

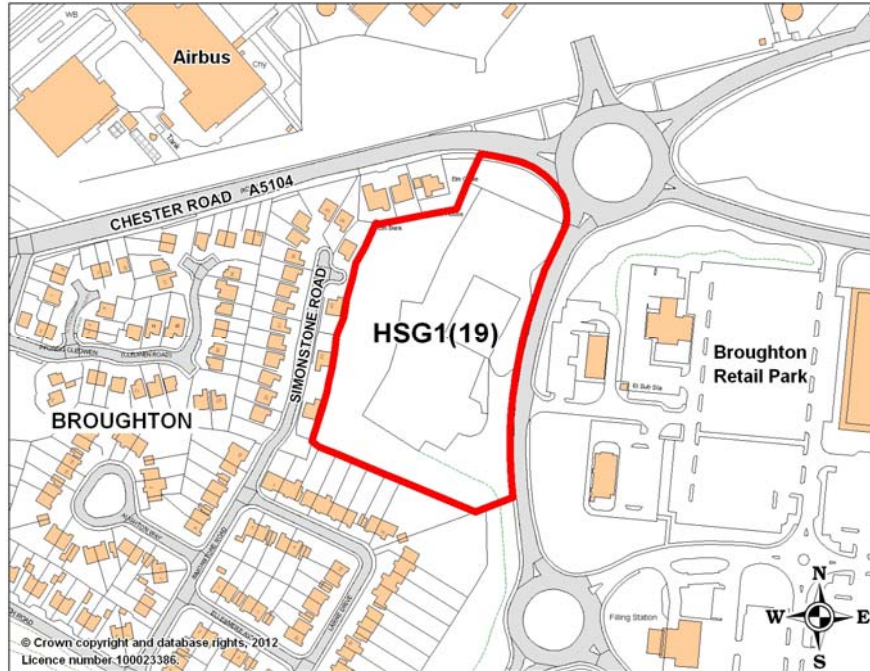
**DEVELOPMENT BRIEF FOR HOUSING AT  
THE COMPOUND SITE, WEST OF BROUGHTON  
RETAIL PARK, BROUGHTON**

**Developers must have regard to this development brief when preparing a scheme for this site. Any differences must be justified by the developer.**

## Contents

	Page
<b>1. Purpose of Brief</b>	<b>1</b>
- Type of development	
- Site Description	
<b>2. Status of the Development Brief</b>	<b>2</b>
<b>3. Planning Context and Planning History</b>	<b>2</b>
<b>4. Relevant Development Plan Policies and Guidance</b>	<b>3</b>
<b>5. Site Analysis and Planning Requirements</b>	<b>3</b>
- Location and Landscape Character	
- Site Ownership	
- Landscape Context	
- Urban Context	
- Sustainable Development	
- Highways and Access	
- Services and Infrastructure	
- Affordable Housing	
- Layout and Design	
- Noise	
<b>6. Summary</b>	<b>12</b>
<b>7. Further Information</b>	<b>14</b>
<b>Appendices</b>	
i) Relevant development plan policies and guidance	
ii) Responses to draft development brief	
iii) Checklist	

# DRAFT DEVELOPMENT BRIEF FOR HOUSING AT THE COMPOUND SITE, WEST OF BROUGHTON RETAIL PARK, BROUGHTON



## 1. Purpose of Brief

### 1.1 Type of development

This brief relates to the proposed residential development of the former Compound site in Broughton which could potentially yield up to 54 dwellings. However due to the landscaping and noise mitigation measures required, the site is expected to yield in the region of 48 dwellings in total. The main objective of this brief is to guide the residential development of the land to ensure the scheme provides a high quality sustainable residential development with a high standard of landscaping which ensures a high level of amenity for residents. The brief seeks to ensure that the amenity of both the existing and proposed houses is not detrimentally affected by the adjacent Retail Park, and that the landscaping is appropriate to its location and makes a positive contribution to the area. In line with the requirements of Policy HSG10 of the Flintshire Unitary Development Plan (UDP) the site will be required to provide 30% .

### 1.2 Site Description

Broughton is a Category B settlement with an indicative growth band of 8-15% over the UDP plan period and had some 2,055 dwellings as at 2000. It is a sustainable settlement being well served by employment and public transport and has a reasonably good range of services and facilities. The Council therefore recognises that it is an appropriate area in which to locate a proportion of the County's future housing growth.

The site comprises approximately 1.8 ha of land and lies between Broughton Retail Park to the east and the residential area of Simonstone Road to the west. It was used as the construction compound during construction of the shopping park, which was a temporary use, and is separated from the existing housing development off Simonstone Road to the west, by a landscaped bund along the western edge of the site which was a condition of the retail park planning permission. The net developable area of the site will be less than this as provision for landscaping and noise mitigation, particularly along the road frontage to the north and east, needs to be incorporated. Part of the existing landscaped bund will also be retained. Overall it is estimated that the area which can be developed for housing excluding this provision will be around 1.6 ha, which at approximately 30 dwelling per hectare could yield in the region of 48 dwellings.



**Aerial Photo showing the site**

## **2. Status of the Brief**

In line with the advice of the Welsh Government the brief has been the subject of a Council resolution and public consultation exercise and should therefore be afforded considerable weight as a material consideration in the determination of planning applications. The representations received and how the brief has been amended to take account of issues raised is summarised in Appendix ii).

## **3. Planning Context and Planning History**

The Flintshire Unitary Development Plan (UDP) is the relevant development plan and was adopted in September 2011. The site is allocated for residential development in the UDP.

### **Recent Planning History:**

046818 (northern part of site) – erection of supermarket and non-retail unit – withdrawn 17/12/09

046564 (southern part of site) - erection of budget hotel and restaurant / public house withdrawn 11/1/10

048764 (northern part of site) - erection of supermarket and non-retail unit – refused 20/2/12

#### **4. Relevant Development Plan Policies and Guidance**

The development of the site will be assessed against a number of policies and relevant guidance. These are listed in Appendix i), although it should be noted that the development plan (UDP) should be read as a whole. The Council also has a suite of Local Planning Guidance Notes and the relevant notes are also set out in Appendix i).

### **5. Site Analysis and Planning Requirements**



Looking east towards retail park

#### **5.1 Location and Landscape Context**

##### **Location Context**

The relatively level site of 1.8 ha is located at the north western edge of Broughton and currently consists of vacant land which is the former construction compound relating to the development of the retail park. On the western side is a landscaped bund and the side adjoining the access road to the retail park is relatively open with the exception of a close boarded timber security fence. The centre part of the site comprises a concrete slab which remains from when the site was used as a construction compound. The site is bounded on the eastern and southern side by existing residential development and the retail park lies to the east of the site.

The retail park and access road are adjacent to the site to the east and the Airbus site is to the north. Therefore noise pollution could potentially be an issue for residents. As a result, noise pollution mitigation measures will be required in the design of the development and any houses located near to the main road may

require sound insulation, and there will be a requirement for alternative noise reduction measures such as an earth bund and appropriate landscaping scheme. Acoustic surveys will be required and the Council's Environmental Health section should be consulted on this issue.



Looking north towards Airbus

### **Site Ownership**

The site is currently in two separate ownerships. This is not a constraint to the development of the site and the use of this development brief will help to create an overall scheme which is consistent and of a high standard. In terms of the provision of affordable housing and other financial developer contributions, these will be provided proportionally in relation to the overall site area of each part of the site. Both parts of the site also will be expected to provide the required landscaping area referred to below, along the eastern boundary in particular, and if two separate schemes are put forward they should have regard to the other in terms of access, layout, orientation etc. An example of this would be the location of a play area in the centre of the site which can be mirrored on each side of the separating boundary.

### **Landscape Context**

A carefully designed landscaping scheme for the site will therefore be required in order to provide the best amenity for residents. The existing landscaped bund raises two issues, which are firstly the protection of amenity and secondly the retention of a wildlife and green space feature. The landscaped bund afforded protection to the amenity of existing residents when the site was in use as a construction compound. In bringing forward the housing allocation on the site, it is considered unnecessary for the bund to be retained in its entirety as there is no inherent amenity conflict between existing and proposed housing development subject to satisfactory separation distances etc being achieved.

It is clear that over time the landscaped bund has developed in terms of the vegetation and now forms an extension of the present strategic landscaped buffer along the eastern edge of properties on Larne Drive and consequently the bund in this location should be retained. In the absence of any protected species however, it is considered that there is scope for part of the bund to be removed. It could be narrowed to increase the developable area of the site, but should be retained in a form which ensures adequate screening and continued amenity for the residents of Larne Drive and to continue to provide its function as a landscaping feature, visual relief and green corridor. The form of the retained bund should pay particular regard

to the retention of the vertical aspect of the current bund. Given the different layout and orientation of properties along Simonstone Road, the retention of the bund in this location is not considered to be essential and there is scope for all, or at least part of it, to be removed. However, bearing in mind that along the frontage of the site is a culvert which cannot be built on, and in order to compensate for the loss of the bund on the western side of the site, a replacement green corridor or buffer should be provided along the frontage. This feature will ensure the continuation of the existing green corridor, with the exception of a small break for the vehicular access / accesses. It will also ensure visual containment of the development, assist with separation from the retail park, provide an attractive entrance to the site, as well as providing a noise barrier. Issues relating to the maintenance of both the retained bund and the replacement green corridor are matters for the detailed planning application stage.

The requirements of UDP policy D3 Landscaping should be complied with. Details of the landscaping should include measures to encourage biodiversity and offer appropriate links through the development from the existing development in the settlement and from the retail park.

The provision of landscaping will provide opportunities for an increased variety of flora and fauna, which will enhance the biodiversity of the site. The planting of species in scale with the development is an important consideration and generally plant species should be native. All main structure planting strips should include a proportion of evergreen planting to maintain shelter and colour throughout the year. The existing trees and shrubs within the site should be retained where possible and there are no nature conservation designations or ecological constraints to the development.

## **5.2 Urban Context**

The site occupies a position at the north eastern edge of the residential part of Broughton where there is a marked change of character and land use with the retail park to the east and Airbus to the north. Broughton is characterised by medium density residential development and the built form of the settlement mainly consists of a range of relatively modern buildings of varying design and storey heights. However there are also a number of traditional buildings which are characteristic of this part of the County.

Dwellings in the immediate area to the south west of the site are a range of detached and semi-detached with medium sized gardens and a density in the region of 23 dwellings per hectare. Broughton is a well established settlement at the centre of a strategic area of growth (the 'Dee Triangle') as recognised by the Wales Spatial Plan and the West Cheshire-North East Wales Sub Regional Spatial Strategy. Over the last decade or so, the Broughton area has seen a number of major developments come forward that have played a key role in improving and sustaining the region's economy. Broughton is considered to be a sustainable location for further growth, given the availability of services and facilities and good public transport links. It is well served by employment and retail provision and has a good range of community facilities and services.

Achieving a 'sense of place' is important in terms of reflecting the best of vernacular layout patterns in the area rather than a continuation of standard housing developments. All new developments are expected to comply with GEN1 General Requirements for Development, D1 Design Quality, Location and Layout and D2 Design. Also, new developments should take into account all new guidance published by the Welsh Government which relates to residential streets, housing, design, designing for security and safer, more inclusive environments.

### **5.3 Sustainable Development**

**Solar considerations** The location and orientation of the site generally can take advantage of available solar radiation in the proposed buildings. The buildings should therefore be designed to take advantage of this in order to maximise heating gain.

**Wind considerations** The presence or absence of wind may have a greater impact than solar gain in the heating of buildings, particularly during colder months. The use of strategic planting, embankments and the careful locating of buildings is an effective method of reducing the impact of wind blowing across the site, therefore reducing the amount of heat loss.

**Energy** The initial consideration should be the reduction of energy use, followed by how renewable energy sources can be used to provide the energy required. Policy EWP3 requires that renewable energy generation measures are incorporated onto the development in order to achieve a 10% reduction in carbon emissions. Developers will be expected to look in detail at the most suitable way of incorporating renewable energy on this site, be aware that the suitability of different renewable energy technologies may vary across the site, and that more than one form of renewable energy provision may be appropriate.

**Resource efficiency** The use of energy efficient, low maintenance and sustainable materials will be encouraged whenever practicable. In terms of a sustainable layout, one possible option could be to locate taller building/s to the north of the site and to provide more and larger windows on the south facing elevation, with few on the northern elevation. This would maximise the solar gain and assist in reducing the noise pollution from the road to the north of the site.

**Materials** In order to ensure that the new development does not detract from the local environment, traditional local buildings materials should be used. In general the older houses in the area are red brick with slate roofs, more recent houses are often brick with either slate or tile roofs. Also some houses are rendered. Simple details on buildings can make a big difference to their appearance and the way a development fits in with the surroundings. For example simple brick detailing can add to the character of a dwelling by reflecting the traditional character of the area. Detailing around doors and windows, as well as their proportions, is an important design feature, for example in the use of the traditional material for lintels and sills. Boundaries, walls, fences etc, are to be carefully considered to enhance the identity of the area and to define the private / public realm.

### **Code for sustainable homes**



In line with current guidance, all residential properties will have to reach Code Level 3 of the Code for Sustainable Homes as a minimum and developers are encouraged to exceed this. However it may be that Code Level 4 is a requirement by the time an application comes forward as the Welsh Government are moving towards dwellings becoming more sustainable as soon as possible.

#### **5.4 Highways and Access**

Vehicular access to the site will be from the Broughton Retail Park link road at the eastern boundary of the site. The Head of Assets and Transportation states that the development should have a 'strong' residential frontage onto the link road to reinforce the 30mph speed limit and that two access points could be achieved into the site from the link road. This could potentially lead to an appropriate scheme and given that the site is currently in two ownerships would allow for the development of the site at different times. Locating any access point directly opposite the existing access to the retail park should be avoided and each access should be separated by at least 30m along the link road.

An access should adopt the following criteria:

- a minimum entry radii of 7.5 and a 2.4m x 43m visibility splay;
- The carriageway width at the entrance should be 5.5m; and
- The gradient of the access from the edge of the existing carriageway should be a maximum of 1 in 24 for a minimum distance of 10m and then 1 in 15 thereafter.

In order to prevent vehicles wishing to turn right into the site from delaying the free flow of traffic, the provision of a 'Keep clear' marker will be required as part of a S106 agreement so that at busy times they can cross the opposite carriageway.

The site is in close proximity to bus stops at Airbus and Tesco, with services between Mold – Chester, Holywell – Chester and Connah's Quay – Chester, providing good accessibility to several local towns and villages. There are currently no rights of way on the site. Footpaths and cycleways should be well signposted and allow safe use during night and day. All routes and provision of facilities must allow for full access and protection to disabled residents and visitors.

It is important that the development is accessible by all forms of transport, in particular pedestrians and cyclists. Pedestrian access into and within the site is a key requirement and will encourage the use of modes of transport other than the private car. The development should link into footpaths and cycle ways, those existing and those to be developed in the area. All footpaths and cycle ways should be designed to have a predominately open character for security reasons and shrubs, other than ground cover should not be planted immediately adjacent to footpaths and cycle ways. Paths should be well lit at night, especially those routes which link the housing areas with the settlement centre. Key routes should be suitably landscaped to provide attractive routes, which will encourage walking and cycling.

In line with the 'Safe Routes in Communities' initiative (previously Safe Routes to School), walking routes to school should be considered at the planning application stage, with measures identified to assist pupils along the route and the development

should have an identified link for walking / cycling. Given the fact that there is no complete footway from the site to the school, developers should contact the Highways section in relation to how this can be provided and a financial contribution may be required towards the provision of this.

Every effort should be made to make the site as accessible as possible to a wide range of potential users, including those with sensory or physical disabilities. Although the site has good public transport links and is within walking and cycling distance of local facilities, provision of car parking will still need to be accommodated. The layout should provide appropriate levels of parking within the curtilage of dwellings in line with the Council’s adopted car parking standards, which as follows are a maximum of:

Size of house	Number of parking spaces
1 bedroom dwelling	1.5 car space per unit
2 bedroom dwelling	2 car spaces per unit
3 + bedroom dwelling	3 car spaces per unit
Flats	1 car space per unit + 1 car space per 2 units for visitors
Elderly person / retirement dwellings or flats	1 car space per unit + 1 car space per 3 units for visitors

In line with policy AC18 of the UDP reduced requirements may be applied.

**5.5 Services and Infrastructure**

**The developer will need to discuss the establishment and location of services and infrastructure with the relevant utilities companies to ensure the correct and appropriate servicing of the site.**

**Drainage.** Welsh Water have no objection in principle to the development of the site. However they have some concerns over the current capacity of the sewerage system in the area. It is not in their current work programme to undertake works to improve this system however it may be possible for the developer to fund the accelerated provision of replacement infrastructure or to requisition a new sewer under Section 98-101 of the Water Industry Act. Upgrading works to the sewerage system are required prior to the development of the housing. Developers should discuss this with Welsh Water / Dwr Cymru at an early stage. Details of foul sewer and surface water disposal will be subject to approval of detailed design. To ensure that no surface water run off enters the sewerage system and to reduce surface water run off from the site, a separate Sustainable Urban Drainage System (SUDs) will be required to serve the development. These are matters which can be considered within the planning application process and in the light of UDP policies GEN1 General Requirements for Development and EWP16 Water Resources.

**Surface Water.** As mentioned above, surface water should be dealt with by means of a Sustainable Urban Drainage System (SUDS), in accordance with good practice. There are a number of methods which can be used and developers should consider integrating a variety of these. The landscaping scheme could be developed in conjunction with the SUDS. CIRIA has produced a number of documents which

provide guidance on the type and application of the different type of SUDS and Environment Agency Wales can also advise on this. Any SUDS system for residential development will be designed in accordance with “Sustainable Urban Drainage Systems – Design Manual for England and Wales” published by CIRIA. This will have to be designed to the satisfaction of the Environment Agency Wales and Welsh Water Dwr Cymru, and to minimise the impact on the water quality and quantity of the receiving watercourse. Adoption of the SUDS measures will be required by Welsh Water Dwr Cymru or by Flintshire County Council, in which case a capitalised maintenance charge will be required. However, the Council will not adopt the SUDS provisions in isolation from any public open space.

**Supply and distribution of water.** Any development of the site may have an impact on the water network infrastructure in the area. This will have to be investigated prior to any development of the site.

**Electricity / Gas / Telephone / Internet.** There are no known problems with the supply of gas or electricity to the site, nor with the telephone / internet system. The developer should check with the relevant service provider the provision for connection to these services.

**Street Lighting.** The provision of street lighting will be necessary within the site. An element of low level lighting may be necessary in some areas of public open space. The main routes through the development should be well lit to ensure safety. Street lighting should be highly energy efficient and its design in keeping with the site design and layout.

**Education facilities.** Developer Contributions as part of a S106 Agreement will be required to be made in respect of Education provision and the relevant section of the Council will be able to advise on this. Broughton Infants and Junior School (capacity 450 pupils) is approximately 575 m from the centre of the site in a direct line.

The most recent figures (January 2012) indicate that Broughton Infants and Junior School currently has 439 pupils. This means there are only 11 surplus places and with 13 primary school places expected from the allocated site a commuted sum would be required for the school. There is a surplus of places at St David’s High School so no contribution would be required for this at present. Developers should contact the Director of Lifelong Learning at the time of making a planning application in order to ascertain the most up to date figures and how much would be required in terms of the commuted sum.

**Public Open Space.** New development is generally required to provide open space and appropriate play facilities in accordance with the relevant policies and guidance, although in some cases an off site payment is appropriate. Although there is an existing recreation facility at Broughton Hall Road which caters for the play requirements of the proposed development, this cannot currently be accessed by a safe, continuous footpath from the site and therefore the provision of a new facility on this site will be required unless a safe footway is provided.

The creation of on-site public open space within the development will result in these areas requiring adoption by the Council, which will be subject to a legal agreement.

Evidence of the arrangements made for the long term maintenance of any paths, landscaped areas and other open space will also be required.

**Private Open Space** Garden dimensions will be determined by considerations including the density of development, design objectives and the need to provide a complementary range of house types.

### **5.6 Affordable housing**

Affordable housing is required in line with Policy HSG10 of the UDP. This policy requires the developer to enter into negotiations with the Council where there is a demonstrable need for affordable housing to meet local needs to provide 30% affordable housing. The affordable housing will be required on site and the units should not be developed as a separate area, but should be integrated throughout the development. Locations of the proposed affordable housing units be indicated within the planning application. The affordable housing will be provided by a range of housing types and not just as flats or apartments. Although the site is currently in two separate ownerships, both parts will be expected to provided affordable housing proportionally to a level of 30% of the overall capacity of the site.

### **5.7 Layout and Design**

The layout of the housing requires it to contribute to achieving the sense of place described above. A range of dwelling house types, including bungalows, terraced, semi-detached, and mixed storey heights as well as a good mixture of floor areas, should be considered as this will ensure that a sustainable density of dwellings per hectare is achieved and provide for every market sector. There is a clear demand for a wide range of housing types and developers should ensure that appropriate provision is made, bearing in mind that the size, shape, position, style and detail of housing has an impact on its surroundings.

Both the layout and design of the development should be of a high standard and quality sustainable materials used throughout. Good design requires an understanding of the local context and creating a locally distinct sustainable development. A detailed Design and Access Statement will be required to undertake a robust contextual analysis of the site, its surroundings and constraints and demonstrate the process and options considered in devising the design principles of the development proposed. In line with current guidance, detailed statements must be included to support any planning application and should incorporate examples of design used to influence the development proposal. The housing should be well designed and fit for purpose, enhances its setting and becomes an integrated part of the settlement and community. The character of the development should reflect the vernacular of the area, although designs which are of a high standard but innovative will also be considered. If existing local buildings and layouts are not of a good design they should not be reflected within the development, as developers should rather look to improve the area.

In siting buildings and open spaces it should be ensured that public facades face onto public areas and private facades face private areas. This ensures that private gardens do not back on to public spaces, paths or roads, but rather the front of the property (or public face) will face on to the public area and any potential conflict between the different uses is avoided. Views into the site should also be considered.

To fit in with the surrounding development, the majority of buildings should be no more than two storeys. If a developer wishes to provide some dwellings of 2.5 storeys within the overall scheme this may be acceptable but the overall form and relationship of the existing dwellings, the orientation of dwellings and use and position of dormers and roof lights will be carefully considered in order to protect the amenity of existing residents. Inappropriate layouts and designs will not be accepted in respect of this. Housing on the site must meet the current requirements as set out in the relevant Local Planning Guidance Note which refers to matters such as plot ratio, private usable garden space and privacy distances as well as preventing overshadowing to adjoining areas

Guidance on the design and layout of new developments can be found in documents such as Planning Policy Wales, TAN12 Design, Energy Saving Trust guidance on estate layout to maximise passive solar gain etc. A more comprehensive list can be found in the Appendix. The Council would welcome the proposal being taken through the Design Commission for Wales' (DCfW) review panel. The DCfW is a national organisation, established in 2002 by the Welsh Government established to champion good design and a high quality built environment. Early consultation with the DCfW is essential, when the proposed project is at a formative stage, and when the expertise and advice available can be most effective. Typically this is in the pre-application stage, once the basic design approach has been defined.

A high standard of landscaping and design is required, together with possible noise reduction measures in order to achieve maximum amenity for the residents of the site.

### **5.8 Housing Density and Mix**

The layout of housing should create a sense of place. National and local guidance requires the efficient use of land. High density development can be achieved through good design without overcrowding, congestion or loss of residential amenity. In line with policy HSG8 the highest appropriate density should be sought on the site in terms of making the most efficient use of land whilst having regard to the characteristics of the site and its surroundings. A good range of house types, having regard to policy HSG9, should be sought in terms of dwelling types and sizes, to ensure that a variety of market sectors are catered for and an interesting and varied form of development is achieved.

### **5.9 Noise**

A key issue in the development of the site is ensuring satisfactory standards of amenity for both existing residents and new residents, having regard to noise levels and general activity associated with the road system and retail park. As a result, noise mitigation measures will need to be considered as an integral part of the layout and design of the development. These measures will need to be agreed with the Council's Public Protection Officers and be informed by an appropriate noise assessment study in accordance with the criteria specified in Annex A of TAN 11 Noise. Possible measures could include a landscaped bund, acoustic fencing and noise attenuation measures within individual properties, however this needs to be balanced with ensuring that there is an attractive frontage to the site and that the site is not shut off from the local area and community. To avoid cutting off the site with a

large fence or wall, the layout of the proposed properties should be carefully considered, with a wide landscaped area running parallel and adjacent to the main road, which would increase the distance from the noise source. The use of an acoustic fence or vegetation to the north of the site may be appropriate given the proximity to the Airbus site and the fact that it would not overshadow any houses, although the visual aspect of this from outside the site should be carefully considered. Measures within individual house (particularly those close to the road) can include high specification double glazing, increased sound insulation, mechanical ventilation, locating sensitive rooms away from the road and locating the gardens behind the houses away from the road.

## **6 Summary**

Due to the location adjacent to the retail park and the concerns that have been raised in relation to this (particularly to noise mitigation), a clear layout and landscaping scheme must be provided to protect the amenity of future residents in terms of separation between the site and the retail park and any potential noise issues. The developer will be required to show how this can be achieved. It is also important that the developer has regard to the retail park and that the landscaping scheme also enhances the entrance to the retail park. They will also have to show how the site can be accessed via means other than the private car.

Development of the site's layout should reflect the principles of sustainable development and incorporate the appropriate landscaping to provide the required separation between the site and the retail park. All developments should seek to conserve natural resources, be energy efficient and minimise pollution. As a minimum the dwellings will be required to meet the requirements of Level 3 of the Code for Sustainable Homes as contained within current national guidance. However developers should aim for a higher level and note that the Welsh Assembly Government intends to require higher levels in future and it may be that by the time an application is submitted, attaining Code Level 4 or higher may be a requirement.

In respect of sustainable development, the following should be considered: climate, energy, resources, biodiversity and community. A sustainability statement will be required as part of the Design and Access statement setting out how the principles of sustainable development have been incorporated from the outset.

### **Planning Application Requirements**

Any planning application will need to be accompanied by the following:

- Planning Statement (including an assessment of the proposal in light of this brief)
- Design and Access Statement
- Noise assessment
- Landscaping
- Transport Statement
- Code for Sustainable Homes pre-assessment

**Design and Access Statement** A design and access statement will be required to accompany a planning application. It must clearly demonstrate how the development has taken account of this development brief and should explain how the design has been created specifically for this development. The statement should demonstrate how the overall design reflects the best of the urban form of the settlement. The advice in TAN12 Design should be closely followed.

**S106 Agreements and Planning Conditions.** Any relevant S106 Agreements and planning conditions which are required should be related in scale and kind to the proposed development. Developers may reasonably be expected to pay for or contribute to the cost of infrastructure which would not have been necessary but for the development. The effect of such infrastructure investment may be to confer some wider benefit but payments should be consistent with the scale of the proposed development. The agreement may contain contributions in cash or the provision of facilities and services in line with Policy requirements.

## **7 Further Information**

Developers are encouraged to contact the Flintshire County Council's Planning Service to discuss details of any proposed scheme. Any application will be dealt with primarily by the Development Management Team, but policy guidance can be obtained from the Development Plans Team, who will also be consulted on the application and pre-application inquiry.

Planning address & contact  
Highways  
Play Unit  
Housing  
Public Protection  
Dwr Cymru  
EA Wales

# APPENDIX

## Appendix i)

### Relevant Development Plan Policies and Guidance

(Please note these are only the most relevant references and other policies and guidance may apply)

### Flintshire Unitary Development Plan Policies

<b>STR1</b>	New Development
<b>STR2</b>	Transport and Communication
<b>STR4</b>	Housing
<b>STR10</b>	Resources
<b>GEN1</b>	General Requirements for Development
<b>D1</b>	Design Quality, Location and Layout
<b>D2</b>	Design
<b>D3</b>	Landscaping
<b>WB6</b>	Enhancement of Nature Conservation Interests
<b>AC1</b>	Facilities for the Disabled
<b>AC2</b>	Pedestrian Provision and Public Rights of Way
<b>AC3</b>	Cycling Provision
<b>AC18</b>	Parking Provision and New Development
<b>HSG1</b>	New Housing Development Proposals
<b>HSG8</b>	Density of Development
<b>HSG9</b>	Housing Mix and Type
<b>HSG10</b>	Affordable Housing within Settlement Boundaries
<b>SR5</b>	Outdoor Playing Space and New Residential Development
<b>EWP2</b>	Energy Efficiency in New Development
<b>EWP3</b>	Renewable Energy in New Development

### Local Planning Guidance Notes:

- 2. Space Around Dwellings**
- 3. Landscaping**
- 9. Affordable Housing**
- 11. Parking Standards**
- 12. Access for All**
- 13. Open Space Requirements**
- 19. SUDS**
- 20. Energy Conservation and Renewable Energy for Householders and Small Businesses**
- 22. Planning Obligations**

### National Guidance:



**Planning Policy Wales 2010**  
**TAN8 Renewable Energy**  
**TAN11 Noise**  
**TAN12 Design**  
**TAN16 Sport, Recreation and Open Space**  
**TAN18 Transport**  
**TAN22 Sustainable Buildings**

**Other:**

West Cheshire – NE Wales Regional Spatial Strategy  
Sustainable Urban Drainage Systems – Design Manual for England and  
Wales (CIRIA)  
Passive Solar Estate Layout (Energy Saving Trust)  
Code for Sustainable Homes

Appendix ii)

**COMPOUND SITE  
RESPONSES TO DEVELOPMENT BRIEF**

ORGANISATION	ISSUE	REPRESENTATION	REASONED RESPONSE	DECISION AND ACTION
Broughton and Bretton Community Council	Landscaping bund	What proposals are there for the protection of the existing bund?	n/a	<p>The landscaped bund raised two issues which are firstly the protection of amenity and secondly the retention of a wildlife and green space feature.</p> <p>The landscaped bund afforded protection to the amenity of residents when the site was in use as a construction compound. In bringing forward the housing allocation on the site it is considered unnecessary for the bund to be retained in its entirety as there is no inherent amenity conflict between existing and proposed housing development subject to satisfactory separation distances etc being achieved. To the south of the site the houses on Larne Drive have rear gardens some 26m in length, and have an approximate area of 240sq m which is considerably in excess of the prescribed 70sq m private garden space for a 3 bed dwelling in its LPG Space about Dwellings. The dwellings to the west of the site on Simonstone Road are in close proximity to the site boundary. Notwithstanding that they have been sited and designed so that their side elevations face onto the site, there is a need to ensure that suitable separation distances and associated amenity are achieved, either through the retention of part of the bund or through the extension of their plots into the site.</p> <p>It is clear that, given the passage of time, the landscaped bund has developed in terms of the vegetation and now forms an extension of the present strategic landscaped buffer along the eastern edge of properties on Larne Drive. In an otherwise built up area, the landscaped bund provides visual relief and performs a green corridor function. In the absence of any protected species, it is considered that there is scope for all, or at least part of the bund to be removed. However, bearing in mind that along the frontage of the site is a culvert which cannot be built upon, a replacement green corridor or buffer should</p>

**Appendix ii)**

				be provided along the site frontage. This feature will ensure the continuation of the existing green corridor, with the exception of a small break for the vehicular access and can be continued into the adjoining site. The green corridor can be designed so as to act as a noise attenuation feature between housing and the retail park and also as a nature conservation and recreational feature.
	Safe routes to school	Will the developer be required to provide a safe route to school for the development?	n/a	Response from the road safety manager is as follows: Regarding new developments, as part of the Safe Routes to School initiative it was recommended that walking routes to school are considered at the planning stage, with measures identified to assist pupils along the route i.e. link paths, traffic speed controlling measures, pedestrian crossing facilities etc. all new developments should have identified links for walking / cycling and such routes will be suitable for school children as well as the general public. It should be noted that the initiative has recently been re-named 'Safe Routes in Communities'.
	Section 106 agreement	When imposing S106 agreement, will the new formula apply?	n/a	This will depend on when an application is received and on the progress with the Education Contributions LPG
	Highway access	What measures will be required to prevent vehicles turning into the estate from delaying the free flow of traffic?	n/a	Highways view is that there wouldn't be a problem during 'free flow' conditions, only at busy times when the traffic is fairly stationary. The provision of a 'Keep Clear' marker on the road would prevent there being a hold up and a S106 agreement could require this to be provided by / funded by the developer.
	Density	What will be the maximum density permitted?	n/a	The indicative density for a settlement B category is 30/ha, however any scheme will be considered on its individual merits.

ORGANISATION	ISSUE	REPRESENTATION	REASONED RESPONSE	DECISION AND ACTION
Development Securities	Landscaping bund	There is no justification for the landscaping bund to be retained as it was constructed to protect existing dwellings from the retail park and compound but the compound is now to be replaced by housing.	Accept	Remove reference to the net developable area being 1.25 ha which reflects the existence of the bund and amend the potential capacity as a result.
	Planning context	UDP has now been adopted and the relevant text now needs to be amended to reflect this	Accept	Development brief should be amended to reflect the adoption of the UDP. Update sections 3 and 4 and appendices (i) and (ii) as appropriate
	Noise pollution	There are no significant noise issues to address and the requirement for an acoustic survey, acoustic fencing and appropriate landscaping scheme are not justified.	Don't accept	The Council's environmental health section stated that there are likely to be noise issues relating to road traffic and the commercial operations on the retail park. They would therefore expect a noise survey to be carried out and a suitable scheme for noise mitigation to be provided which will depend on the noise survey and report recommendations. Depending on the noise exposure category the properties fall into, any scheme would be expected to include such things as enhanced glazing (possibly with acoustic vents), some sort of an acoustic barrier on the northern and eastern boundaries. To avoid cutting off the development with a large fence or wall, the layout should be carefully considered.
	Public open space	There is no justification for the mention of allotments	Accept	Remove reference
	Education facilities	There are more up to date figures available than those in the brief	Accept	The most up to date figures will be incorporated prior to the publication of the final version of the development brief. Reference will be made to the status of the revised LPG on educational contributions.
	Site ownership	There is no reference to the fact that the site is held in two separate ownerships and is therefore likely to be developed by two different parties at two different times.	Accept	Reference should be made to the fact that the site is in two different ownerships and a methodology set out which explains how a good quality scheme could be achieved e.g. access points, layout, orientation, affordable housing.

ORGANISATION	ISSUE	REPRESENTATION	REASONED RESPONSE	DECISION AND ACTION
Stuart Milne Homes	Landscaping bund	The bund was built to serve a purpose which no longer exists	Accept	<p>The landscaped bund raised two issues which are firstly the protection of amenity and secondly the retention of a wildlife and green space feature.</p> <p>The landscaped bund afforded protection to the amenity of residents when the site was in use as a construction compound. In bringing forward the housing allocation on the site it is considered unnecessary for the bund to be retained in its entirety as there is no inherent amenity conflict between existing and proposed housing development subject to satisfactory separation distances etc being achieved. To the south of the site the houses on Larne Drive have rear gardens some 26m in length, and have an approximate area of 240sq m which is considerably in excess of the prescribed 70sq m private garden space for a 3 bed dwelling in its LPG Space about Dwellings. The dwellings to the west of the site on Simonstone Road are in close proximity to the site boundary. Notwithstanding that they have been sited and designed so that their side elevations face onto the site, there is a need to ensure that suitable separation distances and associated amenity are achieved, either through the retention of part of the bund or through the extension of their plots into the site.</p> <p>It is clear that, given the passage of time, the landscaped bund has developed in terms of the vegetation and now forms an extension of the present strategic landscaped buffer along the eastern edge of properties on Larne Drive. In an otherwise built up area, the landscaped bund provides visual relief and performs a green corridor function. In the absence of any protected species, it is considered that there is scope for all, or at least part of the bund to be removed. However, bearing in mind that along the frontage of the site is a culvert which cannot be built</p>

				upon, a replacement green corridor or buffer should be provided along the site frontage. This feature will ensure the continuation of the existing green corridor, with the exception of a small break for the vehicular access and can be continued into the adjoining site. The green corridor can be designed so as to act as a noise attenuation feature between housing and the retail park and also as a nature conservation and recreational feature.
	Affordable housing	It is important to recognise that the site falls into 2 ownerships and their proposal would be for 24 2 storey units which would mean that there is no requirement for affordable	Don't accept	The allocation as a whole will be taken into account regardless of the different ownerships. If separate applications come in then each should have a proportion of affordable housing. Otherwise, two smaller applications could be submitted creating in the region of 45-50 units with no affordable housing provision made at all.
	Noise mitigation measures	The noise mitigation measures proposed are too excessive	Don't accept	The Council's environmental health section stated that there are likely to be noise issues relating to road traffic and the commercial operations on the retail park. They would therefore expect a noise survey to be carried out and a suitable scheme for noise mitigation to be provided which will depend on the noise survey and report recommendations. Depending on the noise exposure category the properties fall into, any scheme would be expected to include such things as enhanced glazing (possibly with acoustic vents), some sort of an acoustic barrier on the northern and eastern boundaries. To avoid cutting off the development with a large fence or wall, the layout should be carefully considered .e.g. a service road running parallel to increase the distance from the noise source.
	Footpaths	There are none through the site and land ownership would prevent creating new ones.	Accept	There are no existing footpaths through the site which connect with existing links, but the possibility of providing one should be explored by the developer. It may be the case that no appropriate footpath can be

				provided and the development brief should be amended to reflect this. It should be ensured that footpaths along the frontage are linked into existing footpaths.
	Public open space / educational contribution	Any requirements should be in line adopted policy and guidance, not draft. For POS an off site contribution is more appropriate given the site. Ref to allotments should be removed.	Accept in part	<ul style="list-style-type: none"> <li>i. Accept that it should be updated to reflect adopted plan.</li> <li>ii. Educational contributions will depend on when the education LPG is formally adopted by the Council.</li> <li>iii. Don't accept that POS should be off site given the lack of safe pedestrian footpath to the nearest site.</li> <li>iv. Accept re: provision of allotment space</li> </ul>

## Appendix iii)

### Checklist

<b>ROADS AND PARKING</b>	
• Access	
• Pedestrian / cycling links	
• Public transport	
• Traffic calming	
• Parking Standards	
• Access for Emergency Services	
<b>LANDSCAPING</b>	
• Detailed plan	
• Predominant use of native or drought resistant species	
• Maintenance agreement	
• Provision / financing of open space	
<b>DESIGN</b>	
• TAN12 Design	
• Sustainable development	
• Privacy and amenity	
• Passive solar design and site layout	
• Noise mitigation measures	
• Security and community safety	
<b>DRAINAGE</b>	
• Upgrade of system	
• Separate surface water system	
• SUDS - including permeable paving & attenuation tanks	
• Low water use fittings	
<b>ENERGY CONSERVATION</b>	
• Passive solar orientation and design	
• Energy efficiency	
• Sustainable materials	
• Code for Sustainable Homes assessment	
• Renewable energy	