

# BARE-1 Humber Bridge Industrial Estate

BARE-1

1:5,000



<b>Site Name</b>	Humber Bridge Industrial Estate	
<b>Site Reference</b>	BARE-1	<b>Promoter:</b> Land owner/developer <b>Agent:</b> N/A
<b>Site Location</b>	Falkland Way	
<b>Settlement</b>	Barton upon Humber	
<b>Site Area</b>	7.15ha	
<b>Representations received and references</b>	243 (842759/59/243/BARE1/3) Lincolnshire Wildlife Trust	
<b>Sustainability</b>	<p>The site is in conformity with the Core Strategy Policies CS1: Spatial Strategy for North Lincolnshire, CS2: Delivering More Sustainable Development, CS3: Development Limits and CS11: Provision &amp; Distribution of Employment Land (Evidence Base Ref: BAC06). These policies set out the broad spatial approach for the location of employment land allocations in North Lincolnshire. The settlement hierarchy identifies Barton upon Humber as a Market Town and as such a key location for growth including employment. Policy CS11 identifies around 10ha of land to be provided in the Market Towns.</p> <p><b>Settlement Survey (Evidence Base Ref: BAC19)</b></p> <p>The Sustainable Settlement Survey (Evidence Base ref: BAC19) identifies Barton upon Humber as the area's third most sustainable settlement. It is well provided for in terms of community facilities such as schools, medical services, leisure/recreation opportunities and retail. Furthermore, the town is well served by public transport (bus and rail).</p> <p>Existing bus routes serve the area along Barrow Road (five services per day to/from Barton town centre, Immingham &amp; Grimsby) and the site is located approximately 1km from Barton Railway Station (2 hourly service to/from Cleethorpes). This links to bus services to/from Hull, Scunthorpe &amp; Grimsby (1 service every 30 minutes in each direction). Further bus services are available from Barton Interchange to/from Hull, Humberside Airport, Grimsby &amp; Cleethorpes (1 service per hour in each direction), and Brigg (five services per day). Other less frequent services operate to/from Barton and the surrounding villages.</p> <p><b>Sustainability Appraisal</b></p> <p>All the proposed employment sites have been subject to a Sustainability Appraisal (SA) (Evidence Base ref: SUB04) and public consultation. In the Sustainability Appraisal Assessment Results for the Employment Sites are listed under Para 6.1. Detailed employment site appraisals are contained in Appendix J.</p> <p>Summary of the Positive and Negative Scores for Site BARE-1:</p> <ul style="list-style-type: none"> <li>• Strongly Positive: 0,</li> <li>• Moderately Positive: 8,</li> </ul>	

	<ul style="list-style-type: none"> <li>• Strongly Negative: 0,</li> <li>• Moderately Negative: 6.</li> </ul> <p>Overall, the site scores positively.</p> <p>Particular benefits were identified against SA Objective b (to tackle poverty, social exclusion and inequality geographically)</p> <p>Significant positive effects were also predicted where employment sites are likely to improve accessibility to employment opportunities for a greater proportion of the population. Sustainable locations and requirements for improvements to walking, cycling and public transport were contributors to predictions of positive effects against this SA Objective (c). Similar effects were predicted against SA Objective l (to improve public transport provision and promote sustainable modes of transport).</p> <p>Significant negative effects were predicted against SA Objective t (increase the number of employment sites designated for tourism use). It is unlikely that the concerns of this Objective can be overcome. However there are already considerable existing tourism related facilities within Barton upon Humber and the surrounding area which offer extended tourism opportunities and it is considered that the use of this site for employment uses will not result in any significant change.</p> <p>Many of the sustainability issues which scored negatively, such as accessibility and environmental concerns, have been addressed through the detailed policy criteria and the resultant mitigation required.</p>
<p><b>Phasing and justification</b></p>	<p>The proposed site is expected to be delivered during phases 1 and 2 of the Plan Period (2014-2024) and is available for employment development and given the surrounding land-uses is suitable for the intended use. No absolute constraints have been identified for this policy which would prevent the site coming forward within this time span. The 10 year phasing period reflects the potential take up of employment land in the Market Towns and reflects that BARE-1 is the town's only allocated employment site. Given the predicted economic upturn that major development on the South Humber Bank will bring about and it's relative proximity to Barton upon Humber it is likely that BARE-1 could be delivered earlier within the stated phased period.</p> <p>The site is located a short distance from Barton upon Humber Town Centre which offers a range of community facilities and retailing including bus and train services offering good linkages to the surrounding area and wider to Scunthorpe and Grimsby/Cleethorpes. Existing bus routes serve the area along Barrow Road (five services per day to/from Barton town centre, Immingham &amp; Grimsby) and the site is located approximately 1km from Barton Railway Station (2 hourly service to/from Cleethorpes). This links to bus services to/from Hull &amp; Scunthorpe (1 service every 30 minutes in each direction). Further bus services are available from Barton Interchange to/from Hull, Humberside Airport, Grimsby &amp; Cleethorpes (1 service per hour in each direction), and Brigg (five services per day). Other less frequent services operate to/from Barton and the surrounding villages.</p> <p>The site offers a suitable location for employment development and will contribute to the creation of sustainable mixed communities. There is reasonable prospect that employment uses will be delivered on the site within the first five years.</p>
<p><b>Deliverability</b></p>	<p>The site is deliverable. It currently is vacant scrubland bounded by the Barton upon Humber to Grimsby railway line to the north, Falkland Way to the south and the Humber Bridge Industrial Estate.</p>

	<p>The site is in SFRA Flood Zone 2/3a. Development of this site will require a robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed and mitigated against. It should also deal with surface water issues.</p> <p>No public objections were received in relation to this site.</p>
<p><b>Infrastructure Requirements</b></p>	<p>No absolute constraints have been identified for this site and the following issues have been addressed through specific criteria and mitigation within the policy.</p> <p>Access to be achieved off Falkland Way and the existing distributor roads located off Victory Way and Antelope Road. Vehicular access points and financial contributions for improvements to the Falkland Way/Barrow Road junction will need to be agreed with the Highways Authority. The Highways Authority supports the development proposal in principle, subject to the necessary assessments being completed and appropriate mitigation measures being agreed.</p> <p>Anglian Water has confirmed that there are sufficient water resources available to accommodate development on the site. However, it was considered that the water supply network infrastructure would require to be upgraded or diversion of assets may be required. In relation to Waste Water Treatment, Foul Sewerage Capacity and Surface Water Capacity, it was considered that infrastructure and/or treatment upgrades would be required to serve proposed growth or diversion of assets may be required. Overall, it was considered that development could take place subject to infrastructure and/or treatment upgrades or diversion of assets.</p>
<p><b>Biodiversity considerations and Constraints including any mitigation measures</b></p>	<p>No absolute biodiversity or environmental constraints have been identified for this site and the following issues have been addressed through specific criteria and mitigation within the policy.</p> <p>A Flood Risk Assessment will be required as part of the application process to assess and mitigate the risk of flooding. Where practical Sustainable Urban Drainage Systems should be incorporated into the development. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into the development.</p> <p>There are known ecological assets within close vicinity of the site and as a result an Ecology Survey is required which should also provide guidance on any appropriate mitigation measures if identified. This site is within 20 metres of Pasture Wharf Nature Reserve which is within the Humber Estuary Site of Special Scientific Interest, and is directly adjacent to a site called Barton Tileyards East candidate Local Wildlife Site (cLWS).</p> <p>The Habitat Regulations Assessment (HRA) has assessed this allocation for its potential to result in an adverse impact on the integrity of the European and international site. On the basis of the information available, it has been found that there will be no adverse effects on integrity of the BARE-1 site. However, a HRA of the project will be required at the development control stage when detailed designs are available, to further examine the potential for the proposed development to result in an adverse impact on the integrity of the international site. Should any mitigation be required, it should be integrated in to detailed designs and the delivery must be agreed prior to granting planning permission. If with mitigation, it cannot be proven that there will be no effects on integrity then planning permission will be refused.</p>
<p><b>Specific questions raised by the Planning Inspector</b></p>	<p><b>Can the Environment Agency confirm the current position with regard to Flood Risk at this site, and any necessary mitigation measures?</b></p>

The Environment Agency will respond to this question directly to the Inspector through their Hearing Statements.

**Council's Response**

The site is located within SFRA Zone 2/3a. Development of this site will require a robust Flood Risk Assessment (FRA) which demonstrates that flood risk can be adequately managed and which assesses and mitigates the risk of flooding. It should also deal with surface water issues. Where practical Sustainable Urban Drainage Systems should be incorporated into the development. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into the development.