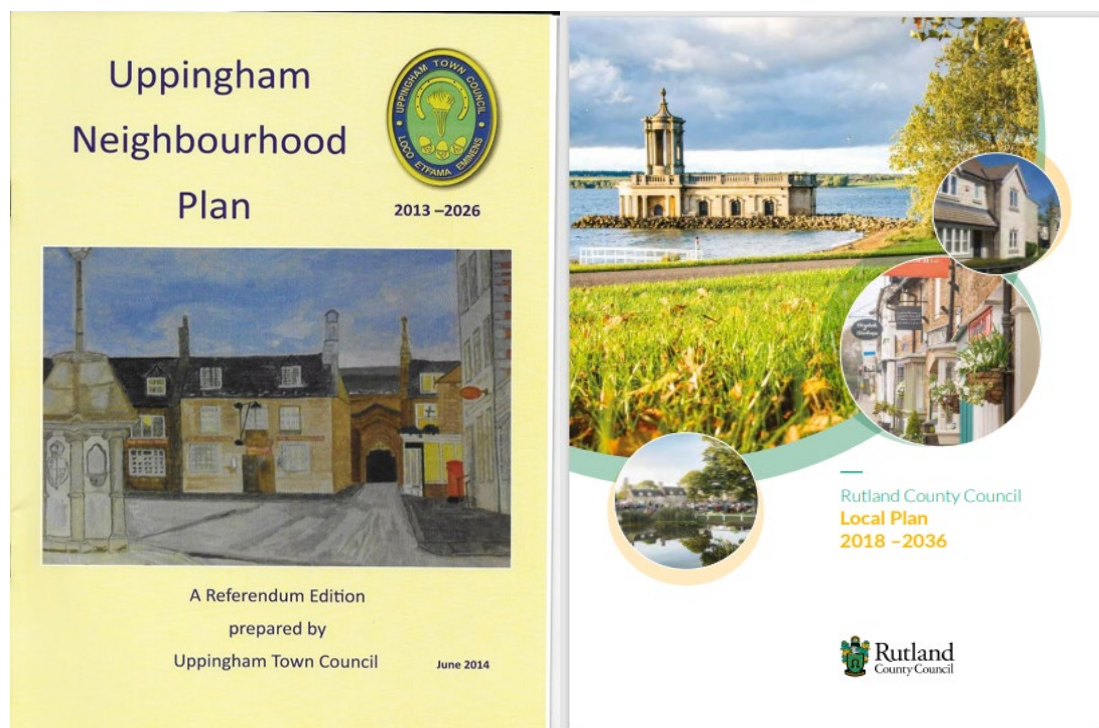


Draft Version

Support for Uppingham Town Council on the review of the Uppingham Neighbourhood Plan



Paper 5: Housing site assessment criteria and local transport needs

(Contractor: Clive Keble (MRTPI) on behalf of Design Midlands Dec. 2020)

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1. Introduction

1.1 Site assessment needs to be undertaken in accordance with established practice. The Locality Toolkit (How to assess and allocate sites for development), is a good starting point see: <https://neighbourhoodplanning.org/toolkits-and-guidance/assess-allocate-sites-development/> The intention of site assessment is to examine each site, based on its suitability, availability and economic viability. An initial sift, based on generic criteria is recommended, after which a secondary assessment/selection can be undertaken where local factors may be applied. However, these must be applied equally to each site. A template is recommended to shortlist the sites that are suitable and available for development and to highlight any key viability issues. Thereafter, the preferred sites for allocation can be selected based on which of the shortlisted sites meet the development needs (e.g. the housing requirement) and the Objectives/Draft Policies of the NP.

2. Possible local (transport related) criteria

2.1. Local factors should be evidence based and related to the objectives/policies of the NP. The evidence base of the Uppingham NP is considered in a separate report, but as far as transport is concerned, the following transport related considerations could apply.

1. The need to enable the possible future provision of improved transport infrastructure, including a by-pass or relief road. The 2018 Report (OPUN - Paper 4: Roads and Transport) although restricted to consideration of a link from Ayston Road to Leicester Road included reference to a 2010 Ove Arup study (Rutland County Council: Oakham & Uppingham Strategic Transport Assessment). The study (section 7) concluded that a western by-pass route is technically feasible. The text and plans in Appendix 1 to this report describe and illustrate the potential western route. There is an analysis of growth pressures and the issue caused in the town from through traffic, in Paper 6. Based on this, it would be entirely reasonable for housing site assessment/selection to be informed by the requirement not to prejudice future opportunities for creating of a by-pass, either in stages or as a single project. **However**, the application of this criterion should not result in the NP becoming unable to meet the Local Plan housing requirement on sites that have been shown in the assessment to be suitable, available and viable.

2. Sites to have/or be capable of having good walking and cycling connections to the town centre, schools, places of employment, open space and the countryside.

3. Sites to be within (for example) 400m or approximately a 5-minute walk of a bus stop.

2.2 The above suggestions are without prejudice to a range of other local assessment and selection criteria which could be justified in Uppingham, based on evidence and opinions/aspirations. By way of example, these may include:

- Character and biodiversity: landscape, key views, impact on wildlife/potential enhancement.
- Heritage: impact on Conservation Area, listed building, local heritage assets etc
- Sustainability: potential of sustainable drainage, community renewables/energy etc.,
- Housing needs: potential to address local need (young people, older people, self-build etc.)

2.3 This list is not intended to be exhaustive and in deciding on the criteria to be applied, reference to the template that is provided as part of the Locality toolkit will be helpful.

3. Summary and recommendations TBC

Appendix 1 Diagrams and plans showing the possible Western by-pass route

The key characteristics of the selected alignment include the following:

- The northern end of the bypass route joins directly to the junction of the A47 and current A6003 alignment. It is anticipated that this may require some reconfiguration of the existing A6003 / A47 junction, the feasibility of which should be investigated in more detail;
- The southern terminal of the bypass route would join the A6003 to the south of Uppingham. It is assumed that this connection would be made by way of a new roundabout junction or priority arrangement with priority maintained for traffic on the bypass; and
- The route crosses two existing roads to the west of Uppingham. The B664 Uppingham Road and old Leicester Road to the north-west. The indicative route alignment currently anticipates that connections will be made by way of new roundabout junctions in each case.

