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Planning Report

Land at Barrow Road,
Barton-upon-Humber

SEPTEMBER 2023

Q220534

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Appendix 1 – Policy Matrix

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Executive Summary

1. Strata are seeking full planning permission for residential development on land to the south of the A1077, Barton-upon-Humber (“the Site”).
2. North Lincolnshire Council (“NLC”) are preparing a new Local Plan which sets out a clear vision and objectives for future development in North Lincolnshire, including delivering a variety of new homes to meet local housing needs over the plan period 2020 – 2038.
3. To the east of Barton-upon-Humber, a new roundabout is proposed which will serve a new link road travelling through a sustainable urban extension to help reduce congestion at peak times and facilitate future development in the town. Currently, congestion through the town is a significant constraint and prevents the town growing further.
4. NLC have been successful in securing £19.7 million in Levelling Up Funds to deliver the ‘*Barton Principal Town Regeneration Project*’. This comprises the improvements to the A1077 together with approximately 14km of new cycle lanes and major improvements to the railway station including new cycle parking, an extension of the car park, and bus shelter upgrades. This funding will significantly improve the local highway network, create jobs and deliver economic growth. It is anticipated works on the link road will commence in March 2024.
5. This application is for the urban extension which is proposed to be allocated for housing in the emerging Local Plan (“eLP”) (ref H1P-13). As part of the draft allocation, the new link road is to be constructed between the A1077 and Caistor Road, including a new roundabout, and will bisect the development. The proposals make provision for the link road and roundabout, which have been designed following extensive discussions with ARUP and NLC.
6. The Site comprises agricultural land and is located adjacent to existing residential development on the eastern edge of Barton-upon-Humber. It is sustainably located, being accessible by a range of transport modes including on foot and bicycle, and benefits from good access to the local bus network and surrounding amenities.
7. Strata are a contemporary house builder who have been delivering high quality homes and establishing new communities across Yorkshire and the Midlands for over 100 years. They are proposing to deliver 173 new homes across a range of house types at the Site.
8. The proposals have been the subject of informal pre-application discussions with Officers at NLC who support the scheme, in principle. Strata have also consulted with the local community.
9. The application is made in the context of a pressing need for new housing within the District. NLC cannot demonstrate a five-year housing land supply and the delivery of 173 new homes will make a significant contribution towards the Council’s housing needs.

10. As NLC cannot demonstrate a five-year housing land supply, Paragraph 11(d) of the National Planning Policy Framework (“NPPF”) states that the policies that are most important for determining the application should be considered as out of date.
11. The presumption in favour of sustainable development, known as the “tilted balance”, is therefore engaged, meaning planning permission should be granted unless any adverse impacts of doing so would “*significantly and demonstrably*” outweigh the benefits, when assessed against the NPPF as a whole.
12. The planning submission demonstrates there are no significant and demonstrable adverse impacts in this case, and the presumption in favour of sustainable development is satisfied.

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1 Introduction

- 1.1 The proposals involve the delivery of a new residential community at the Site comprising 173 high quality homes on land to the south of the A1077, Barton-upon-Humber (“the Site”).
- 1.2 Specifically, full planning permission is sought for:

Construction of residential development with associated internal vehicular and pedestrian access, landscaping and infrastructure and formation of a new roundabout junction on Barton Road linking to a section of Barton-upon-Humber relief road.

- 1.3 The Site lies outside of, but adjacent to the settlement limits of Barton-upon-Humber defined in the adopted Development Plan (“DP”) but is proposed to be allocated for residential development in the emerging Local Plan (“eLP”). The DP policies relevant to determining the application are out-of-date because NLC cannot demonstrate a five-year supply of deliverable housing land and the “tilted balance” is engaged. The presumption in favour of sustainable development is therefore engaged and planning permission should be granted unless any adverse impacts of doing so would “*significantly and demonstrably*” outweigh the benefits when assessed against the NPPF as a whole.
- 1.4 The Site is proposed to be allocated for housing in the eLP and this allocation can be afforded some weight in the decision making process as the eLP has been submitted to Examination and has, therefore, reached an advanced stage.
- 1.5 The first phase of the new link road and roundabout will be delivered as part of the scheme which will help to alleviate congestion through the town and support future delivery.
- 1.6 Strata has engaged in informal pre-application discussions with Officers at NLC, who support the principle of the proposed development and have encouraged the submission of an application. They have also engaged with local residents prior to submitting this application and offered a one-to-one meeting with the ward Councillors. The outcome of these discussions is summarised within this Report and explained more fully in the Statement of Community Involvement.
- 1.7 The proposals positively respond to NLC’s housing need and will deliver a sustainable and mixed community in an accessible location.
- 1.8 The remainder of the Report is structured as follows:
 - Section 2: provides a factual account of the Site, including a description of the Site and surroundings and any relevant planning history, including pre-application discussions with NLC.
 - Section 3: describes the proposed development.
 - Section 4: outlines the relevant national and local planning policy.
 - Section 5: provides an analysis of the principle of development.
 - Section 6: provides an analysis of the other key planning considerations.

- Section 7: summarises the planning benefits arising from the proposals.
- Section 8: draws together the conclusions.

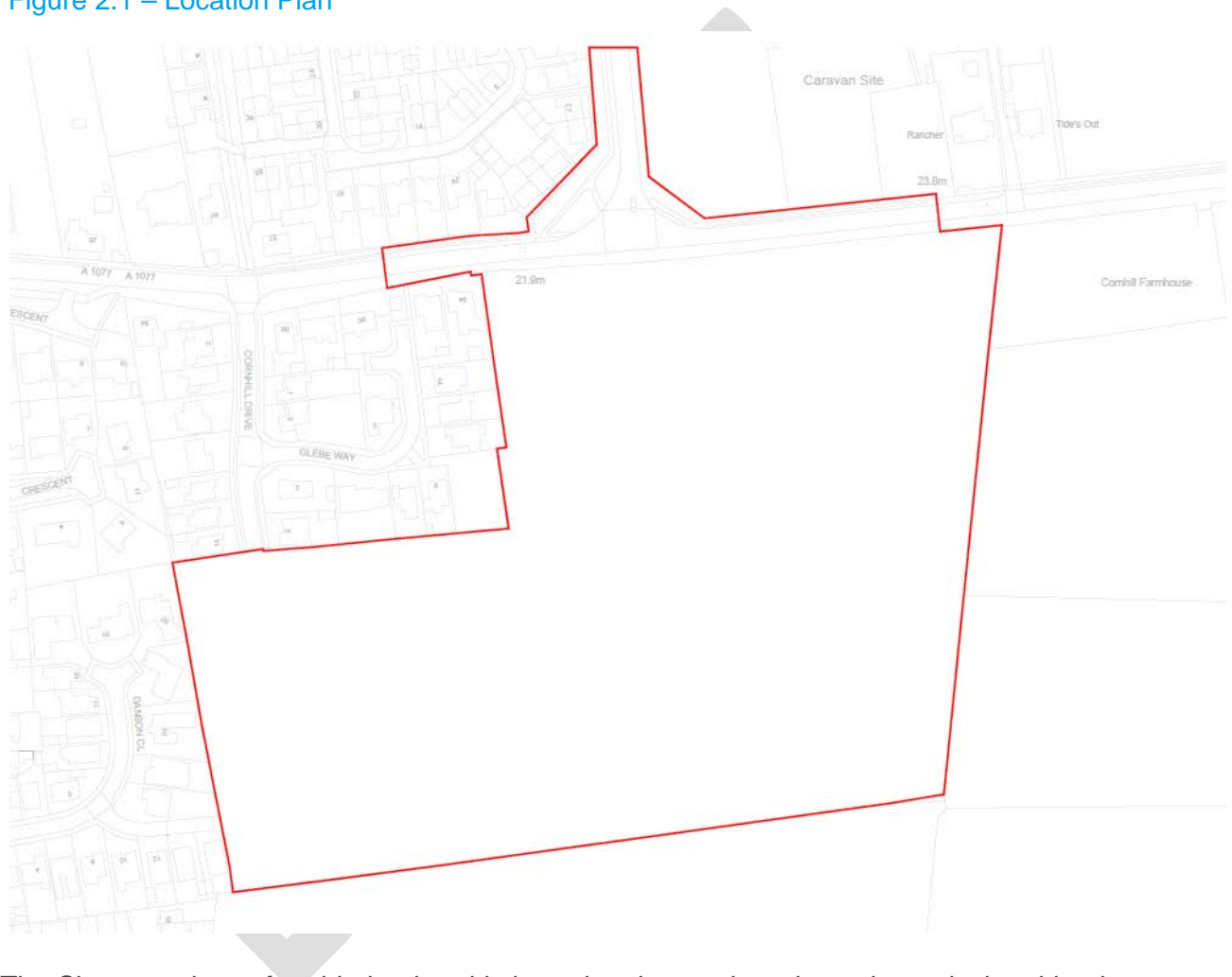
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2 Factual Background

Site Context

2.1 The Site is located on the eastern side of Barton-upon-Humber, directly opposite the intersection of Falkland Way and Barrow Road. The red line boundary includes the roads to the north to allow for the delivery of the roundabout. It covers an area of 6.56 ha.

Figure 2.1 – Location Plan



2.2 The Site comprises of arable land and is bound to the south and east by agricultural land, to the west by residential properties and to the north by the A1077. It lies directly opposite the intersection with Falkland Way.

2.3 Sparse trees are scattered around the Site's boundaries but these are of particularly low value (Category C). There are hedgerows bordering the Site which provide some screening between the Site and surrounding area.

2.4 Barton-upon-Humber town centre is within a 1km walk and provides a range of services and amenities including shops, restaurants and doctors. The wider area is predominantly

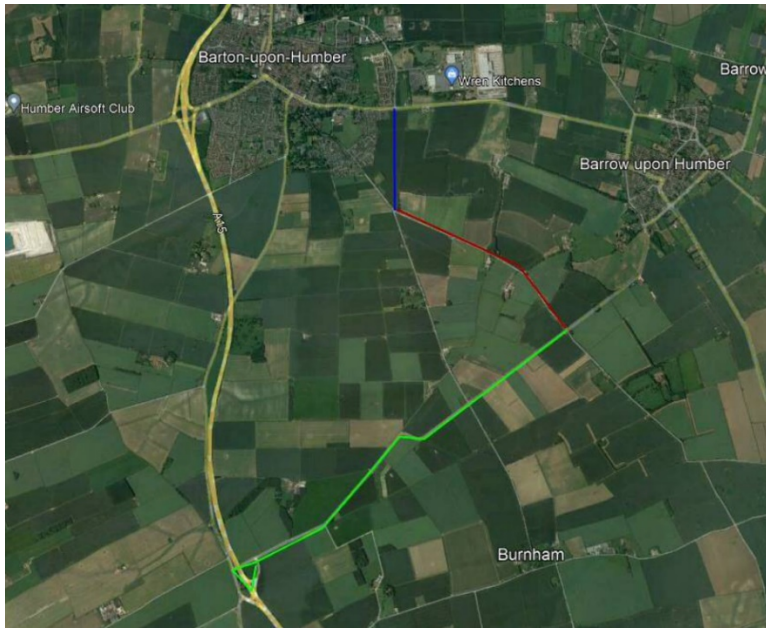
residential in character, but also provides a range of uses including employment, schools and a camp site on the adjacent side of A1077.

- 2.5 Baysgarth Park is located to the west and includes open space, a bowling green, play area, Baysgarth House Museum and Baysgarth Leisure Centre with various sports facilities available, including a gym, sports hall, swimming pool and football pitch.
- 2.6 There are several schools accessible within the vicinity of the Site, including Baysgarth School, Barton St Peter's CofE Primary School and Bowmandale Primary School.
- 2.7 The Site is readily accessible by a range of sustainable transport modes. Bus stops are located on the A1077, approximately 145m to the west, providing regular services to neighbouring towns and villages, such as Hull, Hessle and Scunthorpe.
- 2.8 There is currently no footway on the southern side of the A1077 along the Site's frontage, however immediately to the west of the Site, a footway (which becomes a shared foot/cycleway at the junction with Cornhill Drive) is provided. New pedestrian and cycle links will connect with existing provision as part of the development.
- 2.9 The nearest rail station is Barton-on-Humber Rail Station, located approximately 1.9km to the north-west of the Site.

Link Road

- 2.10 NLC have been successful in securing £19.7 million in Levelling Up Funds to deliver the '*Barton Principal Town Regeneration Project*'. This comprises improvements to the A1077 to alleviate congestion, a new link road, 14km of cycle lanes, and a major programme at the railway station including new cycle parking, a car park extension and bus shelter upgrades.
- 2.11 **Figure 2.2** shows the proposed alignment of the link road. The first phase bisects the Site (blue) before joining with Caistor Road (red), an existing road that is to be upgraded, and connecting to the A15 at the Bonby Lodge junction (green).
- 2.12 Improvements on the A1077 corridor and a new link road will help to facilitate further development in Barton-upon-Humber through the eLP period. It will also resolve existing problems on the highway network, including congestion and delay, and minimise subsequent environmental impacts (e.g. air quality, noise and vibration).
- 2.13 Where the new link road joins the A1077, a new roundabout will be constructed. Discussions are ongoing with NLC as whether Strata or NLC deliver the roundabout.
- 2.14 The improvements will significantly improve the local highway network, create jobs and deliver economic growth. Works are due to commence in approximately March 2024.

Figure 2.2 – Proposed Link Road Alignment



Site Designations

2.15 The DP does not allocate or designate the Site for any specific use i.e. it is “white land”. An extract of NLC’s adopted policies map is shown at **Figure 2.3**.

Figure 2.3 – Extract of NLC Policies Map



2.16 The Site is proposed to be allocated for housing in the eLP (ref H1P-13) with an indicative capacity of 225 dwellings (see Section 3).

2.17 Residential allocations (BARH1 & BARH-2) are located to the north, demonstrating that the eastern edge of settlement area has historically been identified as an appropriate location for

residential development. These allocations have been under construction for many years through various phases.

- 2.18 The Site is not located within a Conservation Area, nor does it contain any listed buildings. Barton Conservation Area is located 800m to the west of the Site where the majority of the town's listed buildings are located. These buildings are well screened by intervening development. The Site therefore has no inter-visibility with the listed buildings and falls outside of their setting.
- 2.19 The closest designated asset to the Site is the Barton-upon-Humber War Memorial located c.250m to the northwest. Intervening development on the western edge of the Site also screens the War Memorial and there is no intervisibility between the two. As such the development will not impact on the significance of the War Memorial.
- 2.20 The Site lies within Flood Zone 1, at low risk of flooding. It is also at very low risk of surface water flooding.
- 2.21 There are no public right of ways in or near the Site.
- 2.22 The Site lies approximately 1.8km south of the Humber Estuary RAMSAR site.

Relevant Planning History

- 2.23 The planning history of the Site is limited. Planning permission for a hotel was granted in 2006 (NLC ref: PA/2006/0602) but the consent was not implemented and has expired.
- 2.24 To the north of the Site, a large housing development has been delivered over many years (site allocations BARH1 & BARH-2). That site has a series of planning applications associated with it. The final phases (5 & 6) of the allocation were approved in March 2022 and will deliver 317 new homes (PA/2020/1628)
- 2.25 Strata engaged in informal pre-application discussions with NLC in November 2022 and the general approach to the nature and scale of development proposed has been agreed in principle, in accordance with the draft allocation in the eLP. NLC encouraged Strata to submit a full planning application as soon as practical.

Summary

- 2.26 The Site is located on the eastern boundary of the town, south of Barrow Road and directly opposite the intersection with Falkland Way.
- 2.27 It is currently agricultural land, bound by residential development to the north and west. It is well served by public transport, services and amenities in the area.
- 2.28 It is unallocated in the DP and is adjacent to the development limits of Barton-upon-Humber. However, it is proposed for allocation in the eLP.

3 Policy Context

- 3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the adopted DP unless material considerations indicate otherwise. The NPPF is the principal material consideration.

Development Plan

- 3.2 The DP is the starting point for considering the appropriateness of this proposal. It comprises the Core Strategy (“CS”) (2011) and saved policies of the North Lincolnshire Local Plan (“NLLP”) (2003).
- 3.3 Relevant policies of the DP are summarised in **Appendix 1**, which identifies which application document addresses the various policy requirements.

Key Planning Policies

- 3.4 Key policies of the DP relevant to the principle of development include:
- CS Policy CS1 (Spatial Strategy for North Lincolnshire) sets out the spatial strategy for new development and seeks to ensure that the majority of new development is within the major sub-regional town of Scunthorpe, the market towns, rural settlements and key strategic employment sites.
 - CS Policy CS2 (Delivering More Sustainable Development) sets out a sequential approach to the delivery of the spatial strategy and states that any development that takes place outside the defined development limits of settlements will be restricted and only development which is essential to the functioning of the countryside will be allowed to take place.
 - CS Policy CS3 (Development Limits) outlines the development limits of Scunthorpe, the market towns and rural settlements and states that development outside of the defined boundaries will be restricted to that which is essential to the functioning of the countryside.
 - CS Policy CS8 (Spatial Distribution of Housing Sites) outlines the spatial distribution of housing sites, and states that within the open countryside outside development limits, housing development will be strictly limited with consideration given to housing which relates to agriculture, forestry or to meet a special need associated with the countryside.
 - Saved Policy RD2 of the NLLP (Development in the Open Countryside) states that development in the open countryside will be strictly controlled and details a closed list of developments for which planning permission will be granted.

Emerging Development Plan

- 3.5 NLC are preparing a new (replacement) Local Plan. The eLP will replace the current NLLP, the CS, Housing and Employment Land Allocations Development Plan Documents, and the Lincolnshire Lakes Area Action Plan.

- 3.6 The eLP was submitted to the Secretary of State on 11 November 2022 for an Examination in Public. Given the eLP is at an advanced stage, some weight can be afforded to it for decision making purposes (subject to the terms of NPPF Paragraph 48).
- 3.7 The Site is allocated for housing in the eLP (ref H1P-13), with an indicative capacity of 225 dwellings. Key planning requirements of the draft allocation include (inter alia):
- A mix of housing size and tenure should be provided on the Site and developed at approximately 40-45 dwellings per hectare.
 - Affordable housing will be provided on site, having regard to any abnormal cost, economic viability and other requirements associated with the development.
 - Vehicular, pedestrian and cycle access point/s are to be taken from A1077.
 - A new link road is to be constructed between A1077 and Caistor Road including a new roundabout.
 - Bird surveys are likely to be required to determine whether there would be a Likely Significant Effect on the Humber Estuary SPA or Ramsar site.
 - Existing boundary features should be retained to protect existing habitats, including hedgerows and mature trees. At the western, eastern, and northern boundaries new landscaping should be provided to strengthen the existing retained vegetation and soften the edges of the site.
 - A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.

National Planning Framework

- 3.8 At the heart of the NPPF is a presumption in favour of sustainable development, meaning that development proposals that accord with an up-to-date development should be approved without delay. Where the most important policies are not up-to-date, applications should be approved without delay, unless impacts on areas or assets of particular importance provide clear evidence for refusal or any adverse impacts of development would significantly and demonstrably outweigh the benefits (Paragraph 11).
- 3.9 Paragraph 60 outlines the Government's objective of significantly boosting the supply of housing, noting the importance of a sufficient amount and variety of land coming forward where it is needed and that the needs of groups with specific housing requirements are addressed.
- 3.10 Paragraph 74 sets out national requirements for local planning authorities to maintain an up-to-date supply of deliverable housing sites for the next 5 years, either through strategic policies or based on their local housing need if the policies are more than 5 years out of date.
- 3.11 Paragraph 130 requires developments to add to the overall quality of the area; to have good architecture and layout; by sympathetic to local character and history; establish a strong sense of place; and to create safe inclusive spaces with a high standard of amenity for existing and future users.

Other Material Considerations

Housing Supply

- 3.12 NLC's housing land supply was tested through a recent appeal decision¹ (July 2022) where the Inspector concluded the actual housing supply position is somewhere between 3.2 years and 4.8 years.
- 3.13 In a more recent appeal decision² (January 2023), NLC did not dispute the Inspectors findings of the preceding appeal decision.
- 3.14 Through recent reports to NLC's Planning Committee it has been confirmed (see for example PA/2022/1408), the presumption in favour of sustainable development (as set out in Paragraph 11 of the NPPF) is engaged because NLC cannot presently demonstrate a five year supply of deliverable housing land.
- 3.15 It is noted NLC can demonstrate increased housing delivery rates over the past two years, with Housing Delivery Test results of 94% in 2020 and 113% in 2021, but past delivery is no guarantee of future supply.

Supplementary Planning Documents ("SPD")

- 3.16 LCC have a number Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance which are relevant to the application, including:
- Interim Planning Policy – Affordable Housing (August 2015) sets out further guidance on the application of CS Policy CS9, which relates to affordable housing provision in the Borough. For residential developments of 5 or more dwellings in market towns (e.g. Barton-upon-Humber), affordable housing must be provided at a proportion of 20%, unless demonstrated it is not viable to do so.
 - Sustainable Drainage Systems and Flood Risk Guidance (April 2017) provides guidance on the Council's expectations around SuDS.
 - Planning for Health and Wellbeing (November 2016) provides guidance on the inclusion of health and wellbeing in development proposals.
 - Design in the Countryside (May 2003) provides guidance on the design of dwellings and landscape in the countryside.
 - Landscape Character Assessment & Guidelines (September 1999) provides further detail on the landscape character of North Lincolnshire.
 - Trees and Site Development Guidance Document (March 2003) provides guidance on the need to incorporate trees into the design of site development.

¹ APP/Y2003/W/21/3278257

² APP/Y2003/W/22/3297397

Summary

- 3.17 The Site is unallocated in the adopted DP but is proposed as an allocation for housing in the eLP.
- 3.18 NLC cannot demonstrate a five year housing land supply. Therefore, the NPPF's presumption in favour of sustainable development and the "tilted balance" (Para. 11) is engaged and planning permission should be granted unless any adverse impacts of doing so would "significantly and demonstrably" outweigh the benefits, when assessed against the NPPF as a whole.
- 3.19 Where the titled balance is engaged, the NPPF sets a very high bar that must be overcome whereby adverse impacts must be significant and demonstrable. As this Report goes on to demonstrate, such impacts clearly do not prevail, and the proposals have significant planning merit.

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4 Proposed Development

- 4.1 Full planning permission is sought for the erection of 173 new homes on the Site with public pedestrian routes and associated landscaping, access and infrastructure.

Layout, Scale and Access

- 4.2 The Site layout is centred around the first phase of the new link which will bisect the Site via a new four arm priority-controlled roundabout. Both the link road and roundabout are included within the development proposals.
- 4.3 The link road will eventually connect to Caistor Road, which is to be upgraded, before connecting to the A15. The proposed link road will incorporate a 3m wide bi-directional cycle facility on the western side and 2m wide footways to either side, both are segregated from the carriageway by a green buffer and will connect with the existing pedestrian/cycle infrastructure on the A1077/Falkland Way.
- 4.4 Two secondary access points will be taken from the new link road, leading to looped estate roads and private drives. This is reflective of the character and street pattern of the local area and the scheme will therefore integrate well with the established settlement pattern.
- 4.5 The layout takes into account the importance of natural surveillance of pedestrian routes and amenity of the proposed residents. As a result, homes will overlook the proposed streets and pedestrian/cycle routes.
- 4.6 Sufficient separation distances are afforded between the plots along the western boundary and those existing properties along Danson Close, as well as within the Site itself. This ensures that adequate levels of privacy are provided/maintained and prevents any overshadowing or loss of outlook.
- 4.7 In keeping with properties in the area, the scheme proposes a mixture of one, two and two and a half storey dwellings across a variety of house types. These will be of a similar form and mass to the existing local context and urban form.
- 4.8 The proposal will achieve a net density of 28.55 dwellings per hectare (“dph”).

Appearance

- 4.9 The scheme proposes 7 different house types, ranging from a two-bedroom bungalow to four-bedroom detached properties. The variation of housing sizes and types will add valuable interest in the street scene and provide an element of choice for future residents (**Figure 4.1**).
- 4.10 A variety of external materials are proposed throughout the development, reflective of the character of the local area. These include weather red, red and buff brick types, grey and red rooftiles, and grey windows and doors.

Figure 4.1 – Proposed Street Scene



Landscaping

- 4.11 The proposals retain much of the existing boundary planting so far as possible. However, two trees, 1 tree group, one hedgerow and sections within two further hedgerows will be removed in order to facilitate the development.
- 4.12 Soft landscaping features and street trees are proposed throughout the development to break up the perceived impact of built form and to add visual interest into the street scene. A mix of evergreen and deciduous shrubs will be planted in selected front gardens to soften the development and to provide a valuable food source for birds and invertebrates.
- 4.13 An area of publicly accessible open green space will be provided in the northwest corner of the Site.
- 4.14 Each dwelling benefits from private outdoor amenity space in the form of generous rear gardens. The size of gardens is directly comparable to other existing properties in the town and will provide future residents with high quality amenity space.

Housing Mix and Standards

- 4.15 The proposal will deliver 173 new homes across a mixture and range of house types (identified in **Table 4.1**).
- 4.16 The scheme cannot viably provide any affordable homes due to the abnormal costs associated with the development (see Section 5).
- 4.17 The proposed market housing mix is set out at **Table 4.1**.

Table 4.1 – Proposed Housing Mix

No. of Bedrooms	No. of Homes	Percentage
2	1	0.6%
3	162	93.6%
4	10	5.8%

- 4.18 All homes exceed the minimum overall size requirement set out in the Nationally Described Space Standards (“NDSS”).

4.19 Of the 173 homes, 26.5% are Part M4(2) (accessible and adaptable) compliant and 1 dwelling is Part M4(3) (wheelchair use dwellings) compliant.

Summary

4.20 The proposal seeks to deliver a high-quality residential development which responds positively to the character and quality of the surrounding area.

4.21 The layout, appearance and scale of the development is akin to surrounding urban grain and the proposed material palette seeks to reinforce the existing architectural vernacular of Willerby. Careful consideration has been made to ensure that the development is integrated within its surroundings and the amenity of existing residential properties is maintained.

4.22 The proposal involves a high-quality architectural approach, which will deliver a scheme that satisfies “good design” principles.

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5 Planning Assessment: Principle of Development

- 5.1 NLC have a housing land supply that is significantly below the minimum requirement of five years, potentially as low as 3.2 years. In such cases, the NPPF is clear that the policies that are most important for determining an application should be considered out of date.
- 5.2 The policies most important for determining the principle of residential development at the Site are Policies CS2, CS3 and CS8 of the CS and Policy RD2 of the LP. These policies seek to restrict development in the open countryside and outside of defined settlement boundaries. They are considered out of date due to NLC's lack of five year housing land supply and can only be afforded limited weight in the decision making process.
- 5.3 The "tilted balance" is therefore engaged and applications should be approved unless any adverse impacts of doing so would "*significantly and demonstrably*" outweigh the benefits, when assessed against the NPPF as a whole (Para. 11, d, ii).
- 5.4 The NPPF outlines the Government's aim of "significantly boosting" housing delivery, and the provision of 173 new market homes will make a considerable contribution to addressing the current shortfall.
- 5.5 The Site is located adjacent to the development limits of Barton-upon-Humber and would be viewed as an extension to the existing built development along Cornhill Drive and Glebe Way, as well as Falkland Way.
- 5.6 It is within walking distance to the town centre with a range of shops, services and facilities, and to public transport links. Consequently, the future occupiers of the proposed development would be able to use sustainable modes of transport to access services, employment, education and healthcare to support their day-to-day living and would not be reliant on the private car. Therefore, the Site would serve to promote sustainable patterns of development.
- 5.7 The Site is identified as a housing allocation in the eLP (ref H1P-13) with an indicative capacity of 225 dwellings. The draft allocation provides a clear statement of NLC's intended direction of travel in relation to future development at the Site, i.e. it is an appropriate location for residential development and is integral to meeting NLC's housing need over the forthcoming plan period.
- 5.8 Accordingly, the principle of residential development is acceptable at the Site subject to wider consideration against the NPPF as a whole and demonstrating that any adverse impacts arising would not significantly and demonstrably outweigh the benefits. This is considered further in Section 6 below.

6 Other Material Considerations

Design and Landscaping

- 6.1 The layout is dictated by the inclusion of the first phase of the link road which bisects the Site. Dwellings front onto the link road, creating a strong continuous frontage which is separate from the road by grass verges, shared 3m wide foot/cycleway and front gardens. Dual fronted properties are located at the two secondary access points which assist in the clear legibility of the layout and provide a use wayfinding marker and natural surveillance.
- 6.2 The two and a half storey dwellings are located throughout the Site to create a variation in roof heights and add interest and variety in the street scene.
- 6.3 The scheme provides a density of 28.55 dph. It is acknowledged that this is below the indicative housing target set out in the draft allocation. However, this is due to the space required to facilitate the highways infrastructure as part of the new link road. Furthermore, this density is representative of the wider context of Barton-upon-Humber.
- 6.4 The scheme includes a varied material palette which references the existing local architectural vernacular but simultaneously creates a new, distinctive and coherent development.
- 6.5 The scheme functions well and will add to the overall quality of the area, not just for the short term but over the lifetime of the development. This will be achieved via the creation of high-quality residential properties which are visually attractive and of good architectural design.

Transport

- 6.6 The Site is in a sustainable and accessible location and has good public transport links to a number of local and regional destinations. Two bus stops are located immediately to the north of the Site and shared footways will connect the development with the existing pedestrian and cycle infrastructure on Barrow Road / Falkland Way.
- 6.7 A range of local services (including schools) are provided within Barton-upon-Humber and the surrounding area. These are within a reasonable walking distance from the proposed development and can be accessed by safe pedestrian routes.
- 6.8 The development will be served via a new four-arm priority-controlled roundabout connecting with the A1077 and Falkland Way on the northern boundary of the site. The main site access road is to form part of a new link road running between the A1077 to the north and Caistor Road to the south.
- 6.9 The Transport Assessment ("TA") identifies that the proposed development could be expected to generate up to 84 two-way vehicle trip movements during the AM peak hour and 86 during the PM peak hour.

- 6.10 Capacity assessments have been undertaken within the TA and it is demonstrated the new A1077/Falkland Way/Link Road is expected to operate well within capacity during both AM and PM peak hours with the residential development fully occupied.
- 6.11 The TA also assesses the A1077/Holydyke/Hungate Mini-Roundabout and it is demonstrated that the existing junction would be expected to operate over capacity during the PM peak within the development in place. However, a junction improvement scheme is to be delivered as part of the Levelling Up Funds. With this in place, the TA demonstrates that the junction will operate with spare capacity during both peak hours.
- 6.12 The TA therefore concludes that with the implementation of the proposed highway improvements, the development will not have a severe impact on the local highway network.
- 6.13 A Travel Plan has been prepared which sets out measures to encourage trips to the proposed development to be made by sustainable modes of transport. These measures include disseminating public transport information, promoting cycle and pedestrian routes to all residents, informing residents of local NLC and national initiatives aimed at increasing cycling levels and promoting the use of car sharing.
- 6.14 The proposals are in accordance with saved policies T1, T2, T6, T8, T9 and T19 of the NLLP and policies CS2 and CS25 of the CS.

Ecology and Trees

- 6.15 The Site is of limited ecological value and is largely unconstrained by ecology and biodiversity issues. Much of the Site is occupied by habitat of low conservation significance, including arable land.
- 6.16 A total of 6 individual trees, 2 tree groups and 15 hedgerows were identified during the tree survey of the Site. None of the trees or groups of trees surveyed are considered to be of high arboricultural value (Category A); they are all of low value (Category C).
- 6.17 In order to facilitate the development, two trees, one tree group, one hedgerow and sections of two further hedgerows will be removed. Due to the limited number and particularly low value of the trees to be removed, the removal will have no quantifiable negative arboricultural impact. An Arboricultural Method Statement is enclosed within the Arboricultural Impact Assessment which sets out protection measures to the retained trees during construction.
- 6.18 The Ecological Impact Assessment demonstrates there are no badger setts, watercourses or ponds, within or close to the Site, nor are there any trees which provide potential features for roosting bats. The Site offers limited habitat value for reptiles.
- 6.19 As the Site lies approximately 1.8km south of the Humber Estuary RAMSAR site, bird surveys were undertaken. Only common species were found to use the Site, with no indication that it is of importance to migrating birds. As such, there will be no impacts on the designated sites within the area.
- 6.20 Whilst a biodiversity net gain cannot be achieved on site, the proposals have designed in wildlife through biodiversity enhancement measures including integrated bird and bat boxes..

New landscaping will also be provided throughout the Site which will provide potential for commuting and foraging. FDA Landscape and Whitcher Wildlife have collaborated to ensure that the biodiversity value of the Site is maximised so far as possible.

6.21 The proposals therefore accord with saved Policy LC12 of the NLLP and Policy CS17 of the CS.

Flood Risk and Drainage

6.22 The Flood Risk and Drainage Statement (“FRDS”) confirms that the Site is entirely within Flood Zone 1, being an area at the lowest risk of flooding.

6.23 It is proposed that the surface water run-off from the development will be discharged to the 225mm diameter public surface water sewer located in Falklands Way to the north of the Site. A separate flow controlled outfall will be provided for the roundabout and spine road highway works, as a separate phased works to the housing development. Foul water will be discharged to the existing public foul sewer located in Barrow Road.

6.24 Overall, the FRDS demonstrates that the development has a low probability of flooding and will not increase the risk of flooding elsewhere. The proposals therefore comply with saved policies DS1 and DS14 of the NLLP and Policy CS18 and CS19 of the CS.

Heritage and Archaeology

6.25 The Site is not subject to any statutory conservation or heritage designations.

6.26 A scheme of evaluation trenching was undertaken at the Site which revealed potential archaeological remains. Two ring gully’s were identified but they were poorly preserved, likely to be as a result of past ploughing or frequent use and compaction of ground by agricultural vehicles. Discussions are proactively taking place with the Archaeological Officer to agree the scope of further works.

6.27 The proposals satisfy saved Policy HE9 of the NLLP.

Ground Conditions

6.28 The findings of the intrusive investigations carried out at the Site are set out within the Phase II Geo-environmental Assessment Report. This concludes that there are no significant contaminants at the Site and it is, therefore, deemed to be suitable for a residential end-use. As such, no remediation is required.

6.29 It is, however, recommended additional sampling and analysis of existing topsoil is undertaken to confirm its suitability for re-use within garden areas of the proposed development.

6.30 The proposals satisfy saved Policy DS11 of the NLLP.

Sustainability

- 6.31 To limit energy demand and carbon dioxide emissions from the development a range of measures will be incorporated into the scheme. These are set out in the Sustainability Statement, which demonstrates that overall energy demand is reduced by 3.99% and that primary energy demand is reduced 3.9% over Part L building regulations.
- 6.32 The scheme will incorporate high quality design and construction standards and a fabric first approach will be applied. Photovoltaic panels and waste water heat recovery systems will be incorporated into the scheme where feasible. The buildings will also exceed minimum Building Regulation standards.
- 6.33 Each property will be fitted with an electric vehicle charging point and include high levels of insulation, efficient gas condensing boilers, energy efficient lighting and eco-sanitary ware.
- 6.34 The proposals satisfy saved Policy DS1 of the NLLP and policies CS2, CS18 and CS25 of the CS.

S106 Obligations

- 6.35 The NPPF is clear that planning obligations should only be sought where they are necessary, directly related to the development and fairly and reasonably related in scale/kind to the development³.
- 6.36 Notably, the NPPF (paragraph 58) recognises that particular circumstances may demonstrate that it is not possible to provide for contributions in cases where it is not viable to do so. The NPPF is clear that in such circumstances it is up to the applicant to demonstrate whether “*particular circumstances justify the need for a viability assessment at the application stage*”.
- 6.37 A Viability Assessment has been undertaken and demonstrates that it is not viable to provide any affordable housing or other financial contributions, where they may otherwise have been sought.

³ Regulation 122(2) of the Community Infrastructure Levy Regulations 2010.

7 Planning Benefits

7.1 This Section assesses the scheme against the three overarching objectives of sustainable development (economic, social and environmental) alongside the wider planning benefits that would prevail. It provides further support for the Application as part of the overall planning balance, but in the context of a “tilted balance” already applying.

Social

7.2 Development should support vibrant and healthy communities by ensuring a sufficient number and range of homes can be provided, by fostering well-designed and safe environments to meet NPPF social objectives.

7.3 The Application is made in the context of an acute and pressing need for new housing in the district. NLC cannot demonstrate a five-year housing land supply and the development will make a significant contribution towards addressing the identified shortfall.

7.4 The first phase of a new link road will be delivered as part of the development which will significantly improve the local highway network, create jobs and deliver economic growth.

7.5 The scheme will deliver a range of housing including starter homes for first time buyers through to larger family homes. This mix of housing will enable the creation of a mixed and diverse community.

7.6 The development will maximise opportunities for local residents to access jobs during the construction phase, through locally sourced labour where possible.

Environmental

7.7 To meet the environmental objectives, development should contribute to enhancing the built environment, including making efficient use of land, and mitigating and adapting to a low carbon economy.

7.8 The proposal will enhance pedestrian and cycle connectivity between the Site, town centre and surrounding areas.

7.9 Delivering development on a sustainably located site will help to reduce pressure on more environmentally valuable land elsewhere, such as on Green Belt.

7.10 Delivery of the new link road will alleviate congestion through Barton-upon-Humber at peak times which will be a betterment in air quality terms.

7.11 A range of sustainability measures are proposed to improve the energy efficiency of the development, including the use of photovoltaic panels and wastewater heat recovery systems. The buildings will also exceed minimum Building Regulation standards.

- 7.12 The incorporation of electric vehicle infrastructure will assist in the shift towards a low carbon economy.
- 7.13 The scheme will incorporate new soft landscape features which will increase species diversity and create new habitats across the Site.

Economic

- 7.14 To meet the economic objectives, development should help build a strong economy by ensuring sufficient land of the right types is available in the right places to support growth.
- 7.15 The scheme will deliver a new residential population, generating additional activity and spending in the area, supporting local businesses.
- 7.16 The construction phase of the development would generate new jobs in the construction industry, with local supply chains targeted. These jobs will improve the employment and economic prospects of people living within the local area.
- 7.17 The scheme will deliver an uplift in Council tax revenue of £336,502.3 (Council Tax band D) to the benefit of NLC.

DRAFT

8 Conclusions

- 8.1 This Planning Report supports a full planning application for the development of land to the south of Barrow Road, Barton-upon-Humber.
- 8.2 The Site is located adjacent to existing residential development to the east of Barton-upon-Humber. It is proposed to be allocated for housing in the eLP, owing to the Site's sustainable and accessible location.
- 8.3 A high-quality development will be delivered which maximises pedestrian and cycle connectivity and set within a landscaped setting. A range of housing will be delivered, enabling the creation of a mixed and diverse community.
- 8.4 The Application is made in the in the context of a particularly pressing need for new housing in the Borough: NLC cannot demonstrate a five-year housing land supply meaning that the NPPF's presumption in favour of sustainable development is engaged. The development will make a considerable contribution towards the Council's housing requirements and significant weight in favour should therefore be afforded to it in the planning balance.
- 8.5 The planning application has significant planning merit and accords with the relevant DP policies. As outlined in Section 7 of this Statement, there are considerable social, environmental and economic benefits that weigh in favour of the proposals.
- 8.6 There are no detrimental impacts of the development that, either in isolation or cumulatively, would significantly and demonstrably outweigh the presumption in favour of granting planning permission for this beneficial and highly sustainable form of development, and it is concluded that permission should be granted without delay.



Appendix 1

POLICY MATRIX



Development Plan - Policy Compliance Schedule

1 Introduction

- 1.1 The Development Framework for North Lincolnshire Council comprises the saved policies from the North Lincolnshire Local Plan (Adopted 2003, Saved from 2007), Core Strategy (Adopted 2011), Housing and Employment Land Allocations DPD (adopted March 2016), and supplementary guidance documents.
- 1.2 This Development Plan Policy Matrix outlines the applicable policies for the development proposals at Barrow Road. It includes the policy reference, title and which document addresses the policy.
- 1.3 This Note also identifies the relevant policies of the emerging Local Plan which was submitted for Examination in November 2022. It is at an advanced stage and carries some weight in the decision-making process (subject to Paragraph 48 of the National Planning Policy Framework).



2 Saved Policies from the 2003 Local Plan (Updated 2007) ([LINK TO LOCAL PLAN PAGE](#))

Policy Ref	Policy Title	Relevant Document
Strategy		
Policy ST2	Settlement Hierarchy	Planning Report
Policy ST3	Development Limits	Planning Report
Housing		
Policy H1	Housing Development Hierarchy	Planning Report
Policy H5	New Housing Development	Planning Report Design & Access Statement
Policy H8	Housing Design and Housing Mix	Planning Report Design & Access Statement
Policy H9	Housing Density	Design & Access Statement
Policy H10	Public Open Space Provision in New Housing Development	Planning Report
Rural Development		
Policy RD2	Development in the Open Countryside	Planning Report
Transport Management		
Policy T1	Location of Development	Transport Assessment Travel Plan
Policy T2	Access to Development	Transport Assessment



		Travel Plan
Policy T6	Pedestrian Routes and Footpaths	Transport Assessment Design & Access Statement
Policy T8	Cyclists and Development	Transport Assessment Design & Access Statement
Policy T9	Promoting Buses and Trains	Transport Assessment Design & Access Statement
Policy T19	Car Parking Provision and Standards	Transport Assessment Design & Access Statement
Landscape and Conservation		
Policy LC1	Special Protection Areas, Special Areas of Conservation and Ramsar Sites	Ecological Impact Assessment
Policy LC7	Landscape Protection	Design & Access Statement Landscape Proposals
Policy LC12	Protection of Trees, Woodland and Hedgerows	Landscape Proposals Arboricultural Impact Assessment
Development Standards		
Policy DS1	General Requirements	Design & Access Statement Archaeological Desk-Based Assessment



		Landscape Proposals Sustainability Statement Transport Assessment Flood Risk Assessment and Drainage Strategy
Policy DS2	Planning Benefits	Planning Report
Policy DS3	Planning Out Crime	Design & Access Statement
Policy DS13	Groundwater Protection and Land Drainage	Flood Risk Assessment and Drainage Strategy
Policy DS14	Foul Sewage and Surface Water Drainage	Flood Risk Assessment and Drainage Strategy



3 Core Strategy (2011) ([LINK](#))

Policy Ref	Policy Title	Relevant Document
Policy CS1	Spatial Strategy for North Lincolnshire	Planning Report
Policy CS2	Delivering More Sustainable Development	Planning Report Transport Assessment Design and Access Statement Sustainability Statement
Policy CS3	Development Limits	Planning Report
Design		
Policy CS5	Delivering Quality Design in North Lincolnshire	Design & Access Statement Landscape Proposals
Housing		
Policy CS7	Overall Housing Provision	Planning Report
Policy CS8	Spatial Distribution of Housing Sites	Planning Report
Policy CS9	Affordable Housing	Planning Report
Environment and Resources		
Policy CS16	North Lincolnshire's Landscape, Greenspace and Waterscape	Arboricultural Impact Assessment Landscape Proposals



Policy CS17	Biodiversity	Ecological Impact Assessment
Policy CS18	Sustainable Resource Use and Climate Change	Sustainability Statement Travel Plan Flood Risk Assessment and Drainage Strategy
Policy CS19	Flood Risk	Flood Risk Assessment and Drainage Strategy
Policy CS20	Sustainable Waste Management	Construction Management Plan
Transport		
Policy CS25	Promoting Sustainable Transport	Transport Assessment Travel Plan
Planning Obligations		
Policy CS27	Planning Obligations	Planning Report



4 Supplementary Planning Documents and Guidance ([LINK](#))

4.1 The following documents are also material considerations and will need to be given appropriate consideration during the development of the scheme design and preparation of technical reports. Given that some of these documents are now of considerable age, the weight to be attached to them will depend upon their consistency with current national policy/standards and the Development Plan. Consultants should recognise the appropriate weight to be attached in the reports, and should liaise with Quod if this is unclear.

Supplementary Planning Documents and Guidance	Relevant Document
Design in the Countryside (May 2003)	Design & Access Statement
Provision of Open Space in New Housing Developments (February 2006)	Planning Report
Trees & Development (May 2003)	Arboricultural Impact Assessment Landscape Proposals
Landscape Character Assessment & Guidelines (September 1999)	Design & Access Statement Landscape Proposals



5 Emerging Local Plan ([LINK](#))

Policy Ref	Policy Title	Relevant Document
Spatial Strategy		
Policy SS1	Presumption in Favour of Sustainable Development	Planning Report
Policy SS2	Spatial Strategy for North Lincolnshire	Planning Report
Policy SS3	Development Principles	Planning Report Design & Access Statement Sustainability Statement Landscape Proposals Travel Plan Flood Risk Assessment and Drainage Strategy
Policy SS5	Housing Provision	Planning Report
Policy SS6	Spatial Distribution of Housing Sites	Planning Report
Housing		
Policy H1	Site Allocations	Planning Report
Policy H1P-13	Land off Barrow Road	Planning Report Design & Access Statement Ecological Impact Assessment



Policy Ref	Policy Title	Relevant Document
		Landscape Proposals Transport Assessment Travel Plan Flood Risk Assessment and Drainage Strategy
Policy H2	Housing Mix and Density	Planning Report Design & Access Statement
Policy H3	Affordable Housing	Planning Report Viability Assessment
Design and Natural Environment		
Policy DQE1	Protection of Landscape, Townscape and Views	Landscape Proposals Design & Access Statement
Policy DQE3	Biodiversity and Geodiversity	Ecological Impact Assessment
Policy DQE5	Managing Flood Risk	Flood Risk Assessment and Drainage Strategy
Policy DQE6	Sustainable Drainage Systems	Flood Risk Assessment and Drainage Strategy
Policy DQE7	Climate Change & Low Carbon Living	Sustainability Statement Travel Plan Design & Access Statement
Policy DQE11	Green Infrastructure Network	Landscape Proposals



Policy Ref	Policy Title	Relevant Document
Policy DQE12	Protection of Trees, Woodland and Hedgerow	Landscape Proposals Arboricultural Impact Assessment
Policy TC2	Placemaking & Good Design	Design & Access Statement
Historic Environment		
Policy HE1	Conserving and Enhancing the Historic Environment	Archaeological Desk-Based Assessment
Creating Sustainable Communities		
Policy CSC1	Health and Wellbeing	Design & Access Statement
Policy CSC3	Protection and Provision of Open Space, Sports and Recreation Facilities	Planning Report
Sustainable Waste Management		
Policy WAS1	Waste Management Principles	Construction Management Plan
Policy WAS6	Waste Management in Development	Construction Management Plan Sustainability Statement
Transport		
Policy T1	Promoting Sustainable Transport	Transport Assessment Travel Plan
Policy T2	Promoting Public Transport	Travel Plan



Policy Ref	Policy Title	Relevant Document
Policy T3	New Development and Transport	Transport Assessment Travel Plan
Policy T4	Parking	Design & Access Statement Transport Assessment Travel Plan
Policy T7	Safeguarding Transport Infrastructure	Transport Assessment Design & Access Statement
Development Management		
Policy DM1	General Requirements	Design & Access Statement Planning Report
Policy DM3	Environmental Protection	Site Investigation Report
Policy DM4	Telecommunications and Broadband	Design & Access Statement
Policy ID1	Delivering Infrastructure	Planning Report Viability Assessment



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