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Submission to the North West Leicestershire Local Plan Examination

On Behalf of Ravensbourn Container Systems Ltd (46)

Land North of Occupation Lane, Swadlincote

Matter 3

Housing Land Requirement

- a. Is the future housing development requirement of the Plan, stated in Policy S1, derived from a full objective assessment of need (OAN) within an appropriately defined housing market area (HMA) unconstrained by local considerations? *[BP/01, HO/01, HO/03]*
- b. Is the future housing land requirement of Policy S1 robustly based on appropriate adjustments to the OAN to take account of:
- i. the latest practically available national population and household projections
 - ii. headship rates
 - iii. affordability
 - iv. economic growth
 - v. other market signals and
 - vi. national policy to boost housing supply? *[HO/01, HO/03]*
- c. Is the future housing land requirement of Policy S1 robustly based on appropriate adjustments to the OAN to take account of the employment generation potential of the East Midlands Gateway Strategic Rail Freight Interchange (SRFI) and evidence of the likely residential locations and travel patterns of its workforce? *[HO/01]*

1

The document supporting the local plan is HO/01 of April 2016 which is a refresh of the SHMA report of 2014. This document purports to bring the SHMA up to date with all relevant matters including demographical and economic requirements.

“7.25 The baseline economic forecasts confirm this as a reasonable level of provision (suggesting a need for around 401 dwellings per annum) although including development at EMGRFI increases the requirement to 519 dwellings per annum. Given that the EMGRFI has now been granted development consent, it would be prudent for the Council to plan for this higher figure. It is therefore concluded that the housing requirement, taking account of all the factors discussed in the report is for 520 dwellings per annum (2011-31) – this is 10,400 homes over the emerging plan period. “

2

Para 7.28 of the document noted that analysis had identified a requirement for a further 2,450 homes to be provide outside NWL of which around half would be located in Derby , South Derbyshire Erewash and Charnwood. Page 83 of the document noted that this estimated 276 homes in south Derbyshire

3

If additional land is required for homes related to the EMGFRI then land should be expressly allocated for this within NWL. Land is available adjacent to Swadlincote Woodville to take up this express requirement in a sustainable location in NWL. The Local Plan at table 3 in EX17 does not illustrate that there is sufficient flexibility in the Plan to accommodate the requirements of EMGFRI and allow for normal plan flexibility.

4

The LPEG report of March 2016 notes at para 41 that Local plans should make an Allowance of 20% of their housing requirement as reserve sites to provide extra flexibility and to address unmet needs and potentially to deal with any issue of under delivery that may arise. The Plan fails to make any such allowances.

5

Additional land should be allocated North of Occupation Lane Swadlincote / Woodville, work has been undertaken to demonstrate the sustainability of the site and the following are attached to demonstrate the deliverability of the site and the commitment of the land owner towards bringing the site forward.

Masterplan Concept





Ravensbourn Container Systems

Land off Occupation Lane, Albert Village

Transport Assessment

WYG
Executive Park
Avalon Way
Anstey
Leicester
LE7 7GR

RT97496-01

September 2016
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7 CONCLUSION

- 7.1.1 The Transport Assessment has been prepared in support of an outline planning application for development of land off Occupation Lane in Albert Village, Leicestershire for up to 200 residential dwellings.
- 7.1.2 A review of recent local road accident data has been undertaken and it is considered that the traffic associated with the proposed development can be accommodated on the local highway network without any detriment to highway safety.
- 7.1.3 The proposed development is located within a reasonable walk/cycle distance of local schools, shops and employment sites and there is a regular daytime frequency bus service to Swadlincote, Burton upon Trent and Ashby-de-la-Zouch. It is therefore considered that the site has a reasonable level of accessibility by non-car modes.
- 7.1.4 Vehicular access is proposed via two simple priority T-junctions; one on Main Street and one on Occupation Lane. The access roads would be designed and constructed to adoptable standards and an extension of the 30mph speed limit is proposed on Occupation Lane, together with associated village gateway features, to compliment the extension of the urban area and encourage reduced vehicle speeds on the approach to the village.
- 7.1.5 The following sustainable transport improvements are proposed:
- Widening of the existing footway on Occupation Lane between the proposed site access junction and the junction with Main Street;
 - Provision of a short length of new footway on the east side of Main Street at the proposed site access junction;
 - S016 contribution towards improvements to two existing bus stops on Main Street (including relocation of the bus stop on the east side of Main Street as part of the site access works);
 - S106 contribution of £7,500 towards improved cycle route signage in the vicinity of the site;
 - Cycle parking provided at each individual dwelling;



- New Residents Travel Packs for each dwelling to include for 2 x 6-month bus passes for residents; and
- Implementation of a Residential Travel Plan.

7.1.6 An assessment of the cumulative impact of the residual trips associated with the development on the local highway network has been undertaken and it is considered that development generated traffic can be accommodated on the network.

7.1.7 In view of the above it is considered that the proposed development is acceptable in transport terms and that the cumulative residual impact of development traffic is not severe, as set out in the NPPF.



Albert Village, Swadlincote

Flood Risk and Runoff Assessment

September 2016

Ravensbourne Container Systems Ltd

7 Conclusions and Recommendations

Following this assessment it is considered that the site can be classified as being within **Flood Zone 1**, an area with low fluvial flood risk as determined by Table 1 of PPG-TG; however, it should be noted that there is evidence of historical flooding on Main Street to the north west of the site.

The management of storm water generated by the development itself will be the principle flood risk to this development and area overall.

Preliminary information from the EA suggests that the site is underlain by a Secondary A bedrock aquifer in a minor vulnerability zone, which is defined as permeable layers of strata capable of supporting water supplies at a local level. Also taking into account the presence of standing water and the historical use of the site as an opencast mine, it is assumed that infiltration can be ruled out as a viable means of drainage at this stage.

In lieu of this, a positive outfall recreating the route of the existing overland flow from the undeveloped field has been assumed.

The allowable site discharge has been determined by the existing anticipated greenfield runoff which equates to 22l/s. This will need to be agreed with the LLFA at detailed design stage.

Based upon the indicative proposed developed impermeable area of 5ha (assuming 50% development density) the site will require approximately 3415m³ of attenuation for the 1 in 100+CC event. This may be provided by using either a pond based system, possibly with the incorporation of a plot-by-plot permeable paving system as indicated on the drainage masterplan in Appendix E. It is important to note that due to the presence of contaminated land, any excavations on this site should be lined and as shallow as possible to avoid disturbing existing contaminated material.

Given the topography of the site, flood routing and non-traditional collection systems such as filter strips and swales should also be considered for the detailed design of the storm water systems to further improve the run-off profile of the proposed development.

Foul drainage from part of the site may potentially be discharged via gravity using a new offsite connection into the pumping station located to the north west of the site on Main Street, as indicated on the Drainage Masterplan in Appendix E. There are known issues with this pumping station and, due to the size of the development, a sewer capacity assessment will need to be carried out to ascertain if there is any spare capacity within the system.

The foul water system will need to be approved by Severn Trent Water following the sewer capacity assessment and the surface water strategy approved by the LLFA at the detailed design stage.

