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Our Ref: WAB/JAH/4603

12th December 2016

Mrs Anna Miller
East Staffordshire Borough Council
The Maltsters
Wetmore Road
Burton upon Trent
DE14 1LS

Dear Anna

**TOWN AND COUNTRY PLANNING (EIA) REGULATIONS 2011 (AS AMENDED)
ERECTION APPROXIMATELY 200 DWELLINGS, ACCESS AND ASSOCIATED WORKS
FORMER ALUMASC GRUNDY LTD, HAWKINS LANE, BURTON-ON-TRENT,
STAFFORDSHIRE DE14 1GY**

Maplevale Developments Ltd is proposing to apply for planning permission for the erection of 205 dwellings on the former Alumasc Grundy Ltd site, Hawkins Lane, Burton-on-Trent.

The site location is identified on the attached drawing 1452/02A (Location Plan).

I am writing to obtain a Screening Opinion from the Local Planning Authority to confirm that the proposed development does not require an Environmental Impact Assessment to be submitted as part of a planning application.

The Screening Opinion has been prepared in accordance with Schedule 3 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended).

If the Local Planning Authority do require an EIA to be submitted I would ask that a Scoping Opinion is also provided such that I can progress the various matters raised.

I have set out below the background to the project, the proposed development, the application site and the potential environmental effects.



Background

The site was a former factory which made and repaired beer barrels. The factory measured some 80 metres by 115 metres, having a footprint of some 9,200 square metres. All buildings on the site have been cleared and the site has been vacant land since around 2003.

Prior to this, the site has had a number of historic uses, including a timber yard and a substantial workhouse. Railway lines serving the brewing industry were once routed into the site.

Planning permission was granted in 2006 for B1, B2 and B8 uses. More recently, in 2011, full planning permission was granted for a 10,750 square metre food store, filling station, car parking and associated works.

A hybrid planning application for a Tesco Foodstore, nonfood retail unit, restaurant/hot food takeaway and petrol filling station with ancillary car parking and other works was made in 2014 (ref. P/2014/01128). Planning committee resolved to approve this application in April 2015, subject to the signing of a Section 106 Legal Agreement. Following the sale of the land by Tesco, the application was withdrawn on 8 November 2016.

The site is unallocated within the Local Plan and is to be considered a brownfield site wholly contained within the settlement boundary. The majority of the site is within Flood Zone 3 with a small part of the site to the west (close to Horninglow Street) within Flood Zone 2.

Characteristics of Development

The size of the development

The proposed site measures some 4.1ha in area. The site currently benefits from two vehicular access points on to Hawkins Lane.

The proposals are to build 205 dwellings on the land. The proposals would aim to deliver some 101 dwellings (49%) as affordable and 104 (51%) as open market. The housing mix ranges from 1-bedroom apartments to 4-bedroom dwellings. The majority of housing will however be 2 and 3-bedroom properties. 6 no. bungalows are proposed, 1 no. of which will be designed especially for those with impaired mobility.

The proposed development would be accessed via a single vehicular access on to Hawkins Lane.



Cumulation with other development

The proposed site is in reasonable close proximity to two strategic housing allocations. These are identified in Policy SP4 of the Local Plan as being 'Molson Coors Middle Yard, Hawkins Lane' and 'Derby Road'.

The Middle Yard site is proposed to deliver in the region of 300 dwellings and the Derby Road site 250 dwellings. At the time of writing neither site was the subject of a planning application or permission.

Further to the north, a further strategic housing allocation known as 'Pirelli' is proposed to deliver some 300 dwellings. To the south, closer to the town centre, Policy SP4 identifies the Bargates/Molson Coors, High Street site as delivering some 350 dwellings.

In combination, should all these sites come forward, 1,450 dwellings would be delivered within and to the north of Burton town centre. Other than the subject site, all of these sites are allocated sites and, consequently, their cumulative environmental impacts have therefore been considered.

The construction of a further 205 dwellings on the site proposed is not considered to represent a significant addition such to cumulatively have a significant environmental effect. Site specific matters, such as noise and air quality, will be considered through the application and with the benefit of relevant technical reports.

The use of natural resources

The proposed development would not be of a scale, individually or cumulatively, that would materially affect water resources in the area. The site is also not located on a Mineral Safeguarding Area such that its development would not sterilise a site for mineral extraction.

The production of waste

The planning application can be accompanied by a Site Waste Management Plan which would assess and limit the waste generated during construction. With regard to future domestic waste generated on the site, the various households would be provided with opportunities to store wheelie bins and recycling such to discourage the creation of waste.

A drainage report has been prepared which has assessed surface and foul water drainage. This demonstrates that site can be safely drained without causing harm to the wider water network.



Pollution and nuisances

The LPA have previously drawn our attention to several sources of pollution and potential nuisances. These include a nearby Air Quality Management Area and a cargo terminal (road to rail) known as Maurice Hill Transport.

Other sources include the commercial and industrial units along and near to Hawkins Lane and vehicular traffic on Horninglow Street, specifically junctions of Hawkins Lane with Horninglow Street and, secondly, the 'Derby Turn' junction to the north.

The proposed development is a 'soft use' and would not therefore itself create a significant amount of noise or disturbance. With regard to traffic generated, this has been assessed in a Transport Assessment. It is concluded that some 104 vehicles will enter and leave the site in the morning peak and some 99 vehicles will enter and leave the site in the evening peak.

This compares favourably to the Tesco application which, although withdrawn, did secure a resolution to approve at Planning Committee. Against that proposal, the housing scheme proposed would achieve a reduction of 395 arrivals and 435 departures.

Traffic distribution has been assessed and indications are that the greater proportion of new traffic would route to the south via the Hawkins Lane/Horninglow Street junction. This equates to some 58 movements in the morning peak which represents only 1 no. vehicles every signal cycle. This is not considered to be a material increase.

An air quality report has also been undertaken to assess the existing conditions and to determine the effect of the proposed development on air quality. The report demonstrates that the proposed development would not materially affect the Air Quality Management Area. The effects of the development are thus not considered to be greater than having a local impact.

The relationship of the proposed use and neighbouring uses, including Maurice Hill Transport has been considered through a Noise Survey. This has established parameters which will guide the construction of the proposed homes. The effect of the proposed development on noise is not, however, considered to be significant.

Risks of accidents

This relates to substance or technologies used in either the proposed development or through the historic use of the site.



The proposed use will not cause a significant effect to the environment in this respect. With regard to historic uses of the land, these have varied over the years.

The first known recorded development of the site was as a large workhouse. This was constructed between 1838 and 1839 and was occupied until around 1884. The use ceased following the construction of a new workhouse on the land now occupied by Queen's Hospital. The building remained on site for a number of years until it was purchased, and subsequently demolished, by Bass in around 1891.

Bass had constructed a new ale stores building on the site by 1901 and this was extended over the years. More recently, the site was occupied by Alumasc Grundy Ltd who made and repaired beer barrels. This use ceased in around 2003 and the site has been cleared since around that time.

Evidence in the form of historic Ordnance Survey mapping suggests that the site was one of many across Burton that was served by a railway. This has since gone.

The adjacent railway was opened in 1839 and was soon followed by the sidings known as, 'Dixie Sidings' (c.1900).

It is therefore evident that, whilst the site has a history of industrial use, this can appropriately be addressed through the undertaking of a Phase 1 and Phase 2 Site Investigation.

Location of Development

This requires regard to be had to the environmental sensitivity of geographical areas, namely the wider urban area of Burton-on-Trent. In doing so, regard is had to the following matters.

Existing land use

The site is currently vacant and has been cleared of all buildings. Some re-growth of cut shrubs and self-seeding plants/weeds has occurred since demolition/site clearance. The last lawful use of the site is set out above.

Natural resources

Insofar as the proposed site is a brownfield site and that the proposed development will provide several areas of public open space within the development, it is submitted that the proposals will preserve greenfield sites, specifically best and most versatile agricultural land.

The site is not within a Mineral Safeguarding Area and consequently the proposal would not sterilise land for mineral extraction.



Water resources in the area are not known to be scarce and it is not considered the proposed development would result in significant pressure on the local water treatment plant.

Absorption capacity of the natural environment

The town centre is a short walk and cycle ride from the proposed site. Therein lies a wide range of services, shops, amenities and facilities. Public transport connections are close to the proposed site providing connections to other parts of the town and the wider area. The surrounding area is not considered to be densely populated either alone or in combination with the two local strategic housing developments (should they come forward within the Plan-period).

Local designated and non-designated heritage assets have been considered, including a number of statutory listed buildings. A Heritage Assessment has considered these assets using the appropriate methodology set out by Historic England. Given the previous uses of the site, coupled with the use proposed by Tesco, it is considered that the proposed use would not cause a significant effect on these heritage assets.

Whilst the area has traditionally been characterised by industrial uses, modern industry is generally housed in portal framed buildings that all look much the same, and industrial buildings therefore no longer lend individual character and distinction to their surroundings, as they used to do.

The proposal will inevitably have its own character, while avoiding undue intrusion on the setting and character of neighbouring listed buildings, or on the skyline. Satellite imagery shows how incongruous the site currently is within the context of the town as a whole. It contributes nothing in its present state.

Characteristics of the potential impact

Having regard to the five matters set out under Schedule 3 (paragraph 3), the proposed development is considered to only have a local impact on the wider urban area of Burton-on-Trent. The number of residential properties that border or are in close proximity to the site is not considered to be significant when regard is given to the town as a whole. The affected population is not therefore considered to be significant.

The site is cleared and is an easy site to access and construct on. The proposed residential development is not a complex development to construct and the length of construction would be reasonably short (some 2 and half/3 years).



The duration of any environmental impact would be short and would be mitigated through design. It is not considered that the proposed development would result in any lasting significant environmental effect.

Conclusion

In light of the above, it is considered that the proposed development of the site for 205 dwellinghouses would not require an Environmental Impact Assessment.

The LPA are asked to undertake the Screening Opinion and advise whether, in their opinion, they agree with this view.

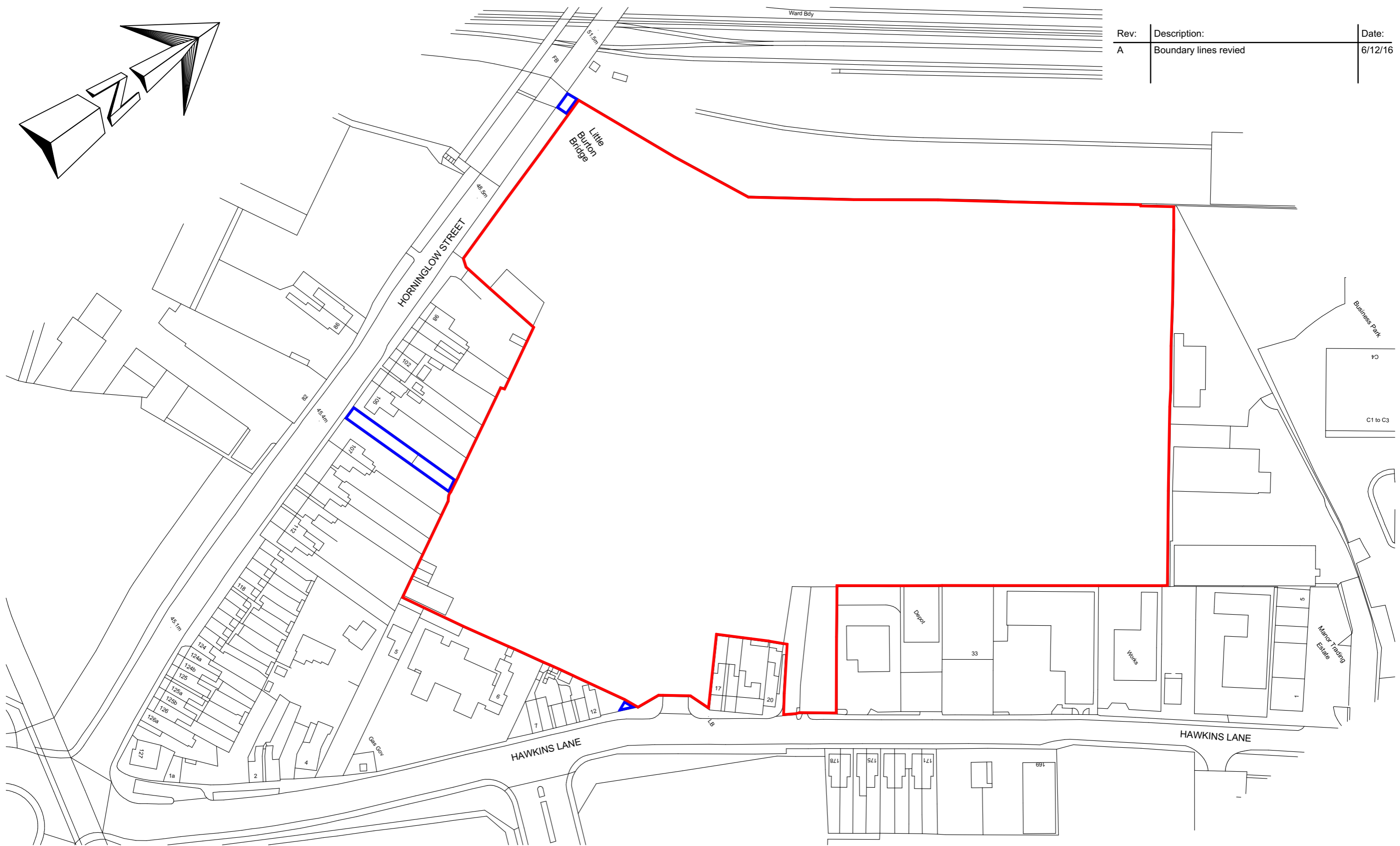
I trust this information is sufficient for your Screening requirements. Please do not hesitate to contact me if you require any further details.

Yours sincerely

WILLIAM A BREARLEY MPlan MRTPI

Attachment : Drawing 1452/02A : Location Plan

cc : Mr R Kirkland (by email)



Rev:	Description:	Date:
A	Boundary lines revied	6/12/16

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This drawing should be read inconjunction with all relevant engineers information and construction specification.

DO NOT SCALE FROM THIS DRAWING

Project:
Proposed Residential Development at Hawkins Lane, Burton on Trent

Drawing Title:
Location Plan

Drawing No: 1452/02	Revision: A
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Scale:
1:1250 @ A3

Date:
19/7/16

Drawn By:
SJ



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