

Harborough District Council
Strategic Housing Land Availability Assessment
2015 Update

**Site Assessment
Companion Guide**

Strategic Development Areas

May 2016

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Introduction

This document provides an assessment of the potential Strategic Development Areas put forward through the Strategic Housing Land Availability Assessment 2015 'Call for Sites' process. These are sites which could potentially deliver not only significant amounts of housing but also provide supporting infrastructure. It should be emphasised that the viability of each individual site to deliver road infrastructure and other obligations is yet to be tested fully.

The following potential SDA sites have been assessed:

- North and East of Kibworth Harcourt
- West of Kibworth
- Lutterworth East
- East of Scraftoft
- Scraftoft North

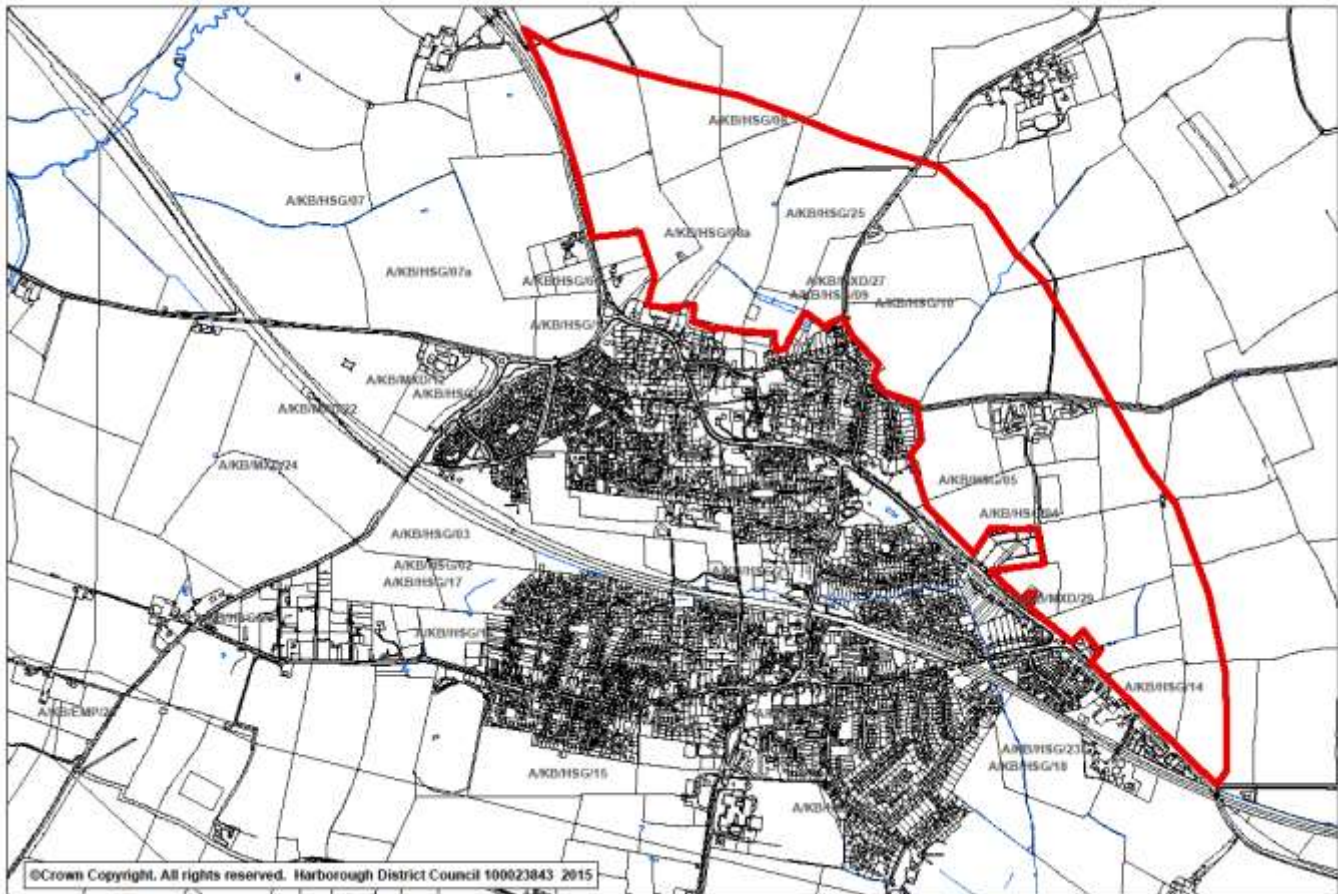
Accompanying each site map is a summary of the information used to test whether a site is suitable, available and achievable in accordance with the National Planning Policy Framework (NPPF).

In addition an estimated housing capacity has been set out for each site along with an estimated timeframe for delivery. All estimates have been produced on the best information available and in accordance with the methodology set out with the report.

It is important to note that the SHLAA is technical evidence which will inform the preparation of the new Local Plan for the District, together with other evidence documents. The assessment maps do not allocate sites or represent Council policy relating to the location of housing. The maps should be read in conjunction with the main SHLAA report which explains in full the purpose of the SHLAA and the methodology used.

A/KB/MXD/27 – North and East of Kibworth Harcourt

Suggested Strategic Development Area - North & East of Kibworth
2015 SHLAA Reference: A/KB/MXD/27



Site Description: This 104ha greenfield site is located to the north and east of the Kibworths, a Rural Centre. From the Midland Mainline railway bridge on the A6 at its southern extremity, the site broadly follows the A6, skirts round the cemetery and follows the edge of the built up edge of Kibworth Harcourt northwards to meet the A6 again to the north of the village. The outer boundary of the site is in open countryside and is formed by the line of a potential A6 eastern bypass (proposed as part of the strategic development area). The current use of the site is primarily agricultural land. Adjacent uses are housing at Kibworth Harcourt to the south and west and farmland to the north and east. Alongside potential housing growth of around 1,500 dwellings a range of other uses are proposed to meet local needs and could include employment, a local centre to meet local shopping needs and a primary school.

Suitability: Some of the site is identified in the Rural Centres Landscape Capacity Study as being of low capacity to accommodate development and the location of development will need to be sensitive to these landscape areas. The site is affected by a number of contaminated land consultation areas, including the cemetery, which will need to be investigated further. The Highway Authority has commented that a potential bypass could bring significant traffic and environmental improvements to the Kibworths. However, it could also introduce additional traffic onto the A6 corridor south of Leicester, potentially creating problems in the Leicester Principal Urban Area and villages to the south. The Kibworths are the only settlement on the corridor between Leicester and the A14 without a bypass, and this could very well be suppressing traffic levels along the A6. Appropriate traffic modelling would be required for a clearer idea as to the overall scale of benefits/ disbenefits which the bypass may create. The site is therefore considered **potentially suitable** for residential development.

Availability: The agent has declared that all landowners for the area in question are willing and able to make the land available for the proposed uses. The site is therefore considered **available**.

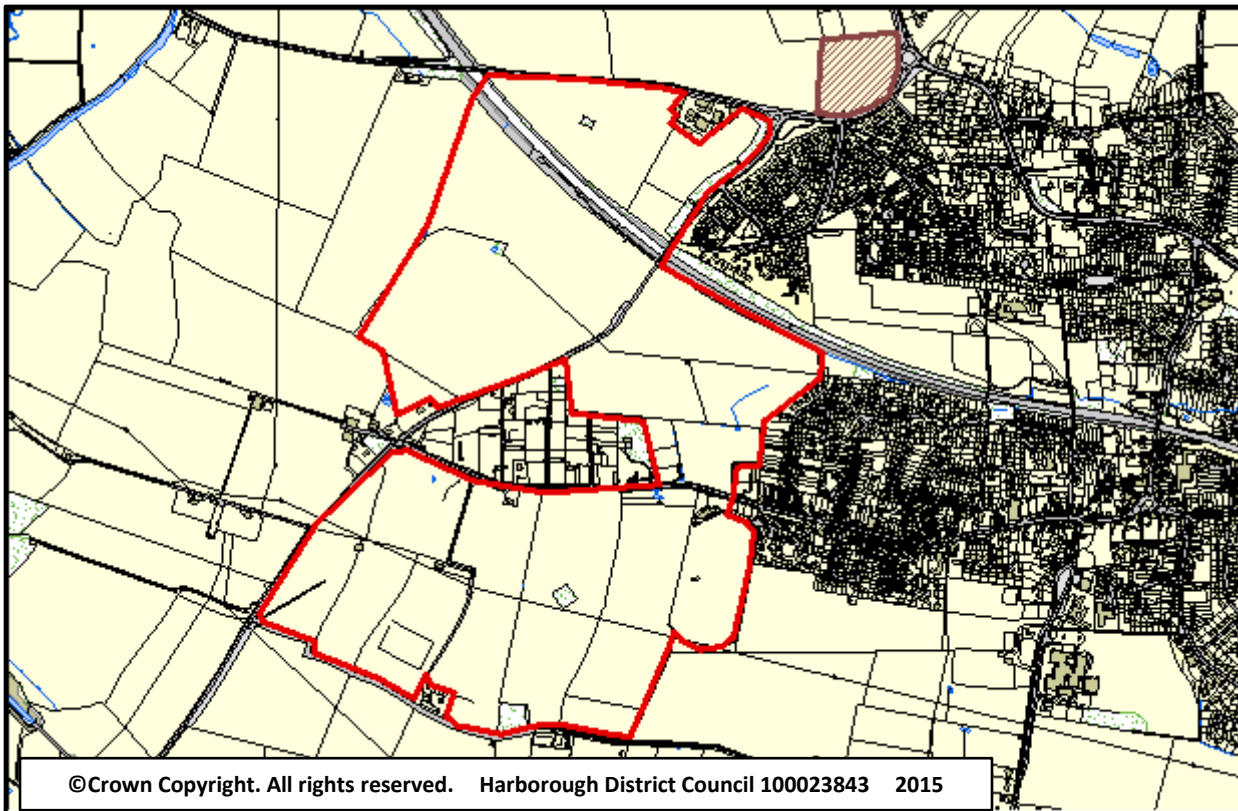
Achievability: The Interim Viability Report, carried out on the 9 Local Plan options (consulted on late in 2015), shows that this SDA is viable (based on current assumptions). However, the provision of an A6 bypass is a critical component of the scheme and further assessment of the infrastructure costs, together with transport modelling to assess the impacts of this new road infrastructure on the wider road network are required. The outcomes of this work could impact on the viability and achievability of the strategic development area. Therefore, at this early stage, the site is considered **potentially achievable**.

Summary: The above factors result in the site being **developable** for residential development. Whilst the Interim Viability Report shows the SDA to be viable, its costs need to be validated and the potential A6 bypass also needs to be supported by modelling to work in order to assess its pros and cons, not only for the local area but also for the wider road network, including the impacts on the Leicester urban area. A site of this size will require comprehensive development in accordance with a detailed master plan and will need to deliver a wide range of supporting infrastructure. At this stage, it is too early to assess whether the site will become deliverable, as defined by the NPPF.

Site Capacity:

Total Site Area for residential development (hectares)	50.30
Density Applied (dwellings per hectare)	32 (assumed by the viability study)
Development Ratio Applied (%)	100
Estimated Capacity	1610 dwellings (approx)
Timeframe for Development	6-10, 11-15 and 16+ years

A/KB/MXD/22 – West of Kibworth



Site Description: The site is adjacent to the western edge of the built up area of the Kibworths, a Rural Centre. It incorporates land north and south of Fleckney Road, land north and south of the railway line and land between Wistow Road and the A6. The majority of the site is currently in agricultural use. The eastern boundary of the site is the current built up edge of the Kibworths. Further agricultural land lies to the north south and west. The site incorporates a number of individually submitted SHLAA sites for the Kibworths. A link road is proposed as part of the strategic development area and this would run from Fleckney Road to join the A6 north of the village. Alongside potential housing growth of around 1,200 dwellings, a range of other uses are proposed to meet local needs and could include employment, a local centre to meet local shopping needs and a primary school.

Suitability: The site includes a contaminated land consultation area (the railway line) which would need to be investigated further. The Highway Authority has commented that the proposal offers little scope to divert traffic away from the village centres and would cause problems further afield, namely along the A6 corridor at Kibworth, at the Leicester PUA and potentially towards Market Harborough. The site is therefore considered **potentially suitable** for residential development.

Availability: The availability of the site has been provided by planning consultants on behalf of the developer for the 2015 SHLAA assessment and indicates that the site is subject to multiple ownership. However, the developer owns the majority of the land in question and there is evidence that informal cooperation has been agreed with the other land owners involved. The site could become available within the next 5 years. The site is therefore considered as **available**.

Achievability: The Interim Viability Report, carried out on the 9 Local Plan options (consulted on late in 2015), shows that this SDA is viable (based on current assumptions) against Residual Land Value but not viable against Threshold Land Value. However, the provision of a link road from Fleckney Road to the A6 does not seem to offer any benefits for the villages and may have negative impacts on the wider road network. Further evidence would be needed on its value and viability. The outcomes of this work could impact on the viability and achievability of the strategic development area as a whole. Based on current evidence the Highway Authority does not favour this site for residential development.

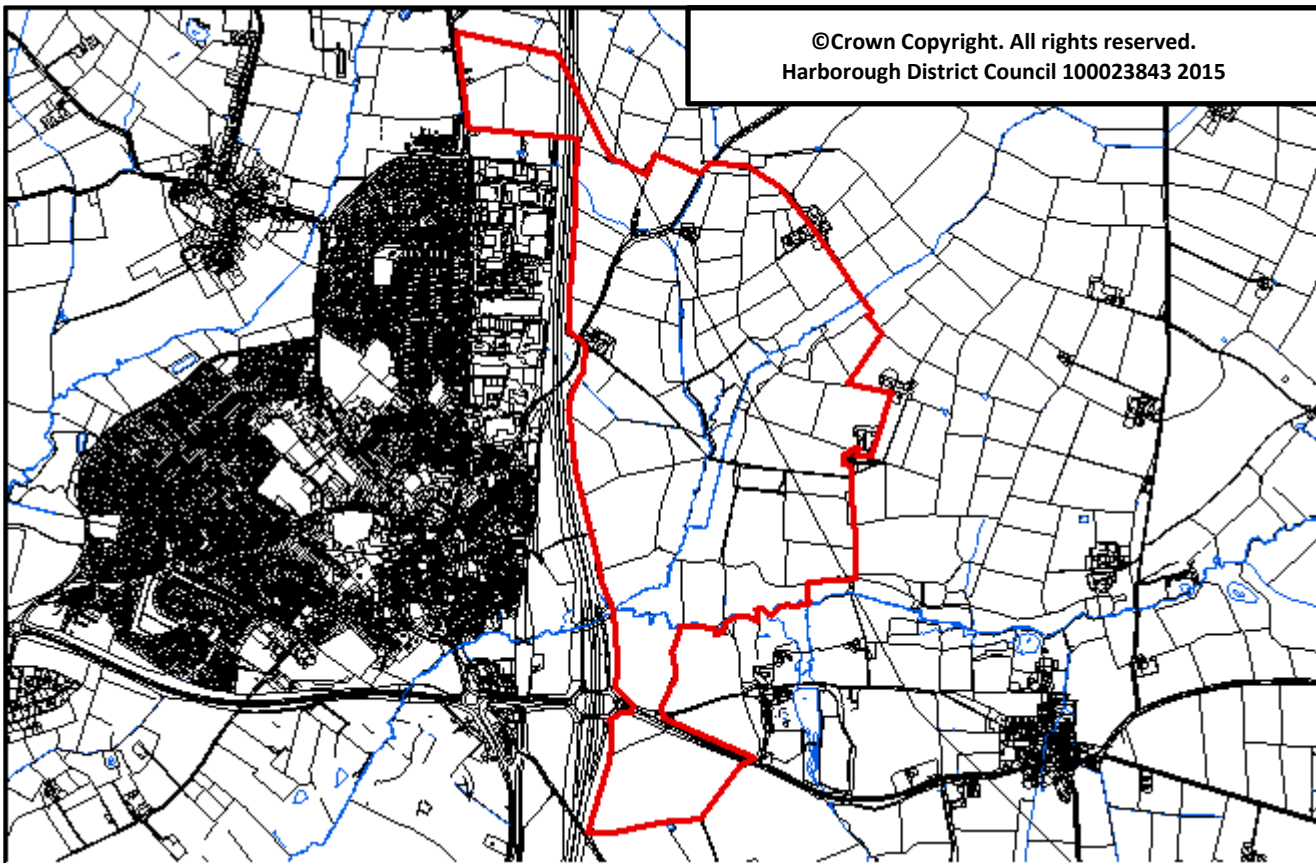
Therefore, at this stage, the site is considered **potentially achievable**.

Summary: The above factors result in the site being **developable** for residential development. Given that the Interim Viability Report shows that the SDA's viability is marginal at this stage, further evidence in relation to the overall viability of the strategic development area is needed. Alongside this, evidence is needed on the potential traffic impacts of this scale of development on the existing village and wider road network as the scheme would appear to offer no beneficial traffic effects, A site of this size will require a detailed master plan and will need to deliver a wide range of supporting infrastructure. At this stage, it is too early to assess whether the site will become deliverable, as defined by the NPPF.

Site Capacity:

Total Site Area Available for Development (hectares)	34.91
Density Applied (dwellings per hectare)	32 (assumed by viability study)
Development Ratio Applied (%)	100
Estimated Capacity	1117 dwellings
Timeframe for Development	6-10, 11-15

A/LT/MXD/03 – Lutterworth East
Suggested Strategic Development Area – Land East of Lutterworth
2015 SHLAA Reference: A/LT/MXD/03



Site Description: This 204ha site lies immediately east of the M1, close to Lutterworth. The M1 forms the entire western boundary of the site with agricultural land surrounding it to the north, east and south. The southern part of the site straddles the A4304 but the nearby village of Misterton is excluded from the boundary. The site is predominantly agricultural land. Lutterworth is separated from the site by the M1 and there are currently two road links to the town. A link road is proposed as part of the strategic development area and this would run from the A4304 (to the south east of Lutterworth) to the A426 (to the north of Lutterworth) thus potentially providing relief for Lutterworth town centre. Alongside potential housing growth, of around 2,700–2,900 dwellings, a range of other uses are proposed to meet local needs and could include employment, local facilities, a country park and a primary school.

Suitability: The site is close to the Key Centre of Lutterworth and the area available for development is 110 ha (out of 204 total site area). Sections of the site fall within flood zones 2 and 3. A full flood risk assessment will be required for the site. Misterton Marshes SSSI which is located within the site will need to be protected from the effects of development, including ensuring that it does not effect the local hydrology. Grade 2 agricultural land is present on the site (south of the M1 roundabout) and the site could be reduced to protect it. There is a small contaminated land consultation area included in the north eastern part of the site and this will need to be investigated further. The Highway Authority is concerned that the site is severed from the existing settlement and adequate links for pedestrians, cyclists and vehicles may be difficult to achieve. Highways England is concerned that, driven by the need to access Lutterworth's services and facilities, an unusually high proportion of trips would be made by car rather than sustainable modes. This would impact on M1 J20 and may result in the need for substantial highway infrastructure relating to the M1 J20 and the A4304. This, along with the cost involved in providing a new vehicle crossing over the motorway for the relief road, may impact on the viability of the development. Much of the site lies within a Mineral Consultation Area which will need further investigation. Therefore taking all these issues into account, at the present time, the site is considered **potentially suitable** for residential development.

Availability: The availability of the site has been provided by the planning consultant on behalf of the landowners/developers as part of the 2015 SHLAA. It indicates that there is formal developer interest in the site and that it could be available for development within the next 5 years. All the landowners support the proposal for the site. The site is therefore considered as **available**.

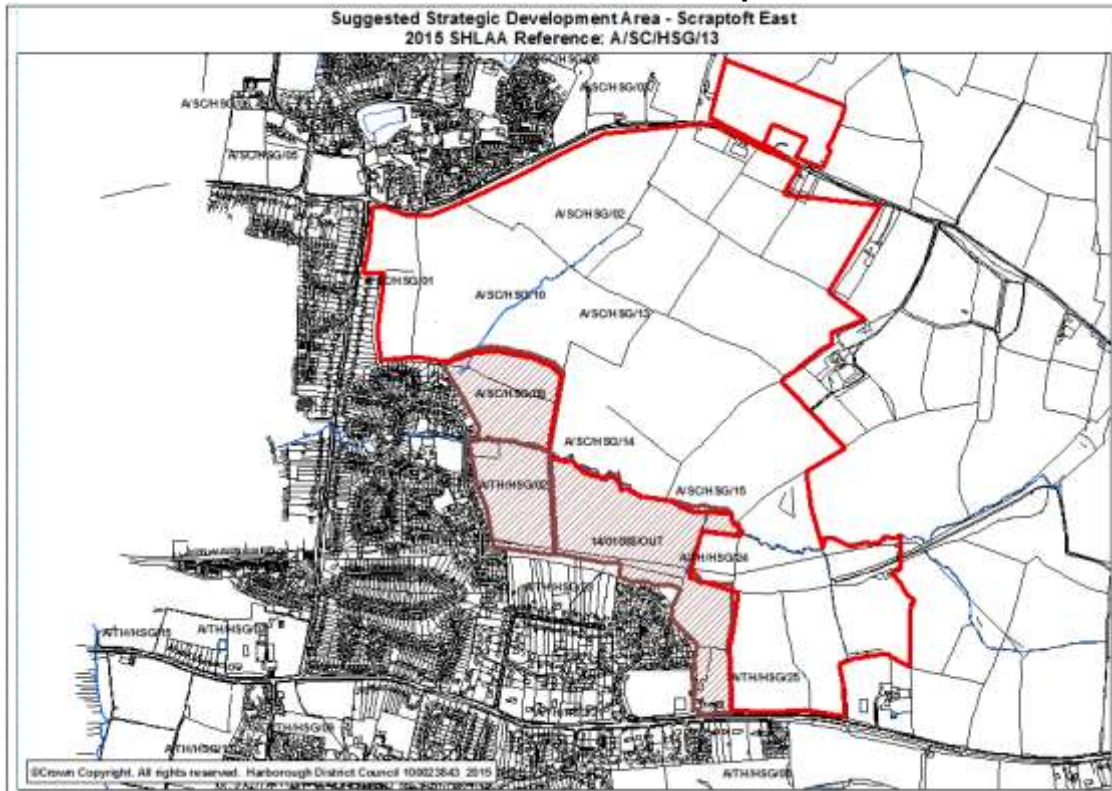
Achievability: The Interim Viability Report, carried out on the 9 Local Plan options (consulted on late in 2015), shows that this SDA is viable (based on current assumptions) in so far as it has a positive Residual Land Value, although it is marginally not viable in relation to Threshold Market Value. However, the provision of a relief road, involving a crossing over the motorway, is a critical component of the scheme and further modelling of transport implications is needed. Also the pedestrian/cycling and public transport connectivity of the site with Lutterworth needs careful consideration as this will impact on the number of car trips undertaken. The low lying nature of the site means that flood risk will need to be addressed in detail in consultation with the Environment Agency and this could impact on the viability of the site. Protection of the SSSI is also a constraint on the site and the site promoters will need to speak with Natural England in respect of the hydrology of the whole area to ensure that harm to the SSSI is avoided. In light of these issues, all of which need further investigation, the site is considered **potentially achievable**.

Summary: The above factors result in the site being **developable** for residential development. Whilst the Interim Viability Report shows the SDA to be viable, its costs need to be validated and further evidence in relation to the transport implications of a potential relief road is needed. Similarly ensuring good connectivity with Lutterworth, addressing flooding issues and protecting the SSSI all need further investigation. A site of this size will require comprehensive development in accordance with a detailed master plan and will need to deliver a wide range of supporting infrastructure. At this stage, it is too early to assess whether the site will become deliverable, as defined by the NPPF

Site Capacity:

Total Site Area Available for Development (hectares)	84.50
Density Applied (dwellings per hectare)	32 (assumed by viability study)
Development Ratio Applied (%)	100
Estimated Capacity	2704 dwellings
Timeframe for Development	6-10, 11 - 15, 16+ years

A/SC/HSG/13 – East of Scraftoft



Site Description: This 94ha site lies to the east of Scraftoft and Thurnby. It is adjacent to the built up area of Scraftoft at its north western corner and adjoins committed sites to the south west. It runs from Covert Lane southwards to meet the A47 on the edge of Bushby. The site is currently agricultural land with further agricultural land to the east. A link road is proposed as part of the strategic development area and this would run between Scraftoft Lane and the A47 Uppingham Road. Alongside potential housing growth of around 1,500 dwellings, a range of other uses are proposed to meet local needs and could include a primary school, children's recreational facilities and parkland.

Suitability: The site adjoins Scraftoft and Thurnby & Bushby, which form part of the Leicester urban area. The northern half of the site lies within the currently designated Area of Separation as defined in the Scraftoft Neighbourhood Plan. The approach to area of separation policy will be reviewed as part of the new Local Plan preparation process. The Highway Authority has indicated that a detailed master plan for the site would be needed to demonstrate its sustainability in transportation terms. There are areas of grade 1 and 2 agricultural land to in the southern part of the site and the disused railway line crossing the southern part of the site is a contaminated land consultation area which would need further investigation. A significant part of the site lies within a Mineral Consultation Area which will need to be investigated. Overall the site is therefore considered **potentially suitable** for residential development.

Availability: The availability of the site was provided by the planning consultant on behalf of the developers for the 2015 SHLAA. It indicates that, although there are multiple landowners, there is formal developer interest in the site and that it could be available within 5 years or 6-10. The site is therefore considered as **available**.

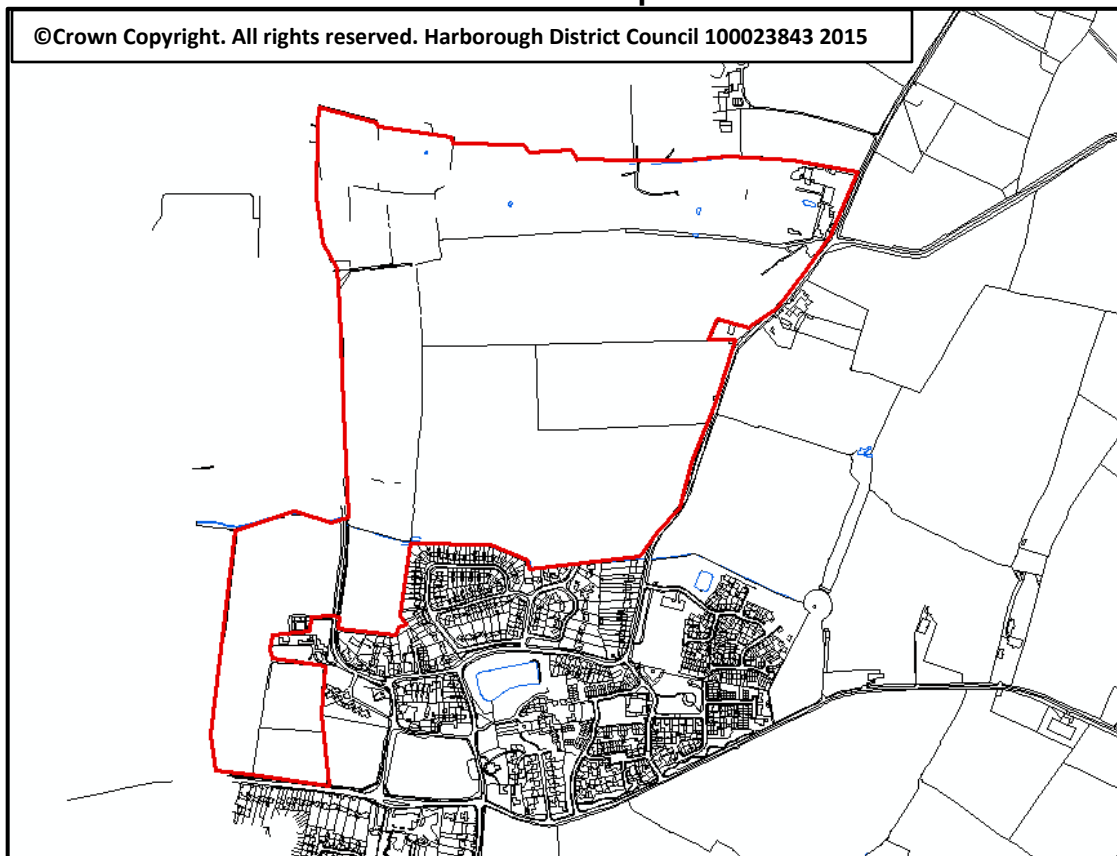
Achievability: The Interim Viability Report, carried out on the 9 Local Plan options (consulted on late in 2015), shows that this SDA is fundamentally not viable (based on current assumptions) as a result of low house sale and land values and high infrastructure costs. A substantial proportion of the site lies within the designated Area of Separation. However, Area of Separation policy will be reviewed as part of the new Local Plan preparation process. In light of the viability issues, the site is considered **not currently achievable**.

Summary: The above factors result in the site being **developable** for residential development. However, given the evidence provided by the Interim Viability Appraisal, the SDA is fundamentally not viable and therefore the site's ability to deliver the necessary homes and infrastructure over the next 15 years is called into question. Further evidence to support the viability of the site, which would be subject to independent viability testing, along with a change to Area of Separation policy would be needed to re-classify the site as deliverable as defined by the NPPF.

Site Capacity:

Total Site Area Available for Development (hectares)	45.94
Density Applied (dwellings per hectare)	32
Development Ratio Applied (%)	100
Estimated Capacity	1470 dwellings
Timeframe for Development	16+ years

A/SC/HSG/16 – Scraftoft North



Site Description: This 71.81ha site lies adjacent to the northern and western edges of Scraftoft Village. Harborough District's boundary with Leicester City at Hamilton forms the western extent of the site. The northern boundary borders Leicester City and Charnwood District. The site incorporates Scraftoft Golf Course, agricultural grazing land, including the Scraftoft Local Nature Reserve, and paddock land separating Scraftoft from the built up part of Leicester. Hamilton Lane runs along much of the western edge of the site and Beeby Road along its eastern edge. Hamilton College adjoins the site to the north west with open countryside to the north and east. Bushby Brook forms much of the southern boundary and separates the site from Scraftoft Village. The site has been put forward to accommodate 1000 dwellings, a primary school and a local centre.

Suitability: The site adjoins Scraftoft, which forms part of the Leicester urban area. The whole site is currently designated as Green Wedge in the Scraftoft Neighbourhood Plan. However, the approach to Green Wedge policy will be reviewed as part of the new Local Plan preparation process. Both the County Highway Authority and Leicester City Highway Authority are concerned about the potential impact of additional traffic on Hamilton Lane, Keyham Lane West and other roads into Leicester City resulting from the development of this site in isolation. Further transport modelling work is required. Much of the site to the north of Bushby Brook lies within a Mineral Consultation Area which would need to be investigated with the County Council. Scraftoft Local Nature Reserve covers the central part of the site and its value in biodiversity terms will need to be investigated further. It is also a recognised 'open space, sport and recreation site' meaning that replacement provision would need to be considered if developed. A replacement site for the golf course is being proposed to the south-east of Houghton on the Hill. A small area of the site around Bushby Brook is in flood zones 2 and 3 and its development would not be appropriate. Overall the site is therefore considered **potentially suitable** for residential development

Availability: Information provided in 2016 by the planning consultant, on behalf of the two landowners, indicates that the landowners intend to sell the site for residential development and that there has been developer interest. The information indicates that there has also been self build interest and that part of

the site would be suitable for self build housing. The indicated timetable for delivery is from 2018/19 through to 2027/28. The site is therefore considered as **available**.

Achievability: The assessment of the viability of delivering the various elements of this potential strategic development area is at an early stage and will require more work. Alongside this, more detail work relating to traffic and transport impacts both locally and within Leicester City is required. A substantial proportion of the site lies within the designated Green Wedge. Green Wedge policy is to be reviewed as part of the new Local Plan preparation process. The biodiversity value and the potential impacts of major development in the vicinity of the Local Nature Reserve need further investigation. In light of these issues, the site is considered **potentially achievable**.

Summary: The above factors result in the site being **developable** for residential development. Further evidence in relation to the overall viability of the strategic development area is needed. Evidence relating to the merits of the proposed links to the existing road network and a change in the approach to Green Wedge policy (due to be reviewed as part of the new Local Plan) would be needed to help delivery of the site. A site of this size will require a detailed master plan and will need to deliver a wide range of supporting infrastructure. The viability of the site to deliver the proposed homes, infrastructure and other obligations is yet to be tested. Overall it is too early to assess whether the site will become deliverable, as defined by the NPPF.

Site Capacity (standard density and ratio applied as this site has not been through viability test in yet):

Total Site Area Available for Development (hectares)	71.81
Density Applied (dwellings per hectare)	30
Development Ratio Applied (%)	50
Estimated Capacity	1077 dwellings
Timeframe for Development	6-10, 11-15