

REPORT TO:	PLANNING COMMITTEE	AGENDA ITEM: 7
DATE OF MEETING:	16th OCTOBER 2018	CATEGORY: DELEGATED
REPORT FROM:	STRATEGIC DIRECTOR (SERVICE DELIVERY)	OPEN
MEMBERS' CONTACT POINT:	RICHARD GROVES (01283) 595738 richard.groves@south-derbys.gov.uk	DOC: s:/local plan/committee reports/planning1
SUBJECT:	NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL NEIGHBOURING AUTHORITY PLANNING APPLICATION CONSULTATION: APPLICATION FOR THE DEVELOPMENT OF A DISTRIBUTION CAMPUS WITH ASSOCIATED AND OTHER ANCILLARY USES, ON LAND AT M42, JUNCTION 11 STRETTON-EN-FIELD LEICESTERSHIRE	REF:
WARD(S) AFFECTED:	CHURCH GRESLEY, LINTON, MIDWAY, NEWHALL AND STANTON, SEALES, SWADLINCOTE, WOODVILLE	TERMS OF REFERENCE: PL01

1.0 Recommendations

- 1.1 That the comments set out in Section 4, "Conclusions", of this report be submitted to North West Leicestershire District Council as this Council's response to the consultation.

2.0 Purpose of Report

- 2.1 To obtain a Council response to the consultation.

3.0 Detail

- 3.1 The proposed development site lies within Leicestershire, to the north-west of the junction of the A444 and M42, approximately 2km to the south of the South Derbyshire boundary. Full planning consent is sought for warehousing and ancillary offices measuring a maximum of 22.5m in height and with a floor area of 279,007sqm. In addition, outline planning consent is sought on adjacent land for the development of units for light industrial, general industrial and warehousing uses, measuring up to 70,993sqm in total floor area. The site measures 97.39ha. The applicant indicates that

if construction were to begin in 2019, the site could be operational by 2021. It is anticipated that the site would operate 24 hours per day.

Transport Impacts

3.2 Along the A444 Acresford Road, which continues northward to pass through South Derbyshire, the development is forecast to generate 1518 vehicle movements over a 24 hour period, 19 of which would be by heavy goods vehicles (HGVs). The percentage increase in traffic flow along this route as a result of the development would be 11.6% in 2021 and 10.6% in 2031. The Transport Assessment (TA) indicates that the reduction in the increase between 2021 and 2031 is due to background growth in traffic volumes over that period in relation to the traffic volumes anticipated to be generated by the proposed development. The TA concludes that each of the roads considered within the assessment operates within capacity threshold levels for future years and that there will be no material impact on junction operation during peak periods as a result of the development proposals.

3.3 Derbyshire County Council has requested the extraction of peak traffic flow forecasts for Overseal during the am and pm peak periods. These are set out in the table below.

			AM Peak			PM Peak		
			Without Dev	With Dev	Change	Without Dev	With Dev	Change
A444 Overseal	Northbound	2021	577	582	5	885	909	24
		2031	620	621	1	939	955	16
	Southbound	2021	705	755	50	607	616	8
		2031	792	817	25	685	697	12

3.4 According to the TA, the forecast shows fewer than 1 additional vehicle per minute travelling through Overseal during the peak period.

3.5 Institute of Environmental Management and Assessment (IEMA) Guidelines identify indicative levels of traffic and HGV flows at which point fear and intimidation of pedestrian traffic is considered to be notable. The Transport Assessment (TA) indicates that average traffic flow over an 18 hour day on the majority of road links resulting from the proposals is above this threshold, but the report indicates that existing footfall is low and that there are no footways on the majority of road links. It concludes that traffic will not be close to major pedestrian routes and does not consider that there will be a lack of protection, for example, caused by narrow pavement widths. The report also concludes that there will be only a minor effect on highway safety. Mitigation, in the form of a Travel Plan and a Construction Traffic Management Plan and highway infrastructure works in the vicinity of the site, are proposed to minimise adverse impacts.

3.6 The TA indicates that Swadlincote will be a key destination for trips from the application site (7.7% of the total). It proposes the submission of a Sustainable Access and Transport Strategy for approval by the Leicestershire County Council highway authority and North West Leicestershire District Council local planning authority, which would define a level of service of buses from two key locations (i.e. Burton / Swadlincote and Tamworth or Coalville/Measham) to provide up to 4 shift change services per day and two office time services. This could be provided by either a new service, reinforcement of an existing service or a site specific demand responsive method. However, it

considers that any future obligations should be structured to allow flexibility in regard to effective solutions for reducing car-based movements. It points out that shift start and finish times do not always coincide with traditional public transport services and that car sharing may therefore offer significant potential.

Socio-Economic Effects

- 3.7 Socio-economic impacts are identified both for the local impact area, which includes the whole of South Derbyshire and other nearby local authority areas, and the wider impact area, which comprises the whole of the East and West Midlands. During the construction phase the development is forecast to support 815 net additional full time equivalent (FTE) jobs in the wider impact area, including 170 in the local impact area. Once operational it is forecast that the development could support a net additional 6454 FTE jobs in the wider impact area, including 3362 in the local impact area. The southern and eastern parishes of South Derbyshire, including the Swadlincote urban area, lie within a 30 minute drive time of the site and are therefore considered to fall within the employee catchment.

Drainage

- 3.8 The applicant proposes measures to protect water quality and therefore the integrity of the River Mease Special Area of Conservation (SAC).

Landscape and Visual Impacts

- 3.9 The Environmental Statement submitted with the planning application identifies no significant visual or landscape impacts within South Derbyshire, the northern extent of the “Zone of Theoretical Visibility” being within Leicestershire, approximately 1km from the district boundary. Although relatively open in terms of landform, views from the area to the north of the site are found to be significantly screened by existing development and vegetation.

4.0 Conclusions

- 4.1 Whilst it is for Derbyshire County Council, as highway authority, to assess the methodology and conclusions in regard to the transport impacts and mitigation, it is considered that the TA pays insufficient regard to the implications of the development for pedestrians in settlements such as Overseal and Stanton. The A444 represents the main thoroughfare passing through the centre of both these settlements, with footways providing direct access to the local pub/bar in each, the primary school in Stanton and the main local shop in Overseal. The footway in Stanton, which provides access to the primary school and bar/restaurant, is quite narrow. The suggestion that traffic generated by the development will not pass close to major pedestrian routes and that there is no lack of protection as a consequence of narrow pavement widths is therefore incorrect and the document should be reviewed and amended accordingly.
- 4.2 The development is forecast to be a significant employment generator, particularly in areas lying within a short travel distance of the site, and is therefore likely to present new job opportunities for South Derbyshire residents. To minimise transport impacts, whilst providing access for those lacking the use of a car, it is considered essential that a bus service linking the Swadlincote urban area to the site be provided as a requirement of any planning consent.

- 4.3 Measures to protect water quality and the integrity of the River Mease SAC are welcomed. In particular it is noted that the applicant's preferred approach to dealing with foul water flows is to convey these for treatment at Tamworth, which is out of catchment. In respect of surface water flows, any drainage scheme should fully reflect Natural England's standing guidance (dated October 2017), including that on the number of surface water treatment drains required on a development of this nature.
- 4.4 Although it is unlikely that the proposal will have any significant landscape or visual implications for South Derbyshire, it is nevertheless considered that the development and any mitigation, including landscaping, earth bunding, lighting and the form and finish of buildings, should pay due regard to the need to minimise impacts from any distant viewpoints to the north of the site.

5.0 Financial Implications

- 5.1 There are no direct financial implications for the Council.

6.0 Corporate Implications

- 6.1 The proposal has potential implications for the Corporate Strategy key aim to "work to attract further inward investment" in that the presence of the proposed facility in close proximity to the district may stimulate further economic activity in the surrounding area, including South Derbyshire.

7.0 Community Implications

- 7.1 The proposal has potential implications for the "Sustainable Development" theme of the Sustainable Communities Strategy in that it may provide employment opportunities for South Derbyshire residents.

8.0 Background Papers

North West Leicestershire District Council planning application 18/01443/FULM