

## North Lincolnshire Local Development Framework

### Housing & Employment Land Allocations DPD – Revised Submission Draft 2014

#### Examination – Response to Inspector’s Further Preliminary Questions.

From my continuing assessment of the Submission documents, I have the following further Preliminary Questions and I would be grateful if the Council could provide responses and supplementary information as appropriate.

- 1) Can the Council please provide me with a document reference that sets out the most recent transport modelling results for the full extent of proposed development (housing and employment) being proposed within the Scunthorpe area, and its immediate environs?**

A Scunthorpe Area Transportation Study (Schedule of Documents Ref: - INF02) was completed in 2004 and reviewed the operation of the transport network in Scunthorpe over a 15 year period. The study considered the existing highway network and then considered the impact of the traffic generation associated from the Local Plan allocations and the impact it would have on the highway network. The study assessed capacity at the main road junctions in Scunthorpe in the future, which demonstrated if and when capacity issues would arise. This has allowed the Council to look at these junctions in more detail, including mitigations measures where appropriate, through individual Transport Assessments submitted by developers.

There have been no significant developments or major changes to the highway infrastructure since the Scunthorpe Transportation Study was completed. Therefore the Council is of the opinion that it still provides a robust assessment of junction capacity within the urban area and has informed the site allocation process of this DPD.

Throughout each stage of consultation on the Housing and Employment Land Allocations DPD the Council consulted with the internal highways department who gave detailed responses on the individual housing and employment sites proposed. Each site was considered individually and its impact on the existing road network considered and site access locations were also suggested.

The Council’s Transportation Studies and its associated modelling have also been used to establish the site allocations and to identify the policy wording for inclusion in the submission DPD. Where sites have been identified to be in conflict a critical review of the sustainability of the allocation has been undertaken and sites that are shown to have significant issues on the road network have been excluded.

Where it is viewed that the site is generally sustainable and deliverable the policy has been drafted to include policy criteria measures to ensure that the site can be delivered without significant detrimental impacts on the wider network. It was also stated that should any of the sites be put forward for development, a detailed Transport Assessment or Transport Statement will be required to support the planning application.

Furthermore as part of the Lincolnshire Lakes Area Action Plan (AAP) evidence base, a specific Highways Assessment (2014) considered the existing transport network in the vicinity of the development area and presented various options that could be implemented to facilitate the development. Following a number of modelling exercises, collection of traffic data and results around Scunthorpe this document considers options for development at the Lincolnshire Lakes. It also makes recommendations for the spatial distribution of that development based upon a comparison of the impacts. This information was derived from the ODYSSEUS model runs. ODYSSEUS is a URS gravity modelling tool that distributes residential trips based upon jobs per ward and commercial trips based upon ward resident populations. The gravity function incorporates this into the journey time based upon existing network link speeds. ODYSSEUS allows for the traffic from each development to be separately identified. Traffic surveys were also commissioned to support this study in a number of locations. The surveys comprised Manual Turning

Counts (MCCs), Origin-Destination using Automatic Number Plate Recognition (ANPR) and Automatic Traffic Counts (ATCs).

The Highways Assessment also considered sites SCUH-4 Land at Capps Coal and Timber Yard and SCUH-16 Land at Ashby Decoy Burringham Road as these sites are within this area so have been considered. Several of the proposed site allocations have also had a specific transport assessment produced as part of their pre-application discussions and planning applications. These sites are:

- SCUH-16 Land at Ashby Decoy Burringham Road as part of the Planning Application Reference PA/2014/0178 has a Transport Strategy (January 2014) completed.
- Site SCUH-8 Land north of Doncaster Road as part of the planning application reference PA/2007/0828 contains a Transport Assessment which requires a financial contribution to be made towards improvements to Berkeley Circle. The Highways department assessed the amount of traffic using the junction and the projected number of traffic flows in this area. To support the delivery of the improvements to Berkeley Circle the Council have also received £2.9 million in grant funding from the Greater Lincolnshire Local Enterprise Partnership (LEP) Local Growth Fund.

**2) Brigg area Housing sites. Certain sites (e.g. BRIH1 and BRIH2) will require construction of a Relief Road between Atherton Way and Wrawby Road. Can the Council please provide further information (and document references) regarding this proposed road, its alignment and the intended mechanism for securing its delivery and construction to all of the sites concerned?**

Brigg is the second largest of the area's market towns in terms of its population and is a very popular location to live and work. It provides an important service centre for the surrounding villages, including a number in the neighbouring West Lindsey district. The town centre is thriving with a wide range of shops and other amenities and has the widest range of services and facilities of the market towns. It has good public transport links with Scunthorpe and Barton upon Humber and the surrounding villages. In terms of traffic issues, the A18 which runs through the town is often close to capacity, particularly at peak times when congestion occurs regularly.

As part of the development of the proposed housing sites on the northern and eastern edge of Brigg the construction of a link road between Atherton Way and Wrawby Road is being proposed to assist with overcoming the congestion. An indicative road layout is shown on the Inset Map 10 - Brigg, Scawby Brook & Castlethorpe. A transportation study has been commissioned and is currently being undertaken on behalf of the Council to assess the following requirements:

- Investigate and assess the different options for comprehensive delivery of the development together with a new road link;
- Cost estimates of the road infrastructure options for a relief road.

A total of £1.5 million is included in the North Lincolnshire Council Capital Investment budget for the first phase of the road. Bids have also been submitted to the Greater Lincolnshire Local Enterprise Partnership for further funding. The roads delivery will also be secured through developer contributions negotiated at the planning applications stage utilising S106, and Community Infrastructure Levy where applicable.

Meetings and discussions with land owners and agents of the site have been ongoing to ensure deliverability of the sites.

**3) I wish to better understand the distribution of both proposed Housing and Employment sites in relation to the public transport network across the district, and to any planned improvements to that network. I note that many proposals will require the submission of a Transport Assessment and a Travel Plan. However, I also note that few proposals require the direct provision of any associated**

**public transport infrastructure. Can the Council please provide further information (and document references) on this topic?**

In identifying the final allocations for both proposed housing and employment sites the Council has continually assessed sites against 'Accessibility Criteria' (as set out in appendix three of the submission HELADPD). Accession modelling software has been used to assess the accessibility of proposed housing and employment sites via public transport. Sites scoring poorly in relation to accessibility to public transport have been avoided in most instances. Therefore the distribution of sites has been considered in relation to their proximity to the public transport network.

The majority of housing sites in Scunthorpe are either smaller 'infill' sites or larger edge of town sites. The 'infill' sites, particularly in Scunthorpe, are already close to existing bus services. Our aim is to support and strengthen links to these through promotional information to new residents and improvements to bus stop infrastructure. These measures will be identified in the Transport Assessment/Statement and Residential Travel Plan submitted to support individual planning applications.

For the larger residential sites, for example SCUH-8 and SCUH-10 the provision of new bus services will be required as an integral part of the development. It is anticipated that these will be included in a Residential Travel Plan, which will be secured if possible through a S106 agreement.

The allocation of employment sites have in most circumstances been assessed against the same 'accessibility criteria' as housing sites. However, there are certain sites that have been allocated due to their strategic location, which does not always correlate well with the public transport network of North Lincolnshire (i.e. SHBE-1 South Humber Bank). For these sites public transport schemes are being promoted to ensure that sustainable transport alternatives are considered.

Specific Transport Strategies have been carried out for the South Humber Bank SHBE-1 and Humberside Airport HUME-1 and Sandtoft SANE-1 has an Access Study (Schedule of Documents Ref: - ECO08) completed. The Council is seeking funding to develop an Area Wide International Gateways Travel Plan, which will encompass sites SHBE-1, NKA-E-1, HUME-1 and HUME-2. The Travel Plan will aim to improve access to these key employment areas by sustainable modes of transport.

The Council also have a number of strategies which include a Bus Strategy, Walking Strategy and Cycling Strategy which are all covered in more detail in the Local Transport Plan 2011-2026. This sets out how the local authority will deliver strategic transport improvements over a given period of time and these individual strategies focus on specific priorities on buses, walking and cycling which will support and improve existing facilities and support the new development proposals.

Throughout the various stages of this DPD the Council consulted with the internal public transport team as well as external bus and train companies to ensure they are aware of the proposals.

Details of the area's public transport provision can be found on the [Bus Route Information](#) page on the Council's website.

- 4) I also wish to better understand the relationship of the larger Housing allocation sites across the district to Primary and Secondary School provision, and whether any potential school capacity issues have been identified by the Education Authority. Can the Council please provide a statement on this topic?**

The Council has produced a statement 'Statement on Housing Allocations and Impacts on Education Facilities' (separate document attached) outlining the relationship of the larger housing allocation sites across the local authority area on Primary and Secondary School provision, and whether any potential school capacity issues have been identified by the Local Education Authority.

- 5) I have a broad concern about the potential viability of a number of proposed Employment sites, and particularly those where there are significant existing environmental constraints such as contaminated land, or access constraints. I have not yet visited any of the proposed sites, but initially I wish to better**

**understand the ‘supply and demand’ for Employment land across the district during the past 10-20 years, as a trend-based approach to assessing future demands. Could the Council please prepare a short note on the take-up rate of previous Employment allocations (made in previous Plans), or provide a document reference which provides that data succinctly?**

The most up to date assessment of employment land in North Lincolnshire is the Employment land Review (ELR) Update 2014 (Schedule of Documents Ref: - ECO03 HE09).

<http://www.northlincs.gov.uk/planning-and-environment/planning-policy/evidence-monitoring-info/employment-land-review/>

The North Lincolnshire ELR provides an employment land assessment for use by North Lincolnshire Council in developing the Local Development Framework (LDF) and informing long term employment land provision in the area. It is a key component of the LDF’s evidence base and performs four main functions, which are to: assess the suitability of sites for employment development; look to safeguard the best sites in the face of competition from other higher value uses; identify those that are no longer suitable for employment development that should be made available for other uses; and enable the Council to identify an up to date and balanced portfolio of employment sites in the LDF. Therefore it provides the evidence base to ensure that only sites that are demonstrated to be deliverable are proposed for allocation in the DPD. It also looks at the take up of employment land over the last ten years or so. Please refer to the extracted ELR table below: -

Table 8.7: Total annual take up of employment land (ha)

Use Class	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	Total
B1	0.31	1.78	0.12	0.31	0.08	0.05	0.08	2.73
B1 b and c, B2	0.60	20.94	5.08	0.60	0.21	0.05	0.34	27.82
B8	0.25	4.61	0.48	3.65	0.38	2.34	1.41	13.12
Mixed use B2/B8	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.36
Total	1.16	27.33	5.68	4.56	1.03	2.44	1.83	44.03

*Source: Employment land completions between 01/04/04 and 31/03/11, Building Control, North Lincolnshire Council*

Table 8.1 indicates that the recent take up of employment land over the last 10 years has been moderate over the time period. It is noted that the current economic recession has had a recent impact on the development and deliverability of employment land in North Lincolnshire but this is only reflective of similar local authorities in the sub-region.

Through the Adopted Core Strategy’s spatial strategy the Council seeks to transform North Lincolnshire by ensuring that sufficient employment land is available across the area that both serve local needs and take advantage of the anticipated economic growth generated by the South Humber Gateway with particular regard to the Able UK proposals, namely the Able Marine Energy Park (AMEP) and the Able Logistics Park (ALP) (see below). This transformational approach that included the potential of over allocating employment land in key locations was discussed at the Core Strategy examination and forms the basis for Core Strategy Policy CS11: Provision and Distribution of Employment Land.

**£450m Able Marine Energy Park**

AMEP, designed following extensive liaison with the offshore wind industry, will offer 1,289m of new heavy duty deep water quays and 366.7 hectares (906 acres) of developable land. It is designed specifically for the marine renewables sector providing a multi-user facility for the manufacture, storage, assembly and deployment of next generation offshore wind turbines and their associated supply chains. It is comprised of approximately 75,000 sq m of gross floorspace over some 11 buildings with the remaining open site area to be used for infrastructure, storage and assembly uses. 500 constructional jobs are expected to be created, plus the potential to create up to a total of 4,100 jobs. The £450m AMEP project is seen as vital to the plans for growing the Humber as the UK's Energy Estuary. A Development Consent Order for AMEP was granted by the Secretary of State for Transport in December last year. It is currently under consideration by a joint committee of the House of Lords and House of Commons following petitions lodged by Associated British Ports.

#### **£100m Able Logistics Park**

ALP offers a 497.5ha (1,229.5 acres) site with full planning permission in place for the creation of extensive warehousing (1,700,000m<sup>2</sup>), external storage and transportation depots. 300 constructional jobs are expected to be created with an estimated total of 25,000 jobs between the Able Marine Energy Park and ABLE Logistics Park.

**6. With regard to Chapter 6 (Development Limits) of the DPD, a number of Representations put forward suggestions for amendments to the proposed Development Limits. In advance of the Examination Hearing sessions could the Council please prepare a set of Inset Maps indicating the proposed amendments being sought by Representators alongside the Council's proposed Development Limits. (These various suggested amendments are summarised on pages 61-72 of the Regulation 22 Statement). This will provide a reference document for all concerned at the Hearing sessions, and for my use on site visits.**

A set of Inset Maps showing all the proposed amendments (in red) has been produced alongside the Council's proposed developments limits (in black). These maps have been included for your information.

The Council listed in the Schedule B: Minor Changes (Editing) – Post Submission statement which proposed changes are deemed suitable.