

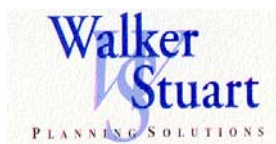
Land off Falkland Way

Barton-upon-Humber

DRAFT DEVELOPMENT BRIEF

Prepared as a requirement of Policy H4 of the North Lincolnshire Adopted Local Plan 2003 to accompany Outline Planning Application Number 2003/1121 for residential development, on H2-19 land to the west of the junction between Falkland Way and Barrow Road, Barton-upon-Humber

Submitted on behalf of Keigar Homes



*The Studio
Sevenleaze Lane
Edge
Glos
GL6 6NJ*

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CONTENTS

1.0 INTRODUCTION

- 1.1 *Background, Status and Purpose of Planning Brief*
- 1.2 *The General Area and Location of the Site*

2.0 DESCRIPTION OF SITE

- 2.1 *Site and Surroundings*
- 2.2 *Tenure*
- 2.3 *Site Characteristics*
- 2.4 *Site History*
- 2.5 *Public Utilities*
- 2.6 *Constraints*
 - Ground conditions
 - Ecology
 - Contamination
 - Archaeology
 - Historic designations
 - Conservation Area
 - Other designations
- 2.7 *Opportunities*
- 2.8 *Public Services and Facilities*

3.0 PLANNING POLICY CONTEXT

- 3.1 *National Guidance*
- 3.2 *Regional Guidance*
- 3.3 *Local Plan*

4.0 PROPOSAL DEVELOPMENT GUIDELINES

- 4.1 *CONCEPT*
- 4.2 *DENSITY*
- 4.3 *AFFORDABLE HOUSING*
- 4.4 *OPEN SPACE*
- 4.5 *LANDSCAPE*
- 4.6 *TRANSPORTATION*
- 4.7 *CAR PARKING*
- 4.8 *INFRASTRUCTURE*
- 4.9 *DEVELOPER OBLIGATIONS/CONTRIBUTIONS*
- 4.10 *PROCEDURAL*

5.0 SUMMARY

Appendices

Appendix 1 – Extracts from the Archaeological Trial Excavations Interim Report

Illustrations

Drawing No. 1 - Site Plan
Drawing No. 2 - Concept Plan

1.0 INTRODUCTION

1.1 Background, Status and Purpose of the Planning Brief

This report is entirely related to issues in a town planning context and does not purport to relate to any other matters or issues.

The purpose of this planning brief is to set out the broad principles that would allow for the development of the whole of this site on the eastern side of Barton-upon-Humber allocated for new housing in the adopted North Lincolnshire Local Plan (May 2003).

However, the brief is also intended to support the outline planning application made to North Lincolnshire Council for residential development on part of the allocated site and enable agreement to be reached with the local planning authority over the way in which the application site should be developed. This will in due course, form the basis of any approval of reserved matters application for housing development.

1.2 The General Area and Location of the Site

Barton-upon-Humber is designated a principal growth settlement in the adopted North Lincolnshire Local Plan. It provides significant employment and services for neighbouring settlements and is well served by public transport.

The site benefits from the ability to link into existing infrastructure, easy access by foot or cycle to local shops, schools and community facilities, and good public transport links along Barrow Road.

An up to date ordnance survey based site plan at a scale of 1:2500 has been included for identification purposes. The application site is edged red with the remaining land edged green (see Drawing No.1).

The site fronts on to Falkland Way and Barrow Road (A1077). The latter road runs through the centre of Barton-upon-Humber approximately a kilometre away and connects with the A15(T) Humber Bridge main north south corridor.

2.0 DESCRIPTION OF THE SITE

2.1 Site and Surroundings

The gross area of the allocated site amounts to some 11.7 hectares (28.91 acres) of which the application site amounts to some 4.196 hectares (10.370 acres). The site fronts on to Barrow Road to the south and Falklands Way to the east. To the west are residential areas with a mix of housing types and ages and an industrial land allocation adjoins the site to the north.

2.2 Tenure

Keigar Homes only own part of this allocated site. It is believed that the remaining land is owned by several parties.

2.3 Site Characteristics

All of the allocated site is currently in agricultural use and is generally open in appearance.

2.4 Site History

A previous application for residential development was withdrawn in October 2002 as it was considered premature.

However, because of the approval and imminent development of the "Phase 1" sites and the amendment in the local plan of a brown-field housing site to a mixed use site, this site is deemed to be no longer premature.

2.5 Public Utilities

The proposed layout will take into account the Gas Main running through the application site north to south close to the western boundary and the overhead electric power line running west to east through the middle of the application site.

2.6 Constraints

-Ground conditions:

Not believed to be an issue, but further checks will be required.

-Ecology:

As the land is arable and subject to modern agricultural practices, it is considered that a full ecological survey of the site is not necessary

-Contamination:

Not believed to be an issue, but further checks will be required.

-Archaeology:

In accordance with Local Plan Policy HE 9, a fluxgate gradiometer survey has been undertaken on the northern half of the application site. Subsequently archaeological trial

excavations have been completed and an interim report submitted to the LPA and SMR Officer for their response.

The most significant archaeological remains appear to concentrate towards the north side of the surveyed application site along the track-way, with the majority of the site being of lesser archaeological significance. The design of the development should allow the alignment of the trackway to be preserved as a continuous feature.

Further investigation of a sample area of the track-way (possibly in the area of the Post built building) will be necessary.

Additionally, further initial archaeological investigation will be required for the remainder of the allocated site in order to assess it's archaeological significance.

-Historic designations:

There are no listed buildings on the site, nor are there any scheduled ancient monuments.

-Conservation Area:

The site is not in a conservation area.

-Other designations:

Not aware of any.

2.7 Opportunities

In town planning terms this is a sustainable allocated green-field site on the edge of the built up urban area which has the potential to be developed as a high quality medium sized housing site adjoining an existing cemetery and surrounding housing.

2.8 Public Services and Facilities

The proposal will be well related to existing infrastructure including community and health facilities in Barton-upon-Humber as well as to the road, footpath and cycle-way networks. Public transport services [along the A1077 Barrow Road] connect the site to the town centre and Grimbsy (via Barrow, Ulceby and Immingham). Water supply and other utilities exist in and around the site.

3.0 PLANNING POLICY CONTEXT

3.1 National Planning Guidance

In considering this site, due consideration has been given to the various relevant aspects of national planning policy set out in Government Planning Policy Guidance notes (PPGs) and circulars, etc.

Paragraph 30 of PPG3 sets out the search sequence for allocating housing in local plans and UDP's. Emphasis is on the re-use of previously developed land and buildings within urban areas followed by urban extensions, and finally development around nodes in good public transport corridors.

Paragraphs 57 and 58 of PPG3 call for more efficient use to be made of land in particular planning authorities are urged to seek high densities and to review standards that they apply to new development in order to avoid the profligate use of land.

PPG13 – Transport, is relevant mainly because of the emphasis placed on the integration of planning and transport matters in achieving

sustainable forms of development. Emphasis is placed on reducing journeys by private car, particularly by locating development in such a way as to encourage the use of public transport, walking or cycling. The development of sites close to community facilities, services, shops and employment is encouraged.

3.2 *Regional Planning Guidance*

Policies P1; E2; & H2 of RPG 12 set the strategic context.

3.3 *The Local Plan*

The North Lincolnshire Adopted Local Plan identifies Barton-upon-Humber as a principal growth settlement.

This green-field site is allocated a housing site under policy H2-19 in the North Lincolnshire Adopted Local Plan and is within the development limit for Barton-upon-Humber.

This allocation is to be released on a phased basis following commencement of development on the majority of brown-field housing sites and other sites on the west side of Barton-upon-Humber.

4.0 *DEVELOPMENT GUIDELINES*

4.1 *CONCEPT*

Sustainable development is the cornerstone of the Government's rural policies. Among other things, it includes integrating the Government's objectives to meet the economic and social needs of people who live and work in rural areas by improving the viability of existing settlements. The development of this site will add affordable and market housing with a reasonable mix of age, income and occupation,

to an existing community with existing employment and community facilities nearby. The location of the site and the design of the development should encourage walking, cycling and public transport use.

Care will be taken in designing the development to take account of the open rolling high farmland and surrounding higher topography by avoiding development on ridges. The site is generally featureless, so strong new landscaping will be necessary particularly on the eastern and southern boundaries.

Drawing No.2 Concept Plan indicates the development windows either side of a circular primary access route, suitable for a mix of residential development mainly at two-storey on the site periphery, rising possibly to two and a half to three storeys towards the centre of the site.

In accordance with Local Plan Policy DS1, a high standard of site layout will be produced which does not result in overlooking or loss of privacy both within the development and in surrounding developments. Private and public spaces will be clearly defined through the use of a mix of wooden fencing, hedges and brick walls appropriate to the design requirement and situation.

The development will consist of a range of types, sizes and styles of dwellings in accordance with Local Plan Policy H8 to promote a better social mix of housing.

The layout will also take into account as an integral part of the development, both pedestrian and cycle movements within a secure environment, to link with surrounding community facilities especially via East Acridge Road. All footpaths and cycle ways will be well lit and where possible overlooked in order to improve security.

In developing this site, account will be taken of the guidance “Planning Out Crime” (Local Plan Policy DS3) to ensure that public and private spaces are clearly defined; that public spaces are overlooked; streets and paths are adequately lit; landscaping is carefully designed to avoid dark and secluded areas; and that development is well integrated with pedestrian and vehicular movement.

4.2 DENSITY

The proposal in the Local Plan is to develop the site for housing at a minimum net density of at least 30 dwellings per hectare as set out in PPG3 – Housing, Paragraph 58 and paragraph 4.21 of the North Lincolnshire Local Plan - Adopted Plan May 2003. As this is a minimum figure, this brief works on the slightly higher figure of 35 dwellings per hectare.

The gross area of the allocated site is estimated in the Local Plan to amount to some 11.7 hectares [100%] (28.91 acres), with a net area of 7.8 hectares [66%] (19.27 acres). This allows for 3.8 hectares (9.64 acres) for public open space, play provision, and a landscape buffer around the periphery of the site. At the above net density of 35 dwellings per hectare, the development would consist of something in the order of 273 dwellings.

At an average household size of 2.36 persons per dwelling (2001 Census), this would give a figure of approximately 644 persons. Working on the basis of an open space provision of 2.4 hectares (6 acres) per 1000 persons, this would give a specific open space requirement of 1.54 hectares (3.8 acres).

Within this context, the gross area of the application site is some 4.196 hectares (10.370 acres). Using a pro rata split of gross to net as above, then the net developable area is considered to be 2.77 hectares (6.9 acres). This allows 1.43 hectares (3.5 acres) for public open

space, play provision, and a landscape buffer around the periphery of the application site.

At the above density of 35 dwellings per hectare, the application development would consist of something in the order of 97 dwellings. At an average household size of 2.36 persons per dwelling (2001 Census), this would give a figure of approximately 229 persons. Working on the basis of an open space provision of 2.4 hectares (6 acres) per 1000 persons, some 0.6 of a hectare (1.38 acres) would be required for open space provision allowing 0.83 of a hectare (2.1 acres) for the landscape buffer around the periphery of the site.

4.3 AFFORDABLE HOUSING

Note has been taken of Local Plan Policy H12 on affordable housing; the Supplementary Planning Guidance on Affordable Housing; and the North Lincolnshire Wide Housing Needs Survey 2000.

It is accepted that a proportion of affordable housing will have to be provided as part of the overall development through the use of a planning obligation under section 106 of the Town and Country Planning Act 1990.

It is noted that the application site falls within Band 2 of the guidance and that a negotiated contribution of either 20% - 25% of residential land value, or 10% - 15% of the total number of units on site will be required, based on an average density of 30 houses per hectare. It is also noted that the preferred housing tenure is subsidised housing for rent via a locally active Registered Social landlord.

4.4 OPEN SPACE

For the application site Local Plan Policy R2 requires a sensitively positioned Local Equipped Area of Play (LEAP) of approximately 900 sq m catering for children aged 4-8 years of age should be provided in accordance with Draft Supplementary Planning Guidance on Open Space Provision in New Housing Development. A casual play space of approximately 1500 sq m, preferably adjacent, should also be provided for the application site.

A pro rata provision should be provided for the remainder of the allocated site.

An area of private amenity open space should be provided within the curtilage of each dwelling.

4.5 LANDSCAPE

In accordance with Local Plan Policy LC15-6 a substantial landscaped buffer will be provided around the perimeter of the site. In order to make this visually more varied, the depth should vary from a minimum depth of 5 metres to a maximum depth of 15 metres.

Where possible, the proposed layout will take account of important existing trees, hedgerows and other landscape features on the site.

The design and external appearance (scale, height, materials) of the development and the layout will endeavour to reflect and enhance the character, appearance and setting of the immediate area and the settlement as a whole.

4.6 ARCHAEOLOGY

As mentioned previously, the design of the development will allow the alignment of the trackway across the development site to be preserved

as a continuous feature, including its reinstatement on the section closest to Falkland Way.

Further archaeological evaluation will take place where the layout of the development necessitates roads and services that will cut across the line of the trackway in order to ensure that archaeological remains which would be destroyed are recorded.

As set out in the SPG10: Provision of Open Space in New Housing Developments, the area around the post built building will be preserved in situ and incorporated into the open space provision

4.7 TRANSPORTATION

A full Transport Assessment of the application site required by Local Plan Policy T3 has been carried out in accordance with the Institute of Highways and Transportation guidelines. Developers of the remaining land will need to undertake similar assessments. Further work has been done to ascertain the need for junction improvements to Falkland Way/Barrow Road, and the apportionment of costs that should be attached to each development site served by Falkland Way.

All roads will be constructed to adoptable standards. Until a new roundabout is constructed at the junction of the A1077 Barrow Road and Falkland Way to separate residential and employment traffic, the principal access will be off Falkland Way in the general position indicated on the Concept Plan. Following the construction of the roundabout, the access off Falkland Way will be restricted to cyclists, pedestrians and emergency vehicles.

The main access and roads will be designed in accordance with Design Bulletin 32 and the North Lincolnshire's Residential Roads Design Guide. Where appropriate traffic calming measures will be provided

which will not restrict servicing and emergency vehicles. The access roads will be designed to allow for the accessing of the remainder of this site allocated for housing, but not subject of this current planning application.

Priority of movement within the site will be given to pedestrians and cyclists on convenient and well lit footpaths and cycle ways (with clearly defined surfaces) throughout the site, which connect with the footpath/cycleway along Falkland Way; the footpath/cycleway on Pasture Lane South; East Acridge Road; and the cycle lane on the A1077 Barrow Road.

The development will be laid out to allow access by public transport. The developer also agrees to the provision of two bus lay-bys on the A1077 Barrow Road and to the erection of two shelters in accordance with the indicative drawing No. 915/024 prepared by North Lincolnshire Council.

4.8 CAR PARKING

Appropriate car parking provision will be provided in accordance with Local Plan Policy T19 and North Lincolnshire's Residential Roads Design Guide. Where possible, care will be taken to ensure that parked vehicles do not dominate the street scene, with the possible use of courtyard parking; set back in-curtilage parking; and on-street parking bays demarcated by paving, trees and planting either in parallel form or angled in streets with low traffic speeds, as set out in By Design: Better Places to Live: A Companion Guide to PPG3.

4.9 INFRASTRUCTURE

For the application site the applicant will provide all on site infrastructure and services; suitable on-site drainage and ameliorate

any off-site problems; and meet the council's foul sewage infrastructure requirements and those of The Environment Agency. Liason will also take place with Anglian Water. The provision of Sustainable Urban Drainage Systems (SUDs) will be investigated in order to assess their suitability on this site, as often, they can be integrated with the proposed landscaping and open space provision. Similar provision of site infrastructure and services will be required on the remainder of the site.

4.10 DEVELOPER OBLIGATIONS/CONTRIBUTIONS

For the application site, the applicants will consider the use of planning obligations under section 106 of the Town and Country Planning Act 1990, and as defined in Circular 1/97, for the provision of facilities or commuted sums commensurate with the scale of development. The agreement could cover the achievement of targets set out in the Council's Local Transport Plan where they have relevance to this site eg public transport, walking; cycling, on street parking controls, and traffic calming/reduction measures, and the provision, management and maintenance of open space and play provision; the provision of affordable housing; and developer contributions to the local education authority. It is the Council's intention to seek for both primary and secondary educational provision, in accordance with the policy set out SPG8: Developer Contributions to Schools. Similar requirements will apply on the remainder of the site.

5.0 SUMMARY

The purpose of this planning brief is to set out the broad principles that would allow for the development of the whole of this site.

This green field site is allocated as a housing site under policy H2-19 in the North Lincolnshire Adopted Local Plan May 2003 and is within the development limit for Barton-upon-Humber.

In accordance with Local Plan Policy DS1, a high standard of site layout will be produced which does not result in overlooking or loss of privacy both within the development and in surrounding developments.

The layout will also take into account as an integral part of the development, both pedestrian and cycle movements within a secure environment, to link with surrounding community facilities.

The proposal is to develop the site for housing at a slightly higher net density of 35 dwellings per hectare than the minimum of 30 dwellings per hectare set out in PPG3 – Housing, Paragraph 58 and paragraph 4.21 of the North Lincolnshire Local Plan- Adopted Plan May 2003.

It is accepted that a proportion of affordable housing will have to be provided as part of the development.

In accordance with Local Plan Policy LC15-6 a substantial landscaped buffer with a minimum depth of 5 metres to a maximum depth of 15 metres will be provided around the perimeter of the site.

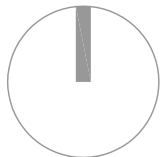
Until a new roundabout is constructed at the junction of the A1077 Barrow Road and Falkland Way to separate residential and employment traffic, the principal access will be off Falkland Way in the general position indicated on the Concept Plan. This access road will be designed to allow for the accessing of the whole of this allocated housing site.

The development will be laid out to allow access by public transport and the developer of the application site also agrees to the provision of two bus lay-bys and shelters on the A1077 Barrow Road.

Planning obligations under Section 106 of the Town and Country Planning Act 1990, and as defined in Circular 1/97, will be used for the provision of facilities or commuted sums commensurate with the scale of development.

Sustainable development is the cornerstone of the Government's rural policies. The development of this site will add affordable and market housing with a reasonable mix of age, income and occupation, to an existing community with existing employment and community facilities nearby. The location of the site and the design of the development should encourage walking, cycling and public transport use.

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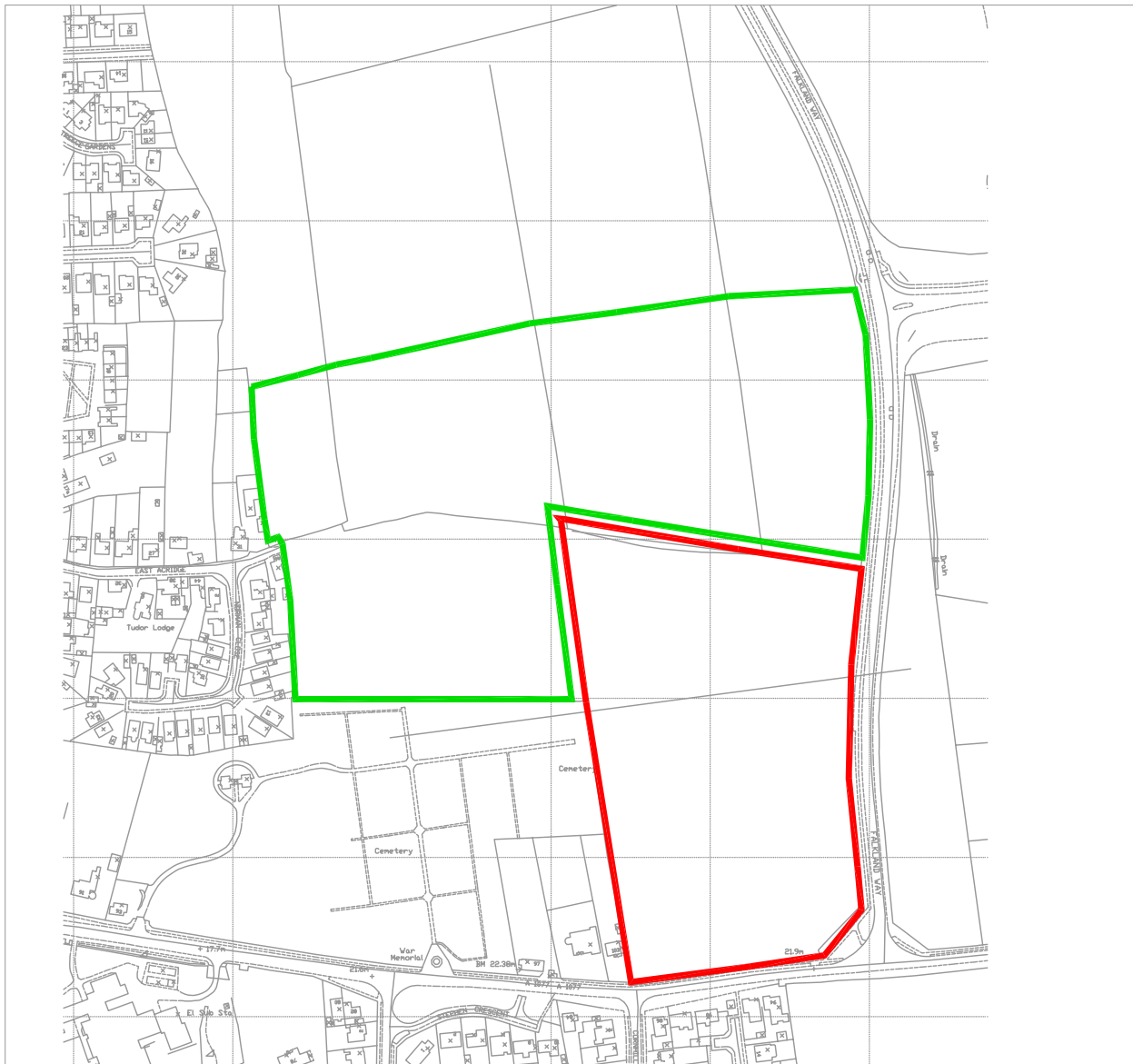



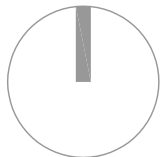


Figure 01 Site Plan

-  Land in the Ownership of Keigar Homes
-  Other Ownership








 <p>Walker Stuart PLANNING SOLUTIONS</p> <p>The Studio Sevenleaze Lane Edge Glos GL6 6NJ Tel: 01452 814370 Fax: 01452 814364 e mail ris@walkerstuart.co.uk</p>	
Project Keigar Homes, Barton	
Title Residential Development on Land at Falkland Way	
Scale as shown	Job No 01/S/136
Drawn By MN	Sequential No
Date October 2004	Revision
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Figure 02 Concept Plan
Illustrative only

-  Residential Development
-  Open Space
-  Main Vehicular Access
-  Landscape Buffer
-  Footpath/ Cycle Network With the Site
-  Bus Laybys and Shelters
-  Future Link to Roundabout



Walker Stuart
PLANNING SOLUTIONS

The Studio Sevenleaze Lane Edge Glos GL6 6NJ
Tel: 01452 814370 Fax: 01452 814364
e mail ris@walkerstuart.co.uk

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