Council's recent Core Strategy Option Report, the approach taken towards sites included in the Assessment is to only rely upon identified sites in the urban area which the landowners have specifically indicated positive support for housing development. As the Council's work on assessing availability continues, it is likely that the figure currently attributed to available sites will increase.

6.63 So as to be aligned with the approach in the emerging Core Strategy, and to provide a more cautious estimate of likely identifiable housing supply over the Plan period, **Table 6.11** provides a summary of supply based on existing commitments and those SHLAA sites positively defined as being available, together with other revisions / updates undertaken to the Assessment, such as in relation to new appropriate sites revealed through the Developer Intent process and, any changes in constraints affecting 'available' sites.

Table 6.11: Revised Total and Trajectory (Based on Available Sites Only)

	Extant Permission	Under Construction	Support Housing	Revised Trajectory
Within Urban Area	599	129	400	1130
Outside Urban Area	-	-	5167	5167
Total	599	129	5567	6297

* Figure based on 493 from SHLAA sites identified as being available (Table 6.5), minus the 140 for sites already with permission plus additional 47 units revealed from Developer Intent process (Table 6.10)

6.64 In line with the thrust of guidance in PPS3, we have not placed any reliance in Table 6.11 on the potential contribution from windfall development. Whilst based on our assessment of past completions and current commitments (and the Typical Urban Analysis information included in the Assessment), it is likely that windfall development will make a future contribution to housing development in Tamworth, in line with the current Assessment and the Council's Core Strategy, for the purposes of this Study windfall potential has been excluded.

Conclusions

- 6.65 Through the update of the Assessment, we have identified a likely cautious estimate of potential supply capacity to accommodate a total of just over 1,100 dwellings within the urban area of Tamworth over the RSS period, made up of sites with planning permission, sites under construction and identified 'available' SHLAA sites within the urban area.
- 6.66 Taken together with completions within the Borough since the start of the proposed RSS housing period (i.e. 2006), **Table 6.12** identifies the residual requirement to be found outside of the urban area in order to meet RSS housing requirements and also the additional 20% flexibility allowance highlighted in Tamworth's Core Strategy Options Report.

Table 6.12: Overview of Residual Housing Requirement Based on Completions, Commitments and 'Available' SHLAA Sites in the Urban Area

	RSS Requirement	RSS Requirement + 20%
Requirement	2900	3480
Less completions since 2006	854	854
Less units with unimplemented planning permission	599	599
Less units under construction	129	129
Less 'Available' SHLAA sites in urban area	400*	400
Residual Requirement Outside of Urban Area	918	1498

* Figure taken from Table 6.11

- 6.67 The residual requirement arising from the RSS and additional flexibility allowance (which ranges from approximately 900 to 1,500 units) has been used to inform the scale of potential growth options identified and assessed as part of the next sections of the Study.
- 6.68 If however taking a different approach towards the likely contribution of SHLAA sites, adopting the revised trajectory totals for the urban area over the 1 - 5, 5 - 10 and 10 - 15 year trajectory periods included in Table 6.10, this then suggests that future housing requirements could potentially be met from within the urban area, as illustrated in **Table 6.13**. It should be noted however that this higher trajectory also includes sites where either current landowner intentions are not known or where they have indicated that they would not support housing development. The latter is reflected in the 10-15 year supply period.

Table 6.13: Overview of Residual Housing Requirement Based on Completions, Commitments and SHLAA Sites in the Urban Area

	RSS Requirement	RSS Requirement + 20%
Requirement	2900	3480
Less completions since 2006	854	854
Less units with unimplemented planning permission	599	599
Less units under construction	129	129
Less SHLAA sites in urban area (1-5 years)	314	314

	RSS Requirement	RSS Requirement + 20%
Less SHLAA sites in urban area (5-10 years)	373	373
Less SHLAA sites in urban area (10-15 years)	1147	1147
Residual Requirement Outside of Urban Area	-516	64

7. Identification of Potential Growth Options

Introduction

- 7.1 Further to the baseline information examined as part of previous sections of this Report, a number of growth options have been defined which could potentially accommodate the level of growth required by the emerging RSS not realistically able to be accommodated within the urban area of Tamworth. As noted in section 6, the level of development needing to be located outside of Tamworth's urban area is identified as being approximately 900 dwellings, rising to circa 1,500 if also considering an additional 20% flexibility allowance over and above that required by the emerging RSS Phase 2 Revision. This requirement figure could also be higher if also seeking to accommodate within the study area a proportion of future housing requirements (including a 20% flexibility allowance) identified for Lichfield and North Warwickshire Districts (also see paragraph 7.6 below).
- 7.2 In order to define potential growth options, the following considerations have been taken into account:
- n The amount of land required to accommodate identifiable future dwelling requirements;
 - n The sequential approach to the location of strategic growth defined in Tamworth Borough Council's draft Core Strategy Options Document;
 - n The existence of key environmental constraints to provide an initial sieve of potential site options; and
 - n Sites identified in existing / emerging SHLAAs relating to the study area.
- 7.3 Based on the above, a total of 7 potential growth options have been identified. These are described further in subsequent paragraphs, together with the considerations applied which has guided their initial identification.

Amount of Land Required to Accommodate Future Growth

- 7.4 For the purposes of this study, it has been assumed that the above dwelling requirement for the Tamworth area would equate to a total land requirement of circa **50 hectares** (calculated at 40 dph plus an allowance for facilities which may be needed on-site such as employment, open space, schools etc). Precise figures and site areas will need to be refined further in the light of specific requirements although this broad-brush approach was considered appropriate at this initial stage as a minimum size guide to the identification of strategic areas for future potential growth.

- 7.5 It should be noted that, based on information included in Table 6.12 in the previous chapter, although an area of circa to 50 hectares would likely be required to accommodate the scale of growth anticipated, we have also considered smaller sites or land parcels which, whilst acknowledging could not in isolation accommodate all of the development required, could form part of an option which relies on a combination of locations.
- 7.6 Conversely, we have also examined a number of substantially larger sites which could accommodate larger levels of growth such as that as may be required for the Lichfield and North Warwickshire areas (which could include an additional 20% flexibility allowance also identified for these areas in the Study Brief). It should be noted however that at this time, given the current status of the respective Core Strategies and associated evidence bases, being prepared for Lichfield and North Warwickshire, it is difficult to identify what level of housing growth, if any, proposed for these authorities would be appropriate / necessary within the study area.

Sequential Approach to the Location of Future Strategic Growth

- 7.7 Through Tamworth Council's emerging Core Strategy, the following sequential approach to development is proposed:
- n Land within the urban area of Tamworth;
 - n Greenfield urban extensions within Tamworth Borough but outside of the Green Belt;
 - n Greenfield urban extensions within Tamworth Borough within the Green Belt; and
 - n Land outside of Tamworth Borough's administrative area.
- 7.8 For the purposes of this study, we have sought to identify options which reflect the range of potential strategic approaches to the location of development outside of the urban area of Tamworth put forward in the Core Strategy Option Document. Land outside of Tamworth Borough's administrative area is both outside and within the Green Belt.

Overview of Key Environmental and Planning Constraints

- 7.9 An initial sieving exercise has been implemented to 'weed out' options which would perform so poorly against key environmental constraints that their specific identification in this report, and hence further examination and testing, would not be worthwhile. The options which have been tested therefore have been required to meet the following minimum environmental criteria to narrow down potential site locations:

- n Lie outside of areas of significant Flood Risk (Flood Zones 3a and 3b and, as a second sieve, also Flood Zone 2);
 - n Lie outside of sites formally designated for their nature conservation value; and
 - n Lie outside of key heritage designations such as conservation areas.
- 7.10 Although it is recognised that being located in an area formally designated for nature conservation value or within a conservation area may not necessarily preclude development per se, the application of the above criteria was considered a reasonable approach to narrowing down the search for potential growth option locations.
- 7.11 In relation to land outside of the Tamworth urban area, although the Green Belt has been acknowledged as an environmental/policy constraint as part of the overall detailed assessment process, this has not been applied as an initial sieving criteria and a number of the site options identified fall within the current Green Belt boundary.

SHLAA Sites

- 7.12 In drawing up potential options, regard has also been had to appropriate larger sites which have been identified as part of existing and ongoing work on SHLAAs for the authority areas covered in the Study. This includes sites ‘in the planning process’ (e.g. the already allocated land at Anker Valley) and also those currently ‘outside the planning process’ such as land put forward by landowners as part of the SHLAA process. Those sites in the planning process or where put forward by landowners suggest a level of ‘achievability’ in the light of known developer/landowner interest.

Description of Potential Growth Options

- 7.13 Based on the above approaches, as noted above a total of 7 options have been defined for testing against a range of sustainability and related criteria, as detailed in the following section of this report. **Table 7.1** provides a summary of the potential growth option locations identified. Their broad location is also illustrated on the Plan included at **Appendix 6**.

Table 7.1: Overview of Potential Growth Options Identified

Growth Option Location	Local Authority Area	Approximate Gross Site Area (ha)	Estimated Dwelling Capacity
A. Land North of Tamworth Urban Area (Anker Valley)	Tamworth	59.1	1135 ²
B. Land South of Tamworth Urban Area (Green Belt) – 2 sites	Tamworth	41.2	987 ¹
C. Land north of Anker Valley	Lichfield	78	1498 ²
D. Land West of Polesworth	North Warwickshire	142.6	2738 ²

Growth Option Location	Local Authority Area	Approximate Gross Site Area (ha)	Estimated Dwelling Capacity
E. Land between Stoneydelph and M42	North Warwickshire	71.2	1367 ²
F. Land at Mile Oak	Lichfield	30	720 ¹
G. Land North of Perrycrofts	Lichfield	64	1229 ²

(1) Based on application density of 40dph to a net site area (net site area estimated at 60% of the Gross Site Area)

(2) For sites capable of accommodating in excess of 1,000 dwellings, the gross site area is first reduced by 20% to take account of potential employment land requirements

7.14 Boundaries of the potential growth locations have been based on site visits and subsequent interrogation of other information sources such as plans and aerial photographs to seek to reflect existing features such as hedgerows and other physical boundaries. Consideration has also been given to site boundaries as revealed through sites identified / submitted through the SHLAA process. It should be acknowledged however that the areas shown on the Plan at Appendix 6 are not intended to represent definitive boundaries and the ultimate decision on the most appropriate locations and specific sites for growth should be pursued by the local authorities through the LDF process. Also, some of the locations are divided into a number of separate areas that may be capable of development independently.

7.15 The following paragraphs provide a further description of the key features of each of the options identified.

Growth Option A - Land North of Tamworth Urban Area (Anker Valley)

7.16 This growth option comprises open fields with some intersecting hedgerows. It is relatively flat and appears largely free from obvious physical site constraints such as pylons. Access to the site is via Ashby Road and there is an access road from Ashby Road to an existing farm within the site.

7.17 The western boundary of the site follows the alignment of the Birmingham - Derby railway line (which is positioned within a cutting), with predominantly residential properties beyond. The B5493 (Ashby Road) forms the northern site boundary. The majority of the south eastern boundary runs parallel to the route of the River Anker. The eastern boundary lies adjacent to Amington Hall conservation area. Other than land to the west, land surrounding the site is mainly characterised by open countryside, including large open fields, interspersed by hedgerows, mainly in agricultural use.

7.18 With the exception of the north eastern portion of the site, the majority of this growth option is allocated for residential development in the adopted Tamworth Local Plan, and this forms the Authority's main existing strategic housing development opportunity. The alignment of the proposed Anker Valley Link Road dissects this existing Anker Valley housing allocation. This is

proposed in the Local Plan, along with other improvements in the locality, to open up the area for development due to existing highways constraints.

Growth Option B - Land South of Tamworth Urban Area (Green Belt)

7.19 Growth Option B consists of two areas of land (land south of Dosthill and land south of Hockley), described in turn below.

Area 1: Land West of Tamworth Road

7.20 This site is approximately 23.5 hectares. Part of the site appears to comprise of made ground and is undulating in certain areas. The eastern site boundary is formed by the A51 (Tamworth Road) and the land generally sits at an elevated position in relation to this adjoining road. On the opposite side of Tamworth Road is a relatively new area of residential development and also industrial and depot activities associated with clay extraction, with the Birmingham – Derby railway line beyond. The adopted Tamworth Local Plan proposals map also shows a proposed alignment for the Dosthill Bypass between the A51 and the railway line. Together with a proposed new railway station at Dosthill, the bypass is identified to alleviate congestion and improve accessibility to the area.

7.21 To the north of the site is the residential area of Dosthill from which access to the site is currently obtained (via Slade Lane). A public footpath also runs from Slade Lane to the Tamworth Borough boundary at Rush Lane to the south east of the site. South of the site are open fields. Beyond the west of the site are areas of former clay extraction, also including a number of large water areas identified as a site of local nature conservation importance. The site is restricted to the east by a clay pit which lies between the site and the A51. To the west, the site is constrained by Flood Zones 2 and 3 and a site of nature conservation importance area which is also adjacent to the northern boundary of the site.

7.22 The entire site falls within the existing Green Belt. An outline planning application for this site, comprising residential development, construction of access roads, associated works and landscaping, was submitted in December 2008 but was subsequently withdrawn (application reference 0570/2008 refers).

Area 2: Land South of Hockley

7.23 This site is approximately 17.7 hectares. The western portion of the site (Hillyfields Farm) is fairly undulating in parts and sporadically interspersed with hedgerows and tree areas. The topography of the eastern part of the site is more open and gently rolling in comparison but is dissected by pylons.

- 7.24 The north of the site is bounded by Gorsy Bank Road / Overwoods Road with the existing residential area of Hockley beyond. To the east and south of the site is mainly agricultural land, separating the site from the M42 motorway. The western boundary of the site is formed by Whateley Lane. On the opposite side of Whateley Lane is open land identified in the Minerals Local Plan for future clay extraction, which is in turn adjacent to an existing area of extraction and associated activities.

Growth Option C - Land North of Anker Valley

- 7.25 This growth option is a large regular site consisting of gently rolling agricultural land with some intersecting hedgerows. It appears free from obvious physical site constraints such as pylons. Access to the site would require to be via Ashby Road (and there is an existing narrow access track to Arkall Farm from this Road).
- 7.26 The western boundary of the site follows the alignment of the Birmingham - Derby railway line (which is positioned within a cutting), with agricultural land beyond. Other than land to the west, land surrounding the site is mainly characterised by open countryside, including large open fields, interspersed by hedgerows, mainly in agricultural use. A minor watercourse runs along the eastern boundary of the site. The landform of this site is significant due to a ridgeline which intersects the site. This will likely affect the density of development available on this site.
- 7.27 This growth option site has been submitted as part of the emerging SHLAA currently being undertaken on behalf of Lichfield District Council.

Growth Option D - Land West of Polesworth

- 7.28 This growth option is located to the east of the M42 and comprises of three main areas of land, described in turn below:

Area 1: Northern Area

- 7.29 This site is approximately 8.2 hectares and lies to the north of Tamworth Road, positioned between the M42 motorway to the west and Pooley Lane to the east, with the Coventry Canal, River Anker and the settlement of Polesworth further east. The site comprises two open fields separated by hedges. Within the southern part of the site is a small area of woodland.

Area 2: Central Area

- 7.30 This area of land is approximately 27.3 hectares. It is located between Tamworth Road to the north and Birchmoor Road to the south. The land form is open and gently rolling farm land,

generally falling from south to north down towards Tamworth Road. It appears free from site-specific physical constraints such as pylons.

- 7.31 The western boundary is formed by Hermitage Lane, separating the site from further open land and the M42 motorway. To the east is the built up edge of Polesworth and some woodland planting.

Area 3: Southern Area

- 7.32 This large area of 134.4 hectares is located between Birchmoor Road and the small settlement of Birchmoor to the north and the dual carriageway A5 (Watling Street) and Birch Coppice employment site to the south. As with Area 2, the land is predominantly open and gently undulating. It also comprises some farm buildings (Birchmoor farm) and is also dissected by an existing footpath. The majority of the western boundary is formed by the M42 motorway. To the east, the site adjoins the built up area of Poleworth and Dordon and, existing schools with associated playing fields.

Growth Option E - Land Between Stoneydelph and M42

- 7.33 This growth option can be divided into the following three land parcels, all of which abut the M42 motorway to the east:

Area 1: Land North of Glascote Road (B5000)

- 7.34 This site is approximately 41.8 hectares and is situated to the north of the B5000. This site is in effect separated into an eastern and western area by Robey's Lane. Both areas are characterised by agricultural land which is generally undulating, and with further farm land to the north.

- 7.35 The western area is bounded to the west by Tamworth municipal golf course. The site also surrounds Priory Farm which is in use as an outdoor karting centre. The eastern area is more extensive by comparison.

Area 2: Land Between Glascote Road and Westfields

- 7.36 The site is approximately 25.4 hectares and comprises agricultural land which is relatively flat and interspersed by hedgerows and lines of trees. There is sporadic residential development at certain site peripheries. The western site boundary abuts Green Lane which separates the site from the built up residential area of Stoneydelph.

Area 3: Land South of Westfields

- 7.37 This area of approximately 4 hectares consists of relatively level land predominantly in current agricultural current use. To the west and south beyond Green Lane is the existing Relay Park employment area and service area.

Growth Option F - Land at Mile Oak

- 7.38 This growth option comprises two main areas of land within the Mile Oak area, described in turn below. These areas comprise / form part of sites which have been submitted as part of the emerging SHLAA currently being undertaken on behalf of Lichfield District Council.

Area 1: Land West of Mile Oak

- 7.39 This land is approximately 12.4 hectares. It adjoins Mile Oak to the west of the A453 (Sutton Road) and is a single agricultural field. There is a small parcel of land surrounded by this site which is bounded by hedges and appears to be scrubland (and could potentially be incorporated to make a more regular development opportunity). The northern boundary of the site is bounded by the B5404 and beyond this are agricultural fields and an employment site (garage). Lichfield District Council considers that development on this site could have a high visual impact.

Area 2: Land Surrounding Robert Peel Hospital

- 7.40 This area of approximately 17.6 hectares (which can be divided further into three parcels of land dissected by existing roads including Plantation Lane and the Green) is contained by the B5404 (Lichfield Street) to the south and the A5 to the north. Land comprises a mix of open land types. The land surrounds the Sir Robert Peel Hospital and appears to have potential access from a number of surrounding roads. The eastern boundary of this area adjoins existing residential properties off The Green and Plantation Lane that form part of Bonehill. To the west is the A453 Bonehill Road.

Growth Option G: Land North of Perrycrofts

- 7.41 The growth option can be split into three areas of land separated by existing roads and adjacent development. Two of the areas comprise / form part of sites which have been submitted as part of the emerging SHLAA currently being undertaken on behalf of Lichfield District Council.

Area 1: Land West of Comberford Road

- 7.42 This area of land is approximately 29.4 hectares and comprises of a large regular area of agricultural land (including some farm buildings – Windmill Farm) with a fairly gradual fall in level from south to north. The north western portion of the site is crossed by pylons.
- 7.43 The site fronts directly onto Coton Lane to the South. To the west the sites adjoins a large water treatment works facility operated by Severn Trent Water, which is reasonably well screened by existing perimeter planting. The eastern site boundary adjoins Elford Road with the Rawlett School on the opposite side of this road. The northern site boundary abuts a water course with associated hedgerow planting with further open farm land beyond.

Area 2: Land East of Comberford Road

- 7.44 This site is approximately 23 hectares and consists of agricultural land, dissected with hedgerows, generally falling from south to north. This land adjoins existing playing fields associated with Rawletts school to the west and the rear of residential properties fronting Gillway Lane to the south. The eastern boundary adjoins Main Street, running between the northern part of the urban area of Tamworth and Wigginton. Beyond the northern site boundary is open agricultural land.

Area 3: Land Between Main Street and Railway Line

- 7.45 Area 3 (approximately 11.5 hectares) is bounded by the Birmingham – Derby railway line (positioned in a cutting) to the east and Main Street and associated properties to the west. The southern part of the site adjoins the rear of properties off Brown Lane. The site adjoins similar gently rolling agricultural land to the north.

8. Testing of Potential Growth Options

Introduction

8.1 In order to ensure a consistent and systematic approach to the assessment of different options, a sustainability assessment matrix has been devised and applied to test the performance of each option against a wide range of sustainability and related criteria. The criteria have been grouped to provide a wide-ranging examination of the following three key considerations:

- n The availability of necessary physical and community infrastructure;
- n Impacts on Important Environmental Resources; and
- n Deliverability.

8.2 The following table (**Table 8.1**) provides a more detailed overview of the main appraisal criteria and associated indicators considered and a copy of the full sustainability matrix is reproduced at **Appendix 7**.

Table 8.1: Overview of Main Assessment Criteria

Criteria / Indicator	Indicator
Physical and Community Infrastructure	
Physical Infrastructure Capacity and Impact	Capacity of / impact of highways infrastructure accessing Tamworth centre
	Capacity of / impact of highways infrastructure accessing the strategic road network
	Availability / impact on potable water supply facilities
	Availability / impact on waste water treatment facilities
	Availability / impact on waste treatment infrastructure
	Availability / impact on energy infrastructure
Community Infrastructure Accessibility and Capacity	Proximity to key existing public transport hubs
	Accessibility to main bus routes
	Accessibility to nurseries / pre-school facilities
	Accessibility to and capacity of existing primary schools
	Accessibility to and capacity of existing secondary schools
	Accessibility to higher education centres
	Accessibility to existing GP surgeries
	Accessibility to hospitals
	Accessibility to Tamworth town centre
	Accessibility to supermarket / local centre facilities
	Accessibility to existing recreation and leisure facilities
	Accessibility to existing and planned major employment facilities
Accessibility to open space facilities	

Criteria / Indicator	Indicator
Impact on Environmental Resources	
Effective Protection and Enhancement of the Environment	Degree of flood risk
	Impact on nature conservation designations and objectives
	Impact on Green Belt
	Impact on open space facilities
	Impact on heritage resources
Prudent Use of Natural Resources	Agricultural land classification
	Potential for renewable and low carbon forms of energy supply
Deliverability	
Deliverability	Ownership
	Physical site constraints
	Environmental conditions

8.3 The following sources of information and documents have been consulted in devising the list of indicators and criteria used in the assessment:

- n The sustainability appraisal used to assess and inform the emerging Tamworth Core Strategy;
- n The approaches adopted to the assessment of sites included in the Tamworth Strategic Housing Land Availability Assessment;
- n Key aims, objectives and policies included in national planning and sustainability policy (as summarised in Section 2 of the Study); and
- n Good practice guidance, including that prepared in relation to criteria used in the preparation of SHLAA's.

8.4 Options have been scored against each indicator to provide an aggregated score for each of the three main considerations listed above. The following scoring system of 1 – 4 has normally been applied against each indicator:

- n 1 = Poor
- n 2 = Moderate
- n 3 = Good
- n 4 = Very Good

8.5 For a limited number of indicators, a further score of '0' has also been added to reflect the significance of these particular criteria in the assessment. The criteria and circumstances for which a '0' score could be awarded is illustrated in the **Table 8.2** below:

Table 8.2: '0' Score – Overview of Associated Criteria and Circumstances

Indicator	Overview of '0' Score Scenario
Capacity / Impact on Existing Highways Infrastructure	There is a known constraint that will prevent improvement of capacity in the lifetime of the Core Strategy
Degree of Flood Risk	Located wholly within an area subject to high risk of flooding (Flood Risk Category 3a or 3b)
Impact on Nature Conservation Resources and Objectives	Within an international or nationally designated area of nature conservation importance

8.6 It should be noted however that as a result of the first stage sieving exercise described in the previous report section, none of the options selected for detailed testing are subject the '0' score environmental-related constraints listed in the above table.

8.7 As a starting point for the assessment of accessibility to community facilities, the existing position has been considered. It is acknowledged however that for certain types of community facility, such as large open space areas, primary schools, local retail and employment facilities and GP surgeries, there will likely be potential to provide additional facilities as part of major growth options. The approach applied in this study towards the identification, triggers and broad budget costing of different infrastructure requirements is set out in further detail in **Appendix 8. Table 8.3** below provides a summary of the main types of development infrastructure and the triggers applied to provision:

Table 8.3: Summary of Infrastructure Requirements and Triggers

Infrastructure Type	Overview of 'Trigger' Applied
Primary School	>1,000 dwellings (on-site provision) <1,000 dwellings (contribution to improve existing facilities off-site)
Secondary School	Given existing capacity and planned improvements, trigger for additional provision not normally applied
Local Centre Facilities (1) (including GP Surgery, Community Hall, Nursery, small scale retail and employment opportunities)	>500 dwellings (on-site provision)
Place of Worship	>1,250 dwellings (on-site provision)
Library	>1,670 dwellings (on-site provision)
District Shopping Facilities (1)	>750 dwellings (on-site provision)
Open Space	On-site provision to a standard of 2.4 ha per 1,000 population (requirement applied to all Growth Options regardless of scale)
Affordable Housing (30%)	On-site provision (requirement applied to all Growth Options regardless of scale)
Major Employment Provision	>500 dwellings where accessibility to major employment facilities is limited (on-site provision) > 1,000 dwellings (on-site provision)
Highway Improvements	Trigger and associated requirements based on assessment of existing conditions applying to each Growth Option
Other Infrastructure Improvements	Trigger and associated requirements based on assessment of existing conditions applying to each Growth Option

- 8.8 The above thresholds for the provision of different facilities have been applied as a broad proxy guide to provide a high level indication of circumstances where improvements in existing provision through new on-site facilities would likely be appropriate. For developments below the thresholds listed above, it has been assumed that accessibility to facilities will not be able to be improved with new on-site provision although access via public transport could be enhanced or, necessary improvements to the capacity and / or quality of existing facilities in the local area may be possible subject to further detailed investigation.
- 8.9 In effect, for each option two scores can be recorded, one based on the existing provision and capacity of facilities and other development infrastructure and a further score based on improvements which could potentially be made to the existing situation.
- 8.10 Allied to this second score, we have also identified in broad terms the range of community and development infrastructure needed to support each option. This allows options to be compared with one another in relation to the type and extent of infrastructure needed to support their delivery.

Assessment Results (Current Situation)

- 8.11 **Table 8.4** below provides a summary of the scoring attributed to each growth option against the three main assessment criteria (as detailed in Table 8.1), and also sets out the overall assessment score and relative rankings of each option. This table is supplemented by a short summary of the performance of each option against the main assessment criteria. The full assessment results are reproduced at **Appendix 9**.
- 8.12 It should be noted that as a result of the initial sieving exercise to define potential Growth Options and the scoring system subsequently applied, the scoring totals for different options are often concentrated in a fairly narrow range of difference. That said, the differences, although often numerically small, should be regarded as more significant in relative terms.

Table 8.4: Overview of Assessment Results (Current Situation)

Growth Option Location	Infrastructure		Environment		Deliverability		Total	
	Score	Rank	Score	Rank	Score	Rank	Score	Rank
A. Anker Valley	60	7	22	5	10	=2	92	=6
B. Land South of Tamworth Urban Area	65	=4	19	7	8	7	92	=6
C. Land North of Anker Valley	62	6	25	=1	10	=2	97	5
D. Land West of Polesworth	65	=4	24	=2	10	=2	99	3
E. Land between Stoneydelph and M42	71	1	24	=2	9	=5	104	1
F. Land at Mile Oak	70	2	21	6	11	1	102	2
G. Land North of Perrycrofts	66	3	23	4	9	=5	98	4

Option A – Land North of Tamworth Urban Area (Anker Valley)

Physical and Community Infrastructure

- 8.13 This site has potential sustainability advantages due to its location close to key trip destinations, as well as the proximity of the main transport hub within Tamworth town centre.
- 8.14 Providing sufficient highway capacity to allow connection to local trip destinations and the strategic road network is the key problem to solve. This centres around the barrier created by the railway that creates bottlenecks at the points where the barrier is crossed. The solution to this centres around 2 key areas:
- n Creating a development that reduces vehicular trips through creating connections to the nearby facilities and providing facilities on site;
 - n Providing highway capacity to cater for the bottleneck associated with the link between the site and Tamworth Town Centre;
 - n This site offers the potential for providing walking and cycling links to the south east of the site across the railway barrier, directly to the rail station and town centre.
- 8.15 Highway capacity provided can take the form of improvements to the existing highway network or new highway provision. Previous work has identified the Anker Valley Link and the Amington Link to provide access to development to the north of Tamworth across the barrier of the two railway lines in the Anker Valley Area. It is worthy of note that development Option C would also benefit from improved connection across the barrier of the railway lines, and therefore there is the potential that combining options A and C will increase the viability of development to the north east of Tamworth, through increased funding available for development associated with these options.
- 8.16 Care should be taken to achieve the right balance. Construction of a new highway link could potentially encourage private vehicle when a more sustainable mode of travel is possible, so any development should look to provide improved pedestrian and cycle connections that 'compete with' any new highway construction in terms of travel time, as well as any required highway improvement for vehicle trips created.
- 8.17 The impact on other forms of physical infrastructure is generally moderate/low. It is however worthy of note that in comparison with many other growth options, the availability of potable water supplies is more limited and the resultant requirements for necessary infrastructure greater in terms of off-site works required.
- 8.18 Accessibility to community infrastructure is generally reasonable although current access to nursery, health and employment facilities is more moderate. Given the scale of this Development Option however, accessibility to such facilities could likely be enhanced through the provision of new on-site facilities as part of future development.

Impact on Environmental Resources

- 8.19 The impact of 'Growth Option A' to environmental resources is generally low/moderate. The site is located in Flood Zone 1 (low risk of flooding), is outside the Green Belt, and would not impact on major open space facilities.
- 8.20 Growth Option A is, however, located in close proximity to an existing site of local nature conservation importance and lies adjacent to the Amington Hall Conservation Area (north east of site). These indirect impacts could be mitigated with sensitive construction and design of the new development, and screening/buffering the site from the sensitive areas.
- 8.21 The northern part of this Growth Option comprises Grade 2 and 3 agricultural land although impacts on best and most versatile agricultural land resources is a feature common to the majority of growth options considered.

Deliverability

- 8.22 This option receives a high ownership score due to the existing residential allocation covering most of the site and the recent owner/developer discussions with Tamworth Borough Council regarding the advanced nature of development proposals.
- 8.23 This option appears relatively free from site-specific physical and environmental constraints, due to its relatively flat form and present Greenfield agricultural use. The River Anker does however run to the south of the site and the Environment Agency could require a 20m zone of access to the watercourse. The adjacent Birmingham - Derby railway line may cause a degree of noise disturbance although impacts may be limited due to the railway being in a cutting in this area.
- 8.24 With regards to the highway impact, for this site to be developed a solution to the significant highway constraint that exists as part of the junction between the A513 and the B5493 needs to be found. This solution should compliment the sustainable goals of development, therefore, while increased capacity will be required, an approach should be taken that builds on sustainable site access first. This will involve internalisation of trips through provision on site and encouraging mode shift through provision of links to the facilities that exist within close proximity of the site, associated with Tamworth Town Centre.

Option B – Land South of Tamworth Urban Area (Green Belt)

Physical and Community Infrastructure

- 8.25 The option is split over two sites and to the north of the option is the continuous built up area of Tamworth, which is a mixture of employment and residential with some community facilities. This built up area of south Tamworth constitutes a significant distance separating this option from Tamworth town centre, leading to the closest community infrastructure facilities being spread out across the south of Tamworth. This in turn causes difficulty in providing efficient connections to all existing facilities, particularly when providing public transport links. The key issues to overcome with Option B is to ensure community infrastructure facilities are connected to the site to prevent Option B establishing car based travel patterns to destinations spread across south Tamworth.
- n Ensuring good transport connections to Tamworth centre, particular with regards to links along the A51 Tamworth Road;
 - n Facilitating travel across the south of Tamworth, enabling connections within the existing built area immediately to the north;
 - n Ensuring connections through the existing built up area do not have a negative effect on the surrounding area, preferably with new facilities associated with Option B benefiting the surrounding development; and
 - n Providing good public transport, walk and cycle links to local community infrastructure facilities. These local facilities are primarily located within the Wilnecote area, and this is where the facilities for walking and cycling should be directed. Public transport should also provide a key connection to the Town Centre.
- 8.26 The impact on other forms of physical infrastructure is generally moderate to low. Accessibility to community facilities is variable, with access to health and higher order centre facilities generally limited although the land west of the A51 at Dosthill generally scores better than the land at Hockley in this regard.

Impact on Environmental Resources

- 8.27 The impact of 'Growth Option B' to environmental resources is generally moderate to high. The site is outside of Flood Risk Zones 2 and 3 and the development would not impact on open space facilities. However, the Growth Option would negatively impact on other environmental resources. The development of Growth Option B would lead to the direct loss of Green Belt and agricultural land grades 2 and 3.
- 8.28 The western parcel of option B is also located adjacent to an area of Local Nature Conservation Importance and the site may also indirectly impact on the Dosthill conservation area which is located to the north of the site. This indirect impact could be mitigated with sensitive

construction and design on new development, and screening buffering the site from the sensitive areas.

Deliverability

- 8.29 A recent housing application has recently been submitted to the Council for the western parcel of land. Although this application was withdrawn, the intention indicates that the landowner has expressed an interest in developing the site for housing. Information was unable to be obtained for the eastern parcel of land.
- 8.30 This Growth Option appears relatively free from site specific physical constraints although part of the land west of the A51 appears to potentially consist of made ground. Also, pylons cross part of the other land parcel south of Hockley. With regard to environmental conditions, this Growth Option receives a low score due to a potential clay pit site which is adjacent to the eastern parcel of land. The eastern parcel of land is also in close proximity to the M42 motorway which could detrimentally affect the amenity of the site through high levels of noise.
- 8.31 In terms of highway impact, there is a considerable network of highway and public transport links that exist in the south of Tamworth. Therefore impact is likely to be spread over south Tamworth, leading to dispersed transport impact over a large area, as opposed to impact that is concentrated in the vicinity of the site. A key deliverability issue is ensuring that the connections associated with the development of this site correctly integrate into the existing development to the south of Tamworth, and Tamworth as a whole, and does not become development that is located on the edge of the Tamworth area, with limited access to community infrastructure provision.

Option C – Land North of Anker Valley

Physical and Community Infrastructure

- 8.32 Option C is located to the north of Option A, on the north side of the B5493 and situated to the east side of the Birmingham to Derby railway line. This means that, in highway terms it has similar highway infrastructure issues to Option A, the Anker Valley site.
- 8.33 In line with Option A the key issue is providing sufficient highway capacity to allow connection to local trip destinations and the strategic road network. This centres on the barrier created by the railway that creates bottlenecks at the points where the barrier is crossed. The solution to this would require a number of actions:
- n Creating a development that reduces vehicular trips through creating connections to the nearby facilities and providing facilities on site;

- n Providing highway capacity to cater for the bottleneck associated with the link between the site and Tamworth Town Centre; and
 - n Providing good public transport, walk and cycle links to local community infrastructure facilities. These connections from Option C need to be provided along the B5493, to provide connections to the nearest cluster of facilities.
- 8.34 Providing highway capacity for Option C has greater limits on possible solutions than Option A, due to the ownership of land it is unlikely that a link can be provided through the Anker Valley without the Anker Valley area itself being developed. Therefore it is likely that improvements will have to centre on improvements to the existing highway network if this option was to go ahead in isolation from Option A. If developed with Option A it will benefit from additional capacity associated with the highway schemes historically associated with crossing the railway lines to give improved access to the north east of Tamworth.
- 8.35 The impact of other forms of physical infrastructure such as availability of/impact on waste water treatment facilities is generally moderate to low. However, the Growth Option has scored low on the availability of/Impact on potable water supply facilities as the development would, compared to most other Growth Options, require a higher level of new infrastructure both on and off site.
- 8.36 As with Option A, access to existing community facilities is generally reasonable although current access to nursery, health and employment facilities is more moderate. Given the scale of this Development Option however, accessibility to such facilities could likely be enhanced through the provision of new on-site facilities as part of future development.

Impact on Environmental Resources

- 8.37 The impact of 'Growth Option C' on environmental resources is moderate/limited. The site is located in Flood Zone 1 (low risk of flooding), is outside the Green Belt, and would not impact on major open space, heritage or nature conservation features.
- 8.38 The development would lead to the loss of agricultural land Grade 2 although impacts on best and most versatile agricultural land resources is a feature common to the majority of growth options considered.

Deliverability

- 8.39 This Growth Option receives high ownership score due to the sites submission to the emerging SHLAA currently being undertaken by Lichfield Council. It is therefore assumed that the landowners positively support/are actively pursuing housing development.
- 8.40 This option is relatively free of site-specific physical and environmental constraints although there is a ridge running through the site which would limit the potential density of dwellings and may need a particular design response. There is a minor watercourse running along the north

eastern boundary of the site and the Birmingham-Derby railway line which borders the western boundary of the site may cause noise disturbance to any resultant development although this could be mitigated by screening/buffering the site.

- 8.41 With regards to the highway impact, for this site to be developed a solution to the significant highway constraint that exists as part of the junction of the A513 and the B5493 needs to be found. This solution should compliment the sustainable goals of development, therefore, while increased capacity will be required, an approach should be taken that builds on sustainable site access first.

Option D – Land West of Polesworth

Physical and Community Infrastructure

- 8.42 Option D is located to the east of the M42 motorway, to the west of Polesworth. To the south of the site is the A5 and Junction 10 of the M42. The A5 can be used to access Tamworth. The B5000 Glascote Road to the north of Option D provides access to Tamworth Town Centre. The balance of the access from the site will be key in ensuring that the site is acceptable in terms of highway impact. The B5000 represents a key route into Tamworth, particularly for the north section of the site. This route has existing public transport links, and also represents the key access to many of the local community infrastructure facilities. The addition of traffic on this link into Tamworth has the potential to increase congestion and the B5000 at bottleneck points, as the B5000 acts as a key access into Tamworth for the built area to the East of the town centre. The A5 to the south is part of the trunk road network, and therefore should primarily cater for strategic trips. Any development at Option D should be designed so that a large number of local orientated trips do not impact the A5, particularly in the vicinity of junction 10 of the M42. Therefore the key travel issues to resolve in allowing development at Option D are:

- n Mitigating the impact that additional development will have on the B5000, particularly as it approaches Tamworth Centre, will be key in allowing development at Option D;
- n Ensuring there is not significant impact on the trunk road network with short locally based trips; and
- n Providing good public transport, walk and cycle links to local community infrastructure facilities. These facilities are provided in the Polesworth area, therefore walk and cycle connections should provide links to this local centre. Public transport links should ideally provide links to both Polesworth and Tamworth Centre.

- 8.43 The impact on other forms of physical and community infrastructure is generally moderate/limited.

8.44 Accessibility to existing community facilities is variable. For example, access to primary and secondary schools is very good whereas access to the Sir Robert Peel Hospital in Mile Oak is poor. Given the scale of this Development Option, accessibility to certain facilities could likely be further enhanced through the provision of new on-site facilities as part of future development.

Impact on Environmental Resources

8.45 The impact of 'Growth Option D' on environmental resources is generally low. The site is located in Flood Zone 1 (low risk of flooding), is outside the Green Belt, and would not impact on major open space facilities, nature conservation or heritage resources. The site is comprised partially of Grade 3 agricultural land but impacts on the best and most versatile agricultural land resources is a feature common to the majority of growth options considered.

Deliverability

8.46 The ownership score for this Growth Option is moderate for the purposes of this study due to being unable to obtain developer aspirations across the majority of the Option parcels.

8.47 This Growth Option appears relatively free from site-specific physical and environmental constraints, due to its large overall size, generally gently undulating landform and present Greenfield agricultural use. However, the site is not a uniform site and the northern parcel of land is intersected with an area of woodland.

8.48 With regards to highway delivery, development of this site should allow for the sustainable travel options to have priority along the B5000, and care should be taken when developing highway access close to the A5, particularly as additional access points are unlikely to be permissible along the A5, being an important strategic link.

Option E – Land Between Stoneydelph and M42

Physical and Community Infrastructure

8.49 Option E, in terms of highway impact, has many similar transport access features that Option D exhibits. Option E is located to the west of the M42, to the east of the existing built up area of Tamworth. A key access point to the north of the site leads onto the B5000 corridor, and represents the main access to Tamworth centre and community infrastructure facilities that are located along this corridor. To the south of the site the A5 can be accessed at the junction of the B5080 and A5, to give access to the strategic road network. The fact that this site has good links to the B5000 corridor into Tamworth and the A5 and M42 leads to Option E having good immediate access to the highway network. This should be built on by ensuring public transport is improved when connecting the site along the B5000, and that walk and cycle links are

provided to connect with the surrounding community infrastructure. Therefore the key travel issues to resolve in allowing development at Option E are:

- n Mitigating the impact that additional development will have on the B5000, particularly as it approaches Tamworth Centre, will be key in allowing development at Option E;
- n Ensuring there is not significant impact on the trunk road network with short locally based trips; and
- n Providing good public transport, walk and cycle links to local community infrastructure facilities. The walking and cycling connections should focus on connecting to Stoneydelph, as this is where the majority of the local facilities are found. Public transport improvements should focus at providing connections to Tamworth Centre along the B5000.

8.50 The impact of Growth option E on other physical infrastructure is generally moderate/limited. In this Option, with the exception of hospitals, access to existing community facilities is normally either good or very good although certain capacity constraints are known to exist, such as in relation to local primary and secondary schools. Given the scale of the Growth Options however, availability of facilities could likely be further enhanced through the provision of new on-site facilities as part of future development.

Impact on Environmental Resources

8.51 The impact of Growth Option E to environmental resources is generally low/moderate. The site is located in Flood Zone 1, is outside the Green Belt, and does not impact on any nature conservation, open space, or heritage resources.

8.52 The site does comprise of Grade 3 agricultural land although impacts on the best and most versatile agricultural land resources is a feature common to the majority of growth options considered.

Deliverability

8.53 For the purpose of this study, this option receives a moderate ownership score due to being unable to obtain developer aspiration information. Although the Growth Option achieves a low score for physical constraints due to its relatively flat form and current predominantly agricultural use, the Growth Option scores poorly regarding environmental conditions due to being adjacent to an existing motorway and industrial warehousing. The site's amenity may be detrimentally affected by the motorway, industrial warehousing and existing karting facility due to noise pollution and visual impact. However, screening/buffering the site from the motorway and adjoining uses may reduce the impact on the amenity of any development.

8.54 With regards to highway delivery, development of this site should allow for the sustainable travel options to have priority along the B5000. This will provide sustainable connections to the community infrastructure that is located along this corridor. The connection to the A5 to the south of the site provides good connection to the strategic road network, however any

connections to this should be designed so that it does not encourage the use of private vehicles on the strategic road network for short local trips.

Option F – Land at Mile Oak

Physical and Community Infrastructure

8.55 Option F is located to the south west of the Tamworth area (Bonehill), located in the Lichfield District in the vicinity of Mile Oak. In terms of highway impact, Option F is located close to the strategic road network, which is accessed at the junction of the A5 and A453. The A453 is also the key access route to Tamworth town centre. When accessing the town centre, the current key public transport services from this area go on to serve Fazeley before accessing Tamworth Town Centre via the A4091. This means that in the current situation, public transport has a significantly longer travel time than private vehicle from this area, and is something that would need to be addressed. In terms of highway capacity, the key congestion point for vehicles accessing Tamworth Centre will be the junction of the A51 and B5493, which acts as the gateway to the current Tamworth urban area. Capacity improvements at this junction will be required. In addition, Option F is located in the vicinity of Ventura Park and Drayton Manor Park. There is therefore likely to be unusual travel patterns in this area that the Tamworth traffic model, which only deals with peak hour flows, is unlikely to pick up. A negative impact on these important regional destinations should be investigated as part of the development of Option F, should it go forward. Therefore the key travel issues to resolve in allowing development at Option F are:

- n Mitigating the impact that additional development will have on the highway network in the vicinity of Ventura Park, Drayton Manor Park and the access to Tamworth as part of the A51 approach to Tamworth from the south;
- n Ensuring public transport is competitive with private vehicles in terms of travel time;
- n Ensuring there is not significant impact on the trunk road network with short locally based trips; and
- n Providing good public transport, walk and cycle links to local community infrastructure facilities. The walk and cycle link connections should provide links to Fazeley, as this is where the majority of the local facilities are located. Public transport should focus on connecting to Tamworth centre, with the potential of a loop connecting Tamworth – Fazeley – Mile Oak – Tamworth investigated, to provide greater public transport connection.

8.56 The impact on other forms of physical infrastructure is generally moderate/ low. Access to existing community facilities is often good or very good although accessibility is more restricted in relation to nurseries, higher education and built leisure facilities.

Impact on Environmental Resources

- 8.57 The impact of Growth Option F on environmental resources is generally moderate. The site is located within the Green Belt, is outside of Flood Zones 2 and 3 and does not impact on any nature conservation or open space features. However, Growth Option F has the potential to indirectly impact on the Fazeley/Mile Oak conservation area due to its adjacent location. However, impacts could likely be mitigated by sensitive design of development and screening and buffering the site from the conservation area.
- 8.58 The development of the Growth Option would also lead to the direct loss of Grade 3 agricultural land. However, impact on best and most versatile agricultural land resources is a feature common to the majority of growth options considered.

Deliverability

- 8.59 This option received a high ownership score due to the site comprising land which has been submitted as part of the SHLAA recently completed on behalf of Lichfield District Council.
- 8.60 The option appears to be relatively free from site-specific physical and environmental constraints. The parcels of land are generally relatively flat Greenfield sites. There also appears to be limited external factors which could detrimentally affect site deliverability although surrounding main roads could amenity (i.e. traffic noise) issues.
- 8.61 The site is separated from Tamworth by the A5, which has the potential to encourage car based trips from Option F. Integration with the nearby developments of Ventura Park and Drayton Manor will be important; to ensure there is not significant impact on these key destinations. Development here would help the Mile Oak and Fazeley area to gain population, so that more community infrastructure provision can be provided in this area. The A51 corridor represents the main access point to Tamworth from the south west, and impact on this access point should be mitigated to enable the deliverability of development in this area.

Option G – Land North of Perrycrofts

Physical and Community Infrastructure

- 8.62 Option G is located to the north of the Perrycrofts area of Tamworth, in the vicinity of the A513, and located to the west side of the Birmingham to Derby railway line. This means that, in highway terms it has similar problems associated with Option A and C, although due to the location on the west of the Birmingham – Derby rail line Option G has greater flexibility in routing of travel away from the constraint point at the junction of the A513 and the B5493, by travelling west to use the A51 to access Tamworth Town Centre. It is worth noting that this general area was considered previously as part of the Structure Plan. At this time it was

assumed that a link road could be provided running from Comerford Road to Ashby Road, linking in to the Anker Valley Link to distribute to the A51.

8.63 The key issue is providing sufficient highway capacity to allow connection to local trip destinations and the strategic road network. This centres on solving the problem of mitigating the impact on the constraint on the highway network to the north of Tamworth at the junction of the A513 and B5493:

- n Creating a development that reduces vehicular trips through creating connections to the nearby facilities and providing facilities on site;
- n Providing highway capacity to cater for the bottleneck associated with the link between the site and Tamworth Town Centre; and
- n Providing good public transport, walk and cycle links to local community infrastructure facilities. These connections from Option G need to be provided along the A513, to provide connections to the nearest cluster of facilities at Tamworth Centre.

8.64 Providing highway capacity for Option G would benefit from the Amington Link and Anker Valley Link highway schemes associated with the LTP. However the location of this site on the west side of the north / south railway line give Option G greater flexibility in providing highway solutions for generated traffic, particularly for the western side of the development site, where the connection to the A51 offers a potential re-routing option avoiding the highway constraint associated with the junction of the A513 and the B5493. Therefore it is likely that improvements have a greater flexibility in how trips associated with the site are catered for to provide an acceptable solution.

8.65 The impact on physical infrastructure is generally moderate/limited. It is however worthy of note that in comparison with many other growth options, the availability of potable water supplies is more limited and the resultant requirements for necessary infrastructure greater.

8.66 In common with Options A and C, there is reasonable accessibility to existing community facilities with scope to improve the situation through the provision of new on-site facilities as part of future development..

Impact on Environmental Resources

8.67 The impact of Growth Option G on environmental resources is generally low. The site is in a low flood risk zone, is outside the Green Belt and does not impact on any open space or nature conservation features. However, the site may indirectly impact the Wigginton Conservation Area. Screening/buffering the site and sensitive design could assist in mitigating this impact.

8.68 The development of this Growth Option would result in the direct loss of agricultural Grade 3 but impact on the best and most versatile agricultural land resources is a feature common to the majority of growth options considered.

Deliverability

- 8.69 This option receives a reasonable ownership score due to two of the three parcels of land comprising/forming part of sites which have been submitted as part of the recent SHLAA prepared on behalf of Lichfield District Council.
- 8.70 This Growth Option does, however, score less well with regard to physical and environmental constraints. Pylons run through the western parcel of land and a minor watercourse runs along the southern boundary of the site. The western parcel of land is also directly adjacent to a water treatment works. However, screening/buffering the site could mitigate any detrimental impact the treatment works would have on the development.
- 8.71 With regards to the highway impact, for this site to be developed a solution to the significant highway constraint that exists as part of the junction of the A513 and the B5493 needs to be found. This site is not as geographically isolated by geographical features (e.g. the railway line) as the other sites to the north of Tamworth (Options A and C), and therefore has the potential for more a wider range of solutions to providing a viable highway solution.

Assessment Results (Improvements to Community Infrastructure)

- 8.72 As noted earlier in this Section, as part of the delivery of many of the growth options, it will likely be possible to elevate their assessment score through enhancing the provision of / accessibility to certain forms of community infrastructure as part of their future development. **Table 8.5** provides a revised overview assessment of the performance of each option reflecting likely potential opportunities to improve existing community infrastructure availability. Further details on the necessary actions assumed to improve provision and the associated change in assessment score against each appraisal criteria is included in the information at **Appendix 8**.

Table 8.5: Overview of Assessment Results (Following Community Infrastructure Improvements)

Growth Option Location	Infrastructure		Environment		Deliverability		Total	
	Score	Rank	Score	Rank	Score	Rank	Score	Rank
A. Anker Valley	73	7	22	5	10	=2	105	6
B. Land South of Tamworth Urban Area	76	4	19	7	8	7	103	7
C. Land North of Anker Valley	75	=5	25	1	10	=2	110	=4
D. Land West of Polesworth	77	3	24	=2	10	=2	111	=2
E. Land between Stoneydelph and M42	81	1	24	=2	9	=5	114	1
F. Land at Mile Oak	79	2	21	6	11	1	111	2
G. Land North of Perrycrofts	75	=5	23	4	9	=5	107	5

- 8.73 Based on the assessment exercise, including the community infrastructure enhancements reflected in Table 8.5, **Table 8.6** overleaf outlines the broad nature of the likely physical and community infrastructure improvements required to support the different growth options and alternate scenarios based on different infrastructure assumptions and option combinations.
- 8.74 Based on the nature and extent of the infrastructure identified for different options, **Tables 8.7 and 8.8** have been prepared to estimate a development contribution per dwelling for each option and associated variant, together with a view as to the likely viability of each option considered based on the infrastructure costs identified. Details of the infrastructure costs identified for each option and option variation are included at **Appendix 10**. Growth Options B and F are omitted from table 8.8 due to the capacity being below the 900 dwellings residual Regional Spatial Strategy requirement for Tamworth. Although the two parcels of land which form Growth Option B total 989 dwellings, the two parcels are some distance apart and are therefore considered separately for the purpose of table 8.8.
- 8.75 In terms of our assessment of viability, given the high level nature of the study we have sought to categorise options and their variants into the following three categories:

Viability Potential	Definition
Low Viability Potential	In these scenarios the Development Contribution Costs per Dwelling is high. Whilst a developer ought to be able to make a sufficient return on cost, the resultant residual land value is low. This resulting land value may not be high enough to out-perform other land use values or may actually be unviable when true development costs are known. The land may not come forward for development.
Medium Viability Potential	These scenarios include an intermediate Development Contribution Costs per Dwelling. A developer ought to be able to make a sufficient return on cost but the resultant residual land value is moderate. This may result in a value which is sufficient for a landowner to sell for development but may be surpassed by other competing land use values when the true development costs are known. The land should still come forward for development.
High Viability Potential	These scenarios include a low Development Contribution Costs per Dwelling. A potential developer ought to be able to make a sufficient return on cost with a comparatively higher resultant residual land value. As a result, it is likely that the land would still come forward for residential development.

- 8.76 It should be noted that the viability assessments are 'broad brush' at this stage and have only been completed at a very high level. There are therefore some implicit assumptions, and the reality of the situation once development costs are fully known could be very different. For example, no abnormal costs has been factored in to the appraisals, so any cost in this regard would impact upon viability. Further, no account has been taken of price rises over time, nor of increased build costs because of inflationary pressures, nor due to changing build specification as a result of the increasing sustainability agenda (Code for Sustainable Homes etc).
- 8.77 A more detailed explanation of the approach adopted towards the assessment of viability is included at **Appendix 11**.

Table 8.6: Overview of Main Potential Infrastructure Requirements

Option	Variation	Primary School		Secondary School		Local Centre	District Centre	Major Emp	Open Space	Highways		Other Infra
		On-Site	Off-Site	On-Site	Off-Site					Major	Local	
A. Anker Valley	No Anker Valley or Amington Links	P					P	P	P		P	P
	With Anker Valley Link Road Only	P					P	P	P	P		P
	With Anker Valley and Amington Links	P					P	P	P	P		P
	No Anker Valley or Amington Links (250 dwellings only)		P						P		P	P
B. Land South of Tamworth Urban Area	Land South of Dosthill (no Dosthill Bypass)		P			P			P		P	P
	Land South of Dosthill (with Dosthill Bypass)		P			P			P	P		P
	Land South of Hockley		P			P			P		P	P
C. Land North of Anker Valley	With Anker Valley Link Road Only	P					P	P	P	P		P
	With Anker Valley and Amington Links	P					P	P	P	P		P
	No Anker Valley or Amington Links	P					P	P	P		P	P
D. Land West of Polesworth ⁽¹⁾	-	P					P	P	P		P	P
E. Land between Stoneydelph and M42 ⁽²⁾	-	P					P	P	P		P	P
F. Land at Mile Oak	-		P			P			P		P	P
G. Land North of Perrycrofts	No Anker Valley or Amington Links	P					P	P	P		P	P

Option	Variation	Primary School		Secondary School		Local Centre	District Centre	Major Emp	Open Space	Highways		Other Infra
		On-Site	Off-Site	On-Site	Off-Site					Major	Local	
	With Anker Valley Link Road Only	P					P	P	P	P		P
	With Anker Valley and Amington Links	P					P	P	P	P		P
	No Anker Valley or Amington Links (250 dwellings only)	P					P	P	P		P	P
Option A+C+G	With Anker Valley and Amington Links	P			P		P	P	P	P		P
Option A+C	With Anker Valley and Amington Links	P					P	P	P	P		P
Option D+E ⁽¹⁾ ⁽²⁾	-	P			P		P	P	P	P		P

(1) Option excludes any major capacity improvements to Junction 10 of the M42 which would be costly

(2) Option excludes any improvements to mitigate impacts on the strategic highways network at the access to the A5 and M42

Table 8.7: Overview of Development Contributions per Dwelling and Potential Viability

Option (Estimated Dwelling Yield)	Variation	Estimated Development Contribution Cost Per Dwelling (excl Employment)	Viability Potential
A. Anker Valley (1,135 dwellings)	No Anker Valley or Amington Links	£7,531	High
	With Anker Valley Link Road Only	£25,157	Low
	With Anker Valley and Amington Links	£33,969	Low
B. Land South of Tamworth Urban Area (987 dwellings)	No Anker Valley or Amington Links (250 dwellings only)	£12,873	Medium
	Land South of Dosthill (no Dosthill Bypass)	£7,187	High
	Land South of Dosthill (with Dosthill Bypass)	£16,052	Medium
C. Land North of Anker Valley (1,498 dwellings)	Land South of Hockley	£5,159	High
	With Anker Valley Link Road Only	£20,387	Low
	With Anker Valley and Amington Links	£27,065	Low
D. Land West of Polesworth (2,738 dwellings) (1)	No Anker Valley or Amington Links	£7,033	High
	-	£5,404	High
E. Land between Stoneydelph and M42 (1,367 dwellings) (2)	-	£5,862	High
F. Land at Mile Oak (720 dwellings)	-	£6,659	High
G. Land North of Perrycrofts (1,229 dwellings)	No Anker Valley or Amington Links	£7,408	High
	With Anker Valley Link Road Only	£23,684	Low
	With Anker Valley and Amington Links	£31,822	Low
	No Anker Valley or Amington Links (250 dwellings only)	£13,353	Medium
Option A+C+G (3,862 dwellings)	With Anker Valley and Amington Links	£15,875	Medium
Option A+C (2,633 dwellings)	With Anker Valley and Amington Links	£17,747	Medium
Option D+E (4,105 dwellings) (1) (2)	-	£5,152	High

(1) Option excludes any major capacity improvements to Junction 10 of the M42 which would be costly

(2) Option excludes any improvements to mitigate impacts on the strategic highways network at the access to the A5 and M42

Table 8.8: Overview of Development Contributions per Dwelling and Potential Viability (Based on 900 Dwellings to Meet RSS Residual Requirement for Tamworth Outside of Urban Area)

Option (900 Dwellings)	Variation	Estimated Development Contribution Cost Per Dwelling (excl Employment)	Viability Potential
A. Anker Valley	No Anker Valley or Amington Links	£6,933	High
	With Anker Valley Link Road Only	£29,155	Low
C. Land North of Anker Valley	With Anker Valley Link Road Only	£29,155	Low
	No Anker Valley or Amington Links	£6,933	High
D. Land West of Polesworth ⁽¹⁾	-	£4,955	High
E. Land between Stoneydelph and M42 ⁽²⁾	-	£4,809	High
G. Land North of Perrycrofts	No Anker Valley or Amington Links	£7,066	High
	With Anker Valley Link Road Only	£29,289	Low

(1) Option excludes any major capacity improvements to Junction 10 of the M42 which would be costly

(2) Option excludes any improvements to mitigate impacts on the strategic highways network at the access to the A5 and M42

9. Summary and Conclusions

Review of Approach

- 9.1 Drivers Jonas LLP and Peter Brett Associates LLP were appointed in January 2009 to prepare a Future Development and Infrastructure Study for Tamworth. The Study has been commissioned by Tamworth Borough Council, Lichfield District Council and North Warwickshire Borough Council as an important component of the evidence base to support the preparation of each Authority's Core Strategy Development Plan Documents.
- 9.2 The main purpose of the Study is to examine how the scale of housing development identified within the submitted Regional Spatial Strategy Phase Two Revision ("the RSS") can be most effectively accommodated, with a particular focus on Tamworth and its environs considering the infrastructure requirements arising from housing and employment growth and how these may impact on the scale and timing of growth. Consideration has been given to a 'flexibility allowance' which has been defined by the Councils as the provision of an additional 20% over and above the RSS housing figures identified for Tamworth (and Lichfield).
- 9.3 The first stage of the process has been to understand the current baseline position and in particular, to define the 'realistic' capacity of Tamworth to accommodate additional housing over the RSS period. This involved testing, building upon and refining work already undertaken through Tamworth Council's existing Strategic Housing Land Availability Assessment (SHLAA).
- 9.4 Following the establishment of this baseline requirement position, Growth Option locations have been defined and subsequently tested and scored against a wide range of criteria relating to:
- n The capacity of and / or accessibility to various forms of existing key community and physical infrastructure;
 - n Impacts of environmental resources; and
 - n Deliverability.
- 9.5 As part of the assessment exercise, each Growth Option has effectively been awarded 2 scores, one based on the current situation and a further score to reflect the position following the provision of appropriate infrastructure improvements. Each Option, together with additional variations (created through applying different highways infrastructure requirements, applying lower dwelling numbers and combining certain options) has also been tested to provide an indication of their likely viability.

Conclusions

The Baseline Position

- 9.6 As noted above, a key starting point for this study is to establish what level of growth can be accommodated within the urban area of Tamworth, and hence the level of growth which would need to take place outside of the urban area.
- 9.7 If adopting a similar approach to that set out in Tamworth Council's Core Strategy Option Report, the result of this exercise has been define a likely requirement for Tamworth Borough of between **900 dwellings** to be accommodated outside of the urban area to meet draft RSS requirements, rising to around **1,500 dwellings** if also applying the above-mentioned flexibility allowance for Tamworth Borough.

The Assessment of Growth Options

Sustainability Assessment

- 9.8 As a result of a sieving exercise to 'weed out' certain locations from an initial search for Growth Option locations, 7 broad areas have been identified and provide for a range of type of location across the Study Area. An overview of the results of the assessment are illustrated in **Table 9.1** below:

Table 9.1: Overview of Assessment Results

Growth Option Location	Total Score and Rank (Current Situation)		Total Score and Rank (Following Infrastructure Improvements)	
	Score	Rank	Score	Rank
A. Anker Valley	92	=6	105	6
B. Land South of Tamworth Urban Area	92	=6	103	7
C. Land North of Anker Valley	97	5	110	=4
D. Land West of Polesworth	99	3	111	=2
E. Land between Stoneydelph and M42	104	1	114	1
F. Land at Mile Oak	102	2	111	2
G. Land North of Perrycrofts	98	4	107	5

- 9.9 When assessed against both the current situation and that which could exist following the provision of appropriate physical and community infrastructure improvements, Option E performs the best, followed by Option F. Sites to the north of the Tamworth Urban Area generally perform less well by comparison, particularly against highways capacity and impact criteria. The poorest performing Option is that to the south of the urban area (comprising of land west of Tamworth Road and land South of Hockley). The weaker

performance of this option is largely driven by its relatively low scores against environmental protection and deliverability considerations.

Assessment of Viability

- 9.10 As a further stage of assessment, a high level assessment of viability has been carried out to assess in more detail the deliverability of options and certain variants.
- 9.11 In very simple terms, our assessment of likely viability follows the scoring included in the above table with Growth Options D, E and F performing most favourably. It should be noted however that for Option D (and to a lesser extent Option E), should more substantive off-site highway works be required than currently suggested, such works could be costly and hence substantially increase development contributions.
- 9.12 In contrast, sites to the north of Tamworth Borough perform most poorly in terms of viability [when a requirement for developer funding for major highway projects (the Anker Valley Link and Amington Link) is factored into the assessment]. With regard to sites to the north of Tamworth, the cost per dwelling in terms of development contributions decreases as the scale of development increases, due to the major highways schemes being a finite cost. As such, potential viability improves the greater the number of dwellings provided. If an alternative highways solution can be found to negate the requirement for the Anker Valley and Amington Links, this would drastically decrease the level of development contribution per dwelling to a rate more comparable with that currently shown for Options D, E and F.
- 9.13 Growth Options A, C, D, E and G all have potential, in isolation, to exceed the RSS residual requirement (outside of the Tamworth urban area) of 900 dwellings as identified at Section 6 of this report. The implications of adopting a lower residential yield to only meet the 900 dwelling requirement at these locations, in terms of development infrastructure costs, are illustrated in **Table 8.8** in the previous report section. In general terms, this suggests a similar good viability potential where no strategic highways infrastructure is required but that when factoring in a requirement for the Anker Valley Link Road (relevant to Options A, C and G), potential viability decreases with a substantial increase in infrastructure cost per dwelling.
- 9.14 Combining options could reduce levels of development contribution per dwelling and could, if appropriate, be a means of meeting a proportion of the future development requirements, including any flexibility allowance, for Lichfield and North Warwickshire. As an alternative, a 'scatter gun' approach could be applied placing smaller amounts of development at a number of locations around the study area. Depending on the scale and location of development, such an option could avoid triggering major infrastructure improvements such as major transport schemes (and hence substantial development contributions) but conversely such an option would reduce an ability to deal with a full range of infrastructure improvements

comprehensively and would likely put additional pressure on existing community and physical infrastructure which may not be able to be adequately improved.

Recommendations

- 9.15 As part of this Study, we have not sought to recommend a specific option to be taken forward as a preferred option through the LDF process. We have rather provided a systematic and transparent assessment of possible alternatives from which the relative benefits and constraints can be identified and weighed up by the Council(s) in making informed decisions on the directions and requirements of future growth.
- 9.16 For any option / combination of options the Council(s) may wish to take forward, we would recommend that further work be undertaken in relation to the more detailed nature, scale and cost of required infrastructure provision. For example, although a number of junction and approach improvements have been identified which could theoretically increase highways capacity, due to the strategic nature of the study it has not been possible to consider ownership issues or to confirm if sufficient highways land exists to provide the optimum improvement solution. Similarly, the approach towards the assessment of viability has necessarily been undertaken at a high level and there would be benefit in carrying out further viability work in the light of more detailed and refined information to underpin any selected preferred option.
- 9.17 In taking forward a preferred growth option(s), there are a number of sustainable development principles which could be considered as a fundamental starting point to inform more detailed policies and proposals. Such principles could, for example, be reflected in a supplementary planning document and / or Master Plan which could be prepared to guide future development proposals.
- 9.18 In line with existing and emerging policies on sustainable development and growth, opportunities for significant new development should be premised around the following key principles:
- n **Integrated, systems-based approach** to energy, waste, water, green infrastructure, transport and ICT:
 - n Enforce connection to neighbourhood systems through planning system;
 - n Capture waste heat from intensive energy uses (e.g. data centres, manufacturing) and supply to adjacent land uses (e.g. residential, office, leisure); and
 - n Maximise interconnectivity between separate infrastructure systems (e.g. use of greenspace for food production and biomass fuel supply; use of SUDS for building cooling).

- n **Promote higher density development maximised around public transport nodes.** Importantly, this means a departure from the low-density, car-based development models that have often been allowed to continue across the Country in recent years;
- n **Rejection of unsustainable development proposals** especially those which do not accord with low-carbon spatial principles even if complemented by “green” add-ons such as micro-generation or grey water recycling.
- n Maximise development standards in residential and non-domestic developments which achieve the greatest total carbon savings.
 - n This may include reducing the specific standards required of new units (e.g. requiring Code for Sustainable Homes level 4, rather than Level 6) with residual cost savings invested in decentralised low-carbon energy systems which connect to adjacent, existing developments. It is likely that more significant carbon savings would be achieved by taking this approach.
 - n Development standards should not be measured solely against Code level of BREEAM benchmarks where these are an inadequate measure of carbon performance across growth areas as a whole, taking account of travel and the provision of goods and services.
- n Within the context of these spatial principles, the following urban design principles could be adopted:
 - n **Maximise passive solar performance** by predicating development layouts to address the path of the sun (with building orientation within 30^o of south, maximising living space on south-facing facades, and using large, thermally-efficient windows to optimise daylight penetration).
 - n **Maximise the productive functionality of the land resource** (such as food and fuel production in greenspaces) to reduce the need for food and material imports.
 - n **Promote substantial vegetation cover** in green spaces to ameliorate flood risk and the urban heat island effect.
 - n Arrange development layouts to **avoid overshadowing** from adjacent buildings and structures.
 - n Ensure that development layouts prioritise walking, cycling and public transport use whilst **actively discouraging the use of private vehicles.**
 - n **Draw on climate conscious, vernacular architecture**, including but not limited to: incorporation of inner courtyards to provide shade and shelter; circular and rounded building forms to deflect and combat strong winds; stilt supported buildings in areas of high flood risk; use of green and brown roofs and street trees to reduce heat absorption and surface water run-off; and narrow, high-sided streets to provide shade.

TAMWORTH FUTURE DEVELOPMENT AND INFRASTRUCTURE STUDY

Brief for Study in Relation to Assessing Potential Directions of Growth for the Development of Tamworth and the Infrastructure Requirements to Accommodate Growth

1. INTRODUCTION

Tamworth Borough Council, Lichfield District Council and North Warwickshire Borough Council are jointly seeking the preparation of a study in relation to the growth of Tamworth for the period to 2026. A study is required that will consider the potential development requirements in terms of scale and location, in particular for housing, to assist in the preparation of each authority's Core Strategy and to contribute towards the evidence base to support the strategies when they are submitted to the Secretary of State for Examination.

Each authority is preparing its Local Development Framework Core Strategy. Tamworth Borough has an administrative boundary that extends little beyond the built up area of the town. As well as clearly being central to the Tamworth Core Strategy, the issues of the potential scale of new development in relation to Tamworth and the appropriate directions, are important to Lichfield District and North Warwickshire Borough as neighbouring authorities in the light of the local authority boundaries. All three authorities are working to finalise their Strategic Housing Land Availability Assessments, which have identified a range of potential housing sites that are relevant to considering how Tamworth's housing requirements may be met.

The Authorities are therefore seeking to appoint specialist planning and development consultants that can advise both on an appropriate development strategy for Tamworth, taking account of the emerging Regional Spatial Strategy and the infrastructure requirements associated with it. The study is essentially required to consider the scale of housing development within the submitted RSS phase 2 review proposals, but to take account of the need for Core Strategies to be flexible and indicate how they could take account of changing requirements, including the level of housing provision.

2. POLICY BACKGROUND TO TAMWORTH AND ITS FUTURE DEVELOPMENT

Context

The Borough of Tamworth is located in south east Staffordshire, where it forms part of the southern Staffordshire sub-area, along with the three districts of South Staffordshire, Cannock Chase and Lichfield. It is small, urban and densely populated, covering just 3095 hectares. It encompasses the main town centre, overspill areas dating from the 1960's to 1970's, the once separate villages of Dosthill, Amington and Wilnecote and more recent housing and employment development. As well as serving the needs of its own population it serves the surrounding rural villages in the adjacent districts of Lichfield and North Warwickshire. Indeed, Tamworth's urban area is contiguous with Fazeley and Mile Oak, both of which are situated outside the Borough in Lichfield District. A small amount of countryside and Green Belt encircles the built up area. Whilst providing

residents and visitors with recreation opportunities, the rural area is threatened by the lack of development opportunities within the urban area.

Tamworth's compact urban form provides good opportunities for transport accessibility, particularly to and from the town centre where the town's retail and leisure services are mainly located. The town's close proximity to the national motorway network and to Birmingham make it an accessible place to live and work. However, it is estimated that around 50% of the adult population out commute to work each day which does not contribute to a sustainable lifestyle.

The population of the Borough has tripled since the post war years in its role as an expanded town for inner city Birmingham residents and currently stands at approximately 75,400 (2006 mid-year estimates). It is forecast to grow to 82,100 by 2026¹. Traditionally known for its youthful population, its future population is expected to contain a higher proportion of elderly people (27% over 60 years of age in 2026 compared with 18% in 2006).

Tamworth suffers from a number of socio-economic problems with pockets of deprivation and issues of crime, anti-social behaviour and poor health.

The Regional Spatial Strategy Partial Review

The Phase 2 partial review of the Regional Spatial Strategy is underway and the West Midlands Regional Assembly has submitted proposed revisions to the Secretary of State. These are to be subject to an Examination in Public which is programmed to commence at the end of April 2009. The partial review includes proposed levels of additional housing provision for Tamworth, Lichfield District and North Warwickshire and proposed levels of additional employment land, the latter in the form of a five-year reservoir of land and indicative longer term requirements to be tested through Core Strategies.

The net levels of housing provision proposed in the submission for the period 2006 to 2026 are:

- Tamworth Borough – 2,900 dwellings
- North Warwickshire Borough – 3,000 dwellings
- Lichfield District – 8,000 dwellings

The levels of additional employment land in the submission are:

Local Authority	5-year Reservoir (Ha.)	Indicative long-term requirements (Ha.)
Tamworth Borough	14	42
North Warwickshire Borough	11	33
Lichfield District	33	99

¹ National Statistics Population Predictions based on 2006 mid-year population estimates, published 12 June 2008

In the case of new housing provision, the submitted RSS provides that the three authorities should jointly consider the most appropriate locations for development before producing Local Development Documents in relation to the housing requirements of Tamworth and Lichfield Districts. The footnotes relating to the table of overall housing allocations note that of the figure of 8,000 for Lichfield District, dependent on the outcome of further local studies, some of the allocations could be made relating to Tamworth and Rugeley. The proposed study should therefore enable both of those requirements to be met in relation to Tamworth. Lichfield District will consider separately the issue of Rugeley in conjunction with Cannock Chase District Council. The relevant extracts from the submitted RSS Phase 2 Partial Review are attached as Appendix 1.

The housing requirement for North Warwickshire is identified as being for local needs only. The figure of 3,000 dwellings excludes any additional consideration for inter-migration.

The submitted RSS Phase 2 Partial Review also includes other employment and town centre policies that are relevant to the study context in addition to the employment land allocations. These include policy PA6 on the portfolio of employment land and premises, and policy PA6B on the protection of employment land and premises.

Since the formal submission of the Phase 2 revisions the Government commissioned a study to assist its response to the submitted proposals for housing, to be considered through the RSS Examination. This study (by Nathaniel Lichfield Partners) was published on 7 October 2008. It examines how additional housing growth could be accommodated in the West Midlands Region and identifies three potential scenarios for accommodating between 50,000 and 80,000 additional dwellings in the region, providing figures at local authority level. None of the scenarios impact upon the three planning authorities and so it is considered that the brief for this study should be framed around the need to accommodate the submitted RSS requirement for Tamworth together with the consideration of flexibility issues.

Current Planning Policy Position and LDF Timescales

TAMWORTH BOROUGH

Local Plan: the Tamworth Local Plan was adopted in July 2006 and all the policies contained in the Plan, with the exception of two employment policies, EMP1 and EMP2, will remain in force until July 2009. The Council is in the process of saving a number of policies it wishes to retain beyond this date. The majority of the policies are development control policies, but there are a number of unimplemented housing allocations, including the strategic allocation of 800 dwellings in the Anker Valley, which is located in the north east of the Borough. As a result of a High Court Challenge in 2007, which effectively deleted Policies EMP1 and EMP2, there are no unimplemented employment allocations.

Core Strategy: preparation of the Core Strategy started in 2006, with consultation on issues and options taking place in March/April 2008. The issues and options report highlights the need to accommodate the RSS requirements in the most appropriate and sustainable way for Tamworth. It acknowledges the limited availability of land for development and the need to work jointly with adjoining districts to accommodate a

level of growth over and above the RSS requirement. Three of the four options presented involved expansion beyond the urban area, which would necessitate an expansion in infrastructure provision.

The intention is to undertake further consultation on options in early 2009. This is likely to incorporate firmer proposals on the direction of growth and an indication of the core policies and their contents. The Local Development Scheme has been revised and came into effect in October 2008. It includes publication of the draft Core Strategy in August 2009, followed by submission to the Secretary of State in October 2009.

Strategic Housing Land Availability Assessment: a SHLAA has been produced by consultants in accordance with the CLG guidance produced in 2007. In view of the revised guidance the SHLAA may be amended.

LICHFIELD

Local Plan: the Lichfield District Local Plan was adopted in June 1998. The Saved Local Plan of September 2007 contains a range of development control style policies, but few remaining housing land allocations, although there is one site within the Fazeley area as yet undeveloped.

Core Strategy: work on a revised Core Strategy started in 2007 following the withdrawal of the Council's submitted Core Strategy in October 2006. The Council carried out a consultation on Issues and Options in December 2007/January 2008 and is carrying out a consultation on Preferred Options in December 2008 and January 2009. The Preferred Options recognise that the process of completing evidence to inform the Core Strategy is incomplete, and that there is a need for a study in relation to cross-boundary matters relating to Tamworth. Revisions to the Local Development Scheme are currently being prepared. It is expected that a revised timetable for the Core Strategy will include: publication of a draft Core Strategy in May 2009, followed by submission to the Secretary of State in August 2009.

Strategic Housing Land Availability Assessment: a draft SHLAA was published for consultation in April 2008. It included sites submitted by the development industry through a consultation process associated with Issues and Options. The Council is currently revising the SHLAA, including the analysis of potential sites. The consultation SHLAA includes several sites to the north of Tamworth and at Fazeley/Mile Oak.

NORTH WARWICKSHIRE

Local Plan: The North Warwickshire Local Plan was adopted on 4 July 2006. A request has been made for the majority of the policies to be saved beyond July 2009.

Core Strategy: A revised LDS is also being prepared and the intention is to get this come into effect by March 2009. Work on issues for the Core Strategy is well under way and options are starting to be prepared. Consultation on the Issues & Option is likely to take place around March 2009 with publication expected in October 2009.

Strategic Housing Land Availability Assessment: Work has commenced on the SHLAA by consultants. The final report is expected by March 2009.

3. SUBMISSIONS TO UNDERTAKE WORK

Tenderers interested in being considered for this work **MUST** submit a written statement setting out the following:

- How the study will consider the implications of a flexibility allowance of 20% applied to the housing requirements in the submitted RSS i.e. 580 units for Tamworth and 1600 units for Lichfield. For Tamworth consideration will need to be given to the capacity of the Borough to accommodate additional housing over and above the RSS requirement and for Lichfield and North Warwickshire, what opportunities exist close to Tamworth's boundary.
- Whether the level of additional housing considered in relation to the flexibility allowance would have any implications for employment land supply.

Note: In undertaking the above tasks, the study must identify the existing committed development relevant to meeting the needs of Tamworth.

In developing recommendations the study must clearly set out the sustainable development criteria on which judgements as to the appropriate scale and directions of growth are made. These must relate to an assessment of the appropriate capacity of the existing urban area as well as to the approach to urban extensions. They must take account of the need for the Authorities' Core Strategies to be in general conformity with the Regional Spatial Strategy. The overall approach must reflect the need to achieve the most sustainable pattern of development for Tamworth within the level of growth to be considered. In doing so, the study must provide for:

- A realistic assessment of the urban capacity of Tamworth taking account of the need for a balance of land uses, infrastructure requirements and maintaining the quality of the urban environment.
- Consideration of the limitations imposed by physical and environmental constraints.
- Consideration of the physical impact of potential development locations, for example on existing settlements and on the countryside, including landscape impact (e.g. considerations of landform and the historic environment).
- Consideration of how potential housing locations could contribute to a sustainable transport strategy, including accessibility to sustainable transport modes and the need for new transport infrastructure, including highways.
- Assessment of the need for key community infrastructure associated with any growth options, including education, health and utilities requirements.
- Accessibility to Tamworth town centre and community facilities and a broad indication of the need for increased facilities to accommodate growth.
- Existing green infrastructure and the need for new additional green infrastructure to serve areas of growth.

Outputs

The output of the study must be a report providing advice on:

- preferred directions of development and locations to accommodate both the RSS requirement and provide for flexibility, distinguishing between the two.

- a detailed evidence base of the infrastructure requirements arising from housing and employment growth in the preferred locations, including broad cost estimates for infrastructure and the presence of development thresholds that may impact on scale and timing of growth.

Each authority will require two hard copy versions together with an electronic copy of the study report, including any GIS information in a format that can be accessed and used by each individual authority. Exact GIS requirements will be discussed with the successful Contractor.

The report must include an executive summary.

Use of Existing Evidence

As well as current Local Plan and housing and employment land supply information, a significant amount of evidence has been prepared already by the Authorities to inform the preparation of their Core Strategies. This must be used to inform the study and avoid the need for unnecessary new survey work. The existing evidence includes:

- Individual Housing Land Availability Studies for each Authority
- Strategic Housing Market Needs Assessments: these cover parts of the Central Housing Market Area for the West Midlands. They identify levels of affordable housing need by local authority area and by housing sub-market areas.
- Strategic Flood Risk Assessments for each Authority area
- A transport model for Tamworth that is maintained by Staffordshire County Council
- Employment Land Reviews. (draft)
- Regional Spatial Strategy Phase 2 Revision Housing Technical Papers: Housing Background Paper January 2008; Employment Land Provision Background Paper, December 2007.
- Output from an historic landscape characterisation project currently being completed by Staffordshire County Council relating to areas within Lichfield District abutting Tamworth Borough.

4. TIMESCALES FOR THE STUDY

The Authorities require the study to inform preparation of their respective Local Development Frameworks. Although the timetables of each authority differ slightly the study must be completed in draft form by the end of March 2009, with a final report completed by the end of April 2009.

The appointed Contractor will be responsible for producing their own programme for carrying out the project and for completion of stages by key target dates. This programme must include a detailed, step by step timed plan prescribing methodology, specific tasks, responsibilities and estimated time/resources to complete each step.

5. FORMAT FOR THE FEE PROPOSALS:

Tenderers interested in being considered for this work must submit a written proposal setting out the following:

- The proposed methodology that will be adopted in carrying out the study
- An indication of the main headings within the reports
- What input the consultant will expect from the Authorities in terms of staff time and other resources

Fee proposals must demonstrate an appreciation of the task.

Curriculum vitae, time allocation in days and day rates shall be provided for each member of the team. Submissions must include descriptions of recent work that meets the requirements of this brief, together with references and a named contact.

It is not the policy of the Authorities to disclose the finance allocated to this study. Fee proposals are sought on the basis of a fixed fee for the study requirements, plus expenses. The submission must include a fee quotation, split down into the elements set out in the attached pricing schedule.

Proposals must include confirmation that the Contractor does not have any client interests within or beyond the area of study that would have a prejudicial interest in achieving impartiality in the study findings.

6. TIMESCALE FOR BID SUBMISSIONS

Tenderers wishing to bid for this work **MUST** return their written statements and quotations electronically to Tamworth Borough Council by 5 pm 9 January 2009 via the In-Tend website www.in-tendhost.co.uk/tamworthbc

7. SELECTION CRITERIA

In determining the Contractor to be appointed the Authorities will take account of both the submitted costs and the methodology proposed. The Authorities will consider the submissions against the criteria shown in the evaluation matrix below:

A	B	C	D
Evaluation criteria	Mark out of 100	Weighting	Score = total of each section in column B multiplied by column C
1. Experience and understanding of brief		60%	
Experience of strategic planning including consideration of cross boundary issues			
Experience of development infrastructure planning			
Understanding of sustainability issues			

2. Methodology		20%	
Clear and logical methodology			
3. Value for money		20%	
Value for money based on hours worked against overall cost			
		Total score	

It is intended that a decision will be made on a preferred Tenderer by 16 January 2009.

Tenderers should allow for an inception meeting with officers of the Authorities to confirm methodology, to exchange information and to agree in detail reporting timescales and formats.

8. PAYMENT ARRANGEMENTS

The Authorities will accept staged payments, dependent upon the methodology. Where staged payments are proposed, the submissions must identify the proposed details of these, for example in terms of percentage payment of the total fee. The final payment will be based on the commissioning Authorities being satisfied that the quality and content of the final report is fit for purpose.

Hard copy invoices must be submitted to Tamworth Borough Council upon satisfactory completion of each prescribed stage. Payment will be made by BACS directly into the Contractor's bank account.

9. MISCELLANEOUS CONTRACT REQUIREMENTS

Insurance: Proposals **MUST** include details of your Company's Professional Indemnity Insurance Cover/Insurance Certificate.

Accounts: Proposals **MUST** include a copy of your Company's audited accounts for the last 2 years.

10. CONTACTS

The project will be managed by named lead Officers from each of the commissioning Authorities, who are available to discuss the requirements of the study:

Tamworth Borough Council: Ray Vanstone, Assistant Director Strategic Planning and Development Service, telephone 01827 709276,
(email ray-vanstone@tamworth.gov.uk)

Lichfield District Council: Paul Ansell, Planning Policy Manager, telephone 01543 308147, (e-mail paul.ansell@lichfielddc.gov.uk).

North Warwickshire Borough Council: Dorothy Barratt, Forward Planning Manager, telephone 01827 719250 (email DorothyBarratt@NorthWarks.gov.uk)

11. RELEVANT DOCUMENTS

There are a significant number of background documents available that are relevant to the study requirements. The main documents that may be relevant to the fee proposal are listed below and all are accessible through the appropriate planning authority website:

List of documents:

- Regional Spatial Strategy Phase 2 Revision Spatial Options Report January 2007 <http://www.wmra.gov.uk/page.asp?id=283>
- Regional Spatial Strategy Phase 2 Revision Submission Documents December 2007 <http://www.wmra.gov.uk/page.asp?id=386>
- SHLAA: Tamworth BC
- SHLAA: Lichfield DC
- SHLAA: North Warwickshire BC
- Strategic Housing Markets assessment for C1 Central Housing Market Area
- Strategic Housing Markets assessment for C2 Central Housing Market Area
- Population Forecasts
- Tamworth BC Issues and Options Report March 2008
<http://www.tamworth.gov.uk/pdf/Core%20Strategy%20final%20pdf5.pdf>
- Lichfield DC Issues and Options Report December 2007
- North Warwickshire BC Issues paper
- Strategic Flood Risk Assessments for Tamworth Borough and Lichfield District
- Strategic Flood Risk Assessments for North Warwickshire BC
- Tamworth BC Employment Land Study Future Land Estimation Summary Report May 2008
- Coventry, Solihull, Warwickshire Employment Study June 2007