



The Church Commissioners for England

Fiskerton Draft Neighbourhood Plan

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1.0 Introduction

- 1.1 This representation has been prepared by WYG on behalf of the Church Commissioners for England (CCfE) in response to the Fiskerton Draft Neighbourhood Plan (November 2016).
- 1.2 The CCfE are the owners of substantial land in and adjoining Fiskerton and this representation provides comments on both the policies in the Draft Neighbourhood Plan and the sites put forward for development in the Draft Neighbourhood Plan.
- 1.3 The CCfE are committed to working with the Fiskerton Neighbourhood Plan Group to deliver sustainable development in Fiskerton.



2.0 Response to Policies in the Fiskerton Draft Neighbourhood Plan

2.1 This section of the representation provides comments on the proposed policies in the Fiskerton Draft Neighbourhood Plan.

Policy 1 – Sustainable Development in Fiskerton

2.2 We support this policy which seeks to ensure that all new development in Fiskerton is developed in sustainable locations and in a sustainable way.

Policy 2a – Development to the north of Fiskerton

2.3 We support this policy and consider that the site should be allocated for housing development to deliver approximately 200 homes in Fiskerton. We consider that approximately 200 new homes is an appropriate housing requirement for Fiskerton taking into account the scale of the village, its location in relation to larger settlements (in particular Lincoln city centre) and existing services and facilities. This level of development will support the existing services and facilities within Fiskerton and could also facilitate the delivery of some of the key infrastructure requirements that may be necessary within Fiskerton. The site is adjacent to the proposed village centre for Fiskerton identified in the Draft Neighbourhood Plan and is therefore well related to the existing services and facilities in Fiskerton such as Fiskerton Primary School, Fiskerton Village Hall, the convenience store on Ferry Road and bus stops on Ferry Road. The location of the proposed development site sits comfortably within the existing built form in Fiskerton and rounds off the existing settlement.

2.4 The allocation of this site is supported by the scores in Sustainability Assessment (undertaken to support the Neighbourhood Plan) in which the site scores higher in sustainability factors than the other sites assessed for residential development and has no significant constraints to delivery.

2.5 The landowner is willing and able to bring the site forward for development and the site is in single ownership. Therefore the site is considered available with no legal restrictions to development and it could be developed in the short term.

2.6 We consider that the Fiskerton Neighbourhood Plan Group is planning positively to meet local development needs and the Neighbourhood Plan sets out a positive vision for the future of the area in line with the NPPF.

2.7 A Masterplan has been prepared to show how this site could be delivered which is informed by the technical work undertaken taking account of the concerns set out which have been



raised by local residents during the previous consultation on the Neighbourhood Plan. This work is summarised below.

Masterplanning

- 2.8 An Indicative Masterplan has been prepared for the site showing how it could be developed. The Masterplan will be progressed as a planning application is prepared. The Masterplan shows a density of approximately 25 dwellings per hectares which results in the delivery of approximately 200 dwellings on the site. Indicative Site Sections have also been prepared. The Masterplan shows approximately 1.52 hectares of the site as open space (including drainage easements). In addition to this there is the opportunity for further discussions with the Parish Council regarding the land known as the paddock in the centre of the village and whether it is required to meet open space needs within Fiskerton.
- 2.9 Two access points are shown, on Corn Close and Hall Lane. The Masterplan retains the existing public rights of ways which provide pedestrian connections to the village centre. Residents' parking spaces and visitor parking spaces can be integrated into the site at the detailed design stage.
- 2.10 Boundary treatments and landscaping would be considered at the detailed design stage; however the Masterplan includes a 10 metre green buffer adjoining the existing properties on Ferry Road from the village hall to Hall Lane. This will reduce the impact on Ferry Road and ensure amenity and privacy to the existing properties is maintained.
- 2.11 It is envisaged that a mix of housing could be delivered on the site to meet local need and demand consistent with paragraph 9.4 of the Draft Neighbourhood Plan which states "*the NDP should encourage an appropriate mix of new properties that help to diversify the housing stock in order to successfully accommodate the potential future housing needs*". Part c) of Policy 2a states "*the height of the new properties should reflect that of the surrounding area and should respect the amenity of neighbouring properties from the Village Hall to Hall Lane*". A significant proportion of the properties to the north of Ferry Road are bungalows and therefore it is important that this policy isn't applied too prescriptively to restrict new development to bungalows. Paragraph 9.2 of the Draft Neighbourhood Plan states "*There have been a large number of bungalows built in the Parish in 1960/70 which accommodates the aging population however, the community now needs family homes, starter homes for young people and more elderly accommodation*". It is therefore essential that a mix of housing is delivered in Fiskerton to meet the local needs.

Ecology

- 2.12 An Ecological Appraisal was undertaken for this site which was prepared by EDP in November 2015 following ecology surveys in May and July 2015. The site is not covered by, and does not lie adjacent to, any statutory ecology designation. There are no designated sites of



international note within 5km of the proposals nor any of national note within 2km. There are no non-statutory designated sites within 2km of the site. The survey identified that there were no 'in principle' constraints to the development of this site. The majority of the site's habitats are considered to be of negligible value due to the dominance of arable land. The appraisal includes a number of recommendations to be addressed at the planning application stage together with opportunities to deliver biodiversity enhancement.

Drainage and flood risk

- 2.13 The site is within Flood Zone 1 on the Environment Agency Flood Map for Planning and is therefore considered to be at low risk of flooding. A High Level Drainage and Flood Risk Assessment has been prepared by WYG to support the Masterplan. This identifies the location of the existing above ground attenuation on the site and the location and approximate quantity of the proposed above ground attenuation required to serve the proposed development. This is indicative only and will evolve as a planning application is developed and the drainage requirements for the site are better understood. Nevertheless it demonstrates that development of the site for approximately 200 dwellings can be achieved without increasing flood risk.
- 2.14 Information has been sought from Anglian Water to establish the location of public sewers, the available capacity in the sewers to receive the development flows and the available capacity in the wastewater treatment works. These enquiries are ongoing and will inform the next stage of the works.

Transport

- 2.15 A Transport Feasibility Report has been prepared by WYG for the site. This includes a review of the current sustainable transport options, an access strategy for pedestrians, cyclists and vehicles, and an initial trip generation estimate. This identifies that the site benefits from good accessibility for pedestrians and cyclists, and reasonable access for public transport users. The site can easily integrate in the Fiskerton local pedestrian network and is within close proximity of the Lincoln Cycle Network and Route 1 of the national Cycle Network. It benefits from being located within close proximity of the bus stops along Ferry Road, which provide regular connections to Lincoln city centre and stop within close proximity of the Allenby Industrial Estate and Outer Circle Industrial Estate.
- 2.16 A dual vehicular access arrangement is proposed with the primary site access gained from Corn Close and the secondary access via Hall Lane. Data derived from the TRICS database has forecast that the proposed development will generate 126 two way vehicular movements in the AM peak period, with 31 arrivals and 95 departures. During the PM peak, 120 two way vehicular movements are forecast to be generated, with 78 arrivals and 42 departures.
- 2.17 The Transport Feasibility Report provides a preliminary overview of the traffic impact associated with the development of the site. It is recommended that the development



proposal and any potential mitigation schemes set out within this Report are discussed further with Lincolnshire County Council and West Lindsey District Council.

Heritage and Archaeology

- 2.18 A High Level Heritage Assessment has been prepared by CGMS. This identifies that there are no designated heritage assets or potential for non-designated heritage assets of equivalent significance within the site. There are two designated heritage assets within 500m of the site; these are the Manor House and St Clement's Church. The assessment of the potential impact of the proposed housing allocation concludes that there is no potential for significant archaeology within the site and that the allocation would not be harmful to heritage assets. The allocation of the site for residential development would also not be harmful to the setting of either the Manor House or the Church of St Clement.

School capacity

- 2.19 The Draft Fiskerton Neighbourhood Plan identifies that concerns were raised regarding school capacity during the previous consultation on the Neighbourhood Plan. Secondary Education and school-based post-16 education is on the Regulation 123 List in the Community Infrastructure Levy for West Lindsey and therefore will be funded through CIL at the district level.
- 2.20 Lincolnshire County Council no longer publishes a School Organisation Plan, however they will be consulted at the planning application stage regarding education capacity. If Fiskerton Primary School does not have enough capacity to accommodate additional pupils expected then Lincolnshire County Council can request contributions from the developer where it is:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.

Policy 2b Development to the West of Fiskerton

- 2.21 We have reviewed the two options proposed for housing development in Fiskerton and as set out above, we consider that the land to the north of Fiskerton is most suitable, sustainable and deliverable site for the development of approximately 200 dwellings.
- 2.22 Land to the west of Fiskerton is also owned by the CCfE and it could become available if required for housing development in the Neighbourhood Plan period. However, land to the



west of Fiskerton is located further away from the village centre and the services and facilities than the land to the north of Fiskerton. We also consider that the site to the west of Fiskerton is more sensitive as it is located close to the grade II listed Jessamine Cottage on Plough Lane. A High Level Heritage Assessment has also been prepared by CGMS for this site (land to the west of Fiskerton). This identifies that there are three designated heritage assets within 500m of the site, the Manor House, Jessamine Cottage and St Clement's Church. Assessment of the potential allocation of the site on both below ground archaeology and the setting of the listed buildings concludes that there is no potential for archaeology of greater than regional significance within the proposed allocation and that allocation for residential development could be less than substantially harmful due to development affecting the setting of Jessamine Cottage and the church of St Clements.

- 2.23 Development to the north of Fiskerton would sit more comfortably with the existing built form of the settlement as it is within a more contained landscape and is closer to the local services and facilities.
- 2.24 The Site Assessments undertaken to support the Neighbourhood Plan identifies that there is limited community support for development of this site.

Policy 3 – Design of New Development

- 2.25 We support the approach to require low density development in Fiskerton to reflect the local area. This is reflected in the Masterplan prepared to support the site to the north of Fiskerton.
- 2.26 In relation to criteria i), to ensure consistency with the Planning Practice Guidance we consider that this should be amended to state "*sustainable drainage systems should be provided unless demonstrated to be inappropriate*". This should also be reflected in the site allocation policies.

Policy 4 – Housing Type and Mix

- 2.27 We support this policy which seeks to ensure any new development of 10 or more dwellings provide a range of property types such as starter units, family housing and elderly residents accommodation. This policy should be applied flexibly to reflect market demand as well as local needs.

Policy 11 – Green Infrastructure

- 2.28 This policy requires new development to provide a mix of private space and open space uses which meet local need, including children's play areas, outdoor sports facilities, allotments and amenity green space. This policy suggests that all new development will be required to



provide all of these types of green infrastructure. This policy should be amended to make clear that not all these types of open spaces will be required on all new developments, as this would not be necessary and could adversely impact on the viability of development when considered in combination with other requirements such as affordable housing.

Policy 12 – Designated Local Green Spaces

2.29 Policy 12 identifies that the paddock will be designated Local Green Space.

2.30 We maintain our objections to the designation of the Paddock as a Local Green Space. We consider that there is no justification for the designation of this site as Local Green Space in the context of national policy set out in the NPPF. It is essential that all sites proposed as Local Green Space are consistent with all of the criteria in the NPPF and not used as a mechanism to prevent development on sustainable sites. NPPF paragraph 77 confirms that a Local Green Space designation should only be used where the Local Green Space is:

- *"in reasonably close proximity to the community it serves;*
- *demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including playing fields), tranquillity or richness of its wildlife; and*
- *local in character and is not an extensive tract of land".*

2.31 We do not consider that the paddock would meet the tests of the NPPF (paragraph 77). In particular we do not consider that the paddock meets the second criteria of being *"demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife."* The paddock is considered to have limited amenity value and has no public access. We do not consider the village is deficient in public space provision and it does not appear that the designation of the paddock has been based on evidence of need.

2.32 In summary, we consider that the paddock would not meet the Local Green Space criteria as set out in the NPPF, as we do not consider that the site has demonstrable beauty, historical significance, recreational value (particularly as the site has no public access), tranquillity or richness of wildlife (as demonstrated by the ecological surveys). Recent appeal decisions (APP/G1630/A/12/2172936) Tewkesbury and (APP/J3015/A/13/2198848) Nottingham have demonstrated that designations for Local Green Space should be in accordance with the criteria in the NPPF. We consider the Local Green Space designation proposed in the Plan is based on the outdated policy (Core 9 of the West Lindsey Local Plan 2006) which does not



reflect the provisions of paragraph 77 of the NPPF. It is important to reiterate that the paddock is in private ownership and has no public access.

- 2.33 The CCfE are prepared to offer the paddock as publically accessible open space in association with residential development for 200 dwellings in Fiskerton subject to discussions regarding other Section 106 obligations. However, we do not consider that it is appropriate to designate the paddock as Local Green Space through the Neighbourhood Plan.

Appendix A Community Aspirations and Projects

- 2.34 This provides a list of community projects that the Parish Council will look to spend CIL on which includes traffic calming, one way systems, footpaths and cycle tracks and community facilities. Paragraph 3.8 of the Draft Neighbourhood Plan identifies that the Parish Council will look to seek other funding to bring these projects forward. It is important that once CIL is in place, that there is no 'double dipping' with developers being asked to pay twice for the same item of infrastructure.



3.0 Conclusions

- 3.1 This representation has provided response to the policies in the Fiskerton Draft Neighbourhood Plan. It has also provides support for option 1a residential development to the north of Fiskerton. The CCFE have prepared a Masterplan which is supported by technical evidence to demonstrate how this site could be developed to provide approximately 200 dwellings, public open space and associated infrastructure.