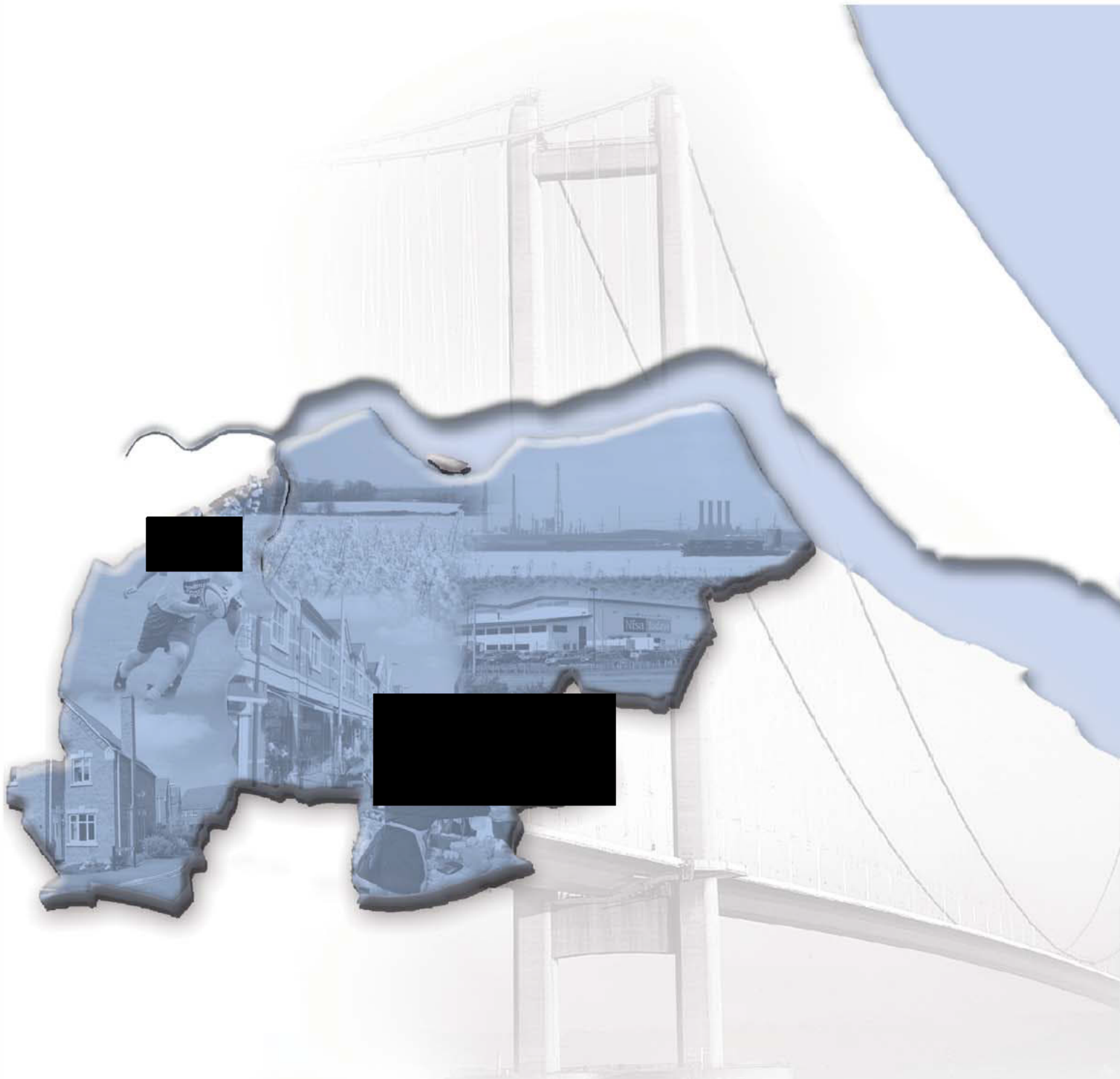




North Lincolnshire Local Development Framework

People · Places · Spaces



Housing and Employment Land Allocations Development Plan Document

Adopted
March 2016



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1 INTRODUCTION

- 1.1 It is essential that North Lincolnshire can provide enough homes and employment land to ensure people have access to houses that meet their needs and to enable the local economy to grow. That is why North Lincolnshire Council has produced this Housing and Employment Land Allocations Development Plan Document (DPD) to highlight where development sites are available, whilst also protecting our precious natural environment.
- 1.2 This document is the Adopted version of the Housing and Employment Land Allocations DPD which is part of the North Lincolnshire Local Development Framework (LDF). It represents the council's final version of the DPD and puts forward the council's locations for new homes and employment sites. It also identifies the settlement development limits, town/district centre boundaries.
- 1.3 The Housing and Employment Land Allocations DPD has been prepared in line with the Adopted Core Strategy (June 2011) and complements its approach to housing and employment growth in North Lincolnshire. This DPD illustrates the location and size of allocated sites on a Proposals Map and provide guidelines on how, when and for what purpose the site should be developed.
- 1.4 The council has undertaken various public consultations, which sought information and views about potential sites for new homes and employment and also allowed further opportunities for sites to be submitted. This first took place in November 2007 (Issues and Options Consultation) with the DPD showing all of the suggested sites and changes to development limits that had been submitted at the evidence gathering stage 'Call for Sites' in December 2006. Following the Issues and Options stage, the council produced an additional Issues and Options paper for Gypsy and Traveller sites in August 2008. This was due to the fact that no sites had been identified for Gypsy and Traveller accommodation in the previous round of consultation. This document set out background information about where Gypsy and Traveller sites needed to be provided within North Lincolnshire up to 2016.
- 1.5 Another round of consultation took place in January 2009 (Pre-submission Consultation - Second Stage). This version of the DPD built on the previous consultation exercises mentioned above as well as further work undertaken as part of the Strategic Housing Land Availability Assessment (SHLAA) and Employment Land Review (ELR). This stage narrowed down the proposed sites, looking at any site constraints and previous consultation comments received in order to determine the council's preferred locations for new homes and employment sites.
- 1.6 A revised submission draft version of the DPD was published to allow local people and other bodies to have their say on its content. This consultation period ran from 25 April to 6 June 2014.
- 1.7 The DPD together with all representations received and supporting documentation was submitted for Public Examination on 31 July 2014. The Public Examination ran from 13 to 22 January 2015. Following the closure of the Public Examination, the council prepared a number of Proposed Main Modifications to the DPD at the request of the Planning Inspector who examined the document. These were set out in a Schedule of Proposed Main Modifications, which were published for a six week consultation period running from Wednesday 10 June to Wednesday 22 July 2015.
- 1.8 During the Public Examinations for the Core Strategy and the Housing and Employment Land Allocations it was agreed to bring forward Gypsy and Traveller allocations in the General Policies DPD when it would be clearer on planning policy.

Examining Local Plans

- 1.9 The Housing and Employment Land Allocations was examined by an independent inspector whose role was to assess whether the plan had been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it was sound. To be considered 'sound' the DPD must be:
 - **Positively prepared** - the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development

- **Justified** - the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence
- **Effective** - the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities
- **Consistent with national policy** - the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

1.10 Sites that have been identified within this DPD have come forward from a number of sources. They include:

- Allocations designated within the North Lincolnshire Local Plan where development has not commenced
- Sites identified within the Strategic Housing Land Availability Assessment (SHLAA) and Employment Land Review (ELR)
- Sites submitted by landowners and developers during the informal consultation stage (Call for Sites) that ended in December 2006
- Issues and Options Stage of this DPD (November 2007)
- Pre-submission Consultation Second Stage of this DPD (January 2009)
- Submission Draft (November 2010)
- Revised Submission Draft (April 2014).

The wider context and background to the document

1.11 This section gives a brief overview about why this DPD was produced and how it fits into the planning system.

1.12 The planning system defines how the council plans for and makes decisions about the future of the area's settlements and the countryside. It has to balance different views and often make difficult decisions. The system is plan led, which involves preparing plans that set out what can be built where. The Housing and Employment Land Allocations DPD is one of the plans in this system and shows where development will take place in North Lincolnshire.

1.13 All documents making up the LDF must be prepared in the context of national and other local policies and plans. This means that nothing can be proposed at the local level that would conflict with policies at a higher level.

1.14 At the national level, the Government produced the National Planning Policy Framework March 2012 and this is available at www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf It sets out the national planning framework for delivering the Government's planning objectives and replaces the suite of PPG's and PPS's.

1.15 At the Regional Level, the former Regional Spatial Strategy (RSS) built on the policies set out at the then national level and applied to regional areas. The Regional Spatial Strategy (RSS) for North Lincolnshire was the Yorkshire & Humber Plan (May 2008) but following the Localism Act 2011 (s109) it has now been revoked by the Secretary of State.

1.16 At the local level North Lincolnshire is preparing its LDF, which is a portfolio of documents covering a range of topics relating to the economic, social and environmental needs of the area. This will gradually replace the North Lincolnshire Local Plan that was adopted in May 2003.

- 1.17 The Adopted Core Strategy (June 2011) is one of the documents in the LDF and sets out the long term spatial planning framework for the development of North Lincolnshire up to 2026 by providing strategic policies and guidance to deliver the vision for the area. This includes the scale and distribution of development, the provision of infrastructure to support it and the protection of our natural and built environment. It will also help to ensure that the investment decisions of key bodies are not made in isolation, but are properly co-ordinated, with a strong focus on the principles of sustainable development. Its purpose is to set out a vision and objectives for future development in North Lincolnshire up to 2026.
- 1.18 Usually local authorities produce the Core Strategy DPD first, as all other documents need to comply with it. Other documents in the LDF include the Local Development Scheme, the Statement of Community Involvement and the Annual Monitoring Report.

Key principles in the planning system

Community Involvement

- 1.19 The planning system emphasises the need to involve the community throughout the development of plans so that people who live and work in the area can help shape its future. When developing the Housing and Employment Land Allocations DPD, it was subject to several stages of public consultation as set out in the adopted Statement of Community Involvement (April 2006) and Statement of Community Involvement Review (2010). All the comments received during the different consultation stages have been considered in preparing this adopted document. Copies of previous versions of this DPD can be found in the evidence base.

Evidence Base

- 1.20 A key requirement of the LDF system is that documents and the policies and proposals set out in them are based on a robust and credible evidence base. The evidence base is a collection of various planning policy statements, strategies, studies and other relevant information ranging from government policy through to local strategies as well as specific studies commissioned by the council. Details of the evidence base and how it has influenced the allocation of sites can be found in the accompanying evidence base document. Copies of this can be found on the council's website at www.northlincs.gov.uk.

Sustainability Appraisal and Strategic Environmental Assessment

- 1.21 A process known as the Sustainability Appraisal (SA) including Strategic Environmental Assessment (SEA) must be carried out on all DPD's. This process evaluates the likely social, environmental and economic effects of plans and proposals.
- 1.22 A Scoping Report for the SA to accompany the Housing and Employment Land Allocations DPD Issues and Options was produced and is available on the council's website www.northlincs.gov.uk. The Scoping Report was the subject of public consultation, which finished on 30 July 2007.
- 1.23 A SA Report has now been produced and shows the outcomes of the sustainability appraisal of the revised site options and demonstrates how the previous appraisals have helped inform its preparation. Copies of the report can be obtained on the council's website.

Habitats Regulations Assessment

- 1.24 Under the Conservation of Habitats and Species Regulations 2010 (the Habitat Regulations) a Habitat Regulations Assessment has been carried out for the Housing and Employment Allocations DPD in order to see whether its proposals could have the potential to result in adverse effects upon 'European Sites'. These are sites that have been designated for their international nature conservation interest and include:
- Special Areas of Conservation (SAC) designated under European Council Directive 92/43/EEC(a) on the Conservation of Natural Habitats and of Wild Fauna and Flora (The Habitat Directive)

- Special Protection Areas (SPA) designated under the European Council Directive 79/409/EEC on the Conservation of Wild Birds (the Birds Directive)
 - The UK Government (in the accompanying circular to Planning Policy Statement 9) as a matter of policy has chosen to apply the Appropriate Assessment procedures in respect of Wetlands of International Importance (Ramsar sites), candidate SACs (cSACS) and potential SPAs (pSPAs) even though these are not European sites as a matter of law.
- 1.25 Within North Lincolnshire there are six European Sites. Those of relevance to this DPD are the Humber Estuary SPA, SAC, Ramsar site, Thorne and Hatfield Moors SPA, Thorne Moor SAC and Hatfield Moor SAC.
- 1.26 In accordance with Regulation 48 of the Habitats Regulations a Stage 1 (Significance Test) has been carried out to determine whether this document is likely, either alone or in combination with other plans and projects, to have a significant effect upon the European sites identified. The HRA Stage 1 Significance Test assessment identified that a Stage 2 assessment is required for some allocations as a result of their close proximity to sites that have been designated for their international nature conservation interests. The key allocations considered for the purposes of the Appropriate Assessment are the employment allocations SHBE-1, BARE-1 and NEWE-1. None of the proposed housing allocations and none of the other proposed employment allocations will have a likely significant effect on any of the International Nature Conservation Sites considered.
- 1.27 The HRA Appropriate Assessment concludes that, with the safeguards set in places policies BARE-1, NEWE-1 and SHBE-1 will have no adverse effect on the integrity of the Humber SPA and Ramsar site in terms of polluting surface water discharges to, and disturbance of, SPA/Ramsar habitat. With safeguards, the policies will not act in combination with any other plans or projects to have such effects.
- 1.28 The results of the Appropriate Assessment have been reflected in the policies of the specific site allocations. Taking into account mitigation and using the available details about each allocation site, no adverse effects on the integrity of any of the six international sites identified have been found as a result of the Plan (with the exception of SHBE-1). The policies for each allocation site have been adjusted to reflect that those allocations which have been taken forward to the Stage 2 assessment will still be subject to a Habitat Regulations Assessment by the competent authority at the planning application stage, when further details are available.
- 1.29 Where it cannot be demonstrated that a development proposal will not have an adverse effect on the integrity of a site of international importance, mitigation measures must be provided as part of development proposals. Proposals which have an adverse effect on integrity and impacts cannot be adequately mitigated, will not be granted permission unless it can be demonstrated that there are no alternatives and there are imperative reasons of over-riding public interest for the proposal. These decisions can only be made by the Secretary of State.

2 PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

- 2.1 National Planning Policy Framework (NPPF) paragraph 14 states “at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking”.
- 2.2 Paragraph 15 further continues that “all plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally”.
- 2.3 In response to this, the council have included a policy relating to this presumption and incorporated it into this DPD as an appropriate way to address NPPF requirements. The Policy is as follows:

Policy PS1 Presumption in favour of sustainable development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

3 HOUSING LAND ALLOCATIONS

- 3.1 Everyone has the right to a safe, decent and affordable home which meets their needs, in a community where they want to live. This is at the heart of delivering the spatial vision for North Lincolnshire. Housing is the most extensive land use and, in its relationship with jobs, services and transport networks, is a key ingredient in helping to achieve sustainable communities. The number of new dwellings provided, together with their location and their affordability, are major issues for the LDF to address, in order to provide high quality housing that reflects local people's aspirations.
- 3.2 On average people are living longer, marrying later and there are more divorces than previous generations. This all means that more houses are needed as household sizes are decreasing. In North Lincolnshire the average household size is projected to decrease to 2.05 people by 2026. The increase in the number of people aged 65 or over also has implications for the type of housing required. New houses are needed to meet the needs of residents in North Lincolnshire and to accommodate these changing household patterns. The number of houses to be built also makes allowance for people moving into the area from elsewhere. Migrants coming into North Lincolnshire are predominantly in the 25-44 age groups, contributing towards the trend for smaller households.
- 3.3 The positive contribution that new housing makes is often forgotten. New housing is important in supporting 'An Expanding Economy', 'A World Class Environment', 'Thriving Towns and Villages', 'A Global Gateway', and 'Creating Urban & Rural Renaissance' as promoted by the Adopted Core Strategy (June 2011). New affordable housing can also provide a place for younger members of the community to live, who would otherwise have to move away from their family and friends.
- 3.4 The Regional Spatial Strategy (RSS) for Yorkshire and Humber (May 2008) was abolished on 22nd February 2013. Therefore the RSS no longer forms part of the development plan for North Lincolnshire. The abolition means that the RSS will no longer be used in making decisions on planning applications.
- 3.5 With regard to planning policy, there will be no material impact on the adopted Core Strategy DPD and its policies. Although the Core Strategy was originally drawn up to be in general conformity with the Regional Spatial Strategy, it is considered that it remains a sound strategy and a robust base against which decisions on planning applications can be made. This was noted by the Inspector examining the Core Strategy in January 2011, when the issue was raised. She stated that the "...abolition [of the RSS] is unlikely to affect the plan's soundness because whilst the CS is in conformity with the RS it is not dependent on it and is supported by its own locally derived evidence base".
- 3.6 The National Planning Policy Framework (NPPF) was published in March 2012. This consolidated and replaced the previously issued documents Planning Policy Statements and Planning Policy Guidance. The NPPF requires that local authorities identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against our housing requirements with an additional buffer of 5% to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land.
- 3.7 The annual housing requirement for North Lincolnshire based on the Adopted Core Strategy DPD is 882 dwellings. Over the past five years the number of net additional dwellings delivered across North Lincolnshire was as follows:
- 2009/2010: 302
 - 2010/2011: 457
 - 2011/2012: 399
 - 2012-2013: 326
 - 2013-2014: 379

- 3.8 North Lincolnshire Council has adopted the PAS guidance to calculate which buffer should be included within the five year housing land requirement. Over the past 10 years 5,079 additional dwellings have been completed within North Lincolnshire. This equate to 76% of the total housing requirement of 6,700 dwellings. The residual target for this period has been spread across the remaining plan period up to 2026. This approach helps spread out the fluctuations of housing provision and also recognises that targets are often identified to be met over the plan period and annual targets are often only indicative. Further information on the five year housing land supply will be published annually in North Lincolnshire Five Year land Supply Statement.
- 3.9 The Spatial Strategy for North Lincolnshire is contained in Chapter 5 of the Adopted Core Strategy which sets out a spatial direction for the distribution and location of development. The Adopted Core Strategy specifies a settlement hierarchy, which will apply across North Lincolnshire. North Lincolnshire's additional housing requirement will be mainly allocated within the Scunthorpe urban area and North Lincolnshire's Market Towns. 82% of this requirement will be allocated within Scunthorpe with the remaining 18% divided between five of the Market Towns (Barton upon Humber, Brigg, Crowle, Kirton in Lindsey and Winterton) with particular focus on Brigg and Barton upon Humber.
- 3.10 In support of Scunthorpe's Urban Renaissance Programme approximately 65% of Scunthorpe's housing allocation will be located within the Lincolnshire Lakes project area. The Lincolnshire Lakes area is located to the west of Scunthorpe and will create a sustainable waterside eco villages setting. More detailed policies and proposals regarding the allocation of housing within the Lincolnshire Lakes area will be set out within the Lincolnshire Lakes Area Action Plan (AAP). This should be read in conjunction with this DPD.

Housing Site Selection Methodology

Stage 1: Complying with the Adopted Core Strategy

- 3.11 The first stage of the assessment of housing sites considered all the sites submitted by land owners and developers during the 'Call for Sites' consultation exercise in December 2006. Sites put forward through the Housing and Employment Land Allocations DPD Issues and Options, Pre-Submission Second Stage and Submission Draft public consultation periods, and sites identified in the SHLAA, were also considered at various stages.
- 3.12 Sites that did not comply with the Adopted Core Strategy were rejected at this stage. All sites located within and adjoining Scunthorpe and the Market Towns (Barton upon Humber, Brigg, Crowle, Kirton in Lindsey and Winterton) were taken through to the next stage of the assessment. Proposed sites within and adjoining other smaller/lower tier settlements, or isolated sites within the open countryside were discounted in accordance with the Adopted Core Strategy.
- 3.13 The remaining site options were assessed according to their conformity with Policies CS7 and CS8 of the Adopted Core Strategy, which sets out the priority approach for identifying future housing sites. A site's priority depended on whether it was defined as 'brownfield' or 'greenfield' and whether it was 'within the settlement' or 'an extension to the settlement' or 'outside the settlement but accessible by public transport'. Sites were categorised according to their position in relation to the settlement boundaries, which will be identified in the Housing and Employment Land Allocations DPD. The order of priority is:
- Previously developed land (brownfield) and buildings within the settlement
 - Sustainable infill opportunities in the relevant settlement
 - Sustainable extensions to the relevant settlement.

Stage 2: Scale of development

- 3.14 All sites identified at this stage of the assessment complied with the Adopted Core Strategy Settlement Hierarchy. Sites were then examined in relation to capacity and those that could accommodate less than 10 dwellings, at the densities stated below were discounted. The Adopted Core Strategy considers that sites of less than 10 dwellings are too small to allocate but subject to normal development control considerations may have development potential as windfall sites.
- 3.15 The potential scale of development on the remaining sites was considered in relation to the size and type of settlement (e.g. Scunthorpe Urban Area and the Market Town) and the maximum scale of development proposed for that settlement in the Adopted Core Strategy. Where the scale of the proposed development is not known the site capacity was estimated using the following densities:
- 45-70 dwellings per hectare in Scunthorpe town centre
 - 40-45 dwellings per hectare in Scunthorpe and the Market Towns (Barton upon Humber, Brigg, Crowle, Epworth, Kirton in Lindsey and Winterton)
 - 30-35 dwellings per hectare within Lincolnshire Lakes.
- 3.16 To gain a realistic indication about the potential number of dwellings on each site, a net/gross reduction to the housing numbers has been applied. This is particularly important for larger sites where significant parts of the site will be required to deliver the supporting infrastructure. The definition of net density taken from the now abolished Planning Policy Statement (PPS) 3 Housing Annex B required that supporting infrastructure, other than that which is incidental to the development should not be included in the calculation of the net density.
- 3.17 To identify a suitable net/gross multiplier for the density calculation the following have been considered:
- The gross density achieved on existing committed sites within North Lincolnshire
 - The gross density achieved on larger sites that have recently been developed within North Lincolnshire
 - The density aspirations of the Core Strategy compared with those set out in the Adopted North Lincolnshire Local Plan.
- 3.18 Taking into account this research and that differences between gross and net densities are likely to be greater on larger sites, the following approach has been used:
- > 1 hectare: 100% of the net density
 - 1-5 hectares: 85% of the net density
 - > 5 hectares: 60% of the net density.
- 3.19 As an example, for a site of nine hectares in area, the first hectare would be calculated at 100% of net density, the second to fifth hectares at 85% of net density and the sixth to ninth hectares a multiplier of 60% would be applied.

Stage 3: Site Accessibility and Constraints

- 3.20 Further refinements were undertaken to choose between sites or rank sites of equal status according to the priorities identified in the previous stages. Factors taken into account included:
- Sustainability Appraisal findings
 - Habitat Regulations Assessment findings
 - Development Constraints - infrastructure, flood risk, contaminated land, air quality and their cumulative impacts and access issues
 - Accessibility Criteria (Appendix 3)

- 3.21 The impacts of development on ecology, the historic environment and landscape have been considered following advice from key internal Council officers and technical consultants. Proposals that would have a detrimental impact on Designated Sites for ecological or geological conservation (Site of Special Scientific Interest, Local Nature Reserves, Local Wildlife Sites and Local Geological Sites) or Conservation Areas have been rejected. Only in exceptional circumstances where the public interest outweighs any damage that may be caused and where acceptable mitigation measures can be put in place, sites have been considered for allocation.
- 3.22 Any proposed development likely to have a significant effect on a wildlife site of European or international importance will be subject to a Habitat Regulations Assessment (HRA) by the competent authority. North Lincolnshire Council, as the competent authority, reserve the right to apply the HRA process on a case by case basis, and where there are developments unlikely to have an effect, it is inappropriate to record a screening decision. Where it cannot be demonstrated that a development proposal will not have an adverse effect on the integrity of a site of European or international importance to nature conservation, mitigation measures must be provided as part of development proposals to adequately mitigate the effects.
- 3.23 All of the housing allocation sites have been subject to Stage 1 HRA (screening) to determine whether there would be likely significant effects. None of the housing allocation sites will have a likely significant effect on any of the International Nature Conservation Sites considered.

Phasing

- 3.24 The phased delivery of housing will play a key role in creating sustainable communities within North Lincolnshire. Housing land will be phased to ensure that a continuous five-year supply of deliverable sites is available to meet the annual net dwelling requirement.
- 3.25 The intention should be that sites with the highest priority based on Policy CS7 of the Adopted Core Strategy should be released first with lower priority sites released in the later phases.
- 3.26 The principal focus for housing is previously developed land and buildings within the development limits of Scunthorpe followed by a greenfield urban extension to the west of the town. 82% of all new dwellings will be located in and adjacent to the urban area, equating to 8,683 new dwellings. A total of 6,000 new dwellings will be provided within the Lincolnshire Lakes area during the plan period, with 2,683 being provided elsewhere within the urban area. Of these new dwellings 1,780 will be provided from sites that already have planning permission or are under construction.
- 3.27 Overall, the Market Towns of Barton upon Humber, Brigg, Crowle, Kirton in Lindsey and Winterton will have approximately 18% of the new houses to be built. This equates to 1,906 new dwellings of which 386 will be provided from sites that already have planning permission or are under construction. The overall provision will be divided as follows to enhance the level of services provided or meet the needs of the settlements and its immediate area: Barton upon Humber 6% (635 dwellings), Brigg 7% (741 dwellings), Crowle 1.2% (127 dwellings), Kirton in Lindsey 1.5% (159 dwellings) and Winterton 2.3% (244 dwellings).
- 3.28 New housing within rural settlements will be permitted, but only where there are opportunities for small scale infill developments that maintain the viability of the settlement and meet identified local needs without increasing the need to travel.
- 3.29 Housing land will be allocated, released and phased to ensure the delivery of additional dwellings remains close to the target identified above. Previously developed land will take priority over greenfield land where it is in a sustainable location.
- 3.30 To maintain the five year supply and distribution of land for housing in the most sustainable locations in accordance with National Planning Policy Framework (NPPF), the Council will monitor the supply of deliverable sites on an annual basis, through the Annual Monitoring Report.

Policy H1 Phasing of Housing Land

The delivery of housing land will be phased to ensure that North Lincolnshire has a continuous five-year supply of deliverable sites available to meet the annual housing requirements.

Sites identified as part of the first five years (Years 1-5) supply must be deliverable. This means that they must be: -

- Available - the site is available for housing development
- Suitable - the site offers a suitable location for development now and contributes to the creation of sustainable mixed communities
- Achievable - there is a reasonable prospect that housing will be delivered on the site within five years.

Further allocations will be identified to meet the housing provision for the following years (Years 6-15) which are 'developable' i.e. capable of development within the plan period. The inclusion of sites in the five-year land supply and the timetable for delivery of housing on each site will be based on the following criteria:

- The need to provide a continuous supply of land to meet the annual housing requirement for North Lincolnshire
- The need to provide a supply of land to enable the indicated annual requirement figure for individual settlements to be achieved
- The availability of the necessary infrastructure and services to enable the site to be developed
- Previously developed land will be released as a priority over greenfield land where the land is in a suitable location
- The Housing Delivery Framework is contained in Appendix 2. This identifies when each of the allocations will be delivered through the following three phases in the plan period:
 - Phase 1 (2014-2019)
 - Phase 2 (2019-2024)
 - Phase 3 (2024-2026).

Housing Density

3.31 Policy CS7 of the Adopted Core Strategy sets out the Council's approach for housing density across North Lincolnshire. The policy states housing development should make efficient use of land but the density of new dwellings should be in keeping with the character of the area and should support the development of sustainable, balanced communities.

3.32 Depending upon the location of a site at least the following net density ranges should be achieved within a residential development site, or residential elements of a mixed use site:

- Scunthorpe town centre: 45-70 dwellings per hectare
- Within Scunthorpe and the Market Towns development limits: 40-45 dwellings per hectare
- Within rural settlements and the countryside: 30-35 dwellings per hectare
- There may be in exceptional circumstances sites where lower densities are applied for reasons specific to its location. However these are few and far between.

Proposed Sites for Housing

3.33 The housing sites shown within this DPD have been allocated in accordance with the policies set out in the Adopted Core Strategy and were either suggested to the Council as part of the preparation of this DPD, an undeveloped Local Plan allocation or committed through planning consents.

- 3.34 Within the following section each identified housing allocation includes a policy and preceding justification detailing the individual site requirements that will need to be met.
- 3.35 Since the last stage of consultation which was the Housing and Employment Land Allocations Development Plan Document submission draft version November 2010 some of the sites identified have changed therefore some of the reference numbers have also changed. Any previous site reference numbers are stated in brackets against the new site reference. For example SCUH-1 Land at Phoenix Parkway Phase 1 (36-40), the former reference number for this site was 36-40.

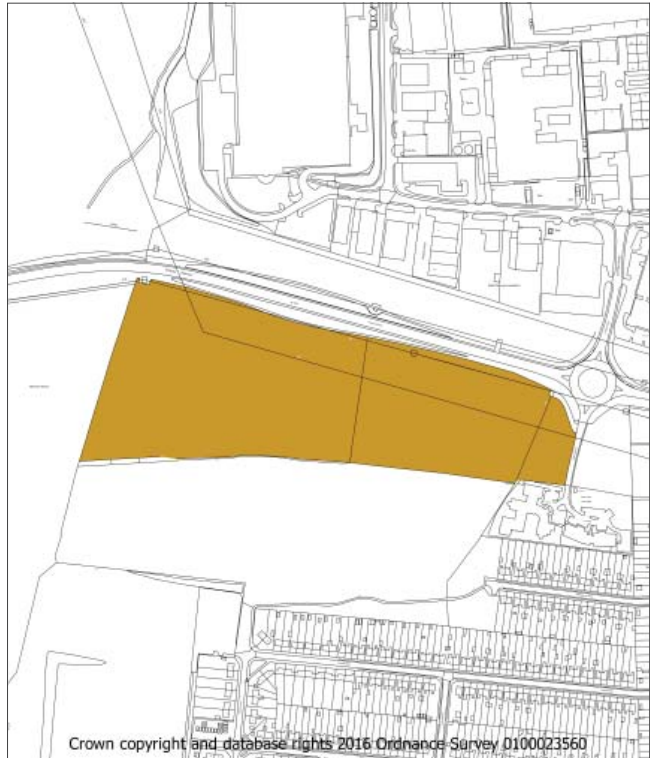
Sub Regional Town – Scunthorpe

- 3.36 Scunthorpe is located to the north of the M180, east of the River Trent and west of the River Ancholme. Its development into the town we know today only really took off from the mid 19th Century when the discovery of ironstone in the area led to the growth of the iron and steel industry. Scunthorpe is the main urban settlement in North Lincolnshire and provides much of the employment, educational facilities and shopping for the area.
- 3.37 In accordance with the Adopted Core Strategy, 82% of all new dwellings will be located in and adjacent to the urban area, equating to some 8,683 new dwellings. Of this figure, 6,000 houses will be provided within the Lincolnshire Lakes area that is to be delivered through the development of a specific Area Action Plan which should be read in conjunction with this DPD. The following housing sites will deliver Scunthorpe’s housing requirement outside of the Lincolnshire Lakes area.

SCUH-1 Land at Phoenix Parkway Phase 1 (36-40)

Context

3.38 The land at Phoenix Parkway is vacant grassland, surrounded by existing residential and employment uses and is situated off Phoenix Parkway. Atkinson's Warren Local Nature Reserve is located to the south and west. The site lies within the development limit of Scunthorpe. The site is located close to local services and within walking distance of Scunthorpe town centre. Within the northern extent of the site a 132kw overhead power line runs parallel with Phoenix Parkway.



Proposed Development

3.39 This site is currently available for development. The surrounding residential uses, close proximity to the town centre and local services makes this a suitable site for residential development. The density of development within this locality indicates that 246 dwellings can be delivered on this site. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

- 3.40 Highway access to the site is off Phoenix Avenue and the location of the vehicle access points will need to be agreed by the Highways Authority. Improved and attractive pedestrian and cycle links to the town centre need to be provided.
- 3.41 The site is situated across the road from Foxhills Industrial Estate and therefore the impact of noise, odour and dust on the site should be assessed. It also lies in close proximity to a former steel works and consequently potential land contamination will need to be addressed.
- 3.42 The site is within SFRA Flood Zone 1 and as the site measures more than 1ha a Flood Risk Assessment will be required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.
- 3.43 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.
- 3.44 This allocation is 2km from the Humber Estuary SPA, SAC and Ramsar.
- 3.45 Land falling under the 132kv overhead power line and running northwards to Phoenix Parkway is to be retained as open space. This area has not been included when calculating the site density.
- 3.46 Landscaping and habitat creation to buffer the Local Nature Reserve would be required.

Policy SCUH-1

Land at Phoenix Parkway (7.93ha) is allocated for housing (246 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare

- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Adopted Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development to local services
- A Transport Assessment and Residential Travel Plan will be required
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development
- Any existing trees and hedges around the boundary shall be retained and enhanced
- A comprehensive landscaping scheme, including biodiversity enhancement is required
- Habitat creation of at least 15 metres' width to buffer the Atkinson's Warren Local Nature Reserve
- An Ecology Survey is required
- This site is subject to environmental constraints including potential adverse noise impact, odour and light pollution associated with the neighbouring industrial site together with potential land contamination. Prior to submission of a planning application for residential development it will be necessary to carry out assessments for noise, odour, light and land contamination so that appropriate design criteria and mitigation measures can be considered.
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.47 Development of Policy SCUH-1 is to be brought forward by the developer. The delivery of the site is expected in Phases 1 and 2 of the plan period (2014-2024).
- 3.48 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-2 Land at Phoenix Parkway Phase 2 (36-41)

Context

3.49 The land at Phoenix Parkway is vacant grassland, surrounded by existing residential and employment uses and is situated off Park Farm Road. This site lies within the development limit of Scunthorpe. The site is located close to local services and within walking distance of Scunthorpe town centre.

Proposed Development

3.50 This site is currently available for development. The surrounding residential uses and close proximity to the town centre and local services makes this a suitable site for residential development. The density of development within this locality indicates that 70 dwellings can be delivered on this site. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.51 Highways access to the site is via Park Farm Road/Hanover Walk and the location of the vehicle access points will need to be agreed by the Highways Authority. The site is located close to local services and within walking distance of Scunthorpe town centre.

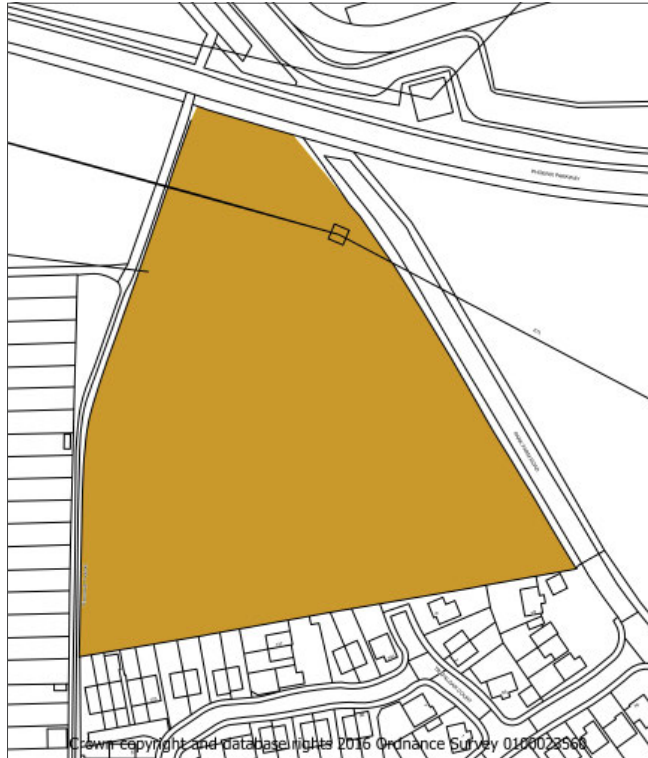
3.52 The site is within SFRA Flood Zone 1 and as the site measures more than 1ha a Flood Risk Assessment will be required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

3.53 The site is within close proximity of Skippingdale Industrial Estate and therefore the impact of noise, odour and dust on the site should be assessed. It also lies in close proximity to a former steel works and consequently potential land contamination will need to be addressed.

3.54 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.

3.55 Land falling under the 132kv overhead power line and running northwards to Phoenix Parkway is to be retained as open space. This area has not been included when calculating the site density.

3.56 This allocation is 2.2km from the Humber Estuary SPA, SAC and Ramsar.



Policy SCUH-2

Land at Phoenix Parkway (1.87 ha) is allocated for housing (70 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9

- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with local services
- A Transport Assessment will be required
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- A comprehensive landscaping scheme, including biodiversity enhancement is required
- An Ecology Survey is required
- This site is subject to environmental constraints including potential adverse noise impact, odour and light pollution associated with the neighbouring industrial site together with potential land contamination. Prior to submission of a planning application for residential development it will be necessary to carry out assessments for noise, odour, light and land contamination so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.57 Development of Policy SCUH-2 is to be brought forward by the developer. The delivery of the site is expected in Phase 2 of the plan period (2019-2024).
- 3.58 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-3 Land at the Glebe (36-3)

Context

3.59 The land at the Glebe is previously developed land, located within the existing built up area and is close to the town centre of Scunthorpe. Situated on Glebe Road, the site is currently vacant land including a number of derelict buildings. Residential properties lie to the west with employment uses surrounding the rest of the site.

Proposed Development

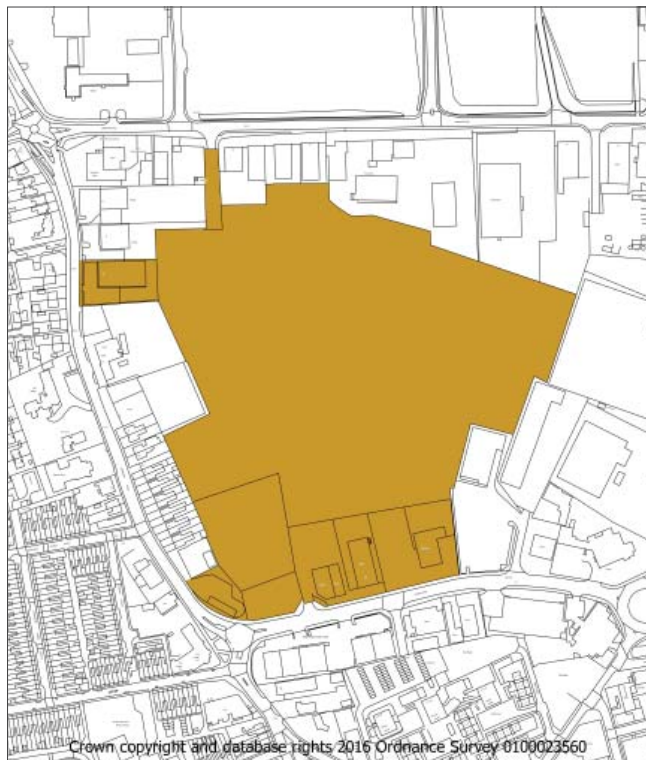
3.60 This site is currently available for development. The surrounding residential uses, close proximity to the town centre and local services makes this a suitable site for residential development. The density of development within this locality indicates that 302 dwellings can be delivered on this site. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.61 Highway access to the site can be gained off Glebe Road and the location of the vehicle access points will need to be agreed by the Highways Authority. Off-site highway works are likely to be required to facilitate access to the site. The site is located close to local services and within walking distance of Scunthorpe town centre.

3.62 The site is within SFRA Flood Zone 1 and drains into the Bottesford Beck. As the site measures more than 1ha a Flood Risk Assessment will be required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

3.63 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.

3.64 This area is an interesting mix of scrub and open space. Possibilities include breeding birds (including UK BAP species) including flora, invertebrates including grayling butterfly, reptiles, foraging bats. If this site is developed, strategic provision of habitat for the above species should be included. Any development on this site should include landscape and biodiversity enhancements with linkages to Atkinson's Warren, Crosby Warren, Sawcliffe and the Steelworks.



Policy SCUH-3

Land at the Glebe (10.25 ha) is allocated for housing (302 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development to local services

- A Transport Assessment and Residential Travel Plan will be required
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- An Ecology Survey is required
- A comprehensive landscaping scheme, including biodiversity enhancement is required
- This site is subject to environmental constraints including potential adverse noise impact, odour and light pollution associated with the neighbouring industrial site together with potential land contamination. Prior to submission of a planning application for residential development it will be necessary to carry out assessments for noise, odour, light and land contamination so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.65 Development of Policy SCUH-3 is to be brought forward by the developer. The delivery of the site is expected in Phases 1 and 2 of the plan period (2014-2024).
- 3.66 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-4 Land at Capps Coal and Timber Yard (36-94)

Context

3.67 The land at Capps Coal and Timber Yard is previously developed land off Burringham Road. The site is currently outside the development limit of Scunthorpe and is surrounded by residential to the north, east and south and agricultural to the west.

Proposed Development

3.68 This site is currently available for development. The surrounding residential uses, close proximity to local services makes this a suitable site for residential development. The density of development within this locality indicates that 40 dwellings can be delivered on this site. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.69 Highway access to the site can be gained from Burringham Road and the location of the vehicle access points will need to be agreed by the Highways Authority. The site is within walking distance to local services and employment opportunities.

3.70 The site lies within SFRA Flood Zone 2/3a, an Exception Test will be required to demonstrate that development provides a wider sustainable benefit to the community that outweighs the flood risk. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into the development.



Policy SCUH-4

Land at Capps Coal and Timber Yard land off Burringham Road (1ha) is allocated for housing (40 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development to local services
- A Transport Assessment will be required to demonstrate that the development will have no adverse impacts on the highway network
- An Exception Test and Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere
- Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates

- A Construction Environment Management Plan should be drawn up and implemented which seeks to minimise emissions.
- An Ecology Survey is required
- A comprehensive landscaping scheme, including biodiversity enhancement is required
- This site is subject to environmental constraints including potential land contamination and potential adverse noise impact associated with the neighbouring supermarket site. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.71 Development of Policy SCUH-4 is to be brought forward by the developer. The delivery of the site is expected in Phase 1 of the Plan Period (2014-2019).
- 3.72 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

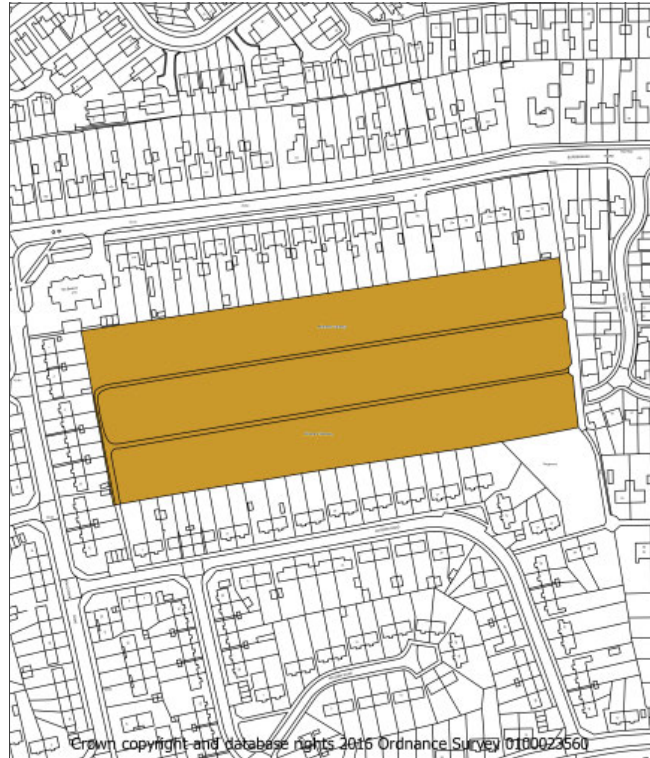
SCUH-5 Land off Burringham Road (36-46)

Context

- 3.73 The land off Burringham Road is currently a disused allotment located within an existing residential area within the development limit of Scunthorpe.

Proposed Development

- 3.74 This site is currently available for development. The surrounding residential uses and close proximity to local services makes this a suitable site for residential development. The site could accommodate approximately 90 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.



- 3.75 A new highway access will need to be constructed to serve the development via Asterby Road and this should be designed to the Highways Authority's standards. Possible alternative vehicle access points will be considered.
- 3.76 The site is within SFRA Flood Zone 1 and as the site measures more than 1ha a Flood Risk Assessment will be required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.
- 3.77 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.
- 3.78 An Archaeological Survey was completed in 2010 and no further pre-construction surveys are required.
- 3.79 The existing trees on the site may be worthy of retention.

Policy SCUH-5

Land off Burringham Road (2.48 ha) is allocated for housing (90 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with local services, Developer contributions for off site works including cycleway and bus stop provision will be required
- A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network

- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- A comprehensive landscaping scheme, including biodiversity enhancement is required
- An ecology survey will be required
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.80 Development of Policy SCUH-5 is to be brought forward by the developer. The delivery of the site is expected in Phase 1 of the plan period (2014-2019).
- 3.81 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-6 Land at Plymouth Road (36-2)

Context

3.82 The land at Plymouth Road is currently open space situated within an existing residential area.

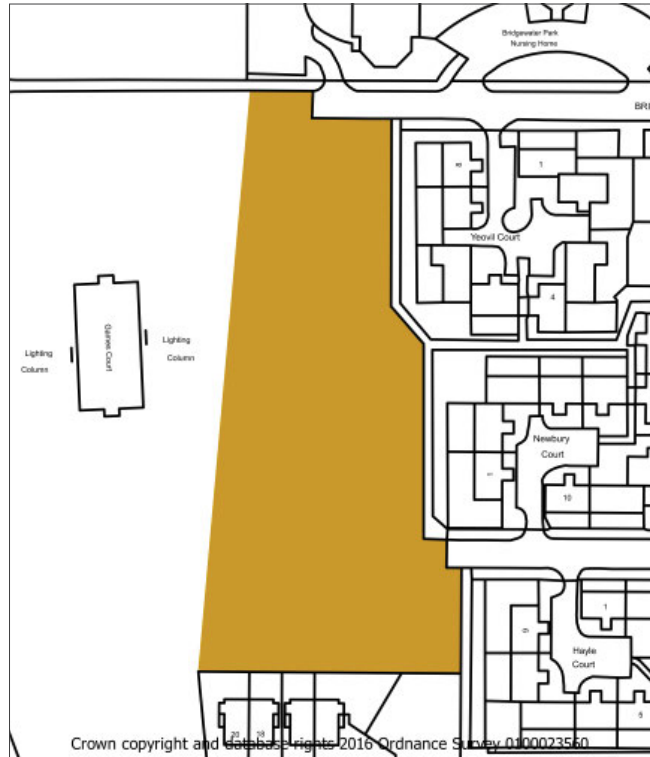
Proposed Development

3.83 The site is currently available for development and could accommodate approximately 16 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.84 This site has good access to local services and facilities and is well connected to existing pedestrian, cycle and public transport routes. Vehicular access to the site can be gained from either Bridgewater Road or Seaton Road and should be agreed with the Highways Authority. Any development on the area shown covers adopted highway. This will require Stopping Up via 274 of the Planning Act. This should be finalised before any work commences.

3.85 The site is within SFRA Flood Risk Zone 1 and 2/3a. As the site lies partly within SFRA Flood Zone 2/3a, an Exception Test will be required to demonstrate that development provides a wider sustainable benefit to the community that outweighs the flood risk. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into the development.

3.86 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.



Policy SCUH-6

Land at Plymouth Road (0.40 ha) is allocated for housing (16 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with local services
- A comprehensive landscaping scheme, including biodiversity enhancement is required
- An Exception Test and Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risk elsewhere
- Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates

- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.87 Development of Policy SCUH-6 is to be brought forward by the developer. The delivery of the site is expected in Phase 3 of the plan period (2024-2026).
- 3.88 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-7 Advance Crosby Scheme Phase 2 (36-95)

Context

3.89 The site is previously developed land which has recently been cleared of a number of residential houses. In October 2010, a masterplan was produced for the Advance Crosby project area which is off West Street in Scunthorpe. This masterplan was based on a long period of consultation with local residents; local businesses and community groups. The plan is to remove the old existing terraced housing, which backs onto the Memorial Gardens, and replace it with high quality, well designed, energy efficient homes.

Proposed Development

3.90 The site is currently available for development and could accommodate approximately 25 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.91 The site has good access to local services and facilities and is well connected to existing pedestrian, cycle and public transport routes. Vehicular access to the site can be gained from West Street and should be agreed with the Highways Authority.



Policy SCUH-7

The land (0.36ha) is allocated for housing (25 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 70 dwellings per hectare
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with the town centre and local services
- Stopping up orders should be finalised before any building work commences
- A Construction Environment Management Plan should be drawn up and implemented which seeks to minimise emissions and avoid ecological impacts.
- Biodiversity enhancements should be incorporated into site design
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

3.92 Development of Policy SCUH-7 is to be brought forward by the developer. The delivery of the site is expected in Phase 1 of the plan period (2014-2019).

- 3.93 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

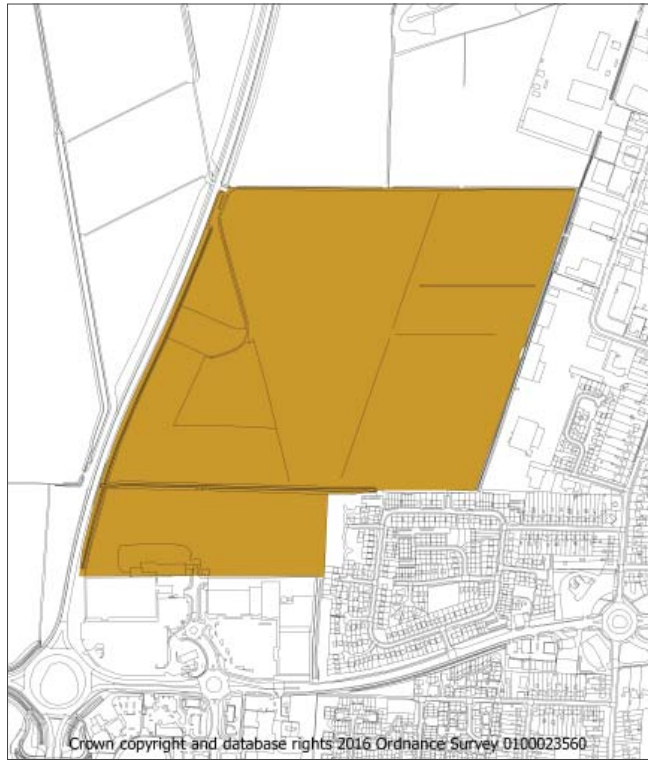
SCUH-8 Land north of Doncaster Road (36-68)

Context

3.94 The land north of Doncaster Road is a greenfield site that is currently in arable production. It is situated to the west of Scunthorpe and is irregular in shape with broadly flat topography. Employment uses lie adjacent to the eastern boundary on the Hebden Road Industrial Estate. Gallagher Retail Park and a Tesco Extra supermarket lie to the south of the site. Open agricultural land lies to the west beyond the A1077 and north of the site.

Proposed Development

3.95 The site is currently available for development and was granted outline planning permission for residential development and a new primary school in June 2009. The surrounding residential development is in close proximity to local services and employment opportunities which makes this site suitable for residential development. The density in this locality indicates that 1264 dwellings can be delivered on this site. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment Review 2010 and any updates.



3.96 A new roundabout on the A1077 will be required along with a connection to the existing service road from Doncaster Road to access the site. Improvements to Berkeley Circle are also necessary.

3.97 The site is in close proximity to industrial development and road traffic noise therefore impact assessments would be required.

3.98 As the site lies within SFRA Flood Zone 2/3a, an Exception Test will be required to demonstrate that development provides a wider sustainable benefit to the community that outweighs the flood risk. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into the development.

3.99 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.

Policy SCUH-8

Land north of Doncaster Road (39.96 ha) is allocated for housing (1,264 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Provision of a combined footpath/cycleway along the north side of Doncaster Road between the Tesco roundabout and Berkeley Circle improvement scheme

- Provision of a combined footway/cycleway between Doncaster Road and the site along the eastern boundary of Gallaghers Retail Park
- Proposed widening of Doncaster Road between the Tesco roundabout and Berkeley Circle.
- Provision of a new roundabout on the A1077
- No more than 100 dwellings shall be occupied prior to the completion of the Berkeley Circle improvement scheme financial contribution required for improvements to Berkeley Circle
- An updated Transport Assessment, Residential Travel Plan and School Travel Plan will be required
- An Ecological Management Plan will be required and roosting and nesting structures need to be installed in the school, other buildings and landscape areas for bats and birds
- A Noise impact assessment and Air Quality Assessment is required.
- A comprehensive landscaping scheme, including biodiversity enhancement is required
- An Exception Test and Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risk elsewhere
- Mitigation proposals including the setting of finished floor levels no lower than 3.8m AOD will be required. Any lower alternative finished floor levels proposed must be supported by up to date modelling which will need to be agreed with the Environment Agency. All site levels shall be set to ensure that there are appropriate safe emergency access and egress routes to all properties.
- The proposal shall set out details of how the identified increase in flood risk to third parties shall be mitigated, and demonstrate, where possible, that the proposals reduce flood risk overall. No increase in flood risk to third parties will be accepted.
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.100 Development of Policy SCUH-8 is to be brought forward by the developer. The delivery of the site is expected in Phases 1, 2 and 3 of the plan period (2014-2026).
- 3.101 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

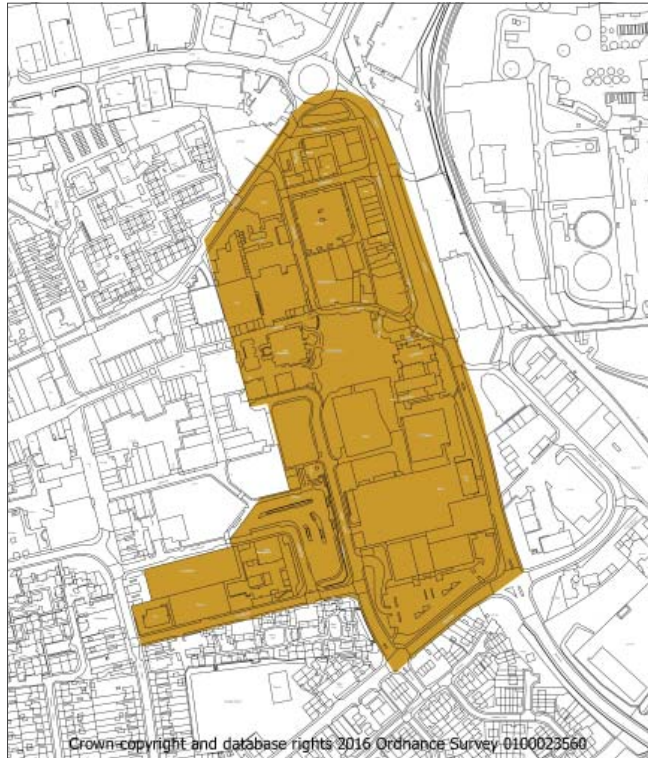
SCUH-9 Land at Church Square (36-93)

Context

- 3.102 Town centres play an important role in supporting local economic growth and encouraging investment. Housing has a key role to play in the development of the Scunthorpe town centre and the need for different types of housing, such as family, affordable, and student accommodation must be considered.
- 3.103 Town centres are also highly accessible by public transport and means other than the private car. Mixed uses can generate a significant number of trips and are most suitably located in town centres where major transport infrastructure is located and where they are also within close proximity to resident populations thus maximising opportunities for travel by walking, cycling and public transport.

Proposed Development

- 3.104 This site is identified for a number of uses, including residential. The area extends from Brigg Road/Winterton Road in the north-east down to Brigg Road/Station Road in the south-east with the western boundary bordering Carlton Street., The Parishes Multi Storey Car Park, and the existing Scunthorpe Market site joining Winterton Road in the north.
- 3.105 The wider Church Square area of the town centre is currently a regeneration project and it is intended that housing development is included as a priority. Therefore the wider Church Square area is to be identified with a view to providing a housing element. Its precise location will be outlined by a Town Centre Improvement Strategy. The existing bowls club is included in the allocation but this must be replaced before this facility is closed.
- 3.106 The importance of promoting mixed use developments is that it can help create vitality and diversity and reduce the need to travel. Town centres, in particular, are capable of absorbing a variety of development often at greater densities, if sensitively designed, without detrimental impact upon local amenity or the environment. The identification of town centre sites, which have often been previously developed, for mixed use developments can also promote the sustainable regeneration of town centres and improve the quality of the built environment. This land has been specifically identified for housing, industry, shopping, cultural and other service development it is considered that these areas would benefit from a more flexible approach to allow a wide range of potential land uses.
- 3.107 This site can accommodate one or a variety of uses which would both contribute towards promoting the vitality and viability of centres and are in locations where appropriate development would not create any adverse impact upon the surrounding amenity or environment of the area. The site identified is well served by public transport and is located close to large residential populations.
- 3.108 Major infrastructure alterations are likely to be required as part of the overall proposals. Sustainable transport initiatives will need to be considered and promoted, to maximise its sustainable location. Adequate parking will need to be provided, at an appropriate level for a town centre location.
- 3.109 This site has good access to local services and facilities and is well connected to existing pedestrian, cycle and public transport routes. Vehicular access to the site needs to be agreed with the Highways Authority.



3.110 The site is within SFRA Flood Zone 1 and as the site measures more than 1ha a Flood Risk Assessment will be required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

Policy SCUH-9

Land at Church Square (12.13ha) is a mixed use site in which specific areas will be allocated for housing (approximately 300 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 45-70 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- A Transport Assessment and Travel Plan will be required
- Good footpath and cycle provision should be provided throughout the site, linking the development with the town centre and bus station
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- An Air Quality Assessment, Noise Impact Assessment, Light Assessment and a Contaminated Land Assessment will be required
- The site will also need to be designed to ensure that if residential dwellings are appropriate they are located to the west of the development site to ensure maximum separation distances from existing industry and the local population.
- The protection and enhancement of the setting of the Grade II* listed Church of St John. A heritage assessment is required
- An ecological survey will be required, should any of the buildings on the site need to be demolished. The survey should focus on bats but take into account the possible presence of other protected species such as breeding birds
- Biodiversity enhancements should be incorporated into site design
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

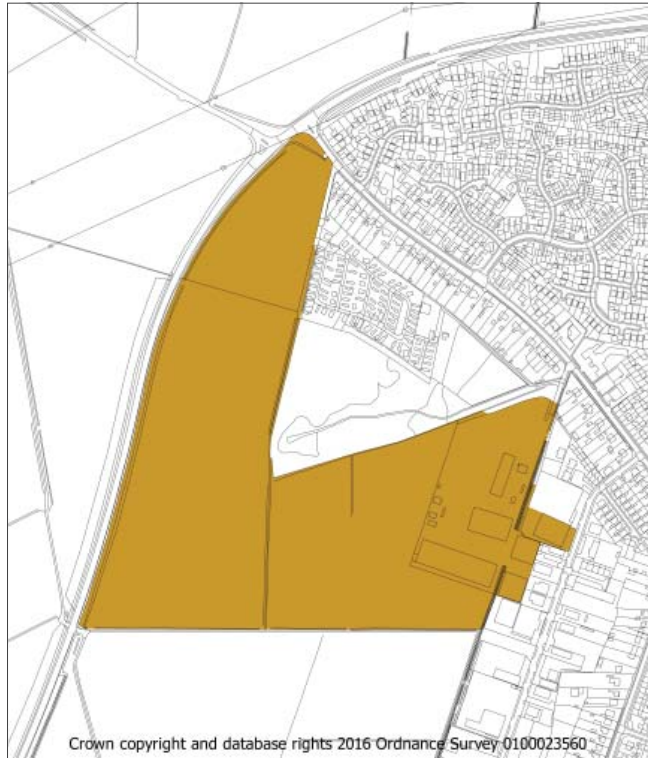
3.111 Development of Policy SCUH-9 is to be brought forward by the developer. The delivery of the site is expected in Phases 2 and 3 of the plan period (2019-2026).

3.112 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-10 Land south of Ferry Road West (36-5)

Context

3.113 The land south of Ferry Road West is situated to the west of Scunthorpe. The majority of the site is agricultural land with a small pocket of industrial land in the eastern corner. The site is irregular in shape with a broadly flat topography. Employment uses lie adjacent to the eastern boundary on the Hebden Road Industrial Estate. To the south of the site lies agricultural land which currently has outline planning permission for residential development and a new school. Beyond this area lies the Tesco Extra supermarket and Gallagher Retail Park. Open agricultural land lies to the west beyond the A1077 and residential areas to the north along Ferry Road West.



Proposed Development

- 3.114 This site is currently available for development. The surrounding residential uses and close proximity to local services makes this a suitable site for residential development. The density of development within this locality indicates that 721 dwellings can be delivered on this site. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the NorthLincolnshire Strategic Housing Market Assessment 2012 and any updates.
- 3.115 Highway access can be gained via the adjacent development land Policy SCUH-8 to the south or directly from the A1077. The Highway Authority will be seeking improvements to the existing staggered junction on the A1077 to the north of the site as part of any development on this area of land. The site is within walking distance of local services.
- 3.116 Part of the site that is currently in employment use comprises of a lorry depot and a number of small industrial buildings. This area of previously developed land may have contamination issues from previous uses.
- 3.117 The site lies within SFRA Flood Zone 2/3a, therefore an Exception Test will be required to demonstrate that development provides a wider sustainable benefit to the community that outweighs the flood risk. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into development.
- 3.118 A Local Wildlife Site lies to the north of the site and needs to be considered in the design of the development to ensure no adverse impacts. Part of the site is open access land mapped following the Countryside and Rights of Way Act 2000.
- 3.119 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.
- 3.120 This allocation is 2.2km from the Humber Estuary SPA, SAC and Ramsar.

Policy SCUH-10

Land south of Ferry Road West (27.70 ha) is allocated for housing (721 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Demolition of existing industrial buildings in the eastern part of the site are required to enable comprehensive redevelopment
- Sewer capacity issues will need to be resolved before any development takes place
- A Transport Assessment and Residential Travel Plan will be required Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with local services, residential area and wider rights of way network
- An Exception Test and Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere
- Mitigation proposals including the setting of finished floor levels no lower than 3.8m AOD will be required. Any lower alternative finished floor levels proposed must be supported by up to date modelling which will need to be agreed with the Environment Agency. All site levels shall be set to ensure that there are appropriate safe emergency access and egress routes to all properties.
- The proposal shall set out details of how the identified increase in flood risk to third parties shall be mitigated, and demonstrate, where possible, that the proposals reduce flood risk overall. No increase in flood risk to third parties will be accepted.
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment
- Biodiversity enhancements should be incorporated into site design
- Landscape buffering of at least 15 metres' width around the local wildlife site will be required
- A Construction Environment Management Plan should be drawn up and implemented which seeks to minimise emissions.
- A Construction Phase Traffic Management Plan will be required
- This site is subject to environmental constraints including potential land contamination and potential adverse noise impact associated with the neighbouring industrial site. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.121 Development of Policy SCUH-10 is to be brought forward by the developer. The delivery of part of the site is expected in Phases 1, 2 and 3 of the plan period (2014-2026).
- 3.122 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-11 Land at the Council Depot, Station Road (36-44)

Context

3.123 This land is a brownfield site that comprises of a number of buildings currently used as the council's depot and associated car park. The site is within close proximity of Scunthorpe town centre and is located within a residential area. Existing residential properties surround the site in the north, east and west and railway lines lie to the south.

Proposed Development

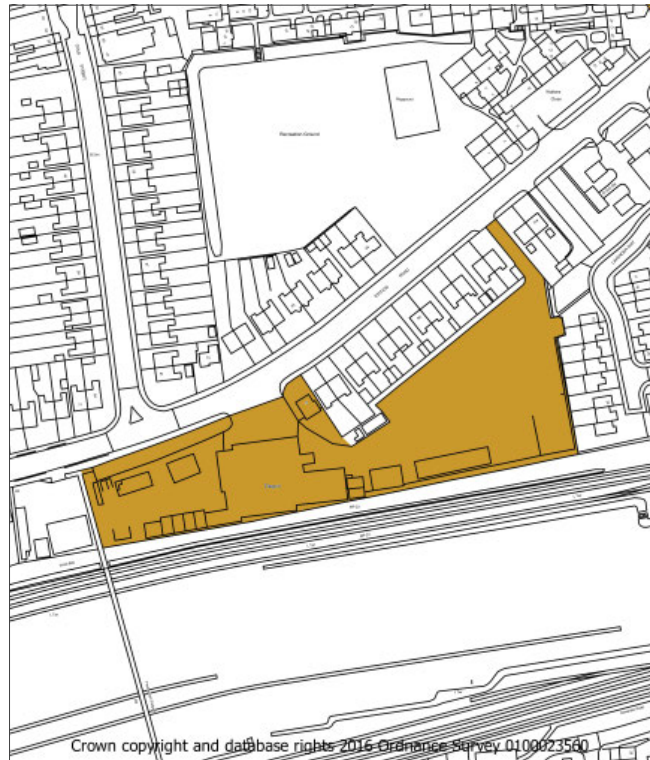
3.124 This site will be available for development in 2014. The surrounding residential uses, close proximity to Scunthorpe town centre and local services makes this a suitable site for residential development. The density of development within this locality indicates that 68 dwellings can be delivered on this site. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.125 Highway access to the site can be gained from Station Road. Vehicle access points will need to be agreed by the Highways Authority. This site has good access to local services and facilities and is well connected to existing pedestrian, cycle and public transport routes.

3.126 The site is within SFRA Flood Zone 1 and as the site measures more than 1ha a Flood Risk Assessment will be required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

3.127 The site is located within the Air Quality Management Zone 2 but monitoring suggests there are no issues.

3.128 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.



Policy SCUH-11

Land at the Council Depot, Station Road (1.01 ha) is allocated for housing (68 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 45 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Demolition of the Council Depot and associated building will be required to enable comprehensive redevelopment
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with the town centre and local services
- A Transport Assessment will be required to demonstrate that the development will have no adverse impacts on the highway network

- A Construction Environment Management Plan should be drawn up and implemented
- Noise and Air Quality Impact Assessments will be required
- A heritage assessment is required to demonstrate that the development will have no adverse impact upon the historic environment
- An ecology survey is required, should any of the buildings on the site be demolished
- Biodiversity enhancements should be incorporated into site design
- This site is subject to environmental constraints including potential land contamination and potential adverse noise impact associated with the road and rail activities. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.129 Development of Policy SCUH-11 is to be brought forward by the developer. The delivery of the site is expected in Phase 1 of the plan period (2014-2019).
- 3.130 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-12 Former Car-Park Collum Avenue

Context

3.131 The land at the former Car-Park Collum Avenue is a derelict car-park and lies opposite a Police Station and Ashby Market. The site is within close proximity of the local shops and services along Ashby High Street.

Proposed Development

3.132 This site is currently available for development. The surrounding residential uses and close proximity to local shops and services along Ashby High Street makes this a suitable site for residential development. The site could accommodate approximately 14 dwellings. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.133 It is envisaged that a higher density development will be delivered on this site and this reflects the recent lapsed planning application for 14 dwellings.

3.134 Highways access to the site can be gained off Collum Avenue and the location of the vehicle access points will need to be agreed by the highways authority. The site is within walking distance to local shops and services.

3.135 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.

3.136 The site is within SFRA Flood Zone 1.



Policy SCUH-12

Land at Former Car-Park, Collum Avenue (0.16 ha) is allocated for housing (14 dwellings).

The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 70 to 80 dwellings per hectare
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with local services. Developer contributions for off site works including cycleway and bus stop provision will be required
- A Transport Assessment will be required to demonstrate that the development will have no adverse impacts on the highways network
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

3.137 Development of Policy SCUH-12 is to be brought forward by the developer. The delivery of the site is expected in Phase 1 of the plan period (2014-2019).

- 3.138 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-13 Former Darby Glass Offices and Factory (36-78)

Context

3.139 The former Darby Glass Offices and Factory are located on Sunningdale Road within the northern part of South Park Industrial Estate and is surrounded by employment units to the south and west, open space to the north, and residential properties to the east. The site currently consists of disused buildings and hard standing areas.

Proposed Development

3.140 This site is currently available for development. The surrounding residential uses and its proximity to local services make this site suitable for residential development. The site could accommodate approximately 66 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and updates.

3.141 Highway access to the site is off Sunningdale Road and the location of the vehicle access points will need to be agreed by the Highways Authority. The southern section of Sunningdale Road is not an adopted road and this will need to be addressed as part of the development. Improvements will also be required to South Park Road/Scotter Road junction. The site is within walking distance of local services, a primary school and employment opportunities.

3.142 As the site lies within SFRA Flood Zone 2/3a, an Exception Test will be required to demonstrate that development provides a wider sustainable benefit to the community that outweighs the flood risk. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into development.

3.143 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.

3.144 The site is previously developed land and may have contamination issues from previous uses.

3.145 This allocation is 2km from the Humber Estuary SPA, SAC and Ramsar.



Policy SCUH-13

Land at former Darby Glass Offices and Factory (1.75 ha) is allocated for housing (66 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- A Construction Environment Management Plan should be drawn up and implemented which seeks to minimise emissions
- A Transport Assessment will be required

- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking development with local services and employment areas
- An ecology survey will be required, should any of the buildings on the site need to be demolished
- Biodiversity enhancements should be incorporated into site design
- Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates.
- An Exception Test and Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risk elsewhere
- A noise impact assessment is required
- This site is subject to environmental constraints including potential land contamination, potential adverse noise impact and light pollution associated with the neighbouring industrial site. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.146 Development of Policy SCUH-13 is to be brought forward by the developer. The delivery of the site is expected in Phase 1 of the plan period (2014-2019).
- 3.147 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-14 Redevelopment of Westcliff Precinct (36-92)

Context

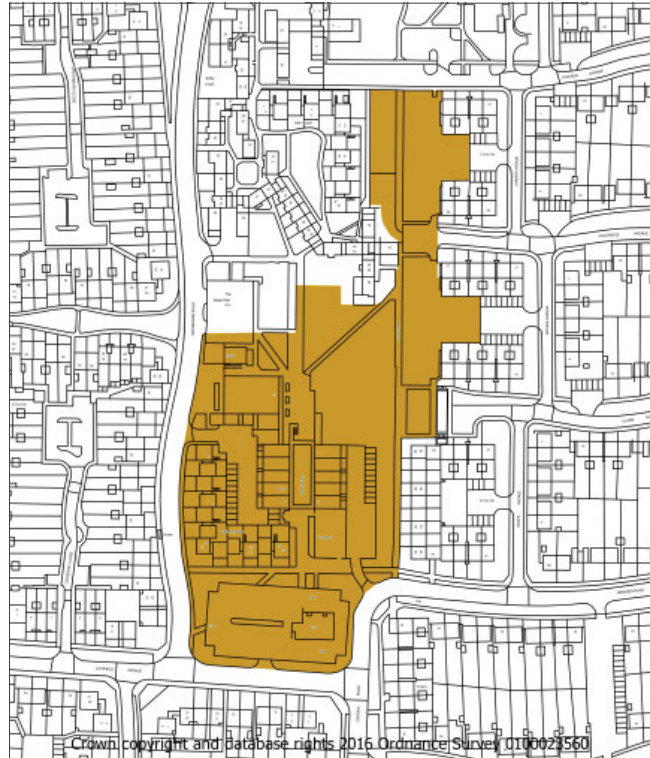
3.148 The site consists of Westcliff shopping precinct, residential development, a library, a drop in centre and a playground. The vision is to promote the redevelopment and delivery of the Westcliff precinct site as a housing development with some retail and community uses to serve the future and existing community set within an attractive and safe environment.

Proposed Development

3.149 This site is currently available for development. The surrounding residential uses and close proximity to local services makes this a suitable site for residential development. The density of development within this locality indicates that approximately 80 dwellings can be delivered on this site. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.150 Highway access to the site can be gained off Bridges Road, Dryden Road or Lichfield Avenue and the location of the vehicle access points will need to be agreed by the Highways Authority. The site includes several areas of adopted highway, which should either be accommodated in the design or stopped up via the planning process. The site is within walking distance to local services. There is a section of adopted highway running through the precinct, which will need to be considered at the design stage.

3.151 The site is within SFRA Flood Zone 1 and as the site measures more than 1ha a Flood Risk Assessment will be required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.



Policy SCUH-14

Land at Westcliff Precinct (2.30ha) is allocated for housing (80 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Bat surveys of affected buildings should be carried out and any mitigation or compensation measures put in place
- Biodiversity enhancements should be incorporated into site design
- A Transport Assessment will be required
- The areas of adopted highway should either be included in the design or stopped up via the planning process
- Vehicular access points to the site will need to be agreed with the Highway Authority

- Good footpath and cycle provision should be provided throughout the site, linking development with local services, residential areas and the wider rights of way network
- The planting of vegetation throughout and around the site should be required to absorb some pollutants
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.152 Development of Policy SCUH-14 is to be brought forward by the developer. The delivery of this site is expected in Phases 1 and 2 of the plan period (2014-2024).
- 3.153 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-15 Former Kingsway House

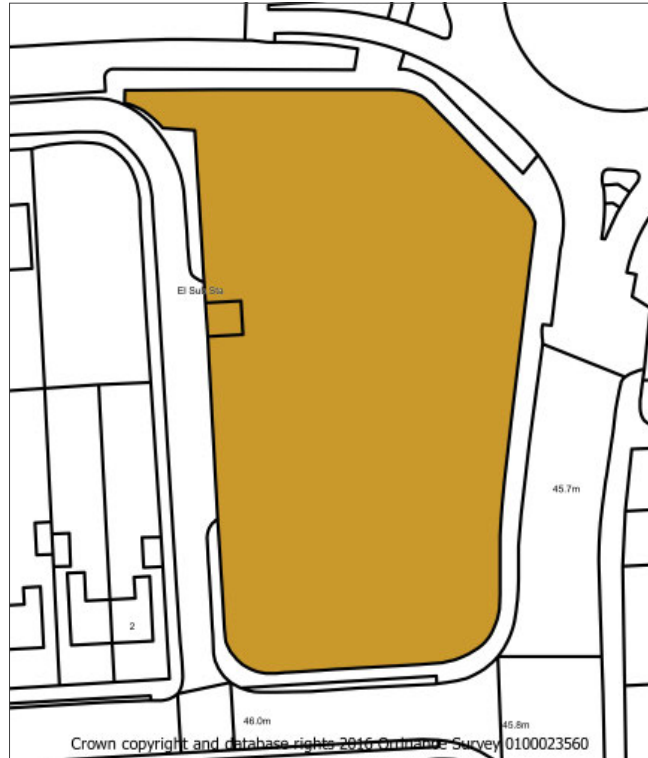
Context

3.154 The land at former Kingsway House is currently vacant land within an existing residential area. The site is within close proximity of local services and facilities.

Proposed Development

3.155 The site is currently available for development and the surrounding residential and close proximity to local services makes this a suitable site for residential development. The density of development within this locality indicates that approximately 16 dwellings could be delivered on this site. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment Market Review 2012 and any updates.

3.156 Highway access to the site is off Kingsway Service Road and the location of the vehicle access points will need to be agreed by the Highways Authority. Improvements will be required to Kingsway service road. The site is within walking distance of local services.



3.157 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.

3.158 The site lies within SFRA Flood Zone 1.

Policy SCUH-15

The land at Former Kingsway House, (0.41ha) is allocated for housing (16 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with local services
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- Tree planting should be incorporated into site design to complement the features of Central Park
- Existing trees and hedges around the boundary should be retained and enhanced
- Biodiversity enhancements should be incorporated into site design
- A Construction Environment Management Plan should be drawn up and implemented

- This site is subject to environmental constraints including potential land contamination and adverse noise impact associated road traffic. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.159 Development of Policy SCUH-15 is to be brought forward by the developer. The delivery of the site is expected in Phase 3 of the plan period (2024-2026).
- 3.160 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-16 Land at Ashby Decoy off Burringham Road (36-91)

Context

3.161 The land at Ashby Decoy off Burringham Road is currently agricultural land. The supermarket Asda lies opposite and to the east lies the Mallard pub. The Ashby Decoy golf club lies to the west of the site.

Proposed Development

3.162 The site is currently available for development and could accommodate 71 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment Market Review 2012 and any updates.

3.163 Highway access to the site is off Burringham Road and the location of the vehicle access points will need to be agreed by the Highways Authority.

3.164 The site is within Ashby Decoy Golf Course Local Wildlife Site (LWS). Habitat within the application site includes naturally regenerating scrub and woodland, mixed native hedgerows and some mature trees. The LWS is selected mainly for acid grassland, wetland plants and blocks of woodland.

3.165 The site is within SFRA Flood Risk Zone 2/3a. Within Flood Zone 3a dwellings (except those for the elderly people with impaired mobility and residential institutions), retail employment and some types of community development are not appropriate unless the PPS25 Sequential Test and then its Exception Test is low/ medium. It recommends against developing the site for the proposed uses unless the Exception Test is passed.



Policy SCUH-16

The land at Ashby Decoy off Burringham Road (1.61ha) is allocated for housing (71 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with local services
- A Transport Assessment will be required to demonstrate that the development will have no adverse impacts on the highway network
- An Exception Test and Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risk elsewhere
- Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates

- An Ecology Survey is required to help plan mitigation for loss of biodiversity features
- Biodiversity enhancements to be incorporated into the site design. These should be sympathetic to the habitats present within the Local Wildlife Site.
- Ecological compensation and mitigation should be provided in order to off-set the loss of any habitats, and that any enhancements should result in a net gain in biodiversity
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.166 Development of Policy SCUH-16 is to be brought forward by the developer. The delivery of the site is expected in Phase 1 of the plan period (2014-2019).
- 3.167 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-17 Land off Queensway and Dudley Road (36- 81)

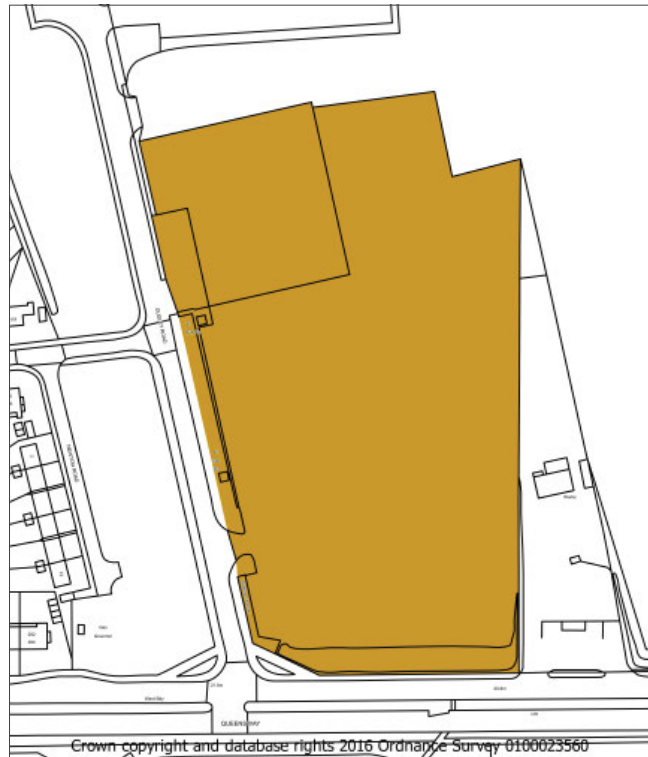
Context

3.168 The land at Former Yorkshire Electricity Depot, Dudley Road is previously developed land and is vacant. It is situated off Queensway and residential properties lie to the west and south with employment uses surrounding the rest of the site.

Proposed Development

3.169 This site is currently available for development. The surrounding residential uses, close proximity to local services makes this a suitable site for residential development. The density of development within this locality indicates that 78 dwellings can be delivered on this site. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.170 Highway access to the site can be gained off Dudley Road and the location of the vehicle access points will need to be agreed by the Highways Authority. Improvements to Dudley Road may be required. Developer contributions will be required for improvements to Dudley Road/ Queensway junction and Ashbyville roundabout. The site is within walking distance to local services and employment opportunities.



3.171 The site is within SFRA Flood Zone 1 and drains into Bottesford Beck. As the site measures more than 1ha a Flood Risk Assessment will be required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

3.172 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.

3.173 The site is located within AQMA Zone 1.

Policy SCUH-17

Land at Former Yorkshire Electricity Depot, land off Dudley Road (2.12ha) is allocated for housing (78 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with local services and employment areas
- A Transport Assessment will be required
- Off-site highway improvements will be required

- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- An Air Quality Assessment, Noise Impact Assessment and a Contaminated Land Assessment will be required
- A comprehensive landscaping scheme, including biodiversity enhancement is required
- An Ecology Survey is required, focusing on open mosaic habitats
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.174 Development of Policy SCUH-17 is to be brought forward by the developer. The delivery of the site is expected in Phase 2 of the Plan Period (2019-2024).
- 3.175 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH- 18 Land at Burdock Road.

Context

3.176 The land at Burdock Road is currently a disused allotment located within an existing residential area within the development limit of Scunthorpe.

Proposed Development

3.177 This site is currently available for development. The surrounding residential uses and close proximity to local services makes this a suitable site for residential development. The site could accommodate approximately 99 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.178 Highways access to the site can be gained from Burdock Road and vehicle access points will need to be agreed by the Highways Authority. This site has good access to local services and is well connected to existing pedestrian, cycle and public transport routes. Consideration of pedestrian and cycle links to Crowberry Drive will need to be included as part of any scheme.

3.179 The site is within SFRA Flood Zone 1 and as the site measures more than 1ha a Flood Risk Assessment will be required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

3.180 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.



Policy SCUH-18

Land at Burdock Road (2.74 ha) is allocated for housing (99 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with local services. Developer contributions for offsite works including cycleway and bus stop provision will be required
- A Transport Assessment will be required to demonstrate that the development will have no adverse impacts on the highway network.

- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- An Ecology Survey will be required
- A comprehensive landscaping scheme including biodiversity enhancements is required
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.181 Development of Policy SCUH-18 is to be brought forward by the developer. The delivery of the site is expected in Phase 1 of the plan period (2014-2019).
- 3.182 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

Committed Sites

3.183 In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire’s housing requirements over the coming years. Such sites are commonly referred to as being “committed” sites. In Scunthorpe, there are a total of 10 “committed” housing sites that will supply a total of 388 dwellings. The table below lists these sites:-

Site Ref	Address	Area (Ha)	Number of Dwellings remaining to be built	Land Class
7/1995/0271	West of Hilton Avenue	1.02	16	Greenfield
PA/2003/0002	Normanby Road West	13.21	4	Greenfield
PA/2003/0962	Lakeside	37.91	233	Greenfield / Brownfield
PA/2009/0799	Plot 29 Hebden Road	0.48	14	Brownfield
PA/2011/0846	Former Crosby Health Centre, Parkinson Avenue	0.15	24	Brownfield
PA/2012/1092	Former Oakfield Primary School	0.50	20	Brownfield
PA/2013/0158	2,4,6,8 Old Crosby	0.17	16	Brownfield
PA/2013/0842	Advance Crosby Phase 1	0.36	29	Brownfield
PA/2014/1061	Land at Crowberry Drive	0.75	18	Brownfield
PA/2014/0566	Former site of the Poacher 65 Marsden Drive	0.18	14	Brownfield

Lincolnshire Lakes

- 3.184 The Lincolnshire Lakes project has the potential to create a major new sustainable waterside neighbourhood and eco villages. Through the development of a number of lakes, the creation of quality housing and employment space, plus opportunities for leisure, sport and recreation - all in an ecologically sound environment. The Lincolnshire Lakes project is identified within the Scunthorpe Strategic Development Framework (SDF) as a key component in the transformation of Scunthorpe. The AAP will provide the opportunity to work up a masterplan and delivery timelines for the project whilst setting in place development principles for the delivery of the scheme. This forms part of the Local Development Framework alongside this DPD and the Adopted Core Strategy.
- 3.185 It is proposed that approximately 450 homes will be built a year starting in 2016. To ensure the scale of the house building is in line with the housing allocation Lincolnshire Lakes will be phased to release land in such a way to allow for the control of the pattern and speed of growth, co-ordination of infrastructure, and delivery of the previously developed land target and other sustainability objectives.
- 3.186 The Lincolnshire Lakes AAP Options Report was the subject of a public consultation exercise between Monday 8th April to 20th May 2013. The findings of this consultation, along with the collated evidence has been used to produce a final plan for the Lincolnshire Lakes including policies to assist in the delivery of the vision and objectives. The Council will is currently preparing the submission version of the AAP.

Contingency Sites

- 3.187 The following contingency sites have been identified in case the identified sites or Lincolnshire Lakes do not deliver in the time period specified. Adopted Core Strategy Policy CS7 sets out the housing requirement. The purpose of this policy is to set out the overall level of housing provision that will be required to meet North Lincolnshire's needs until 2026 and that an appropriate range and mix of housing is provided to meet the needs of the existing and future population.
- 3.188 Housing completions will be closely monitored by means of the AMR and SHLAA to ensure that there is a continuous five year supply of housing land. If over any continuous three year period the net additional housing requirement varies by more than 20% the allocated contingency sites will be brought forward.

SCUH-C1 NSD Site, Land east of Scotter Road (36-12)

Context

3.189 The NSD site is located on South Park Road within the northern part of South Park Industrial Estate and is surrounded by employment units to the south, open space and disused employment units to the east and Silica Country Park lies to the north of the site. This site is currently in employment use and is used for the distribution of steel products.

Proposed Development

3.190 This site will become available for development when the existing employment use has relocated. The surrounding residential uses and its proximity to local services make this site suitable for residential development. The site could accommodate approximately 281 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.191 Highway access to the site is off Greenhoe Road which should be improved to a suitable standard as part of the development and the location of the vehicle access points will need to be agreed by the Highways Authority. Improvements will also be required to South Park Road/ Scotter Road junction. The site is within walking distance of local services, a primary school and employment opportunities.

3.192 As the site lies within SFRA Flood Zone 2/3a, an Exception Test will be required to demonstrate that development provides a wider sustainable benefit to the community that outweighs the flood risk. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into development.

3.193 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.

3.194 The site is previously developed land, is active in employment use and may have contamination issues from previous uses.

3.195 This allocation is 2km from the Humber Estuary SPA, SAC and Ramsar.



Policy SCUH-C1

Land at NSD Site, land east of Scotter Road (9.38 ha) is allocated as a contingency site for housing (281 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Demolition of existing industrial buildings in the eastern part of the site is required to enable comprehensive redevelopment

- Noise and Air Quality Impact Assessments will be required
- This site is subject to environmental constraints including potential land contamination and adverse noise and light impact associated with the neighbouring industrial site. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network
- Off-site highway works will be required
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking development with local services and employment areas
- An Exception Test and Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere
- Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates
- An Ecology Survey is required
- A 15 metre wide habitat buffer to the Local Nature Reserve is required. Biodiversity enhancements should be incorporated into site design
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.196 Development of Policy SCUH-C1 is to be brought forward by the developer if the Lincolnshire Lakes development or any of the other identified sites do not deliver in the time period specified.
- 3.197 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-C2 Brumby Resource Centre, East Common Lane (36-76)

Context

3.198 Brumby Resource Centre is located on East Common Lane and is situated within an existing residential area. The site comprises of a number of occupied office buildings.

Proposed Development

3.199 This site will become available for development when the existing use has relocated. The surrounding residential uses and its proximity to local services make this site suitable for residential development. The site could accommodate approximately 122 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.200 Highway access to the site is off East Common Lane and the location of the vehicle access points will need to be agreed by the Highways Authority. The site is within walking distance of local services, schools and employment opportunities.

3.201 The site is within SFRA Flood Zone 1 and as the site measures more than 1 ha a Flood Risk Assessment will be required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

3.202 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.

3.203 The site is located within AQMA Zone 2 and 3.



Policy SCUH-C2

Brumby Resource Centre, East Common Lane (3.40 ha) is allocated as a contingency site for housing (122 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Demolition of existing buildings may be required to enable comprehensive redevelopment
- A Transport Assessment will be required
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking development with local services and employment areas
- A Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risk elsewhere

- An ecological survey will be required
- Biodiversity enhancements should be incorporated into site design
- The site is currently occupied by vacant sporting facilities/pitches. Prior to the determination of any planning application for residential development, it will be necessary to assess the sporting facilities/pitches provision situation and if there is a shortfall identified as a result of the proposed development, replacement sporting facilities/pitches will be provided of an equivalent or better quality and quantity at a suitable and accessible alternative site.
- This site is subject to environmental constraints including potential land contamination and adverse noise impact associated road traffic. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.204 Development of Policy SCUH-C2 is to be brought forward by the developer if the Lincolnshire Lakes development or any of the other identified sites do not deliver in the time period specified.
- 3.205 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-C3 Former Tennis Courts Rowland Road (36-82)

Context

3.206 The former tennis courts on Rowland Road currently consists of open space and a bowling green situated within an existing residential area.

Proposed Development

3.207 The site could accommodate approximately 26 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.208 This site has good access to local services and facilities and is well connected to existing pedestrian, cycle and public transport routes. Vehicular access to the site can be gained from Rowland Road and should be agreed with the Highways Authority.

3.209 The site is within SFRA Flood Zone 1.

3.210 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.



Policy SCUH-C3

Land at Former Tennis Courts Rowland Road (0.64ha) is allocated as a contingency site for housing (26 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking development with local services, residential areas and the wider rights of way network
- Biodiversity enhancements should be incorporated into site design
- A heritage assessment is required to demonstrate that the development will have no adverse impact upon the historic environment
- The site is currently occupied by vacant sporting facilities/pitches. Prior to the determination of any planning application for residential development, it will be necessary to assess the sporting facilities/pitches provision situation and if there is a shortfall identified as a result of the proposed development, replacement sporting facilities /pitches will be provided of an equivalent or better quality and quantity at a suitable and accessible alternative site.
- This site is subject to environmental constraints including potential land contamination and adverse noise impact associated road traffic. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.211 Development of Policy SCUH-C3 is to be brought forward by the developer if the Lincolnshire Lakes development or any of the other identified sites do not deliver in the time period specified.
- 3.212 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-C4 Hartwell Ford Car Garage, Station Road (36-23)

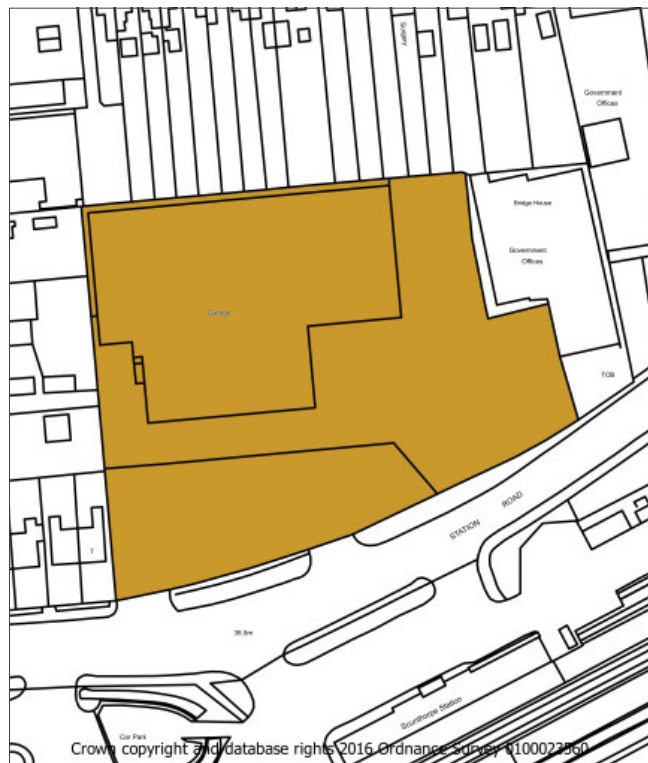
Context

3.213 The land at Hartwell Ford car garage is located on Station Road. The site is mainly surrounded by residential properties and Scunthorpe Train Station lies to the west. The site is currently used for car sales and a car repair centre.

Proposed Development

3.214 This site will become available for development when the existing employment use has relocated. The surrounding residential uses and its proximity to local services make this site suitable for residential development. The site could accommodate approximately 33 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and updates.

3.215 Highway access to the site is off Station Road and the location of the vehicle access points will need to be agreed by the Highways Authority and should be located in the centre or to the eastern end of the site. This will minimise conflicts between vehicles accessing the site and the Station Road/ Oswald Road junction. Additional pedestrian and cycle access would be required as part of the development of the site. The site is within walking distance of Scunthorpe Town Centre, Scunthorpe Train Station and local services.



3.216 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development. The site is within SFRA Flood Zone 1.

3.217 The site is located in AQMA Zone 2 but recent monitoring suggests there are no issues.

3.218 This allocation is 2km from the Humber Estuary SPA, SAC and Ramsar.

Policy SCUH-C4

Land at Hartwell Ford, Station Road (0.74 ha) is allocated for housing (33 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 45 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Demolition of existing industrial buildings in the eastern part of the site is required to enable comprehensive redevelopment
- An ecology survey will be required, should any buildings on the site need to be demolished. The survey should focus on bats but take into account the possible presence of other protected species such as breeding birds.
- The protection of the setting of the Grade I listed St Lawrence Church. A heritage assessment is required.
- Biodiversity enhancements should be incorporated into site design A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.

- A Transport Assessment will may be required to demonstrate that the development will have no adverse impacts on the highway network
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking development with local services, residential areas and the wider rights of way network
- This site is subject to environmental constraints including potential land contamination and adverse noise impact associated road traffic. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.219 Development of Policy SCUH-C4 is to be brought forward by the developer if the Lincolnshire Lakes development or any of the other identified sites do not deliver in the time period specified.
- 3.220 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-C5 Land at Hebden Road (36-72)

Context

3.221 The land at Hebden Road is located within the southern part of Hebden Road Industrial Estate and is mainly surrounded by residential properties. Agricultural land lies to the west of the site which has outline planning permission for residential development. This site is currently in employment use and is used for the manufacturing and assembling of railway switches and crossings.

Proposed Development

3.222 This site will become available for development when the existing employment use has relocated. The surrounding residential uses and its proximity to local services make this site suitable for residential development. The site could accommodate approximately 145 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

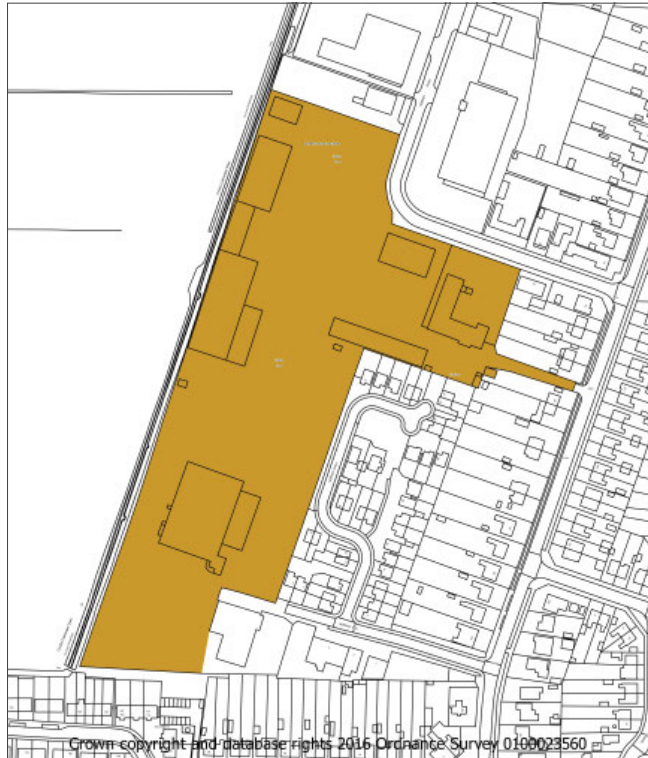
3.223 Highway access to the site is off Hebden Road and the location of the vehicle access points will need to be agreed by the Highways Authority. Pedestrian/cycle links should be provided onto Scotter Road. The site is within walking distance of local services, a primary school and employment opportunities.

3.224 As the site lies partly within SFRA Flood Zone 2/3a, an Exception Test will be required to demonstrate that development provides a wider sustainable benefit to the community that outweighs the flood risk. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into development.

3.225 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.

3.226 The site is previously developed land, is in active employment use and may have contamination issues from previous uses.

3.227 This allocation is 2km from the Humber Estuary SPA, SAC and Ramsar.



Policy SCUH-C5

Land at Hebden Road (4.08 ha) is allocated for housing (145 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Demolition of existing industrial buildings in the eastern part of the site is required to enable comprehensive redevelopment

- A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking development with local services and employment areas
- An Exception Test and Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere
- Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates
- An ecology survey will be required, should any buildings on the site need to be demolished. The survey should focus on bats but take into account the possible presence of other protected species such as breeding birds.
- Biodiversity enhancements should be incorporated into site design
- This site is subject to environmental constraints including potential land contamination and potential adverse noise impact associated with the neighbouring industrial site. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5

Implementation

- 3.228 Development of Policy SCUH-C5 is to be brought forward by the developer if the Lincolnshire Lakes development or any of the other identified sites do not deliver in the time period specified.
- 3.229 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-C6 Former Scunthorpe Telegraph Office, Doncaster Road (36-79)

Context

3.230 The land at the former Scunthorpe Telegraph Site is currently vacant as the former building has been demolished. The site is surrounded by residential dwellings to the north and shops, bars and restaurants surround the rest of the site. The site is also within close proximity to Scunthorpe town centre.

Proposed Development

3.231 The site is currently available for development and could accommodate approximately 67 dwellings (apartments) based on densities approved for similar sites near to or within the Town Centre. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.232 Highway access to the site is off Doncaster Road and the location of the vehicle access points will need to be agreed by the Highways Authority. The night time closure of Doncaster Road will need to be taken into consideration at the design stage relating to the vehicular parking and access to the site. The site is within walking distance of local services and Scunthorpe Town Centre.

3.233 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.

3.234 The site is located in SFRA Flood Zone 1.



Policy SCUH-C6

Land at Former Telegraph Site, Doncaster Road (0.25 ha) is allocated for housing (67 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 258 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking development with local services and the town centre A Transport Statement will be required
- Biodiversity enhancements should be incorporated into the design of new development
- The site must be surveyed for Japanese knotweed. If present, the plant must be eradicated prior to development, in accordance with the relevant Code of Practice.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.235 Development of Policy SCUH-C6 is to be brought forward by the developer if the Lincolnshire Lakes development or any of the other identified sites do not deliver in the time period specified.
- 3.236 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-C7 - Land at former South Leys School, Enderby Road (36-59)

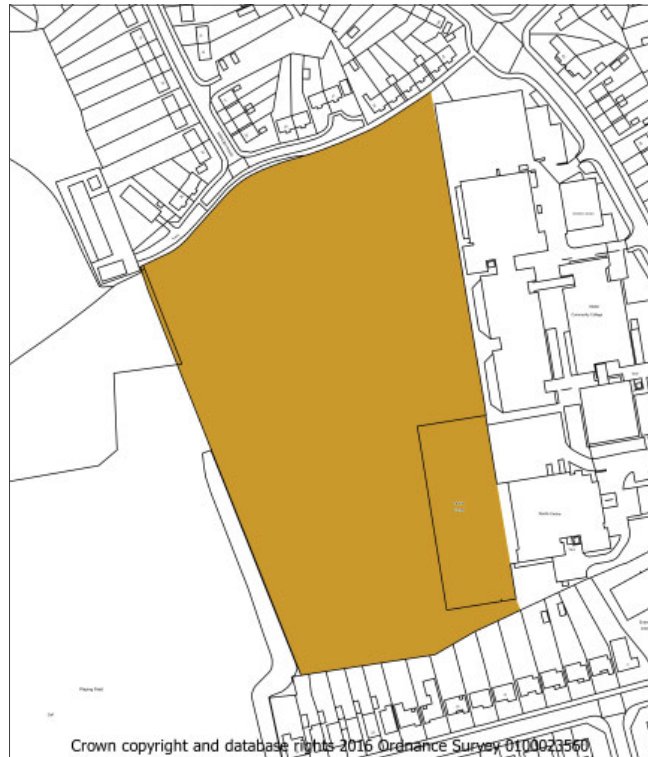
Context

3.237 The land at former South Leys School is currently open space and playing fields situated within an existing residential area. The site is surrounded by residential properties to the north and open space and playing fields to the south and west. The former school buildings and Ridding Swimming Pool are situated to the east of the site.

Proposed Development

3.238 The site is currently available for development and could accommodate approximately 120 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.239 Highway access to the site can be gained from Sunningdale Road or Enderby Road. Vehicle access points will need to be agreed by the Highways Authority. This site has good access to local services and facilities and is well connected to existing pedestrian, cycle and public transport routes.



3.240 The site is within SFRA Flood Zone 1 and as the site measures more than 1ha a Flood Risk Assessment will be required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

3.241 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.

Policy SCUH-C7

Land at Former South Leys School (3.26 ha) is allocated for housing (120 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network
- Good footpath and cycle provision should be provided throughout the site, linking development with local services
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment

- Biodiversity enhancements should be incorporated into site design. A habitat buffer of at least 15 metres width should be created around Silica Park Local Nature Reserve
- This site is subject to environmental constraints including potential land contamination and potential adverse noise and light impact associated with the neighbouring industrial site. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- The site is currently occupied by vacant sporting facilities/pitches. Prior to the determination of any planning application for residential development, it will be necessary to assess the sporting facilities/pitches provision situation and if there is a shortfall identified as a result of the proposed development, replacement sporting facilities/pitches will be provided of an equivalent or better quality and quantity in at a suitable and accessible alternative site.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.242 Development of Policy SCUH-C7 is to be brought forward by the developer if the Lincolnshire Lakes development or any of the other identified sites do not deliver in the time period specified.
- 3.243 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-C8 Land at Dartmouth Road (36-74)

Context

3.244 The land at Dartmouth Road is currently open space and playing fields situated within an existing residential area.

Proposed Development

3.245 The site is currently available for development and could accommodate approximately 91 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.246 This site has good access to local services and facilities and is well connected to existing pedestrian, cycle and public transport routes. Vehicular access to the site can be gained from Dartmouth Road and should be agreed with the Highways Authority. Improvement may be required to Scotter Road/ Bristol Road junction.

3.247 As the site lies partly within SFRA Flood Zone 2/3a, an Exception Test will be required to demonstrate that development provides a wider sustainable benefit to the community that outweighs the flood risk. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into the development.

3.248 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.



Policy SCUH-C8

Land at Dartmouth Road (2.49 ha) is allocated for housing (91 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network
- Good footpath and cycle provision should be provided throughout the site, linking development with local services
- An Exception Test and Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere
- Any flood risk assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates

- The site is currently occupied by vacant sporting facilities/pitches. Prior to the determination of any planning application for residential development, it will be necessary to assess the sporting facilities/pitches provision situation and if there is a shortfall identified as a result of the proposed development, replacement sporting facilities/pitches will be provided of an equivalent or better quality and quantity at a suitable and accessible alternative site.
- Landscaping should concentrate on the planting of locally native trees to create landscape and habitat connectivity with Brumby Woods LNR and Viaduct plantation
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.249 Development of Policy SCUH-C8 is to be brought forward by the developer if the Lincolnshire Lakes development or any of the other identified sites do not deliver in the time period specified.
- 3.250 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUH-C9 Land off Queensway and Dudley Road (36- 87)

Context

3.251 The land off Queensway and Dudley Road is previously developed land. Situated off the Queensway, the site is currently vacant land. Residential properties lie to the west and south with employment uses surrounding the rest of the site.

Proposed Development

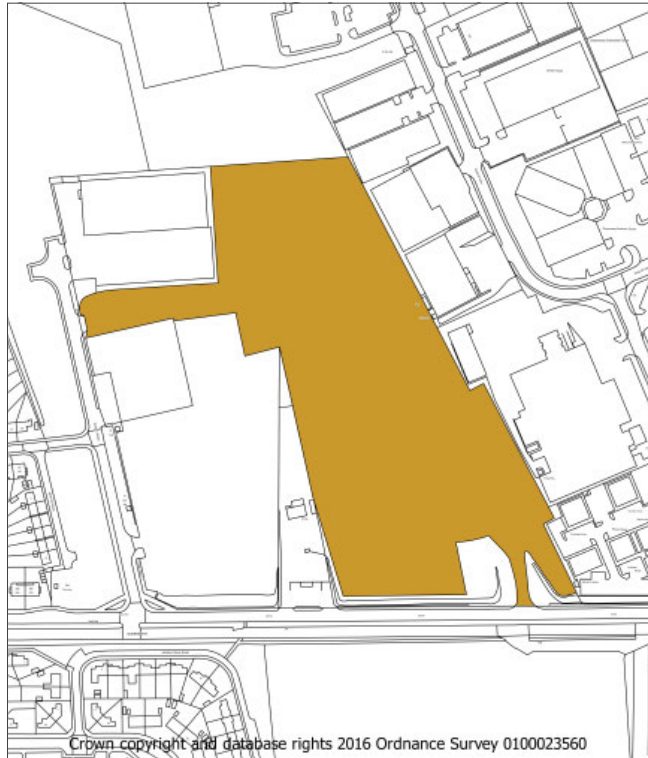
3.252 This site is surrounded by existing residential uses and its close proximity to local services makes it suitable for residential development. The density of development within this locality indicates that 155 dwellings can be delivered on this site. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.253 Highway access to the site can be gained off Dudley Road and the location of the vehicle access points will need to be agreed by the Highways Authority. Access onto Queensway will not be permitted. Improvements to Dudley Road may be required. Developer contributions will be required for improvements to Dudley Road/ Queensway junction and Ashbyville roundabout. The site is within walking distance to local services.

3.254 The site is within SFRA Flood Zone 1 and drains into the Bottesford Beck as the site measures more than 1ha a Flood Risk Assessment will be required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

3.255 Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.

3.256 The site is located within AQMA Zone 1.



Policy SCUH-C9

The land off Queensway and Dudley Road (4.08ha) is allocated as a contingency site for housing (145 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with local services and employment areas
- A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network

- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- Biodiversity enhancements should be incorporated into site design
- An ecology survey will be required as open mosaic habitats could be present on the site
- An Air Quality Assessment, Noise Impact Assessment and a Contaminated Land Assessment will be required
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.257 Development of Policy SCUH-C9 is to be brought forward by the developer if the Lincolnshire Lakes development or any of the other identified sites do not deliver in the time period specified.
- 3.258 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

Market Town - Barton upon Humber

- 3.259 Barton upon Humber has a population of approximately 9334 with 4,672 dwellings. It is located to the east of the A15 on the bank of the River Humber, close to the southern approach to the Humber Bridge. The town has a conservation area with many buildings dating from the 18th and 19th centuries as well as earlier examples.
- 3.260 Policy CS8: Spatial Distribution of Housing Sites in the Adopted Core Strategy states that the Market Towns of Barton upon Humber, Brigg, Crowle, Kirton in Lindsey and Winterton will have approximately 18% of the new houses built. This equates to 1,906 new dwellings, of which 386 will be provided from sites that already have planning permission or are under construction. The overall provision for Barton upon Humber is 6% equating to 635 dwellings. The following allocations have been identified to address this requirement.

BARH-1 Land at Pasture Road South Phase 2 (7-2)

Context

3.261 The land at Pasture Road South Phase 2 is greenfield land and is located on the eastern side of Barton upon Humber. This site consists of two agricultural fields and is surrounded by residential properties to the west, employment units to north and east. The site is currently allocated in the North Lincolnshire Local Plan (May 2003) for employment. The land adjoining the southern boundary is currently being developed for residential use.

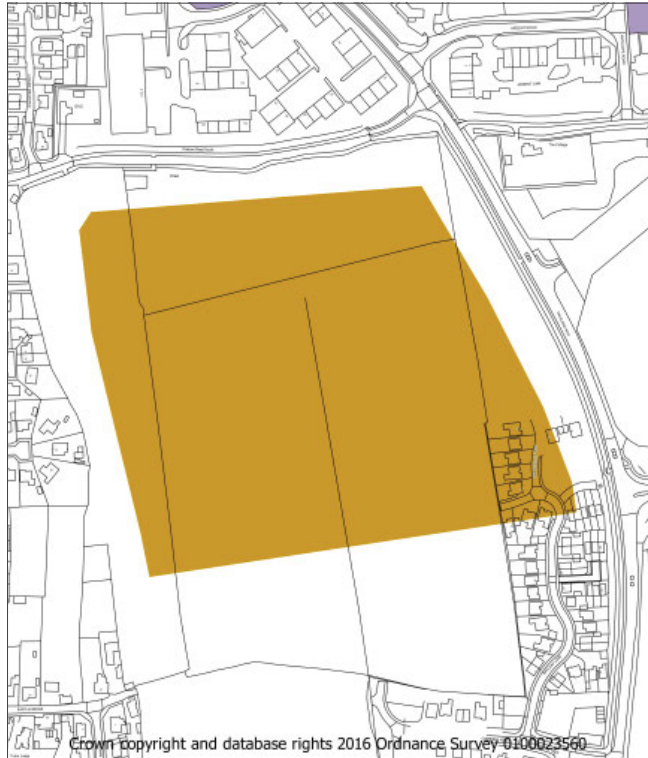
Proposed Development

3.262 This site is currently available for development. The surrounding residential uses and close proximity to the district centre of Barton upon Humber and local services makes this a suitable site for residential development that could accommodate approximately 260 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.263 Highway access to the site is off Falkland Way. Improvement and contributions will be required to improve the existing Barrow Road/Falkland Way junction. The site is within walking distance of the town centre, local services and employment opportunities.

3.264 The site lies within SFRA Flood Zone 1 and 2/3a, therefore an Exception Test will be required to demonstrate that development provides a wider sustainable benefit to the community that outweighs the flood risk. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into development.

3.265 Anglian Water has stated that the sewage treatment works has limited capacity and infrastructure improvements are required to cater for this development.



Policy BARH-1

Land at Pasture Road South Phase 2 (8.50 ha) is allocated for housing (260 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Adopted Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with the town centre, local services and employment areas
- A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network

- Financial contributions will be required for improvements to the Barrow Road/Falkland Way junction
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment
- Possible drainage issues on the site need to be addressed
- Potential ground drainage issues which could lead to an increased run off of pollutants into water courses must be addressed
- An Exception Test and Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risk elsewhere
- Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates
- An ecology survey will be required
- Biodiversity enhancements should be incorporated into site design
- This site is subject to environmental constraints including potential land contamination and potential adverse noise impact associated with the neighbouring industrial site. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.266 Development of Policy BARH-1 is to be brought forward by the developer. The delivery of the site is expected in Phases 1, 2 and 3 of the plan period (2014-2026).
- 3.267 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

BARH-2 Land at Pasture Road South Phase 1 (7-2)

Context

3.268 The land at Pasture Road South Phase 1 is greenfield land and is located on the eastern side of Barton upon Humber. The site consists of two agricultural fields, one of which is currently being developed for residential. Residential properties lie to the west of the site with Falkland Way to the east and Barrow Road to the south. The site is proposed for housing in the North Lincolnshire Local Plan (May 2003).

Proposed Development

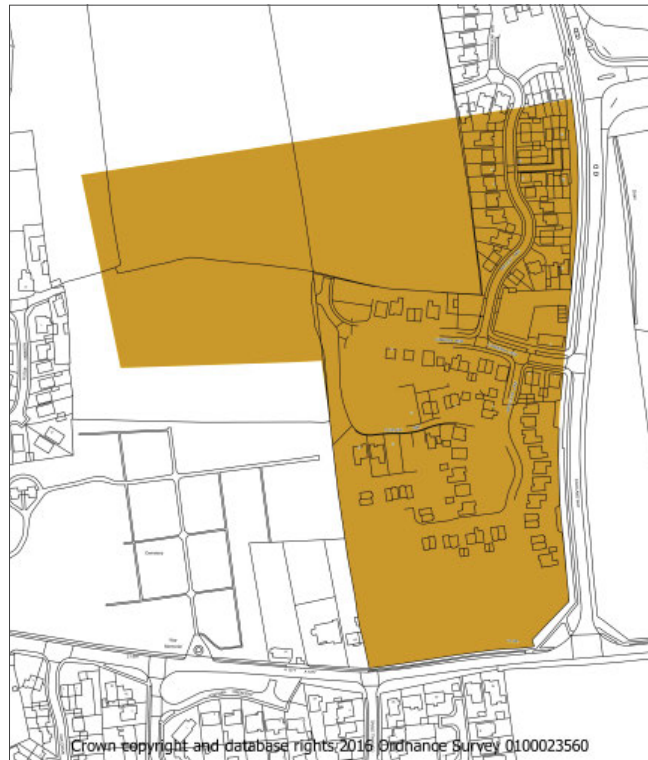
3.269 This site is currently available for development. The surrounding residential uses and close proximity to the district centre of Barton upon Humber and local services makes this a suitable site for residential development.

3.270 The northern part of the site currently has planning permission for 135 dwellings with a planning application for an additional 38 dwellings of which 17 have already been developed. The rest of the site could accommodate 54 dwellings at the density identified in Adopted Core Strategy Policy CS7. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.271 Highway access to the site is off Falkland Way. Improvement will be required to the existing Barrow Road/Falkland Way junction. The site is located close to services within walking distance of the town centre and local services.

3.272 The site lies within SFRA Flood Zone 1. As the site measures more than 1ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

3.273 Anglian Water has stated that the sewage treatment works has limited capacity and infrastructure improvements are required to cater for this development.



Policy BARH-2

Land at Pasture Road South (8.83 ha) is allocated for housing (227 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with the town centre, local services and employment areas

- A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network
- Financial contributions will be required for improvements to the Barrow Road/Falkland Way junction
- Possible drainage issues on the site need to be addressed
- Potential ground drainage issues which could lead to an increased run off of pollutants into water courses must be addressed
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- A Contamination Land Survey may be required
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment
- Landscaping and biodiversity enhancement in this area is required
- An Ecology Survey will be required
- Noise and Air Quality Impact Assessments may be required
- This site is subject to environmental constraints including potential land contamination and potential adverse noise impact associated with the neighbouring industrial site. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.274 Development of Policy BARH-2 is to be brought forward by the developer. The delivery of the site is expected in Phases 1 and 2 of the plan period (2014-2024).
- 3.275 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

BARH-3 St Mary's Cycle Works, Marsh Lane (7-15)

Context

3.276 The site at St Mary's Cycle Works is previously developed land and is located within the development limit of Barton upon Humber, it is proposed for housing in the North Lincolnshire Local Plan (May 2003). The site consists of two disused buildings and hard standing areas and is surrounded by an existing residential area. Approximately 50% of the site lies within SFRA Flood Zones 2 and 3a.

Proposed Development

3.277 This site is currently available for development. The surrounding residential uses and close proximity to the district centre of Barton upon Humber and local services makes this a suitable site for residential development. The density of development within this locality indicates that 73 dwellings can be delivered on this site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.278 Highway access to the site is via an improved access off Marsh Lane. The site is located within walking distance from the town centre, local services and employment opportunities.

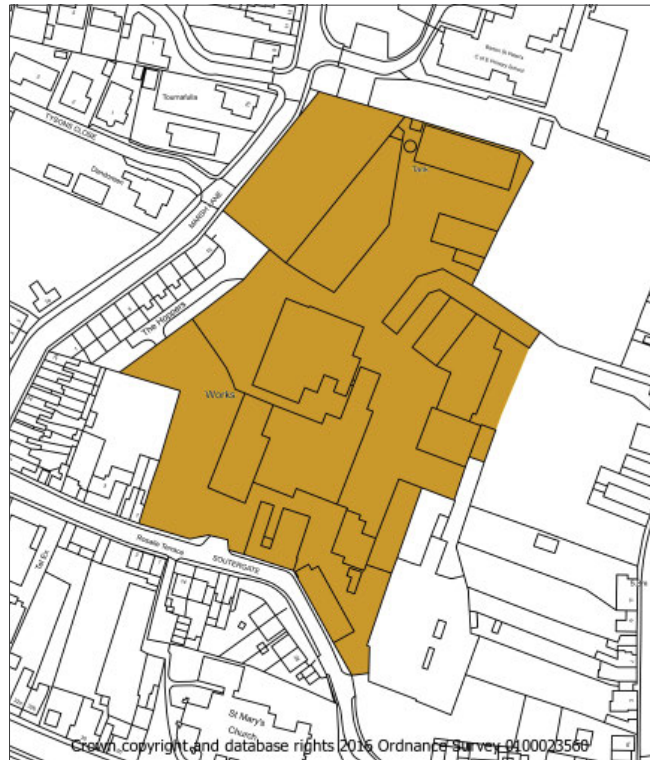
3.279 As part of this site lies within the Barton-Up-on- Humber Conservation Area development proposals will be required to demonstrate that they will conserve those elements which have been identified as contributing to the significance of this area. The buildings on Soutergate and Marsh Lane which lie within the Barton-Up-on-Humber Conservation Area should be retained.

3.280 The site contains designated heritage assets including a Listed Building and Conservation Area Buildings. Archaeological evaluation in 2006 identified significant Saxon and medieval remains along the Soutergate. Development proposals will be required to demonstrate that they will conserve those elements which have been identified as contributing to the significance of this area.

3.281 As the site lies partly within SFRA Flood Zone 3a, an Exception Test will be required to demonstrate that development provides a wider sustainable benefit to the community that outweighs the flood risk. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into development.

3.282 Anglian Water has stated that the sewage treatment works has limited capacity and infrastructure improvements are required to cater for this development.

3.283 This allocation is 450m from the Humber Estuary SPA, SAC and Ramsar.



Policy BARH-3

St Mary's Cycle Works, Marsh Lane (1.95 ha) is allocated for housing (73 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare

- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with the town centre, local services and employment areas
- A Transport Assessment will be required to demonstrate that the development will have no adverse impacts on the highway network
- Possible drainage issues on the site need to be addressed
- Potential ground drainage issues which could lead to an increased run off of pollutants into water courses must be addressed
- An Exception Test and Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risk elsewhere
- Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates
- An ecology survey will be required, should any buildings on the site need to be demolished. The survey should focus on bats but take into account the possible presence of other protected species such as breeding birds.
- Biodiversity enhancements should be incorporated into site design
- A Contaminated Land Survey may be required
- Noise and Air Quality Impact Assessments may be required
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment
- Demolition of existing buildings on the site may be required in order to enable comprehensive development. However the buildings on Soutergate and Marsh Lane which lie within the Barton Upon Humber Conservation Area should be retained.
- This site is subject to environmental constraints including potential land contamination and potential adverse noise impact associated with the neighbouring industrial uses. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.284 Development of Policy BARH-3 is to be brought forward by the developer. The delivery of the site is expected in Phases 2 and 3 of the plan period (2019-2026).
- 3.285 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

Committed Sites - Barton upon Humber

3.286 In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire’s housing requirements over the coming years. Such sites are commonly referred to as being “committed” sites. In Barton upon Humber, there are a total of six “committed” housing sites that will supply a total of 151 dwellings. The table below lists these sites:

Site Ref	Address	Area (Ha)	Number of Dwellings	Land Class
PA/2003/0063	Land east of Humber Road	0.63	14	Brownfield
PA/2003/1575	Land at Waterside Road	0.93	20	Greenfield
PA/2006/1777	Tofts Road West	4.22	57	Greenfield
PA/2007/1773	Land to the rear of 13-19 Pasture Road	0.35	34	Brownfield
PA/2010/1046	Land to the rear of, 13 Queen Street	0.38	13	Greenfield
PA/2013/1578	Land off Mill View	0.25	13	Brownfield

Market Town- Brigg

- 3.287 Brigg has a population of approximately 5,076 with 2,461 dwellings. It is located to the south of the M180 on the A18, east of Scawby and west of Wrawby. Brigg has a conservation area and has been a thriving market town for centuries.
- 3.288 Brigg is the second largest of the market towns in North Lincolnshire in terms of its population and is a very popular location for living and working. It provides an important service centre for the surrounding villages and a number of villages in the West Lindsey district. The town centre is thriving with a wide range of shops, services and facilities. It has good public transport links with Scunthorpe and Barton upon Humber and the surrounding villages.
- 3.289 The sites allocated for housing are all located to the north / east of Brigg adjacent to each other. These sites were deemed more suitable than alternative sites suggested for Brigg through the Strategic Housing Land Availability Assessment and earlier stages of the Development Plan Document. In terms of traffic the existing road infrastructure of the A18 which runs through the town is often extremely busy and particularly at peak times when congestion occurs. Therefore as part of the housing proposals on the fringe of Brigg a permeable link road network will be provided to serve the housing allocations from Atherton Way to Wrawby Road. This will enhance and improve traffic flows by increasing permeability and assist in regenerating the town as a whole. The new road network should accord with 'Manual for Streets' and operate with road like tendencies. The Council will not support further accesses on to Grammar School Road.
- 3.290 A total of £1.5 million is included in the North Lincolnshire Council Capital Investment budget for the first phase of the road. This money will be utilised to cover any abnormal costs regarding the road infrastructure. Bids have also been submitted to the Greater Lincolnshire Local Enterprise Partnership for further funding that will assist in providing a permeable link through the new allocations and assist in improving the settlements capacity as a whole.
- 3.291 A number of reasonable options were considered to determine the appropriate strategy for providing suitable access to the allocations, including a relief road, however evidence demonstrated that the most appropriate approach is to provide links to the existing road network in appropriate locations increasing permeability through the town.
- 3.292 Policy CS8: Spatial Distribution of Housing Sites in the Adopted Core Strategy states that the Market Towns of Brigg, Crowle, Kirton in Lindsey and Winterton will have approximately 18% of the new houses built. This equates to 1,906 new dwellings, of which 386 will be provided from sites that already have planning permission or are under construction. The overall provision for Brigg is 7% equating to 741 dwellings. The following allocations have been identified to address this requirement.

BRIH-1 Land north of Atherton Way (10-28)

Context

3.293 The land north of Atherton Way is currently overgrown scrubland and lies to the north of Brigg Primary School and to the east of an established industrial area. To the immediate north of the site is the M180 motorway and to the east lies garden land and allotments, with the Ancholme Business Park to the west.

Proposed Development

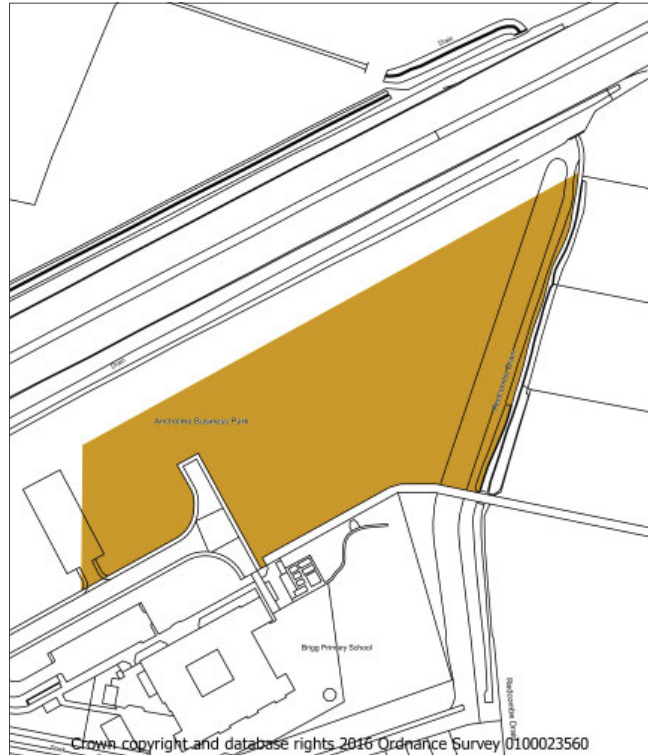
3.294 The site is currently available for development and is within walking distance to local schools, district centre and employment opportunities. The accessibility of the site makes it a good location for residential development. The site could accommodate approximately 72 dwellings. Affordable housing provision will be expected on site and a mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.295 At present vehicles travelling through Brigg can suffer from congestion at peak times. To reduce this impact, a permeable network of roads will be constructed to serve the allocated sites to the north / east of Brigg. All the sites will need to be considered jointly and development of the sites phased appropriately. An associated traffic management scheme on the existing roads will ensure that the scheme is effective. Atherton Way is currently not adopted and this would need to be addressed as part of the development. Access from the site onto Grammar School Road will not be permitted. The scheme will need to be designed in order to secure and safeguard a new road network that links Atherton Way and Wrawby Road.

3.296 This area of Brigg lies within SFRA Flood Zone 2/3a and an Exception Test will be required to demonstrate that development provides a wider sustainable benefit to the community that outweighs flood risk. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into development.

3.297 Significant landscaping and noise buffering will be required to the western and northern boundaries of the site to reduce the noise impacts from the M180 motorway. This area has not been included when calculating the site density.

3.298 Anglian Water has stated that the sewage treatment works and surface water network have limited capacity and infrastructure improvements are required to cater for this development.



Policy BRIH-1

Land to the north of Atherton Way (1.95ha) is allocated for housing (72 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9

- A route is protected within the design of the site that maintains and safeguards an alignment for the creation of a single access link road to a suitable standard to connect Atherton Way and Wrawby Road. The design should accord with Manual for Streets and enable suitable vehicular and pedestrian access. Land will also need to be safeguarded to provide a suitable access point into BRIH-5 to ensure the link road can be delivered and will be agreed with Highways Authority at the planning application stage
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with the town centre, local services and employment areas
- A Transport Assessment and Residential Travel Plan will be required
- An Ecology Survey is required
- Future landscaping should include native trees and hedgerows in common with other developments along Atherton Way
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment
- Biodiversity enhancements should be incorporated into site design
- Any Flood Risk Assessment needs to comply with the critical flood level and the appropriate mitigation measures set out in the SFRA and any future updates
- An Exception Test and Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere
- Significant landscape and noise buffering will be required to the northern and western boundaries
- This site is subject to environmental constraints including potential land contamination and potential adverse noise impact associated with the neighbouring industrial site and road traffic. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.299 Development of Policy BRIH-1 is to be brought forward by the developer. The delivery of the site is expected in Phase 1 of the plan period (2014-2019).
- 3.300 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

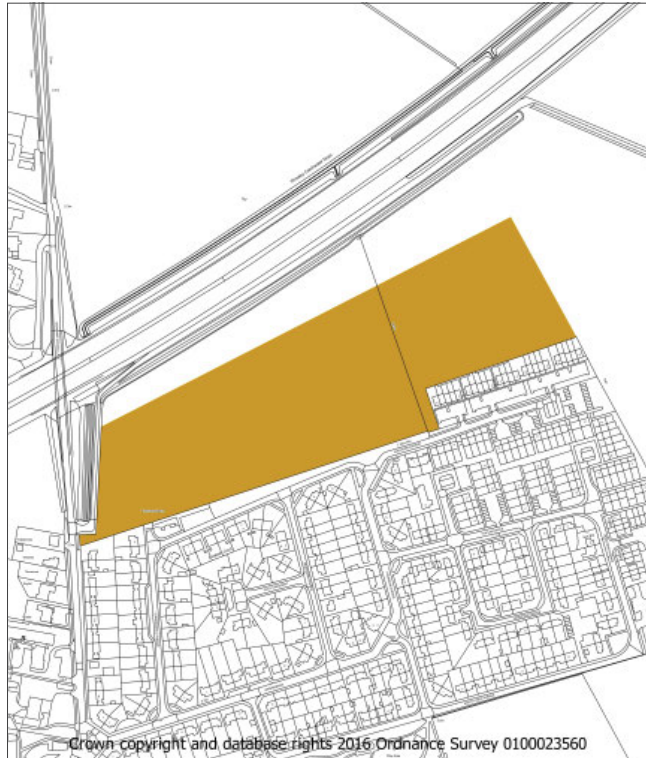
BRIH-2 Land at Western Avenue (10-1)

Context

3.301 The land at Western Avenue is flat, open agricultural land currently used for arable farming on the northern boundary of Brigg. The site is bounded by residential properties to the south and the M180 motorway to the north, while agricultural land extends to the east. A narrow strip of trees runs along the northern and eastern boundary that partly screens the adjacent M180 motorway.

Proposed Development

3.302 The site has been carried forward as an allocation from the North Lincolnshire Local Plan (May 2003). This site is within walking distance of the local primary and secondary schools and has good access to local services and facilities. The accessibility of the site makes it a good location for residential development. The site could accommodate approximately 186 dwellings. Affordable housing provision will be expected on site and a mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.



3.303 At present vehicles travelling through Brigg can suffer from congestion at peak times. To reduce this impact, a permeable network of roads will be constructed to serve the allocated sites to the north/east of Brigg. All the sites will need to be considered jointly and development of the sites phased appropriately. An associated traffic management scheme on the existing roads will ensure that the scheme is effective. Atherton Way is currently not adopted and this would need to be addressed as part of the development. Access from the site onto Grammar School Road will not be permitted. The scheme will need to be designed in order to secure and safeguard a new road network that links Atherton Way and Wrawby Road.

3.304 The site mainly lies within SFRA Flood Zone 1 with a small area in the south western corner located in SFRA Flood Zone 2/3a. As the site measures more than 1ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

3.305 Significant landscaping and noise buffering will be required to the western and northern boundaries of the site to reduce the noise impacts from the M180 motorway.

3.306 Anglian Water has stated that the sewage treatment works and surface water network have limited capacity and infrastructure improvements are required to cater for this development.

Policy BRIH-2

Land at Western Avenue (5.42 ha) is allocated for housing (186 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9

- A route is protected within the design of the site that maintains and safeguards an alignment for the creation of a single access link road to a suitable standard to connect Atherton Way and Wrawby Road. The design should accord with Manual for Streets and enable suitable vehicular and pedestrian access. Land will need to be safeguarded to provide a suitable access points into BRIH-3 and Grammar School Road to ensure the link road can be delivered and will be agreed with Highways Authority at the planning application stage
- Good footpath and cycle provision should be provided throughout the site, linking the development with the town centre, local services and employment areas
- A Transport Assessment and Residential Travel Plan will be required
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment
- An ecology survey will be required
- Biodiversity enhancements should be incorporated into site design
- Significant landscape and noise buffering will be required to the northern and western boundaries
- This site is subject to environmental constraints including potential adverse noise impact associated with road traffic. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.307 Development of Policy BRIH-2 is to be brought forward by the developer. The delivery of the site is expected in Phases 1, 2 and 3 of the plan period (2014-2026).
- 3.308 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

BRIH-3 Land at Wrawby Road Phase 2 (10-31)

Context

3.309 The land at Wrawby Road comprises two flat large agricultural fields currently used for arable farming and is surrounded by agricultural land.

Proposed Development

3.310 The site could accommodate approximately 333 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.311 The site has good access to local services and facilities and is well connected to existing pedestrian, cycle and public transport routes. The accessibility of the site makes it a good location for housing development.

3.312 At present vehicles travelling through Brigg can suffer from congestion at peak times. To reduce this impact, a permeable network of roads will be constructed to serve the allocated sites to the north/east of Brigg. All the sites will need to be considered jointly and development of the sites phased appropriately.

An associated traffic management scheme on the existing roads will ensure that the scheme is effective. Atherton Way is currently not adopted and this would need to be addressed as part of the development. Access from the site onto Grammar School Road will not be permitted.

3.313 A new vehicular access will be constructed to serve the development via Wrawby Road. This should be designed to the Highways Authority's standards.

3.314 The site lies within SFRA Flood Zone 1. As the site measures more than 1 ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

3.315 Anglian Water has stated that the sewage treatment works and surface water network have limited capacity and infrastructure improvements are required to cater for this development.



Policy BRIH-3

Land at Wrawby Road (11.53ha) is allocated for housing (333 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access point and improvements to Wrawby Road will need to be agreed with the Highways Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with the town centre, local services and employment areas

- A Transport Assessment and Residential Travel Plan will be required
- A route is protected within the design of the site that maintains and safeguards an alignment for the creation of a single access link road to a suitable standard to connect Atherton Way and Wrawby Road. The design should accord with Manual for Streets and enable suitable vehicular and pedestrian access. Land will also need to be safeguarded to provide a suitable access point into BRIH-2 and BRIH-4 to ensure the link road can be delivered and will be agreed with Highways Authority at the planning application stage.
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- Significant landscaping will need to be provided around the boundary in order to mitigate the visual impact that this proposal will create
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment
- An ecology survey will be required
- Biodiversity enhancements should be incorporated into site design
- This site is subject to environmental constraints including potential adverse noise impact associated with road traffic. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.316 Development of Policy BRIH-3 is to be brought forward by the developer. The delivery of the site is expected throughout the Phases 1, 2 and 3 of the plan period (2014-2026).
- 3.317 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

BRIH-4 Land at Wrawby Road Phase 1 (10-2)

Context

3.318 The land at Wrawby Road Phase 1 is open flat agricultural land on the northern boundary of Brigg. Agricultural land lies to the north and east of the site and residential properties and Wrawby Road lie to the south. Brigg recreation ground lies to the west of the site.

Proposed Development

3.319 The site could accommodate approximately 152 dwellings. Affordable housing provision will be expected on site and a mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

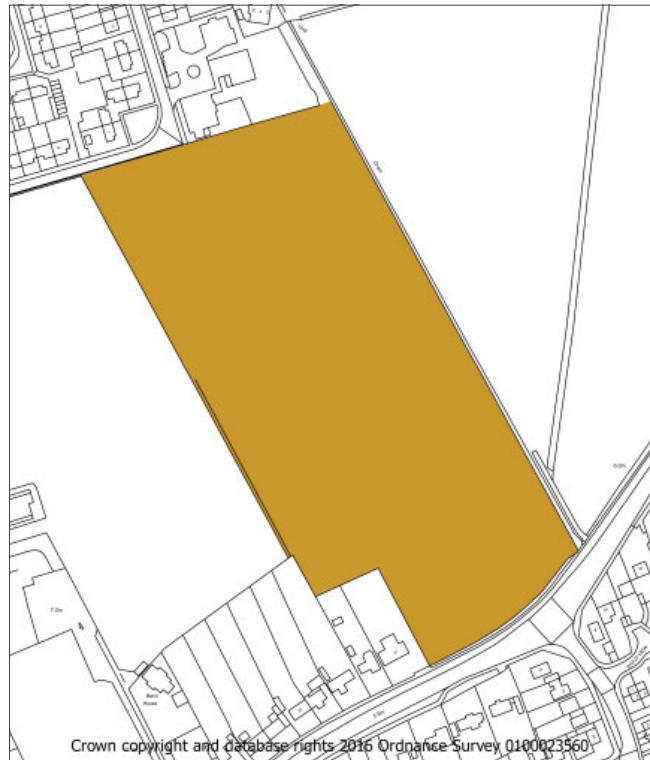
3.320 This site has good access to local services and facilities and is well connected to existing pedestrian, cycle and public transport routes. The accessibility of the site makes it a good location for housing development.

3.321 A new vehicular access will be constructed to serve the development via Wrawby Road and this should be designed to the Highway Authority's standards. Improvement will also be required to the existing Wrawby Road/Churchill Avenue junction.

3.322 At present vehicles travelling through Brigg can suffer from congestion at peak times. To reduce this impact, a permeable network of roads will be constructed to serve the allocated sites to the north/east of Brigg. All the sites will need to be considered jointly and development of the sites phased appropriately. An associated traffic management scheme on the existing roads will ensure that the scheme is effective. Atherton Way is currently not adopted and this would need to be addressed as part of the development. Access from the site onto Grammar School Road will not be permitted.

3.323 The site lies within SFRA Flood Zone 1. As the site measures more than 1 ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

3.324 Anglian Water has stated that the sewage treatment works and surface water network have limited capacity and infrastructure improvements are required to cater for this development.



Policy BRIH-4

Land at Wrawby Road (4.29 ha) is allocated for housing (152 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access point and improvements to Wrawby Road/ Churchill Avenue junction will need to be agreed with the Highways Authority

- Good footpath and cycle provision should be provided throughout the site, linking the development with local services, residential areas and wider rights of way network.
- A Transport Assessment and Residential Travel Plan will be required
- A route is protected within the design of the site that maintains and safeguards an alignment for the creation of a single access link road to a suitable standard to connect Atherton Way and Wrawby Road. The design should accord with Manual for Streets and enable suitable vehicular and pedestrian access. Land will need to be safeguarded to provide a suitable access points into BR1H-3 to ensure the link road can be delivered and will be agreed with Highways Authority at the planning application stage
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment
- An Ecology Survey is required
- Biodiversity enhancements should be incorporated into site design
- A Noise Impact Assessment may be required
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.325 Development of Policy BR1H-4 is to be brought forward by the developer. The delivery of the site is expected in Phases 1 and 2 of the plan period (2014-2024).
- 3.326 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

BRIH-5 Land at Ancholme Park (10-25)

Context

3.327 The land at Ancholme Park comprises of vacant grassland and a number of allotments. The site is surrounded by residential properties to the east, vacant grassland to the south and north. Between this there are a number of allotments.

Proposed Development

3.328 The site is within walking distance of local schools, district centre and employment opportunities. The accessibility of the site makes it a good location for residential development. The site could accommodate approximately 81 dwellings. Affordable housing provision will be expected on site and a mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.329 At present vehicles travelling through Brigg can suffer from congestion at peak times. To reduce this impact, a permeable network of roads will be constructed to serve the allocated sites to the north / east of Brigg. All the sites will need to be considered jointly and development of the sites phased appropriately.



An associated traffic management scheme on the existing roads will ensure that the scheme is effective. Atherton Way is currently not adopted and this would need to be addressed as part of the development. Access from the site onto Grammar School Road will not be permitted.

3.330 This area of Brigg lies within SFRA Flood Zone 2/3a and an Exception Test will be required to demonstrate that development provides a wider sustainable benefit to the community that outweighs flood risk. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into development.

3.331 Significant landscaping and noise buffering will be required to the western and northern boundaries of the site to reduce the noise impacts from the M180 motorway. This area has not been included when calculating the site density.

3.332 There are two large ash trees that may be worthy of retention.

3.333 Anglian Water has stated that the sewage treatment works and surface water network have limited capacity and infrastructure improvements are required to cater for this development.

3.334 Part of the land is currently occupied by allotments. These allotments will be relocated as part of the wider development in agreement with Brigg Town Council. Discussions are currently taking place to find a suitable replacement and sites are being considered.

Policy BRIH-5

Land at Ancholme Park (2.20 ha) is allocated for housing (81 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare

- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- A route is protected within the design of the site that maintains and safeguards an alignment for the creation of a single access link road to a suitable standard to connect Atherton Way and Wrawby Road. The design should accord with Manual for Streets and enable suitable vehicular and pedestrian access. Land will also need to be safeguarded to provide suitable access points into BRIH-1 and Grammar School Road to ensure the link road can be delivered and will be agreed with Highways Authority at the planning application stage.
- Vehicular access point and improvements to the Atherton Road junction will need to be agreed with the Highways Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with the town centre, local services and employment areas
- A Transport Assessment and Residential Travel Plan will be required
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- Any Flood Risk Assessment needs to comply with the critical flood level and the appropriate mitigation measures set out in the SFRA and any future updates
- An ecology survey will be required
- Biodiversity enhancements should be incorporated into site design
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment
- This site is subject to environmental constraints including potential land contamination and potential adverse noise impact associated with the neighbouring industrial site. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.335 Development of Policy BRIH-5 is to be brought forward by the developer. The delivery of the site is expected in Phases 1 and 2 of the plan period (2014-2024).
- 3.336 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

Committed Sites - Brigg

3.337 In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire’s housing requirements over the coming years. Such sites are commonly referred to as being “committed” sites. In Brigg, there are a total of five “committed” housing sites that will supply a total of 136 dwellings. The table below lists these sites:

Site Ref	Address	Area (Ha)	Number of Dwellings	Land Class
PA/2004/0692	Silversides, Silverside Lane	1.48	44	Brownfield
PA/2008/0385	Former Brigg Primary School	1.05	1	Brownfield
PA/2008/0338	Land at Island Carr	5.97	60	Brownfield
PA/2011/0362	Land off Engine Street	0.17	10	Brownfield
PA/2013/0092	Former Ancholme Inn , Grammar School Road	0.43	21	Brownfield

Market Town- Crowle

- 3.338 Crowle has a population of approximately 3,268 with 1,718 dwellings. It is located on the A161 in the northern part of the Isle of Axholme to the north of the M180. To the east of the settlement is an area of importance for nature conservation and to the south-east is an area of important open amenity.
- 3.339 Policy CS8: Spatial Distribution of Housing Sites in the Adopted Core Strategy states that the Market Towns of Barton upon Humber, Brigg, Crowle, Kirton in Lindsey and Winterton will have approximately 18% of the new houses built. This equates to 1,906 new dwellings, of which 386 will be provided from sites that already have planning permission or are under construction. The overall provision for Crowle is 1.2% equating to 127 dwellings. The following allocations have been identified to address the requirement.

CROH-1 Land to the east of Fieldside (13-10)

Context

3.340 The land to the east of Fieldside is a mixture of previously developed land and greenfield land. The site is located outside the existing development limit of Crowle within the open countryside. The site is currently a garden nursery and comprises some agricultural land.

Proposed Development

3.341 The site is currently available for development. The surrounding residential uses and close proximity to the district centre and local services makes this a suitable site for residential development. The density of development within this locality indicates that 86 dwellings can be delivered on this site. Affordable housing provision will be expected on site and a mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.342 Highway access to the site is off Fieldside Road although improvements to the road are needed due to its limited width and construction. The location of the vehicle access point will need to be agreed with the local Highways Authority. The site is located close to and is in walking distance from the town centre and local services.

3.343 The site adjoins the boundary of the Crowle Conservation Area. Development proposals should ensure that those elements which contribute to its significance are conserved.

3.344 The site lies within SFRA Flood Risk Zone 1, 2/3a, therefore an Exception Test will be required to demonstrate that development provides a wider sustainable benefit to the community that outweighs flood risk. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into development.



Policy CROH-1

Land to the east of Fieldside (2.34 ha) is allocated for housing (86 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Localised highway improvements to Fieldside will be required as part of the development
- Good footpath and cycle provision should be provided throughout the site, linking the development with the town centre and local services
- A Transport Assessment will be required to demonstrate that the development will have no adverse impacts on the highway network

- Demolition of existing buildings is necessary to allow comprehensive redevelopment
- An Exception Test and Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere
- Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates
- An ecology survey will be required
- Biodiversity enhancements should be incorporated into site design
- Public sewer capacity issues will need to be carried out before development can take place on the site
- A Contaminated Land Survey may be required
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment
- There is a public right of way on the site therefore there may be access issues
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.345 Development of Policy CROH-1 is to be brought forward by the developer. The delivery of the site is expected in Phases 2 and 3 of the plan period (2019-2026).
- 3.346 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

CROH-2 Land north of Godnow Road (13-11)

Context

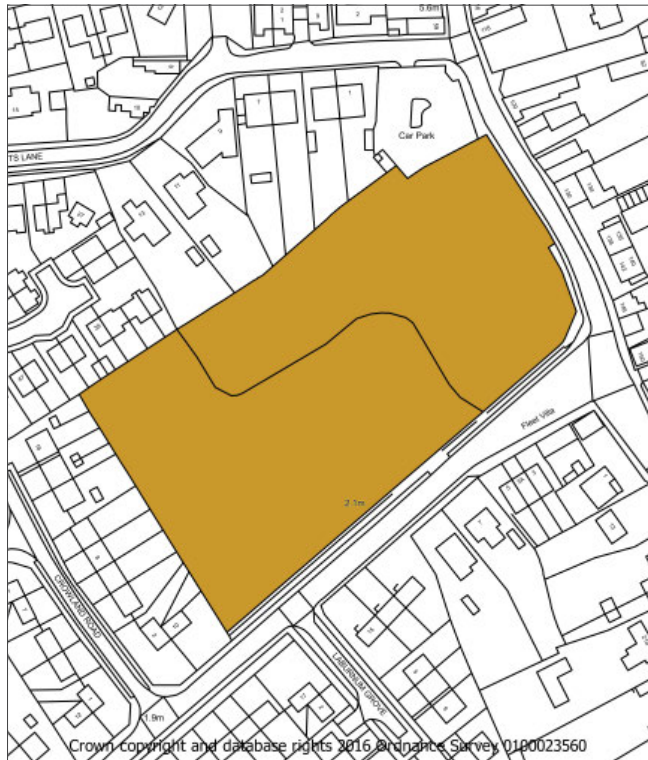
3.347 The land to the north of Godnow Road is currently vacant grassland within an existing residential area. The site lies within the existing development limit of Crowle and is close to a conservation area.

Proposed Development

3.348 The site is currently available for development. The surrounding residential uses and close proximity to the district centre and local services makes this a suitable site for residential development. The density of development within this locality indicates that 51 dwellings can be delivered on this site. Affordable housing provision will be expected on site and a mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.349 Highway access to the site is via Godnow Road. Any development will need to provide an improved visibility splay at the Godnow Road/A161 junction.

3.350 The site lies within SFRA Flood Risk Zone 2/3a, therefore an Exception Test will be required to demonstrate that development provides a wider sustainable benefit to the community that outweighs flood risk. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into the development.



Policy CROH-2

Land to the south of Godnow Road (1.32 ha) is allocated for housing (51 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with the town centre and local services
- A new footway should be provided along the north side of Godnow Road to connect into the existing facility on High Street,
- A Transport Assessment will be required to demonstrate that the development will have no adverse impacts on the highway network
- An Exception Test and Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risk elsewhere
- The site levels range between 2 and 8 metres. The critical flood level is agreed to be 4.1m which allows for some of the site to be developed safely. A site specific flood risk assessment is required to enable a robust assessment of the flood risks to inform a decision of what part of the site can be safely developed.

- An Ecology Survey is required
- Mitigation and biodiversity enhancement will be required
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.351 Development of Policy CROH-2 is to be brought forward by the developer. The delivery of the site is expected in the Phases 1 and 2 of the plan period (2014-2024).
- 3.352 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

Committed sites

3.353 There are currently no committed housing sites in Crowle.

Market Town- Kirton in Lindsey

- 3.354 Kirton in Lindsey has a population of approximately 2,694 with 1,313 dwellings. It is located to the west of the A15, six miles south of Scunthorpe on a ridge known as the Lincoln Edge. Kirton comprises two distinct 'centres' - the downhill area around the church of St Andrew and the uphill area around the market place. Kirton also has a conservation area.
- 3.355 Policy CS8: Spatial Distribution of Housing Sites in the Adopted Core Strategy states that the Market Towns of Barton upon Humber, Brigg, Crowle, Kirton in Lindsey and Winterton will have approximately 18% of the new houses built. This equates to 1,906 new dwellings (2014-2026), of which 386 will be provided from sites that already have planning permission or are under construction. The overall provision for Kirton in Lindsey is 1.5% equating to 159 dwellings. The following allocations have been identified to address this requirement.

KIRH-1 Land west of Station Road (27-13)

Context

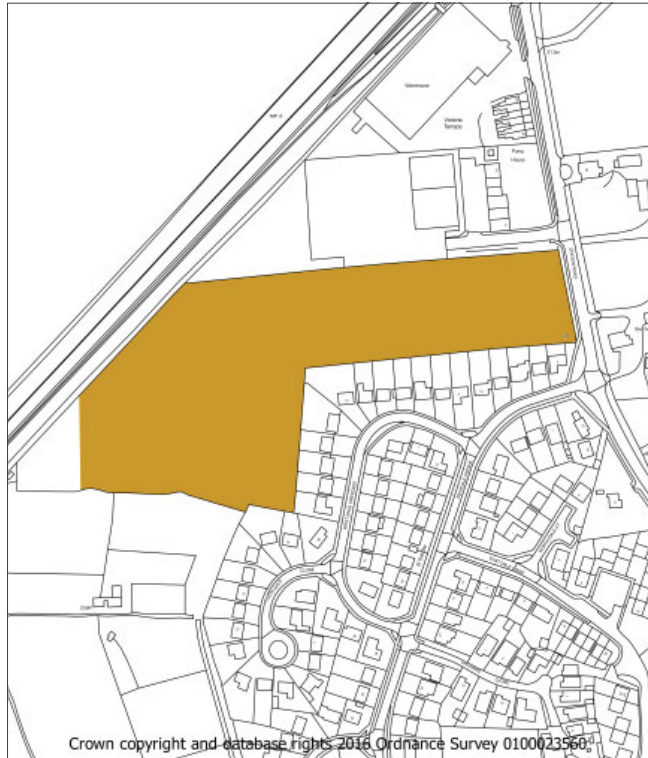
3.356 The land west of Station Road is a mixture of flat agricultural and arable/ grazing land. The site is located outside the existing development limit of Kirton in Lindsey and is surrounded by residential properties to the south and east. Employment uses lie to the north and agricultural land to the west.

Proposed Development

3.357 This site is currently available for development. The surrounding residential uses and close proximity to the centre of Kirton in Lindsey and local services makes this a suitable site for residential development. The density of development within this locality indicates that 100 dwellings can be delivered on this site. Affordable housing provision will be expected on site and a mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.358 Highway access to the site is off Station Road and possible localised highway improvements may be required. The location of the vehicle access point will need to be agreed with the local Highways Authority. The site is in walking distance from the district centre and local services.

3.359 The site lies within Flood Zone 1. As the site measures more than 1ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.



Policy KIRH-1

Land west of Station Road (2.75 ha) is allocated for housing (100 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority and should not prejudice the development of the adjacent allocation site KIRH-2
- Good footpath and cycle provision should be provided throughout the site, linking the development with the district centre and local services
- A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network
- Possible drainage issues on the site need to be addressed
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.

- An Ecology Survey is required
- Biodiversity enhancements should be incorporated into site design
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment
- This site is subject to environmental constraints including potential land contamination and potential adverse noise impact associated with the neighbouring industrial units. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.360 Development of Policy KIRH-1 is to be brought forward by the developer. The delivery of the site is expected in the Phases 1, 2 and 3 of the plan period (2014-2026).
- 3.361 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

KIRH-2 Land at and adjoining Beechcroft, Station Road (27-1)

Context

3.362 The land at and adjoining Beechcroft is Greenfield land and is adjacent to the existing residential area of Station Road. The site currently contains one residential property with garden land and paddock and is located within SFRA Flood Zone 1.

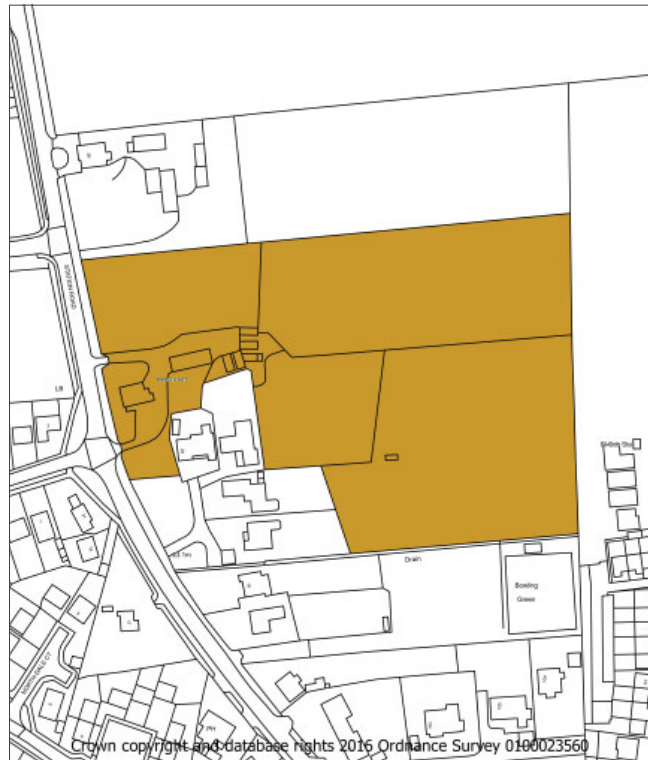
Proposed Development

3.363 This site is currently available for development. The surrounding residential uses, close proximity to the centre of Kirton in Lindsey and local services makes this a suitable site for residential development. The density of development within this locality indicates that 60 dwellings can be delivered on this site. This includes the protection of the trees covered by the Tree Preservation Order within the site. Affordable housing provision will be expected on site and a mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment Market Review 2012.

3.364 Highway access to the site is off Station Road and the location of the vehicle access point will need to be agreed with the local Highways Authority. The site is in walking distance from the district centre and local services.

3.365 The site lies within Flood Zone 1. As the site measures more than 1ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

3.366 Anglian Water has stated that capacity is available in the water treatment works and water supply network to cater for this development.



Policy KIRH-2 Land at and adjoining Beechcroft, Station Road

Land at and adjoining Beechcroft, Station Road (2.49 ha) is allocated for housing (60 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9.
- Vehicular access points to the site will need to be agreed with the Highway Authority and should not prejudice the development of the adjacent allocation site KIRH-1
- Good footpath and cycle provision should be provided throughout the site, linking the development with the district centre, residential area and wider rights of way network
- A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network

- The site includes a number of trees covered by tree preservation orders. These must be retained and incorporated as part of any comprehensive development of the site
- Possible drainage issues on the site need to be addressed
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- An ecology survey is required
- This site is subject to environmental constraints including potential land contamination. Prior to the submission of a Planning application for residential development it will be necessary to carry out assessment of land contamination so that appropriate design criteria and mitigation measures can be considered.
- A heritage assessment is required to demonstrate that the development will have no adverse impact on the historic environment
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.367 Development of Policy KIRH-2 is to be brought forward by the developer. The delivery of the site is expected in the Phases 1, 2 and 3 of the plan period (2016-2026).
- 3.368 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

KIRH-3 - Land at former RAF Kirton in Lindsey

Context

3.369 RAF Kirton in Lindsey is a former World War II RAF base utilised by the Ministry of Defence (MOD) as an army barracks with associated barrack blocks, aviation hangers, bunkers and associated facilities. The site is located on the southern fringe of Kirton in Lindsey in the open countryside and occupies a highly visible landscape location, with views across the surrounding rural area. The majority of the site comprises greenfield land including a golf course, gliding club and agricultural land. The main vehicular gates to the site at the B1400 are also located in this area.

3.370 The MOD declared RAF Kirton in Lindsey surplus to requirements and disposed of the site in 2014. It is essential that this large site is brought back into beneficial uses as quickly as possible to prevent the site and buildings falling into a state of dereliction and causing blight to the entire area.

3.371 As the majority of the site comprises undeveloped greenfield land it could be brought back into beneficial uses compatible with the open countryside, including the uses currently occupying the site (Trent Valley Gliding Club). However the northern operational land is heavily contaminated and considered incapable of redevelopment unless high value uses, such as residential, is proposed on this part of the site. The remaining four hangers are considered suitable for renovation and commercial and business uses that are compatible with surrounding land uses are considered to be acceptable.



Proposed Development

3.372 This site is currently available for development. The existing use of the site as residential barracks and close proximity to local services makes this a suitable site for residential development. The site could accommodate a maximum of 300 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.373 Due to the sites exceptional circumstances, its landscape location and its strategic importance a high quality and well designed layout will be required and should be strictly controlled. High standards of design will be required throughout; with low density residential development that takes account of the site's built heritage, sympathetic green infrastructure (open space, tree planting, landscaping, allotments etc) to ensure that it does not over-dominate in this highly visible landscape location and it is complementary to the land uses being promoted in the existing hangers. A development brief for the will be prepared to contribute towards creating a strong and positive identity for the site.

3.374 The site is within SFRA Flood Zone 1. As the site measures more than 1ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

Policy KIRH-3

Land at Former RAF Kirton in Lindsey (14.26 ha) is allocated for housing (300 dwellings). The site will be developed in accordance with the following site specific criteria:

- A high standard of design will be required creating a positive and strong identity for Kirton in Lindsey. The council will encourage contemporary design, provided that it is appropriate for its location and is informed by its surrounding land uses. Significant green infrastructure, landscaping and planting which enhances the sites exceptional circumstances is required in order that it reflects its highly visible open countryside location. Design must be in accordance with Core Strategy Policy CS5.
- A mix of housing size and tenure should be provided on the site and developed at approximately 30 dwellings per hectare to ensure that it is sympathetic to its surrounding context
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with local services
- A Transport Assessment and residential travel plan will be required to demonstrate that the development will have no adverse impacts on the local highway network
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development
- The site is subject to environmental constraints including potential land contamination. Prior to submission of a planning application for residential development it will be necessary to carry out an assessment for land contamination so that appropriate design criteria and mitigation measures can be considered
- A Heritage Assessment is required. It will need to consider the impact of any proposals upon those elements which contribute to the significance of the Listed Buildings (the Control Tower and the Sector Operations Building and blast walls) within the allocation area. Development proposals should ensure those elements which contribute to their significance are safeguarded and retained. The assessment will also need to consider the impact on any archaeological remains within the site.
- The design should investigate the potential to provide appropriate facilities on site for visitor facilities and allotments.

Implementation

- 3.375 Development of Policy KIRH-3 is to be brought forward by the developer. The delivery of the site is expected in Phase 1 and Phase 2 of the plan period (2014-2024).
- 3.376 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

Committed sites

3.377 In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire’s housing requirements over the coming years. Such sites are commonly referred to as being “committed” sites. In Kirton in Lindsey, there is a total of one “committed” housing site which will supply a total of 23 dwellings. The table below lists the site:

Site Ref	Address	Area (Ha)	Number of Dwellings	Land Class
PA/1999/0920	North of Spa Hill	6.52	23	Greenfield

Market Town – Winterton

- 3.378 Winterton has a population of approximately 4,683 with 2,103 dwellings. It is located on the B1207, adjacent to the A1077 to the north of Scunthorpe. Winterton also has a conservation area. Remains of a Roman settlement have been found nearby, but evidence in the town points to Saxon and medieval origins.
- 3.379 Policy CS8: Spatial Distribution of Housing Sites in the Adopted Core Strategy states that the market towns of Barton upon Humber, Brigg, Crowle, Kirton in Lindsey and Winterton will have approximately 18% of the new houses built. This equates to 1,906 new dwellings, of which 386 will be provided from sites that already have planning permission or are under construction. The overall provision for Winterton is 2.3% equating to 244 dwellings. The following allocations have been identified to address this requirement.

WINH-1 Land at Mill House Lane (44-7)

Context

3.380 The land at Mill House Lane is located within the development limit of Winterton. The site consists of disused grassland situated within an existing residential area.

Proposed Development

3.381 The site is currently available for development. The surrounding residential uses and close proximity to local services make this a suitable site for residential development. The density of development within this locality indicates that 11 dwellings can be delivered on this site. Affordable housing provision will be expected on site and a mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.382 Possible access to the site is from Mill House Lane and the location of the vehicle access point will need to be agreed with the Highways Authority. The site is in walking distance from the district centre and local services.

3.383 An Archaeological Survey was completed in 2006.



Policy WINH-1

Land at Mill House Lane (0.45 ha) is allocated for housing (11 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority and possible localised improvements to Mill House Lane need to be considered
- Good footpath and cycle provision should be provided throughout the site, linking the development with the market town centre and local services.
- An Ecology Survey is required
- Biodiversity enhancements should be incorporated into site design
- Possible drainage issues on the site need to be addressed
- The layout of the site should minimise the impact on nearby residents
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.384 Development of Policy WINH-1 is to be brought forward by the developer. The delivery of the site is expected in the Phase 1 of the plan period (2014-2019).
- 3.385 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

WINH-2 Land off Coates Avenue (44-6)

Context

3.386 The land off Coates Avenue is agricultural land and is located within the development limit of Winterton. The site is surrounded by residential and commercial properties and agricultural land lies to the south.

Proposed Development

3.387 This site is currently available for development. The surrounding residential uses and close proximity to local services make this a suitable site for residential development. The density of development within this locality indicates that 62 dwellings can be delivered on this site. Affordable housing provision will be expected on site and a mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.388 Access to the site will need to be agreed with the Highways Authority. Access into the site from Enterprise Way would be acceptable. The site is within walking distance from the district centre and local services.

3.389 The site is within walking distance from the district centre and local services. The site lies within Flood Zone 1. As the site measures more than 1ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.



Policy WINH-2

Land off Coates Avenue (1.65 ha) is allocated for housing (62 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with the market town centre and local services
- A Transport Assessment will be required
- Possible drainage issues on the site need to be addressed
- Biodiversity enhancements should be incorporated into site design
- An ecology survey will be required
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment

- The layout of the site should minimise the impact on nearby residents
- This site is subject to environmental constraints including potential adverse noise impact associated with the neighbouring industrial units. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.390 Development of Policy WINH-2 is to be brought forward by the developer. The delivery of the site is expected in the Phase 2 of the plan period (2019-2024).
- 3.391 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

WINH-3 Land at Top Road (44-1)

Context

3.392 The land at Top Road is flat agricultural land located outside the development limit of Winterton. Agricultural land lies to the north of the site with the remaining boundaries surrounded by residential properties. Top Road lies on the western boundary of the site.

Proposed Development

3.393 This site is currently available for development. The surrounding residential uses and close proximity to local services makes this a suitable site for residential development. The density of development within this locality indicates that 128 dwellings can be delivered on this site. Affordable housing provision will be expected on site and a mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment Market Review 2012 and any updates.

3.394 Possible access to the site is off Teanby Drive and Top Road and the location of the vehicle access point will need to be agreed with the Highways Authority. The site is within walking distance from the district centre and local services.

3.395 The site lies within Flood Zone 1. As the site measures more than 1ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk. Anglian Water has stated that capacity is available in the water treatment works, water supply network and sewage treatment works to cater for this development.

3.396 This allocation is 3.3km from the Humber Estuary SPA, SAC and Ramsar.



Policy WINH-3

Land at Top Road (2.90 ha) is allocated for housing (105 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority and possible localised improvements to Teanby Drive need to be considered
- Good footpath and cycle provision should be provided throughout the site, linking the development with the district centre, residential areas and wider rights of way network
- Possible drainage issues on the site need to be addressed
- The layout of the site should minimise the impact on nearby residents
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.

- An ecology survey will be required
- Biodiversity enhancements should be incorporated into site design
- Noise Assessment may be required
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 3.397 Development of Policy WINH-3 is to be brought forward by the developer. The delivery of the site is expected in the Phases 1 and 2 of the plan period (2014-2024).
- 3.398 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

WINH-4 Land off Northlands Road (44-9)

Context

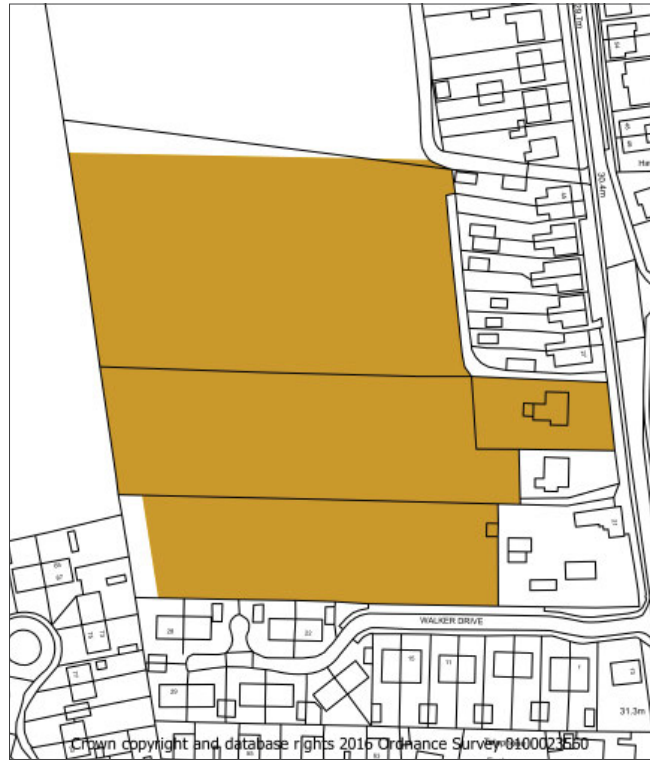
3.399 The site is located off Northlands Road and is within the development limits of Winterton. The site is surrounded by agricultural land and residential properties to the east.

Proposed Development

3.400 The site is currently available for development. The surrounding residential uses and close proximity to local services make this a suitable site for residential development. The density of development within this locality indicates that 53 dwellings can be delivered on this site. Affordable housing provision will be expected on site and a mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

3.401 Possible access to the site is from Northlands Road and the location of the vehicle access point will need to be agreed with the Highways Authority. The site is in walking distance from the district centre and local services.

3.402 The site lies within Flood Zone 1. As the site measures more than 1ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.



Policy WINH-4

Land off Northlands Road (1.87 ha) is allocated for housing (53 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority and possible localised improvements Northlands Road need to be considered
- Good footpath and cycle provision should be provided throughout the site, linking the development with the market town centre and local services
- A Transport Assessment will be required
- Possible drainage issues on the site need to be addressed
- The layout of the site should minimise the impact on nearby residents
- An ecology survey will be required
- Biodiversity enhancements should be incorporated into site design

- Any off-site ecological effects on land to the south will require mitigation
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

3.403 Development of Policy WINH-4 is to be brought forward by the developer. The delivery of the site is expected in Phases 2 and 3 of the plan period (2019-2026).

Committed Sites - Winterton

3.404 In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire's housing requirements over the coming years. Such sites are commonly referred to as being "committed" sites. In Winterton, there is a total of two "committed" housing sites which will supply a total of 24 dwellings. The table below lists the sites:

Site Ref	Address	Area (Ha)	Number of Dwellings	Land Class
PA/2008/0364	Land at 59 West Street	0.26	14	Greenfield
PA/2014/0249	Land rear of Burgon Crescent	0.28	10	Greenfield

Monitoring

- 3.405 Housing development activity will continue to be monitored to ensure any changes in the relationship between wages and house prices are considered. The Annual Monitoring Report (AMR) will be used to identify the need for any changes to the affordable housing targets in relation to delivery through the planning system.
- 3.406 The Strategic Housing Needs and Market Assessment 2012 has just been updated to ensure these matters are kept under constant review. The following indicators and targets will be used to monitor the implications and effectiveness of the policies contained in this chapter.
- 3.407 Housing completions will be closely monitored through the AMR and SHLAA to ensure that there is a continuous 5 year supply of housing land. If over any continuous three year period the net additional housing requirement varies by more than 20% the allocated contingency sites will be brought forward.
- 3.408 A full copy of the Monitoring Framework is available in Appendix 1.

Indicators	Targets
Ensure a five-year supply of deliverable sites is maintained	North Lincolnshire Council will consistently maintain a five year supply of deliverable sites through the plan period
Percentage of new and converted dwellings on previously developed land	30% of all new and converted dwellings on previously developed land
Number of dwellings completed per site.	Scunthorpe Urban Area 82% - 3,892 dwellings to be delivered through the Housing and Employment Land Allocation DPD and 6,000 to be delivered through Lincolnshire Lakes Area Action Plan Barton upon Humber 6% Brigg 7% Crowle 1.2% Kirtton in Lindsey 1.5% Winterton 2.3%
Number of affordable dwellings completed per site.	2413 new affordable units to be delivered by 2026

Key Documents

- National Planning Policy Framework (DCLG,2012)
- North Lincolnshire Housing Need and Market Assessment, 2012
- North Lincolnshire Strategic Housing Land Availability Assessment North Lincolnshire Council, 2014
- North Lincolnshire Settlement Survey (North Lincolnshire Council, 2009)
- Sequential Test of the Flood Risk of Potential Development Sites, 2014

4 EMPLOYMENT LAND ALLOCATIONS

- 4.1 Within the Adopted Core Strategy (June 2011) North Lincolnshire's vision is to become the Global Gateway for the north of England. With a growing population, the busiest port complex in the United Kingdom and potential investments worth over £3bn on the South Humber Bank over the next 10 years, this vision is a distinct reality.
- 4.2 Located on the south bank of the Humber Estuary, North Lincolnshire's prime location places the area at a distinct advantage to access the European mainland and its main trading and commercial centres via the South Humber ports of Killingholme, Immingham and Grimsby, which collectively handle over a quarter of the United Kingdom's imports and exports. North Lincolnshire also benefits from excellent transport links including access to the two international airports of Humberside Airport and the nearby Robin Hood Airport Doncaster Sheffield, and well-developed motorway, road and rail networks connecting the area with the rest of the country and beyond.
- 4.3 In support of the growing economy and the potential creation of 10,000 plus jobs on the South Humber Bank, North Lincolnshire must provide 13,500 new homes between 2008 and 2026 in sustainable communities.
- 4.4 The Local Development Framework (LDF) also needs to ensure that sufficient employment land is available up to 2021 to meet North Lincolnshire's needs and to fulfil its vision to become the Global Gateway.
- 4.5 At the regional level, as mentioned in Chapter 1, the Yorkshire and Humber Plan, the Regional Spatial Strategy (RSS), has been revoked following the enactment of the Localism Act 2011. The Council considers that the RSS's broad economic principles, are still sound, being based on substantive evidence and hence are of direct relevance to North Lincolnshire and the detailed proposals and policies of this DPD. This was further backed up by the Inspector at the Core Strategy Examination.
- 4.6 This Housing and Employment Land Allocations DPD is in conformity with the Adopted Core Strategy and is derived on more locally based evidence documents such as the North Lincolnshire Employment Land Review (ELR) 2013, the Draft North Lincolnshire Economic Development Strategy and the 2012 North Lincolnshire Local Economic Assessment to identify employment sites across the area.
- 4.7 The economy of North Lincolnshire and the Humber sub region lags behind regional and national performance. The need for the area to improve is outlined and promoted in the Draft North Lincolnshire Economic Development Strategy which sets aspirations and explains how North Lincolnshire's economy is expected to change and grow. A number of key growth sectors have been identified including environmental technologies, high-tech manufacturing, and food and drink manufacturing. Its over-arching goal is to create an economy that is diverse, dynamic, competitive and reflects local needs.
- 4.8 The strategy also highlights the importance of North Lincolnshire as a major contributor to the economic performance of the wider region and aims to complement and add value to existing and proposed economic development and regeneration related strategies and initiatives. It seeks to drive development in North Lincolnshire above and beyond aspirational aims in order to deliver further sustainable growth in the area. The Draft Economic Development Strategy and Local Economic Assessment are also an important driving force in the development and production of the North Lincolnshire ELR.
- 4.9 The North Lincolnshire ELR 2013 provides an employment land assessment for use by North Lincolnshire Council in developing the LDF and informing long-term employment land provision in the area. It is a key component of the LDF's evidence base and performs four main functions, which are to:
- Assess the suitability of sites for employment development
 - Look to safeguard the best sites in the face of competition from other higher value uses
 - Identify those that are no longer suitable for employment development that should be made available for other uses
 - Enable the Council to identify an up to date and balanced portfolio of employment sites in the LDF.

- 4.10 Due to its location, North Lincolnshire is aligned with two Local Enterprise Partnerships (LEPs), the Humber and the Greater Lincolnshire. They are locally-owned partnerships between local authorities and businesses playing a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. "A Plan for the Humber 2012-2017" sets out the Humber LEPs vision for the Humber area. The vision aims to maximise the unique natural asset of the Humber Estuary and create the establishment of the Estuary as a prime national base for the development and maintenance of the off shore wind industry and supporting the development of other renewable energy technologies around the Humber.
- 4.11 The Adopted Core Strategy under Policies CS11 'Provision and Distribution of Employment Land' and CS12 'South Humber Bank Strategic Employment Site' supports the continued expansion of North Lincolnshire's economy and seeks to allocate significant employment land in Scunthorpe, the South Humber Bank, Humberside Airport, Sandtoft Business Park, the Market Towns and at other key locations across North Lincolnshire.
- 4.12 Land at the South Humber Bank is the area's main strategic employment site. It is of regional and national significance being the last undeveloped employment land fronting a deep water estuary in the UK. The Adopted Core Strategy sets a strategy to develop the South Humber Bank as a global gateway for the north of England by designating 900 hectares for employment uses.
- 4.13 The South Humber Bank employment area is currently occupied by a range of estuary-related industrial operators such as large oil, gas and electricity companies, riverside terminal facilities and associated activities including storage, processing and distribution. The site is already home to a number of chemical companies, which provide 27 percent of the UK's oil refinery capacity. It is proposed that the South Humber Bank site is safeguarded and that opportunities are maximised around the ports for chemical industries and power generation including renewable energy and off-shore wind.
- 4.14 Recent proposals have seen the approval of the Able Logistic Park which is a major port related development on land covering an area of around 939 acres (380 ha). It includes plans for the creation of transport depots, warehousing and external storage areas, offices, a business park and motel.
- 4.15 North Lincolnshire is also fast becoming a major energy capital in terms of energy generation. This includes the emerging renewable energy and off-shore wind sectors. Able UK's Marine Energy Park (National Infrastructure Directorate application) that comprises the construction of a new quay approximately 1,320 m long together with associated onshore facilities accommodating wind turbine manufacture, assembly and commissioning covering a site of approximately 245 ha of existing terrestrial land and 55 ha of the existing estuary has been subject to public examination and was approved by the Secretary of State in December 2013.
- 4.16 The Adopted Core Strategy identified a strategic requirement of 71 ha of employment land for Scunthorpe with Scunthorpe North, the Town Centre and Scunthorpe West (Lincolnshire Lakes) specifically identified as suitable broad locations. Two sites have been proposed: - the remaining undeveloped part of Normanby Business Park and a new Business Park off the A18 Mortal Ash Hill. The Scunthorpe West (Lincolnshire Lakes) allocation will be addressed through the Lincolnshire Lakes Area Action Plan.
- 4.17 The 55.3ha land allocation at Sandtoft is for a potential logistics park, which maximises its proximity to the M180 motorway, subject to satisfactory access arrangements being met. An allocation at Humberside Airport is proposed to help bolster airport operations and to maximise freight potential. Employment land has also been allocated within Barton Upon Humber and Brigg to reinforce their roles as key market towns. Elsewhere a number of other employment allocations have been identified that offer good accessibility to the local highway network.
- 4.18 A number of employment sites, previously allocated within the North Lincolnshire Local Plan have not been allocated within this DPD. The vast majority of these sites are already located within the defined development limit for the settlement/industrial estate that they fall within and could in principle be developed for industrial use without the requirement of a specific allocation. In many cases there are also questions raised with regard to their respective deliverability as they have not come forward since the North Lincolnshire Local Plan's adoption.

Identifying and Selecting Employment Land Options

- 4.19 A number of sites have been proposed to North Lincolnshire Council as potential employment land opportunities as part of the preparation and consultation stages of this DPD. In addition, there are a number of allocations that have not yet been developed or are committed through planning consents. In terms of identifying sites through this DPD they must conform to the policies set out in the Adopted Core Strategy.
- 4.20 The Adopted Core Strategy supports the diversification and development of Scunthorpe's economy, especially the development of the service sector in order to enhance its role as a Sub-Regional Centre. It also makes specific reference to maximising opportunities around the ports and close to the deepwater channel of the Humber Estuary. Safeguarding land to north west of Immingham within North Lincolnshire for estuary-related uses is also included. In terms of the rural economy, the Adopted Core Strategy supports its diversification and strengthening by facilitating development of rural industries, businesses and enterprises.
- 4.21 Priority has therefore been given to sites within and adjacent to Scunthorpe, the South Humber Bank and immediate area, the Market Towns of Brigg and Barton upon Humber, Humberside Airport and land at Sandtoft for a business park.
- 4.22 In support of Scunthorpe's Urban Renaissance Framework a new business park will be located within the Lincolnshire Lakes project area. More detailed policies and proposals regarding the business park proposal and allocation will be set out within the Lincolnshire Lakes Area Action Plan (AAP).
- 4.23 Any proposed development likely to have a significant effect on a wildlife site of European or international importance will be subject to a Habitat Regulations Assessment (HRA) by the competent authority. North Lincolnshire Council, as the competent authority, reserve the right to apply the HRA process on a case by case basis. Where it cannot be demonstrated that a development proposal will not have an adverse effect on the integrity of a site of European or international importance to nature conservation, mitigation measures must be provided as part of development proposals that adequately mitigates the effects.
- 4.24 All of the employment allocation sites have been subject to a Stage 1 HRA (screening) to determine whether there would be likely significant effects on an international designated site. Of the twelve employment allocations, nine have been assessed as having no likely significant effect on an international designated site, The remaining three allocation sites have been the subject of a Stage 2 (Appropriate Assessment) Habitat Regulations Assessment process (SHBE-1, BARE-1 and NEWE-1). The results of the Appropriate Assessment have been reflected in the policies of the specific site allocations.
- The Employment Land Delivery Framework is contained in Appendix 2. This identifies when each of the allocations will be delivered through the following three phases in the plan period:
 - Phase 1 (2014-2019)
 - Phase 2 (2019-2024)
 - Phase 3 (2024-2026)

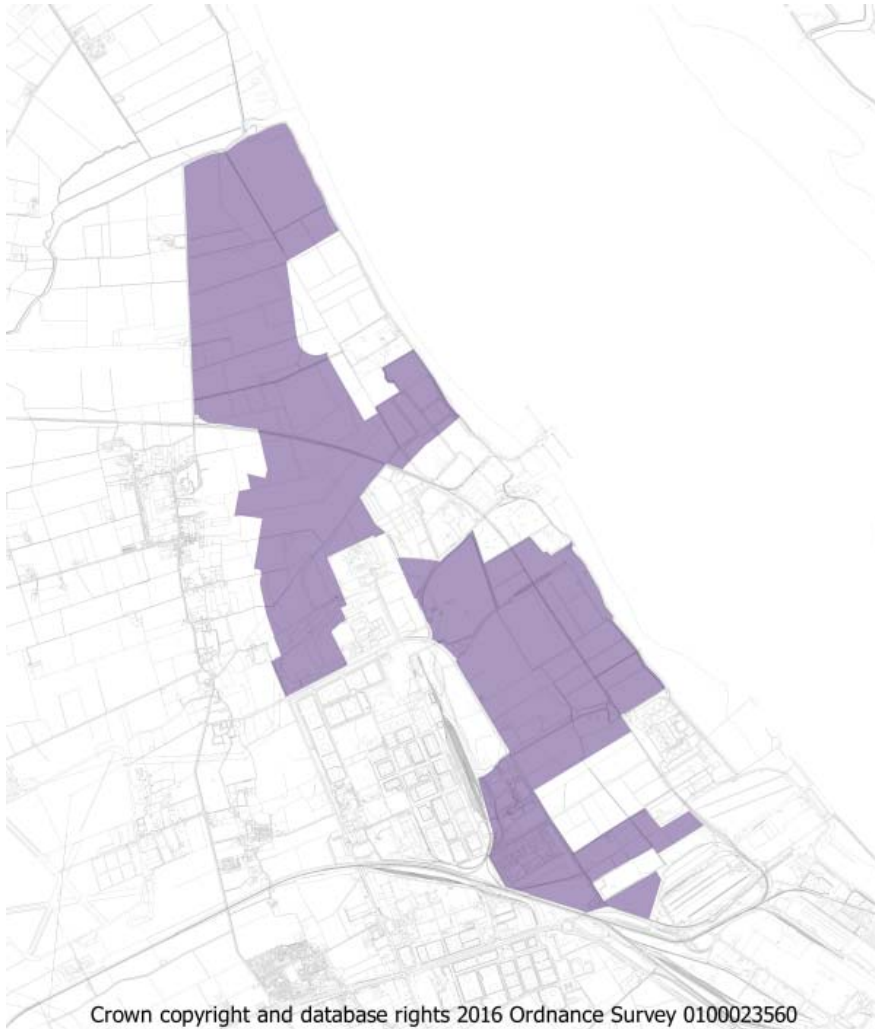
4.25 The following Table shows the employment sites allocated within this DPD.

Table 4.1: Allocated Employment Sites

Final Policy Reference	Previous References	Location	Policy Name	Use	Site Area ha
SHBE-1	IN1-1, 57-1	South Humber Bank	South Humber Bank	B1,B2, B8 Estuary Related	900
NKAE-1	IN1-2, 31-1	North Killingholme	North Killingholme Airfield	B1, B8	138.21
SCUE-1	IN1-3, 36-70	Scunthorpe	Normanby Enterprise Park	B1,B2, B8	35.10
SCUE-2	36-66	Scunthorpe	Mortal Ash Hill	B1	15.48
HUME-1	IN1-12, CIN9	Kirmington	Humberside Airport	B1, B8	9.4
HUME-1a		Kirmington	Humberside Airport	B1, B8	12
HUME-2		Kirmington	Humberside Airport	B1, B8	7.8
SANE-1	IN1-13, 56-1	Sandtoft	Sandtoft Business Park	B1, B8	55.3
BRIE-1	IN1-9, 10-19	Brigg	Brigg Sugar	B1,B2, B8	20.5
BARE-1	IN1-11, CIN-6, 7-17	Barton upon Humber	Humber Bridge Industrial Estate	B1,B2, B8	7.15
NEWE-1	CIN-12	New Holland	New Holland Industrial Estate	B1,B2, B8	21.47
EALE-1	CIN-16, 14-5	Ealand	Spen Lane	B1,B2, B8	3.2
EALE-2	IN1-14	Ealand	South of Railway	B1,B2, B8	6.0

Use Ref: B1 (Offices/Light Industrial), B2 (General Industry) and B8 (Storage and Distribution)

SHBE-1 South Humber Bank (Former reference number IN1-1, 57-1)



Context

4.26 The South Humber Bank (SHB) site is an expansive area of flat land located on the southern bank of the Humber Estuary. The land is unique in that it is the UK's last development site fronting a deep water channel. The site, although largely greenfield and isolated from a main built up urban area, is located within an existing industrial port landscape. The two existing large ports at Immingham and Grimsby (collectively one port) and the Humber Sea Terminal are the busiest ports in the UK by tonnage. The principle of developing the South Humber Bank for employment uses was identified in planning terms in 1955 and in the early 1960's this led to the development of large scale industry, including oil refineries. Now there are two large oil refineries, three energy plants and various other port related developments. The undeveloped area has large areas of agricultural use and some previously developed land.

Proposed Development

4.27 The policy identifies a need for 900 hectares (gross area) of B1 (Offices/Light Industrial), B2 (General Industry) and B8 (Storage and Distribution) port related activities to take special advantage of its location within an existing port environment, flat topography and being adjacent to a deep water channel of the Humber Estuary. The land is allocated between and around the two existing ports of Grimsby and Immingham and the Humber Sea Terminal and includes preferred sites for waterbird mitigation.

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- 4.28 The site is uniquely located and offers special advantages with major port extension land adjacent to Grimsby and Immingham Port, which collectively with Grimsby Port forms the busiest port in the UK by tonnage handled. The deep water channel of the Humber Estuary offers the opportunity to create a new port along the frontage of the site between Immingham Port and the Humber Sea Terminal provided such a proposal can pass the tests of the Habitats Regulations.
- 4.29 The South Humber Bank employment site is the North Lincolnshire Council's unique 'jewel in the crown' premier employment site and is a large part of the South Humber Gateway, taking up a four mile area fronting the Humber Estuary. The SHB employment allocation is one of the last undeveloped deep-water estuaries in Europe and provides a unique opportunity for the economy of North Lincolnshire and the Humber to create high value and substantial employment opportunities on a transformational scale. It is therefore vital that this natural asset is developed so as to maximise the transformational economic potential of the site and must be safeguarded from piecemeal proposals and any investments that do not meet this maxim. It is therefore essential that the site is developed to maximise employment opportunities equivalent to the site's strategic offer by creating major employment, high job densities and inward investment.
- 4.30 It will be important to respect the international, national and local nature conservation sites designated within and adjacent to the site. On a case by case base each individual development will be assessed to test whether its own EIA and Appropriate Assessment needs to be undertaken. A screening exercise will be carried out by the competent authority.
- 4.31 Land in the SHB is used by significant numbers of waterbirds related to the Humber Estuary SPA and Ramsar site. The loss of this land (as proposed by the allocation) means that it's not possible to rule out an adverse effect on the integrity of these International sites. In order to mitigate against this adverse effect a Strategic Mitigation Plan for North Lincolnshire is in development. The Council has in recent years formed a collaborative framework of partners to help identify this mitigation and provide advice on how it might be delivered. The Mitigation Strategy for North Lincolnshire will cover the SHB employment area. Equivalent documents will be produced by North East Lincolnshire Council. Taken together, the two independent Strategy documents will form the Strategic Mitigation Strategy for the whole of the SHB.
- 4.32 The SHB Mitigation Strategy has been evolving during the same period as two major project proposals for port related development on Halton Marsh and Killingholme Marsh. Both projects have been through 'appropriate assessment'. Natural England has agreed that waterbird mitigation for these proposals are acceptable as part of the Strategic Mitigation Plan. These mitigation areas within the SHB employment allocation (in relation to the Able UK Marine Energy Park (AMEP) at Killingholme Marshes and Able Logistics Park (ALP) at Halton Marshes) are in compliance with the emerging Mitigation Strategy Plan for North Lincolnshire. The preferred alternative locations for waterbird mitigation at Halton Marsh and Killingholme Marsh have been indicated on Inset 57. The current locations for waterbird mitigation have been arrived at through the Mitigation Strategy Group assessing the best available evidence.
- 4.33 Developers could bring forward other alternative mitigation proposals, of at least equivalent area to that agreed under the ALP and AMEP projects, provided that they have an evidence base sufficient to demonstrate the ability of such waterbird mitigation to contribute to the overall mitigation strategy and avoid Adverse Effects on the integrity of the SPA/Ramsar site. This approach will enable to keep Policy SHBE-1 flexible and give the policy longevity, without future cause to involve formal amendments to the DPD or possible DPD departure procedures. This will also enable precise areas for mitigation sites to be agreed by signatories to the Mitigation Strategy and will allow for any possible future changes (to the first Mitigation Strategy), which may occur as a result of managing, monitoring and future updated studies. In effect the Mitigation Strategy for North Lincolnshire will be a 'living document' that will provide continual updated robust evidence towards delivering and maintaining mitigation sites. There are options for waterbird mitigation/compensation to be provided beyond the boundaries of the SHB employment allocation as long as this does not affect the ability of the designated site to meet its conservation objectives. Other proposals which may come forward on the remainder of the SHB employment allocation (other than the proposed AMEP and ALP projects) will have to pass the tests of the Habitats Regulations.

- 4.34 If the option to provide a smaller area of waterbird mitigation land on East Halton Marsh is carried out there will be a requirement to provide a further 50 hectares of waterbird mitigation offsite comprising 20 hectares of core habitat plus a 150 metre wide wetland buffer. If the larger area is provided, then the additional 50 hectares will not be required. The current waterbird mitigation sites are indicated on Inset 57.
- 4.35 In North Lincolnshire, options remain open about the delivery of the further 3.3 hectares of core habitat plus wet grassland habitat buffer that will be required to allow the development of the remaining land on Killingholme Marsh, which also supports significant numbers of curlew. Developers at the southern end of Killingholme Marsh may opt to create mitigation habitat in accordance with the North Lincolnshire Mitigation Strategy and the wider Strategic Mitigation Strategy that covers the whole of the SHB.
- 4.36 It is anticipated that this remaining waterbird mitigation land can be delivered employing conventional planning obligations, without the need to create complex habitat banking mechanisms to govern the phasing, funding and delivery of habitat as may be required elsewhere in the South Humber Gateway.
- 4.37 There are options for waterbird mitigation to be provided beyond the boundaries of the SHB employment allocation as part of Able UK's Option 2, as long as this does not affect the ability of the designated site to meet its conservation objectives.
- 4.38 The main transport documents that are relevant to the site are: North Lincolnshire's Local Transport Plan 3 (2011 – 2026), the South Humber Bank Transport Strategy 2008 (updated 2010) and the Interim Planning Guidance for the South Humber Gateway (2011). The Transport Strategy proposes a package of transport infrastructure improvements that could be implemented to improve access to the South Humber Gateway and facilitate development. The Interim Planning Guidance is a document approved by the Council to be used as a financial tool towards calculating contributions, as a basis for negotiation with potential developers of the site. A Transport Assessment will be required for each development in the area and it is recommended that developers contact the Transport Planning Team to discuss the scope prior to starting work. Applications should be supported by robust Travel Plans, where appropriate, which should demonstrate how the use of sustainable transport modes will be promoted and encouraged. The Council is looking to produce an International Gateways: Area Wide Travel Plan, including the South Humber Gateway. All new and existing businesses/developers will be expected to sign up to it.
- 4.39 The South Humber Gateway is accessed via the local road network of Rosper Road, Eastfield Road and Top Road, via the A160/A180. There are proposals to upgrade the A160/A180 through the Highways Agency's A160 Port of Immingham Improvement Scheme. It is anticipated that work will start on this in 2015 and be completed in 2016.
- 4.40 Existing railway lines require some improvements to line speeds and signalling to offer a more sustainable method of transporting freight and additional capacity. Network Rail is committed to some of these improvements. At present there are rail sidings serving Conoco Phillips and Lindsey Oil refineries and serving the Humber Sea Terminal. Line speed and signalling improvements have recently been completed along the Immingham to Doncaster rail line to encourage faster average speeds and move train paths more efficiently. The Council is working with Network Rail on securing Gauge Enhancements from the Ports out to the East Coast Main Line in Doncaster. By heightening bridges and widening platforms it will achieve a standard of W10 and W12 which will enable the transport of bigger containers and European containers out of the ports, increasing economic competitiveness as a leading UK port. These improvements are in Network Rail's Northern Route Utilisation Strategy.
- 4.41 The expected port related activities on the site will in the main be heavy industrial users meaning pollution and waste control measures will be crucial to the success of the site in sustainability terms.
- 4.42 The South Humber Bank is a sensitive site in terms of the nearness of existing communities and major international, national and local nature conservation designations and the use of materials on site in construction and design should be managed in a way that recognises its sensitive position. The protection of residential amenity and construction timing so as not to disturb the nature conservation of the area (for example wintering birds) is crucial to the successful development of the site.

- 4.43 The South Humber Bank Landscaping Initiative (SHBLI) has been in place for many years. The SHBLI area's boundary is as far west as the Skitter Beck (on the western edge of North Killingholme Airfield) and as far north as East Halton Skitter. The SHBLI deliberately covers a large area because distant wood and copse planting discretely located can have a better landscape effect than a large woodland area close to the edge of the industry. On site and off site landscaping schemes shall be considered within the framework of the South Humber Bank Landscaping Initiative in relation to development proposals.
- 4.44 The Outline Water Cycle Strategy (WCS) for North Lincolnshire identifies the lack of sewerage capacity in the South Humber Bank area. Due to the site's size Anglian Water has identified a requirement for a new pumping station and a trunk sewer to serve the whole allocation. The surface water flows and flood risk in the area is managed by the North East Lindsey Water Management Board (Internal Drainage Board) . This has been carried out under the collaborative framework of the South Humber Bank Gateway Delivery Group (SHBGDG). Anglian Water has upgraded the Elsham Water Works and increased water supply to the site by some 33% to satisfy demand from future development of the SHB employment site. A new pumping station is planned to be provided in the Killingholme Marsh area as agreed between the North East Lindsey Water Management Board (IDB). Despite the management of water being accounted for on the site, the collaborative approach of the SHBGDG (with the interested parties) is work in progress and it is therefore important for the policy to acknowledge the requirement of a surface water and sewage management solution to accommodate development on the employment site.
- 4.45 The site is for port activities and is therefore necessarily located adjacent to a river. A large percentage of the area is within SFRA Flood Risk Zone 2/3a. Some 25% of the site, situated approximately west of the Humber Sea Terminal, is located in Flood Zone 1. Flood Risk Assessments (FRAs) will therefore be required for individual developments across the majority of the site and will be guided by the SFRA for North and North East Lincolnshire and the NPPF and its associated guidance on flood risk and development.
- 4.46 The Humber Flood Risk Management Strategy March 2008 (currently in a process of being updated 2013/2014) identifies the flood defences between the Humber Sea Terminal and East Halton Skitter as offering very little protection to the land behind. Negotiations are progressing with the Environment Agency, Natural England and the SHBGDG towards an amicable resolution. It is likely that some developer contribution to flood defences will be necessary. The land within the site behind these defences is some 130 hectares and a collaborative solution will be reached to benefit all parties involved.
- 4.47 There are a number of important designated heritage assets in the vicinity of this allocation including a line of Scheduled Monuments in East Halton and North Killingholme parishes. An assessment of the impact of proposals upon these assets will be required and the scheme will need to demonstrate how those elements which contribute to their significance will be conserved.

Policy SHBE-1

The South Humber Bank employment site (900 ha- gross area) is North Lincolnshire's 'jewel in the crown', premier employment site. It is allocated as a strategic site for port activities to take special advantage of its location, flat topography and being adjacent to a deep water channel of the River Humber as an extension to Immingham Port and Humber Sea Terminal the site has a unique employment offer. This employment site is a major part of the South Humber Gateway which forms a four mile area fronting the Humber estuary. It is one of the last undeveloped deep-water estuaries in Europe and provides a unique opportunity for the economy of North Lincolnshire and the Humber to create high value and substantial employment opportunities on a transformational scale. It is therefore vital that this asset is developed so as to maximise the transformational economic potential of the site and must be safeguarded from piecemeal proposals and any investments that do not meet this maxim.

The site will be developed with the following site specific criteria:

- The site should provide only B1, B2 and B8 industrial land uses and ancillary development that are associated with port activities, including land based development allowing for the potential future development of a port that meet the tests of the Habitats Regulations.

- The land within the site along the deep-water frontage of the Humber Estuary between the Port of Immingham and the Humber Sea Terminal has special locational characteristics and is unique, being one of the last undeveloped deep-water estuaries in Europe. New development is therefore required to maximise the potential for high value jobs and high job densities and this part of the site will be safeguarded against piecemeal development proposals that do not meet these employment maxims.
- Development of the site shall only take place if there has been appropriate consideration given to the international, national and local protected sites for nature conservation. This includes complying with the tests of the European Habitats Regulations (Birds and Habitat Directives).
- All development proposals within the site will have to comply with the Waterbird Mitigation identified in the SHB Mitigation Strategy. The preferred alternative sites for on-site waterbird mitigation areas at Halton Marsh (A) and Killingholme Marsh (B) are indicated on the proposal map for SHBE-1. Off-site mitigation may be required depending on what on-site options are chosen.
- A Transport Assessment and Travel Plan will be required for all large developments
- An ecological assessment will be required
- Any proposals for new transport infrastructure will need to consider the design and timescales for the Highways Agency's A160 Port of Immingham Improvement Scheme.
- Pollution and waste control measures should be implemented wherever practical and relevant to the proposed development
- Use of materials and development works shall be sensitive to the location
- A structural landscape scheme is required as a buffer to limit the visual impact of development and improve the amenity of nearby communities between the western edge of the employment site and the villages of South Killingholme, North Killingholme and East Halton.
- On site and off site landscaping schemes and biodiversity enhancement shall be considered within the framework of the South Humber Bank Landscaping Initiative in relation to development proposals.
- Landscape buffering of at least 15 metres width around the Local Wildlife Sites will be required
- A surface water and sewage management solution is required to accommodate development on the employment site to the satisfaction of the North East Lindsey Water Management Board and the Anglian Water Authority.
- A Flood Risk Assessment will be required for individual developments on the majority of the site in compliance with National and Local flood risk guidance and Core Strategy Policy CS19.
- Land to the north of the Humber Sea Terminal will require a flood defence enhancement scheme to be resolved with the Environment Agency, Natural England and landowners in relation to the existing flood defences and proposed development behind these flood defences.
- A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment. Particular regard will need to be undertaken of the impact of any proposals upon those elements which contribute to the significance of the Scheduled Monuments to the west of this allocation. Development proposals should ensure that those elements which contribute to their significance are conserved.

Implementation

- 4.48 The delivery of the site will be achieved in partnership through the following Plans, Boards and Delivery Groups that include landowners, private industry, Government Agencies, North Lincolnshire Council, local organisations and national charities.
- South Humber Bank Master Plan (2004) - where relevant
 - Individual South Humber Bank infrastructure, economic and environmental studies that update, in part or whole, the South Humber Bank Master Plan (2004)

- Humber and Greater Lincolnshire Local Economic Partnerships
 - South Humber Bank Mitigation Strategy.
 - North Lincolnshire Local Transport Plan 3 (2011-2026)
 - North Lincolnshire South Humber Bank Transport Strategy 2010
 - North Lincolnshire Interim Transport Planning Guidance for the South Humber Gateway
 - Humber Nature Partnership
- 4.49 This collaborative framework has the support of key delivery partners and will ensure the successful large-scale future development of the South Humber Bank, help to overcome existing constraints, and harmonise potential conflict between economic development and the environment; thus achieving sustainable development objectives.
- 4.50 The site is expected to be largely delivered within the lifetime of the Plan period. Despite the current recession in the UK there is significant investment being injected into the site from interested land owners, developers, North Lincolnshire Council and the Government. One landowner holding a large area of land has particularly made a substantial investment in the site. This shows the full commitment and intent by both public and private sector to deliver an all round local, national and international site. The majority of SHBE-1 benefits from planning consent through both the Able Logistic Park and Able Marine Energy Park proposals. Work is expected to commence shortly on both sites with over all delivery expected within the plan's lifespan.
- 4.51 The Able Logistics Park at Halton Marshes north of the Humber Sea Terminal offers a 497.5ha (1,229.5 acres) site with full planning permission in place for the creation of extensive warehousing (1,700,000m²), external storage and transportation depots. 300 constructional jobs are expected to be created with some 4100 direct jobs in relation to the Able Marine Energy Park and many thousands of additional jobs expected to be created by the supply chain. The Able Marine Energy Park (AMEP) at Killinghome Marsh designed following extensive liaison with the offshore wind industry will offer 1,289m of new heavy duty deep water quays and 366.7 hectares (906 acres) of developable land. It is designed specifically for the marine renewables sector providing a multi-user facility for the manufacture, storage, assembly and deployment of next generation offshore wind turbines and their associated supply chains. It is comprised of approximately 75,000 sq m of gross floorspace over some 11 buildings with the remaining open site area to be used for infrastructure, storage and assembly uses. A Development Consent Order for AMEP was granted by the Secretary of State for Transport in December 2013.
- 4.52 The South Humber Bank Transport Strategy proposes a package of transport infrastructure measures, for the both the local and strategic road networks, which will improve access to the area and facilitate developments. The Highways Agency is responsible for the A160/A180 Port of Immingham Improvement Scheme and it is anticipated that work will start on this in 2015. The Interim Planning Guidance will be used as a basis for negotiation to secure financial contributions from developers to deliver the local transport infrastructure proposals.
- 4.53 Network Rail has recently delivered line speed and signalling improvements to the Immingham to Doncaster rail line. Network Rail's Northern Route Utilisation Strategy intends to deliver more improvements that will provide greater capacity to this railway line, particularly gauge improvements and heightening of bridges, making the SHB Employment site and ports development more sustainable. The council is continuing to work with Network Rail on these proposed rail improvements.
- 4.54 It is an important aspect of the site to deliver a sensitive balance of port related industrial activities and to respect and mitigate for the ecological assets of the area. All of the above implementation outlined is expected to achieve this sensitive balance of issues. The development of the site will produce an improvement to infrastructure including nature conservation enhancement and management, flood defences, highway, rail and drainage. The delivery of world class economic development goes hand in hand with mitigating against development to enable and enhance an existing world class environment.

- 4.55 Development of Policy SHBE-1 is to be brought forward by the developer. The delivery of the site is expected during Phases 1 to 3 of the plan period (2014-2026).
- 4.56 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

NKAE-1 North Killingholme Airfield (IN1-2, 31-1)

Context

4.57 North Killingholme Airfield is located to the west of North and South Killingholme villages and to the north of the A160. Further to the east is the South Humber Bank employment allocation which is of national and regional significance and offers major development opportunities.

4.58 The site is previously developed land and was allocated in the North Lincolnshire Local Plan for estuary related B1 (Offices/Light Industrial) and B8 (Storage and Distribution) uses. It forms part of a former World War II airfield including buildings and former runways/access strips, although there are large tracts of undeveloped agricultural land that surrounds the former runways. The site is surrounded by agricultural land to the north, south and west. There are a significant number of existing businesses that have developed along Lancaster Approach and along former runways/service strips.

4.59 The site is accessed from C131 Top Road, which joins the A160 at South Killingholme. Weight limits are in place along the southern section of Top Road, where residential properties adjoin the highway. The site is approximately 3km from Ulceby railway station and is generally poorly served by public transport.



Proposed Development

4.60 Development of this site would broaden North Lincolnshire's portfolio of future employment sites and promote economic diversity. Its location, close to the South Humber Bank employment allocation, would provide scope to displace some land-intensive uses (for example car storage) and free up the South Humber Bank area for estuary-related uses.

4.61 North Killingholme Airfield is therefore suitable for estuary related B1 (Offices/Light Industrial) and B8 (Storage and Distribution) uses subject to improvements to the currently outdated infrastructure.

4.62 The site lies within SFRA Flood Zone 1. As the site measures more than 1ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

4.63 Until the A160/A180 Port of Immingham Improvement scheme has been completed, alternative routes to the site, avoiding C131 Top Road should be investigated, to address the numerous concerns made by adjacent residents. All access arrangements will need to be agreed with the Highway Authority.

4.64 This allocation falls close to the Humber Estuary SAC, SPA and Ramsar site.

4.65 There are a number of important designated heritage assets in the vicinity of this allocation including a line of Scheduled Monuments in East Halton and North Killingholme parishes and a Grade I Listed Church at East Halton. An assessment of the impact of proposals upon these assets will be required and the scheme will need to demonstrate how those elements which contribute to their significance will be conserved.

Policy NKAЕ-1

Land at North Killingholme Airfield (138.21ha) is allocated for employment use. The site will be developed in accordance to the following site specific criteria:

- The site should be developed for a mix of B1 (Business/Light Industrial) and B8 (Storage and Distribution) uses
- Vehicular access points and improvements to Lancaster Approach will need to be agreed with the Highways Authority
- A Transport Assessment and Travel Plan will be required for all large developments. The Interim Planning Guidance will be applied to all developments in the area and financial contributions sought from developers who exceed the threshold for the number of vehicular trips.
- Infrastructure upgrades may be required to South Killingholme sewage treatment works
- Significant improvements to existing internal infrastructure is required
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- An Ecological Survey is required
- An assessment will need to be undertaken of the impact of any proposals upon those elements which contribute to the significance of designated assets within the vicinity, especially the Scheduled Monuments to the east of this allocation and the Grade I Listed Church at East Halton. Development proposals should ensure that those elements which contribute to their significance are conserved.
- A comprehensive landscaping scheme, including biodiversity enhancement, is required that shows how the site can be screened.

Implementation

- 4.66 Development of Policy NKAЕ-1 is to be brought forward by the developer. The delivery of the site is expected in Phase 2 of the plan period (2019-2024).
- 4.67 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

Sub-Regional Town: Scunthorpe

- 4.68 Scunthorpe is North Lincolnshire’s largest settlement. The Adopted Core Strategy’s Spatial Strategy seeks to direct more new development towards Scunthorpe than in any other locations in order to enhance its role as a Sub-Regional Town within the wider region. The continuing growth of Scunthorpe as North Lincolnshire’s main urban area is reflected in this DPD and is closely linked with the sustainable economic growth central to the Core Strategy.
- 4.69 Two sites have been specifically allocated in Scunthorpe amounting to just over 50 ha of employment land. The Adopted Core Strategy also establishes a requirement of a 10 ha Business Park as part of the Lincolnshire Lakes urban extension to Scunthorpe that will be allocated within the Lincolnshire Lakes Action Area Plan.
- 4.70 Within the Scunthorpe urban area there are a number of other sites that are suitable for employment development that were either allocated in the North Lincolnshire Local Plan, identified within the Employment Land Review or identified through the consultation stages of this DPD but have not been allocated. The majority of these sites are located within established industrial areas and due to surrounding uses are unlikely to come forward for non employment uses. The total area of these sites when added to proposed sites SCUE-1, SCUE-2 and land at Lincolnshire Lakes would be in excess of the 71 ha of employment land required for Scunthorpe. This DPD has taken the approach of allocating only the significant employment sites in Scunthorpe whilst not prejudicing the development of other suitable land for such uses.

SCUE-1 Normanby Enterprise Park (IN1-3, 36-70)

Context

4.71 Normanby Enterprise Park is situated to the north of Scunthorpe and comprises land that formed part of the Normanby Park Steel Works which closed down in 1981. Since then it has been subject to progressive restoration by North Lincolnshire Council and Yorkshire Forward with an area to the north west still subject to further remedial work. However, it is unlikely that the restoration of this area will be funded by the Council and will be reliant on private sector intervention.



Proposed Development

4.72 The majority of this previously developed land is currently available for development with an area still requiring restoration. Adjoining existing employment uses makes this a suitable site for further light industrial, storage and distribution and office development.

4.73 Highway access can be achieved via the internal roads that serve the developed part of Normanby Enterprise Park which then links to the B1430 Normanby Road. As the site develops, contributions from developers may be sought for improvements to Normanby Road and the Normanby Road/Mannaberg Way roundabout.

4.74 The site is within a short distance of nearby residential areas and Scunthorpe Town Centre. The recently completed Scunthorpe Ridgeway, an off road pedestrian/cycling facility from Burringham Road in the south runs through the site.

4.75 The site lies within SFRA Flood Zone 1. As the site measures more than 1 ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

4.76 The site lies adjacent to a Scheduled Monument and includes a moated site which may also be of national importance. An assessment of the impact of proposals upon these assets will be required and the scheme will need to demonstrate how those elements which contribute to their significance will be conserved.

4.77 The Phoenix and Phoenix Parkway Local Nature Reserves are located towards the south western corner of the site. The southern part of the site also falls within the Slag Banks Local Wildlife Site (LWS) which was selected for its acid grassland habitat and as a mosaic of other habitats including neutral grassland and wetlands. The Grayling butterfly, a UK BAP species, has been recorded next to this site.

Policy SCUE-1

Land at Normanby Enterprise Park (35.10 ha) is allocated for employment use. The site will be developed in accordance to the following site specific criteria:

- The site should be developed for a mix of B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses

- Vehicular access should be from existing distributor roads that serve the wider Enterprise Park. There should be no new accesses directly onto the B1430 Normanby Road, the Highway Authority may be seeking contributions from developers for improvements to Normanby Road and the Normanby Road/Mannaberg Way roundabout.
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon the type/scale of development
- A Transport Assessment and Travel Plan will be required
- Footpaths and cycle provision should be provided throughout the site, linking the development with, residential areas and the wider rights of way networks
- Further restoration/remedial work will be required for the south western area of the site before that part can be developed
- An Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment. Particular regard will need to be undertaken of the impact of any proposals upon those elements which contribute to the significance of the Scheduled Monument to the west of this allocation and to the moated site which lies within this site. Development proposals should ensure that those elements which contribute to their significance are conserved.
- A comprehensive landscaping scheme, including biodiversity enhancement, is required
- Biodiversity enhancements to be incorporated into the site design. These should be sympathetic to the habitats present within the Local Wildlife Site and the Local Nature Reserves.
- A Ecology Survey will be required
- Design must be in accordance with Core Strategy Policy CS5
- Development proposals should not have an adverse impact on the Phoenix and Phoenix Parkway Local Nature Reserves or the Slag Banks Local Wildlife Site. Ecological compensation and mitigation should be provided in order to off-set the loss of any habitats, and any enhancements should result in a net gain in biodiversity.

Implementation

- 4.78 Development of Policy SCUE-1 is to be brought forward by the developer. The delivery of the un-reclaimed part of the site is expected in Phase 3 of the plan period (2024-2026) with the remaining readily developable areas expected to be delivered in Phases 1 and 2 (2014-2024).
- 4.79 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

SCUE-2 Mortal Ash Hill (36-66)

Context

4.80 The Mortal Ash Hill site is located to the east of Scunthorpe and south of the A18 approximately 0.5 km from the Ashby Ville roundabout.

4.81 The western section is comprised of greenfield land in current arable agricultural use whilst the eastern part forms part of a former transport depot's operational land. The landform is generally flat and level and is bisected by Bottesford Beck, a watercourse that drains Scunthorpe's eastern and southern stretches.

4.82 Adjacent land uses are the Tata steelworks to the north of the A18, Ashby Ville pond adjacent to the site to the west, with further agricultural land and woodland to the south and east. There is a Local Nature Reserve to the south-west. To the immediate east of the site is the remaining area of a former distribution/transport depot with a small part being used as a transport café.

4.83 Highway access to the distribution/transport depot is currently achieved from the east by a slip road directly from the A18 dual carriageway whilst traffic from Scunthorpe has to cross the western bound highway by means of a dedicated right turn lane that only serves the existing distribution/transport depot. All traffic leaving the distribution/transport depot has to turn westwards towards the Ashby Ville roundabout. Currently SCUE-2 has no direct access eastwards onto the A18 Mortal Ash Hill.

4.84 Raventhorpe medieval settlement, is located within 500m of the site. The impact of the development on the setting of this scheduled monument will need to be considered.



Proposed Development

4.85 This is a good strategically located site that is suitable for high end employment use such as a business park and would be suitable for B1 (Offices/Light Industrial) uses. It is well sited adjacent to the highway network and can be accessed via Junction 4 of the M180 without the need of travelling through the town. Scunthorpe currently lacks a high quality business park and it is considered that this location offers the quality environment and access opportunities demanded by such a development.

4.86 Given the proximity to a Local Nature Reserve and the existing landscape features on site, ecological considerations will need to be addressed sympathetically.

4.87 It is anticipated that the site will be accessed from a new roundabout on the A18, which will also serve the steelworks to the north. Funding for the roundabout should be from the private sector, as part of the construction of the business park and any new access arrangements into the steelworks.

4.88 The site lies within SFRA Flood Zone 1. As the site measures more than 1 ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

- 4.89 Prior to recent farming activities, that involved ploughing and soil improvement, the cultivated part of the site qualified as part of a Local Wildlife Site. However, parts of the site may still be capable of restoration as a result of dormant seed banks and active management. Development proposals should therefore look to maximize ecological assets either on site or near on adjacent land. Bottesford Beck, adjacent to the site, is also an important habitat for protected species such as bats and potentially for otters and water voles.

Policy SCUE-2

Land at Mortal Ash Hill (15.48ha) is allocated for employment use. The site will be developed in accordance with the following site specific criteria:

- The site should be developed for a mix of B1 (Business/Light Industrial) uses
- Vehicular access points should be achieved from a new roundabout on the A18 that could potentially serve both the business park and the Tata Steelworks to the north and will need to be agreed with the Highways Authority.
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from the Bottesford Beck and surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development. Development within 8 metres of the top of the bank or landward toe will be restricted to allow the Environment Agency unimpeded access to the watercourse for maintenance purposes.
- Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon type/scale of development
- A Transport Assessment and Travel Plan will be required
- Footpath and cycle provision should be provided throughout the site, linking development with local services, residential areas and the wider rights of way networks.
- An Ecology Survey is required
- An Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment. Particular regard will need to be given to the impact of the development on the setting of the Raventhorpe medieval settlement scheduled monument.
- A comprehensive landscaping scheme, including biodiversity enhancement, is required
- Development proposals should seek to maximize ecological assets either on site or near on adjacent land. Bottesford Beck that runs through the site should be surveyed and assessed. Any proposals for the site should provide mitigation to ensure that they do not affect the ecological value of the Beck.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 4.90 Development of Policy SCUE-2 is to be brought forward by the developer. The delivery of the site is expected in the Phase 1 of the plan period (2014-2019).
- 4.91 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

Strategic Locations

- 4.92 In accordance with the Adopted Core Strategy's Spatial Strategy, Strategic Employment sites have been identified at Humberside Airport and Sandtoft Airfield. These sites will support the development of the Council's key strategic employment site at the South Humber Bank and will provide local employment opportunities.
- 4.93 Land at Humberside Airport will be allocated for uses related to aviation and those that are ancillary to the airport. The council will also work with partners to improve surface access particularly by public transport.
- 4.94 To support the growing logistics and distribution sector in North Lincolnshire, land at Sandtoft Airfield has been allocated as a strategic location for a logistics/distribution facility. This site is ideally placed to take advantage of the ports and nearby airports of Humberside and Robin Hood Doncaster Sheffield as well as providing an important employment opportunity for the Isle of Axholme. In order to enable the development in this location, the Council will work with partners to ensure that appropriate infrastructure is developed to provide access.

HUME-1 Humberside Airport (IN1-12, CIN9)

Context

4.95 The Humberside Airport site is located to the south of the A18 at Kirmington and to the west of the existing main airport complex. It forms the remaining undeveloped parts of North Lincolnshire Local Plan allocations IN1-12 and CIN9. The site is comprised of undeveloped parcels of land with a small area being used for airport car parking. Recent developments within the airport confines include a temporary permission for a 100 bed hotel. There are a number of residential properties which abut the airport boundary to the south and west.

4.96 The airport has established air traffic associated with the off-shore gas production and exploration and UK domestic and European flights. In addition there a number of charter flights with the number being seasonally influenced. The airport has also been the subject of significant investment in recent years. It is currently the second largest helicopter base in the UK for the off-shore oil and gas industry in the southern North Sea, a role and a market segment which is continuing to grow. Other recent investments include a new £5m national training academy for BAE Systems providing up to 60 apprentice opportunities every year, and a consented 103 bedroomed hotel. From 2015, it will become one of the country's 10 bases for Air Sea Search & Rescue operations. Improvements will also be taking place to the road network around the airport to provide better access to this key location.



4.97 Currently access into the airport is achieved by one junction off the A18. This junction is currently not traffic light controlled and has a central right turn lane for traffic heading to the airport from Melton Ross. In recognition of the strategic economic importance of Humberside Airport, improvements to the surface access have been sought with funding secured by the Humber Local Growth Fund.

4.98 Construction work is due to start in 2015 for a new roundabout on the A18 at the existing access into the airport, a new signalised junction at Barnetby Top (A18/Kings Road junction) and local widening along Caistor Road. These works are expected to be completed by 2016. These access improvements will provide an appropriate level of infrastructure to accommodate the scale of additional employment allocations required at the airport.

Proposed Development

4.99 The site is adjacent to Humberside Airport that offers excellent air freight opportunities and good strategic access via the A18 and M180. Access would be through the existing airport business park from the A18. It forms an ideal site for B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses particularly those associated with air freight or training operations. Given the secured works to improve the airport's main access it is unlikely that the development of this site will require further short term improvements to the main A18 Airport junction. However, the effective operation of the improved A18 junction will be subject to monitoring by the Highway Authority.

4.100 There may be a need to improve the existing access dependent upon traffic generation but it is unlikely that any new accesses from the Airport onto the A18 will be permitted.

- 4.101 Improvements to how the site can be accessed by sustainable modes of transport should be considered and reflect the aspirations of the Humberside Airport Surface Access Strategy and the Local Transport Plan.
- 4.102 The site lies within SFRA Flood Zone 1. As the site measures more than 1 ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.
- 4.103 There is a large and extensive Iron Age and Roman settlement just 300 metres to the north east of this area which is designated a Scheduled Monument. Given the close proximity of the monument to this allocation, there is a high likelihood of archaeological remains within the area covered by HUME-1.
- 4.104 A contaminated land survey may be required due to the land forming part of the operational area of a former WW2 airfield.

Policy HUME-1

Land at Humberside Airport 9.4(ha) is allocated for employment use. The site will be developed in accordance to the following site specific criteria:

- The site should be developed for a mix of B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses and ancillary uses which support or are associated with the airport functions.
- Vehicular access should be achieved from within the existing airport distributor road and will need to be agreed with the Highways Authority
- Improvements to the main A18 access junction may be required. No new accesses will be permitted directly onto the A18.
- Improvements to how the site can be accessed by sustainable modes of transport should be considered and reflect the aspirations of the Humberside Airport Surface Access Strategy and the Local Transport Plan.
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon type/scale of development
- A Transport Assessment and Travel Plan will be required.
- Infrastructure upgrade will be required to Kirmington sewage treatment works
- An Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment. Particular regard will need to be given to the impact of the development on the setting of the extensive Iron Age and Roman scheduled monument.
- A Ecological Survey is required
- A comprehensive landscaping scheme, including biodiversity enhancement, is required
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 4.105 Development of Policy HUME-1 is to be brought forward by the developer. The delivery of the site is expected in Phases 1 and 2 of the plan period (2014-2024).
- 4.106 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

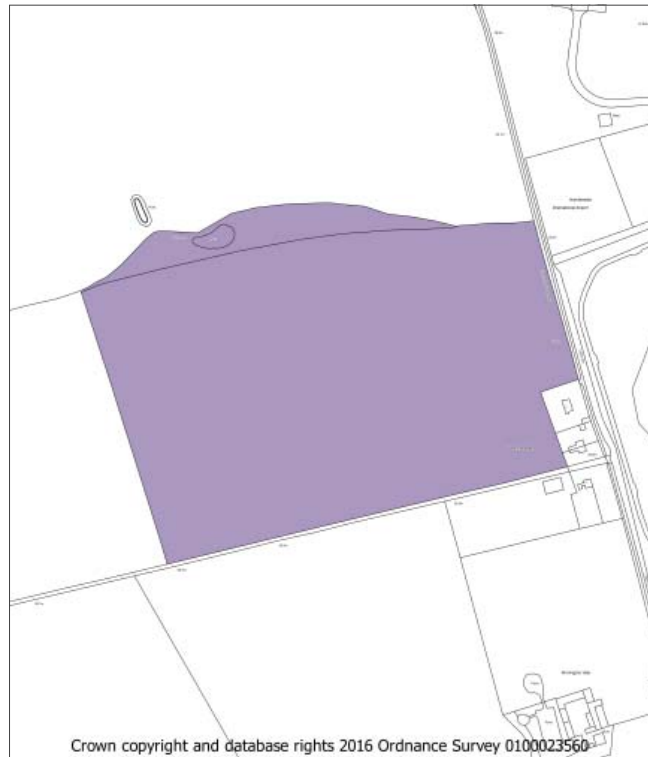
HUME-1a Land to the west of Humberside Airport

Context

4.107 Site HUME-1a is located to the south of the A18 at Kirmington and to the west of the existing Airport Business Park. The site is comprised of agricultural land/grass land and is currently accessed by means of a private road that runs north/south alongside the Airport's western boundary which then fronts the A18. Immediately to the east are the remaining undeveloped parts of the Airport's Business Park which this DPD allocates as Employment Site HUME-1.

4.108 There are a number of residential properties located to the south eastern corner of the site which abut the airport's western boundary and are accessed by the adjacent private road.

4.109 The airport has established air traffic associated with the off-shore gas production and exploration and UK domestic and European flights. In addition there a number of charter flights with the number being seasonally influenced. The airport has also been the subject of significant investment in recent years. It is currently the second largest helicopter base in the UK for the off-shore oil and gas industry in the southern North Sea, a role and a market segment which is continuing to grow. Other recent investments include a new £5m national training academy for BAE Systems providing up to 60 apprentice opportunities every year, and a consented 103 bedroomed hotel. From 2015, it will become to one of the country's 10 bases for Air Sea Search & Rescue operations. Improvements will also be taking place to the road network around the airport to provide better access to this key location.



4.110 Currently access into the airport is achieved by one junction off the A18. This junction is currently not traffic light controlled and has a central right turn lane for traffic heading to the airport from Melton Ross. In recognition of the strategic economic importance of Humberside Airport, improvements to the surface access have been sought with funding secured by the Humber Local Growth Fund.

4.111 Construction work is due to start in 2015 for a new roundabout on the A18 at the existing access into the airport, a new signalised junction at Barnetby Top (A18/Kings Road junction) and local widening along Caistor Road. These works are expected to be completed by 2016. These access improvements will provide an appropriate level of infrastructure to accommodate the scale of additional employment allocations required at the airport.

Proposed Development

4.112 The site is adjacent to Humberside Airport that offers excellent air freight opportunities and good strategic access via the A18 and M180. Access would be through the existing Airport Business Park from the A18. It forms an ideal site for B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses particularly those associated with air freight or training operations.

4.113 Site HUME-1a is identified as a second phase for development at the airport which will be brought forward after HUME-1 has been substantially committed for development.

- 4.114 However, the council is mindful that opportunities may arise for this site to be brought forward sooner. If specific development proposals cannot be accommodated, on HUME-1, for example due to size requirements, within the existing available land of the remaining Business Park they will then be considered under the remit of policy HUME-1a.
- 4.115 The site is to be accessed across the private lane via the existing Airport Business Park's distributor road to the east. Given the secured works to improve the airport's main access it is unlikely that the development of this site will require further short term improvements to the main A18 Airport junction. However, the effective operation of the improved A18 junction will be subject to monitoring by the Highway Authority.
- 4.116 Improvements to how the site can be accessed by sustainable modes of transport should be considered and reflect the aspirations of the Humberside Airport Surface Access Strategy and the Local Transport Plan.
- 4.117 The site lies within SFRA Flood Zone 1. As the site measures more than 1ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.
- 4.118 There is a large and extensive Iron Age and Roman settlement just 300 metres to the north east of this area which is designated a Scheduled Monument. Given the close proximity of the monument to this allocation, there is a high likelihood of archaeological remains within the area covered by HUME-1a.
- 4.119 A contaminated land survey may be required due to adjacent land forming part of the operational area of a former WW2 airfield.
- 4.120 A landscaping scheme will be required that effectively screens the small cluster of residential properties located to the site's south eastern corner.

Policy HUME-1a

Land to the west of Humberside Airport 12(ha) is allocated for employment use. The site will be brought forward for development once the adjacent Employment Allocation HUME-1 is substantially committed or when due to size restrictions proposed employment uses cannot be physically accommodated on the remaining undeveloped elements of HUME-1. The site will be developed in accordance to the following site specific criteria:

- The site should be developed for a mix of B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses and ancillary uses which support or are associated with the airport functions.
- Vehicular access should be achieved from within the existing airport distributor road and will need to be agreed with the Highways Authority
- Improvements to the main A18 access junction may be required. No new accesses will be permitted directly onto the A18.
- Improvements to how the site can be accessed by sustainable modes of transport should be considered and reflect the aspirations of the Humberside Airport Surface Access Strategy and the Local Transport Plan.
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon type/scale of development
- A Transport Assessment and Travel Plan will be required
- Infrastructure upgrade will be required to Kirmington sewage treatment works
- An Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment. Particular regard will need to be given to the impact of the development on the setting of the extensive Iron Age and Roman scheduled monument.
- A Ecological Survey is required

- A comprehensive landscaping scheme, including biodiversity enhancement, is required
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 4.121 Development of Policy HUME-1a is to be brought forward by the landowner/developer. The delivery of the site is expected in Phases 2-3 of the plan period (2019-2024) and is phased on the substantial commitment of the remaining undeveloped elements of the Airport Business Park identified as site HUME-1.
- 4.122 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

HUME-2 Land north of A18 at Humberside Airport

4.123 The HUME- 2 site is located to the north of the A18 at Kirmington and to the north-west of the main existing airport complex. It is comprised of a former quarry that has not been worked for a number of years and is under the same ownership as the larger quarry works to the north of the adjacent railway line. Beyond the A18 to the southeast of the site falls the existing Airport Business Park and the remaining undeveloped parts of North Lincolnshire Local Plan's employment allocations IN1-12 and CIN9.



Proposed Development

4.124 The site is adjacent to Humberside Airport that offers excellent air freight opportunities and good strategic access via the A18 and M180. A business park allocation could also assist to safeguard the airport's future operation. Access would be via a new junction, the standard of which would require agreement with the Highway Authority, onto the A18 at the site's furthest eastern point. Like site HUME-1, HUME-2 forms an ideal site for B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses particularly those associated with air freight or training operations.

4.125 The site lies within SFRA Flood Zone 1. As the site measures more than 1ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

4.126 A contaminated land survey may be required due to the site's previous quarrying operations and subsequent usage.

4.127 There is a large and extensive Iron Age and Roman settlement to the north east of this area which is designated a Scheduled Monument.

4.128 The site is both a Local Wildlife Site (LWS) and a Local Geological Site (LGS). Melton Ross Quarry was selected as a LWS for its brownfield mosaic and calcareous grassland habitats, and as a LGS for the scientific and cultural value of the chalk exposures.

Policy HUME-2

Land north of the A18 at Humberside Airport (7.8ha) is allocated for employment use. The site will be developed in accordance to the following site specific criteria:

- The site should be developed for a mix of B1 (Business/Light Industrial) and B8 (Storage and Distribution) uses and ancillary uses which support or are associated with the airport functions.
- Vehicular access should be achieved via a new junction fronting the A18 which will need to be agreed with the Highways Authority
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.

- Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon type/scale of development
- A Transport Assessment and Travel Plan will be required.
- Improvements to how the site can be accessed by sustainable modes of transport should be considered and reflect the aspirations of the Humberside Airport Surface Access Strategy and the Local Transport Plan.
- Infrastructure upgrade will be required to Kirmington sewage treatment works
- A Ecology Survey is required
- Any proposal which is likely to have an adverse impact on a Local Wildlife Site or Local Geological Site shall not be approved unless it can be clearly demonstrated that there are reasons for the proposal which outweigh the need to safeguard the intrinsic nature conservation and geological value of the site. In all cases where development is permitted which may cause such damage, the damage shall be kept to a minimum. Planning obligations shall be used to ensure the protection and enhancement of each site's nature conservation and geological value. Compensatory measures will be used if necessary to off-set the loss of any habitats. Any enhancements should result in a net gain in biodiversity.
- An Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment. Particular regard will need to be given to the impact of the development on the setting of the nearby extensive Iron Age and Roman scheduled monument.
- A comprehensive landscaping scheme, including biodiversity enhancement, is required
- Development proposals should not have an adverse impact on the Melton Ross Quarry Local Wildlife Site or Local Geological Site" and "Biodiversity enhancements to be incorporated into the site design. These should be sympathetic to the habitats present within the Local Wildlife Site".
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

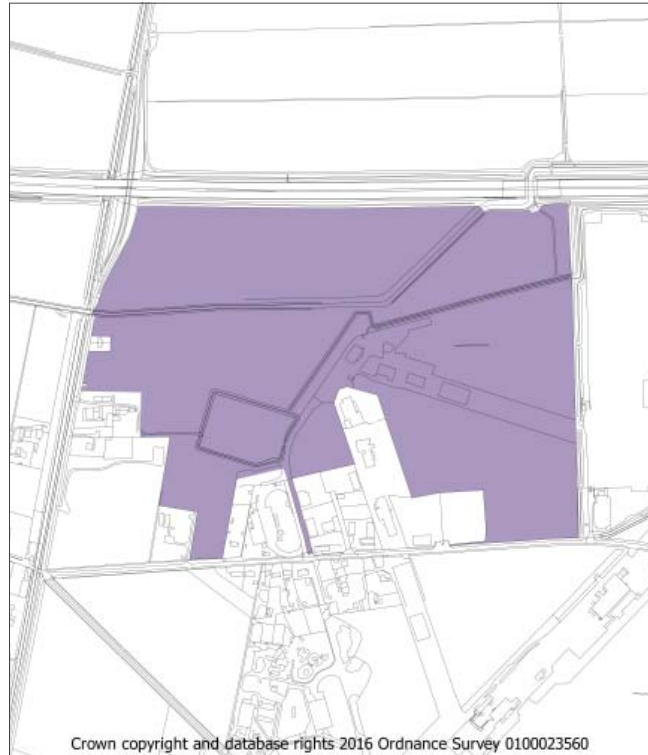
4.129 Development of Policy HUME-2 is to be brought forward by the developer. The delivery of the site is expected in Phases 1 and 2 of the plan period (2014-2024).

SANE-1 Sandtoft Business Park (IN1-13, 56-1)

Context

4.130 The Sandtoft Business Park site is located south of the M180 motorway, east of Sandtoft village and north of Belton Road. It forms part of a former World War II airfield which mostly comprises agricultural land. There are a number of existing businesses that have developed along the Belton Road frontage and in the Sandtoft Industrial Estate, with car and van storage being particularly common.

4.131 A small part of the site is currently allocated in the North Lincolnshire Local Plan for B1 (Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses. Adjacent land uses include the M180 motorway to the north and Belton Road to the south. Along Belton Road there are a number of businesses including the Sandtoft Tileries site and the Sandtoft Trolley Bus Museum. The wider Sandtoft Airfield contains in the region of 40 businesses, as such Sandtoft Airfield represents an existing key employment location within the District, fulfilling an important role particularly in relation to these firms benefiting from a location near to the strategic road network. The small village of Sandtoft is located immediately to the west of the allocation separated by Idle Bank Road.



4.132 Access to the wider strategic road network and ultimately the M180 is currently achieved, subject to weight restrictions, via either High Levels Bank to the west or Belton Road/Sandtoft Road/Westgate Road to the east. Presently the area is inadequately served by public transport with the nearest railway station at Crowle (Ealand) located some 4 km to the north.

4.133 The drain to the immediate west of High Levels Bank is identified as a SSSI. In addition, there is a known Local Wildlife Site Drain that runs through the centre of the site.

Proposed Development

4.134 The site at Sandtoft provides potential for a business park that would maximise its proximity to the M180 motorway. A logistics park in this location will support the wider growth of North Lincolnshire's economy and the South Humber Bank ports by providing a suitable location for storage and distribution of goods. A Transport Study and Economic Viability Study covering the business park proposal have been undertaken that demonstrates that the site can be developed with a number of access options identified.

4.135 Local access improvements to serve Employment Site SANE-1 will be required that include a roundabout on Belton Road, a roundabout on High Levels Bank Road (C202) and a link road through the site. Off-site mitigations measures will be needed which are likely to include carriageway widening to the M180 overbridge; widening to Brook Corner; improvements to A18/High Levels Bank Junction; improvements to the Crowle Gyratory and traffic management works to Westgate Road. These measures will be delivered in a phased manner in accordance with a masterplan accompanying any planning application(s) to be agreed with North Lincolnshire Council.

- 4.136 This area lies within SFRA Flood Zone 2/3a. A Flood Risk Assessment will be required as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- 4.137 To the immediate west of the site there is a small group of Listed Buildings and a Listed bridge. An assessment of the impact of proposals upon these Listed Buildings/structures will be required and the scheme will need to demonstrate how those elements which contribute to their significance will be conserved. A landscape buffer will be needed to be provided that effectively screens the existing dwellings that front High Levels Bank and the development site immediately to the east.
- 4.138 The Local Wildlife Site Drain that runs through the centre of the site has been identified as a potential wildlife habitat that may be the home or used by a number of protected species and should be surveyed and assessed as part of any development proposal. Any proposals for the site should, if required, provide mitigation to ensure that they do not materially affect the drain.

Policy SANE-1

Land at Sandtoft Airfield (55.3ha) is allocated for a logistics park. The site will be developed in accordance with the following site specific criteria:

- The site should be developed for a logistics park of B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses
- Site access is proposed from both Belton Road and High Levels Bank Road. Access to the strategic highway network will be achieved from High Levels Bank Road, via the A18 to Junctions 1 and 2 of the M180. A Transport Assessment will need to be submitted as part of any planning application(s) for the site. This will assess the impact which the development may have on the highway network which would include, but would not be limited to, High Levels Bank (including the bridge over the M180 and Brook Corner); the A18/High Levels Bank junction; the Double Rivers Junction (Crowle Gyrotory) and Junctions 1 and 2 of the M180. Any mitigation measures which are deemed to be necessary will be delivered in a phased manner in accordance with a masterplan accompanying any planning application(s) which will also provide a link road through the site. Off-site highway works will be paid for by financial contributions from developer(s).
- Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon type/scale of development
- A Travel Plan will be required as part of the planning application and will be delivered through the lifetime of the scheme
- An Ecology Survey is required
- The Local Wildlife Site drain that runs through the site should be surveyed and assessed. Any proposals for the site should provide mitigation to ensure that they do not affect the ecological value of the drain.
- Negative impact on the landscape, particularly light pollution, should be mitigated
- A Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere. Development within 8 metres of the top of the bank or landward toe will be restricted to allow the Environment Agency unimpeded access to the watercourse for maintenance purposes.
- A Heritage assessment is required. Such an assessment will need to consider the impact of any proposals upon those elements which contribute to the significance of the Listed Buildings/structure to the west of this allocation. Development proposals should ensure that those elements which contribute to its significance are safeguarded.
- A comprehensive landscaping scheme, including biodiversity enhancement, is required. This scheme will need to give due regard in terms of providing a landscape buffer to the existing properties that front High Levels Bank and which abut the site.
- This site lies immediately adjacent to Hatfield Chase Ditches SSSI. Any proposal for this site must include mitigation and buffering to protect and enhance the feature for which the SSSI is designated.

Implementation

- 4.139 Development of Policy SANE-1 is to be brought forward by the developer. The delivery of the site is expected in the Phases 1 and 2 of the plan period (2014-2024).
- 4.140 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

Market Towns - Proposed Sites for Employment

- 4.141 The Market Towns of Barton upon Humber, Brigg, Crowle, Epworth, Kirton in Lindsey and Winterton have a vital role to play in supporting North Lincolnshire's rural communities in terms of providing a range of housing, employment, shopping, leisure, education, health and other services. These towns are highlighted in the Council's Sustainable Settlement Survey, as being the most sustainable settlements outside of the Scunthorpe Urban Area.
- 4.142 The overall level of employment development that will take place in the Market Towns will be of a scale that ensures that they are protected and enhanced as vibrant and attractive communities. Alongside Barton upon Humber and Brigg will be expected to accommodate more development than other smaller Market Towns, whilst taking into account issues regarding flood risk and transport infrastructure.

BARE-1 Humber Bridge Industrial Estate (IN1-11, CIN-6, 7-17)

Context

- 4.143 These sites are located within the Humber Bridge Industrial Estate off Falkland Way to the north-east of Barton upon Humber.
- 4.144 They are allocated in the North Lincolnshire Local Plan for B1 (Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses. The remainder of the sites consist of vacant land with nearly half of which benefitting from planning permission for B1a, B2 and B8 uses and form the remaining undeveloped part of the wider Humber Bridge Industrial Estate.
- 4.145 The northern stretch of Falkland Way falls within an established industrial area which is bounded by the Barton/Cleethorpes railway line to the north and the residential area that includes Lower Meadows to the west.



Proposed Development

- 4.146 The Humber Bridge Industrial Estate is an attractive employment location particularly for light industrial use. It is likely that a large proportion of the vacant land could be developed in the next five years if outstanding planning permissions are implemented.
- 4.147 Financial contributions for improvements at the Falkland Way/Barrow Road junction will be required, the details of which will need to be agreed with the Highways Authority.
- 4.148 This part of Barton upon Humber is reasonably well accessed by public transport with one bus service serving the immediate area and the train station being a short walk away.
- 4.149 This area of Barton upon Humber lies within SFRA Flood Zone 2/3a. A Flood Risk Assessment will be required as part of the application process to assess and mitigate the risk of flooding. Where practical Sustainable Urban Drainage Systems should be incorporated into the development. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into the development.
- 4.150 This allocation is adjacent to the Humber Estuary SPA and Ramsar.

Policy BARE-1

Land at the Humber Bridge Industrial Estate, Barton upon Humber (7.15ha) is allocated for employment use. These sites will be developed in accordance to the following site specific criteria:

- The site should be developed for a mix of B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses
- Vehicular access points and financial contributions for improvements to the Falkland Way/Barrow Road junction will need to be agreed with the Highways Authority
- Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon type/scale of development
- A Transport Assessment and Travel Plan will be required

- Footpath and cycle provision should be provided throughout the site, linking the development to local services, residential areas and the wider rights of way network
- A Ecology Survey is required
- A Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere
- The HRA has assessed this allocation for its potential to result in an adverse impact on the integrity of the European and international site. On the basis of the information available, it has been found that there will be no adverse effects on integrity of the BARE-1 site. However, a HRA of the project will be required at the development control stage when detailed designs are available, to further examine the potential for the proposed development to result in an adverse impact on the integrity of the international site. Should any mitigation be required, it should be integrated in to detailed designs and the delivery must be agreed prior to granting planning permission. If with mitigation, it cannot be proven that there will be no effects on integrity then planning permission will be refused.
- A Heritage Assessment will be required
- A comprehensive landscaping scheme, including biodiversity enhancement, is required
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 4.151 Development of Policy BARE-1 is to be brought forward by the developer. The delivery of the site is expected in Phases 1 and 2 of the plan period (2014-2024).
- 4.152 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

BRIE-1 Former Brigg Sugar (IN1-9, 10-19)

Context

- 4.153 The former Brigg Sugar site is located south of Scawby Brook and immediately west of the New River Ancholme. It is accessed off the B1206 by an adopted roadway that also serves the adjacent Glanford Brigg power station to the south.
- 4.154 This brownfield site was previously occupied by a British Sugar factory. It comprises vacant industrial buildings, associated storage areas, washing areas, lagoons and grassland. It is likely that the existing structures will require demolition prior to redevelopment. The site is allocated in the North Lincolnshire Local Plan for B1 (Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses.



Proposed Development

- 4.155 This is a good strategic site, located adjacent to the Market Town of Brigg, which is suitable for B1 (Offices/Light Industrial), B2 (General Industry) and B8 (Storage and Distribution) uses.
- 4.156 Given the former use of the site certain areas may be contaminated, although this has not been confirmed by a ground study. It is likely that ground investigations will be required to identify any contamination issues and resultant remediation.
- 4.157 The site is located on the edge of the built up area adjacent to sensitive open countryside in relatively close proximity to houses both in Brigg and Scawby Brook. In terms of landscape and terrain the surrounding area is flat agricultural land with low hedgerows and isolated trees. Given the flat topography and unscreened nature of the site there is a requirement for a high standard of landscaping within the site to mitigate the effect of development on the open countryside and nearby housing.
- 4.158 Site access will be achieved by means of the existing access via the B1206. It is not envisaged that the access will require upgrading but this will be dependent on the type of development and the level and nature of the traffic generated. However an access from the A18 might be considered if a suitable access arrangement, which accommodated all existing junctions, was proposed.
- 4.159 Given that a part of the site falls within SFRA Flood Risk Zone 2/3a and the site's location adjacent to the River Ancholme an Exception Test will be required to demonstrate that development provides a wider sustainable benefit to the community that outweigh flood risk and also shows that development will be safe without increasing flood risk elsewhere by integrating water management methods into the development.
- 4.160 An ecological survey will be required as the area is reported to be home to a number of protected species including barn owls, bats and water vole. The site is close to Silversides Settling Ponds Site of Nature Conservation Importance and the New River Ancholme Local Wildlife Site.

Policy BRIE-1

Land at the Former Brigg Sugar Site (20.5 ha) is allocated for employment use. The site will be developed in accordance with the following site specific criteria:

- The site should be developed for a mix of B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses
- Vehicular access should be from the existing access road that joins the B1206. An alternative access from the A18 would only be considered if a suitable access arrangement, which accommodated all existing junctions, was agreed by the highway authority.
- Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon type/scale of development
- A Transport Assessment and Travel Plan will be required for development
- A comprehensive landscaping scheme, including biodiversity enhancement, is required that shows how the site can be screened and the visual impact of the development from nearby residential properties and open countryside be minimised.
- A Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- A Ecological Survey is required
- Development proposals should not have an adverse impact on the Silverside Settling Ponds Site of Nature Conservation Interest and the New River Ancholme Local Wildlife Site. This reflects discussions with Lincolnshire Wildlife Trust.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 4.161 Development of Policy BRIE-1 is to be brought forward by the developer. The delivery of the site is expected in the Phases 1 and 2 of the plan period (2014-2024).
- 4.162 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

Special Locations for Employment

- 4.163 To support development outside of Scunthorpe, South Humber Bank/North Killingholme Airfield, Sandtoft Airfield and the Market Towns a number of further employment allocations have been made that meet local employment needs and maximises special locations. These sites are based on allocations within the North Lincolnshire Local Plan and offer scope for employment development in locations that are either well accessed or have land that is readily developable. They offer a range and variety of good quality employment sites in addition to the main allocations highlighted above.

NEWE-1 New Holland Industrial Estate (CIN-12)

Context

- 4.164 New Holland Industrial Estate is located to the west of New Holland, south of the Barton upon Humber to Cleethorpes railway and either side of Lincoln Castle Way (B1206).
- 4.165 The wider area (21.47ha) is allocated in the North Lincolnshire Local Plan for B1 (Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses and is mainly in agricultural use with pockets of grassland and small plots occupied by light industrial and general industrial uses.
- 4.166 Lincoln Castle Way was originally built in the 1980s to access the wharf at New Holland whilst bypassing the nearby village. The bypass effectively opened up a significant area of land that has been allocated for industrial use for a number of years without any significant interest or take up.
- 4.167 There is good access to the site from Lincoln Castle Way. However, strategic access to the site is poor with the site being peripheral and remote from the A1077/A15.
- 4.168 This allocation abuts the Humber Estuary SAC, SPA and Ramsar site.



Proposed Development

- 4.169 This site has transport infrastructure already in place and individual plots could easily be developed. The site is suitable for B1 (Offices/Light Industrial), B2 (General Industry) and B8 (Storage and Distribution) uses but is unlikely to be developed fully within the Plan period. It is therefore proposed that the site's development is phased with 2ha of land being initially allocated with further land only released when previous phases have been developed or benefit from outstanding planning consents.
- 4.170 Public transport to this location is limited and bus services to New Holland are infrequent. The site is in close proximity to New Holland railway station which has a limited service.
- 4.171 This area of New Holland lies within SFRA Flood Zone 2/3a and consequently a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

Policy NEWE-1

- Land at the New Holland Industrial Estate, New Holland (21.47ha) is allocated for employment use and consists of a phased development of 2ha plots. Further 2 ha plots will be released only when the previous phase has been developed or is committed by means of detailed planning consents. This site will be developed in accordance with the following site specific criteria:
- The site should be developed for a mix of B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution)
- New sewage treatment works may be required to cater for future development growth Local reinforcements may be required regarding provision of water and disposal of and surface water dependent upon type/scale of development.
- A Ecological Survey is required

- A Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risk elsewhere. The assessment must take into account the recommendations of the Humber Flood Risk Management Strategy regarding the future management of flood defences in the area. The development will be required to contribute towards any improvements and/or maintenance of flood defences needed to protect the development.
- A Transport Assessment and Travel Plan will be required
- Footpath and cycle provision should be provided throughout the site, linking development with local services, residential areas and the wider rights of way network
- Vehicle access points to the site will need to be agreed with the Highways Authority
- The HRA has assessed this allocation for its potential to result in an adverse impact on the integrity of the European and international site. On the basis of the information available, it has been found that there will be no adverse effects on integrity of the NEWE-1 site. However, a HRA of the project will be required at the development control stage when detailed designs are available, to further examine the potential for the proposed development to result in an adverse impact on the integrity of the European and international site. Should any mitigation be required, it should be integrated in to detail designs and the delivery must be agreed prior to granting planning permission. If with mitigation, it cannot be proven that there will be no effects on integrity then planning permission will be refused.
- A comprehensive landscaping scheme, including biodiversity enhancement, is required that shows how the site can be screened and the visual impact of the development can be minimised.
- Design must be in accordance with Core Strategy Policy CS5.

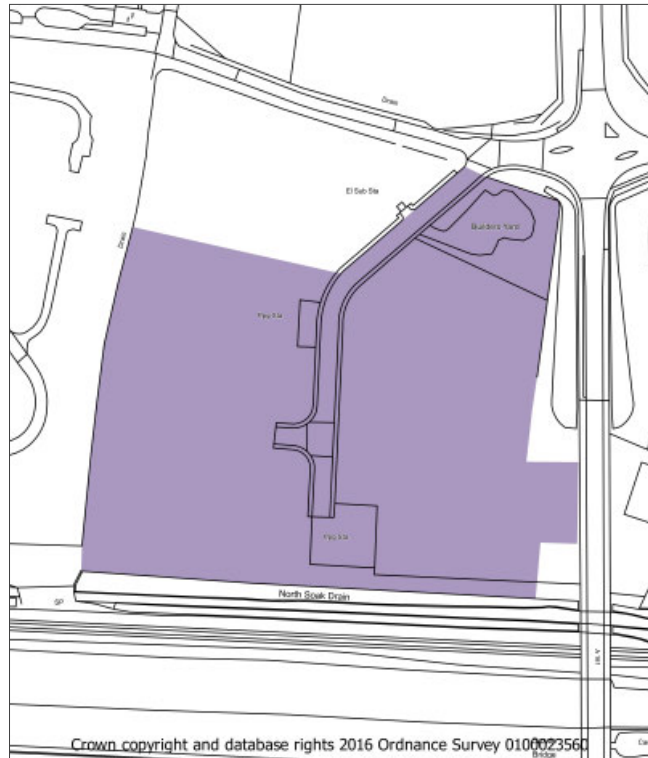
Implementation

- 4.172 Development of Policy NEWE-1 is to be brought forward by the developer. The delivery of the Phase 1 of this site is expected in the early to mid phase of the plan period (2014-2024). Development of later phases will be highly dependent on market conditions but are not expected until the Phase 3 of the plan period (2024-2026).
- 4.173 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

EALE-1 Spen Lane, Ealand (CIN-16, 14-5)

Context

- 4.174 The site is located south of Spen Lane, west of the A161 and north of the Doncaster to Cleethorpes railway line in Ealand.
- 4.175 It is a serviced site lying adjacent to the A161, which borders the site to the east. To the west is an established caravan park and to the eastern side of the A161 are a number of commercial and residential properties. To the immediate south lies the North Soak Drain, followed by the Doncaster to Cleethorpes railway line with the Stainforth and Keadby Canal just beyond.
- 4.176 It is allocated in the North Lincolnshire Local Plan for B1 (Offices), B2 (General Industrial) and B8 (Storage and Distribution) uses. The north-east of the site currently has planning permission to erect a building for use as a builders' merchant.
- 4.177 The site is close to the A18/A161 gyratory and is some two miles from Junction 2 of the M180. It is within short walking distance from Crowle Railway Station (Ealand) and benefits from good public transport links with services operating throughout the normal working day.



Proposed Development

- 4.178 The site has good access to the strategic highway network and is only a short distance from the M180 motorway and benefits from good public transport links with services operating throughout the normal working day. It is a conveniently accessed and well-serviced site and is still suitable for B1 (Offices/Light Industrial), B2 (General Industry) and B8 (Storage and Distribution) uses that is capable of being developed within the plan period.
- 4.179 The North Soak Drain has been identified as a potential wildlife habitat that may be the home or used by a number of protected species and should be surveyed and assessed as part of any development proposal within the southern extent of the site. Any proposals for the site should, if required, provide mitigation to ensure that they do not materially affect the drain.
- 4.180 This area of Ealand lies within SFRA Flood Zone 2/3a and consequently a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

Policy EALE-1

Land at Spen Lane, Ealand (3.2ha) is allocated for employment use. This site will be developed in accordance with the following site specific criteria:

- The site should be developed for a mix of B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses
- The North Soak Drain to the south should be surveyed and assessed. Any proposals for the site should provide mitigation to ensure that they do not affect the ecological value of the drain.
- A Transport Assessment and Travel Plan will be required

- Footpath and cycle provision should be provided throughout the site, linking the development to local services, residential areas and the wider rights of way network
- Vehicle access points to the site will need to be agreed with the Highways Authority
- A Ecology Survey is required
- A Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere. Development within 8 metres of the top of the bank or landward toe will be restricted to allow the Environment Agency unimpeded access to the watercourse for maintenance purposes.
- Design must be in accordance with Core Strategy Policy CS5
- A comprehensive landscaping scheme, including biodiversity enhancement, is required that shows how the site can be screened and the visual impact of the development from nearby residential properties and open countryside be minimised.

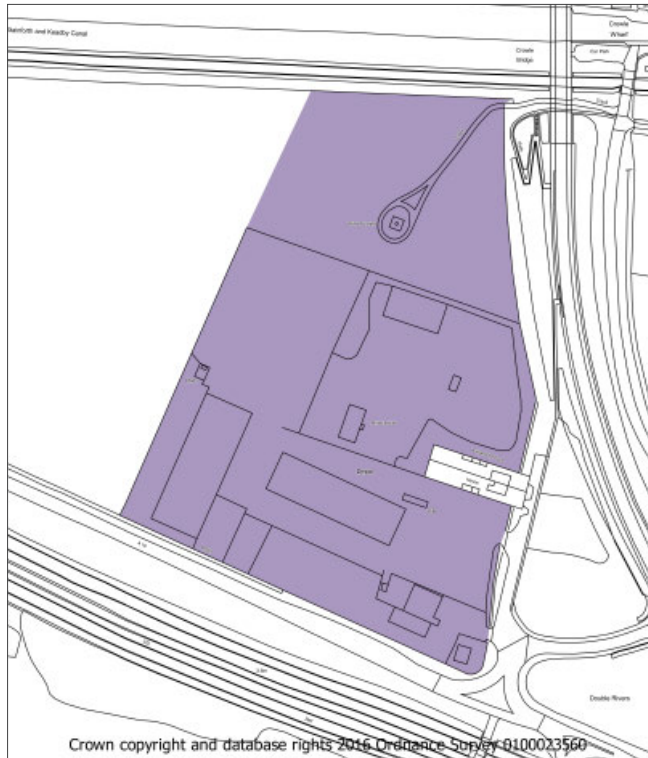
Implementation

- 4.181 Development of Policy EALE-1 is to be brought forward by the developer. The delivery of the site is expected during Phases 1 and 2 of the plan period (2014-2024).
- 4.182 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

EALE-2 Land South of Railway, Ealand (IN1-14)

Context

- 4.183 The land south of the railway is located just to the west of the A18/A161 gyratory at Ealand and south of the Doncaster to Cleethorpes railway, and the Stainforth and Keadby Canal.
- 4.184 The site is a mixture of uncultivated agricultural and previously developed land. The southern built part is comprised of a former steelholders yard, now used for a variety of uses including a caravan business, and other vacant premises. To the north of this site is an area of undeveloped scrubland.
- 4.185 The North Lincolnshire Local Plan allocated a wider area (7.4ha) including agricultural land to the west for a B1 (offices) use.
- 4.186 The site lies adjacent to the A18/A161 gyratory and is approximately two miles from junction 2 of the M180. It is within short walking distance from Crowle Railway Station (Ealand).



Proposed Development

- 4.187 The opportunity arises for a comprehensive redevelopment of the site, including the former steel stockholders yard for B1, B2 and B8 uses. This site has been reduced in size from the one previously allocated within the North Lincolnshire Local Plan and does not include the large tract of productive agricultural land to the west. It is considered that this smaller site offers a more viable and deliverable option than the area covered in the North Lincolnshire Local Plan that has shown little interest in coming forward.
- 4.188 The site has good access to the strategic highway network, is only a short distance from the M180 motorway and benefits from good public transport links with services operating throughout the normal working day.
- 4.189 This area of Ealand lies within SFRA Flood Zone 2/3a and consequently a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.
- 4.190 To the immediate north of the site is the Stainforth and Keadby Canal which falls within the Stainforth and Keadby Canal Corridor Local Wildlife Site (LWS). The Canal was selected as a LWS for its freshwater based (canal and drain), course grassland and reedbed habitats.

Policy EALE-2

Land south of the Railway, Ealand (6ha) is allocated for employment use. This site will be developed in accordance with the following site specific criteria:

- The site should be developed for a mix of B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses
- A Transport Assessment and Travel Plan will be required
- Good footpaths and cycle provision should be provided throughout the site, linking development to local services, residential areas and the wider rights of way network
- Vehicle access points to the site will need to be agreed with the Highways Authority

- Local reinforcements may be required regarding provision of water and disposal of and surface water dependent upon type/scale of development
- A Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere. Development within 8 metres of the top of the bank or landward toe will be restricted to allow the Environment Agency unimpeded access to the watercourse for maintenance purposes.
- A Ecological Survey is required
- Development proposals should not have an adverse impact on the Stainforth and Keadby Canal Corridor Local Wildlife Site.
- The Stainforth and Keadby Canal to the north should be surveyed and assessed. Any proposals for the site should provide mitigation to ensure that they do not affect the ecological value of the canal.
- A comprehensive landscaping scheme, including biodiversity enhancement, is required that shows how the site can be screened and the visual impact of the development from nearby residential properties, the adjacent flyover and open countryside be minimised.
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

- 4.191 Development of Policy EALE-2 is to be brought forward by the developer. The delivery of the site is expected during Phases 1 and 2 of the plan period (2014-2024).
- 4.192 Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

Monitoring

- 4.193 The following indicators and targets will be used in the monitoring the implementation and effectiveness of the policies contained in this chapter:
- 4.194 The take up of employment land on the sites identified within this DPD will continue to be monitored annually to ensure that sufficient land is available to meet North Lincolnshire’s economic needs. The Annual Monitoring Report will be used to identify the need for any changes to the employment land targets in relation to delivery through the planning system.
- 4.195 The Employment Land Review will be updated on a regular basis to ensure these matters are kept under constant review. The following indicators and targets will be used to monitor the implications and effectiveness of the policies contained in this chapter.
- 4.196 A full copy of the Monitoring Framework is available in Appendix 1.

Table 4.2: Indicators and Targets

Indicator	Target
Annual amount of employment land developed by type within Scunthorpe	To deliver 71 hectares of employment land in Scunthorpe by 2026
Annual amount of employment land developed by type at Humberside Airport	To deliver 29.2 hectares of employment land Humberside Airport by 2026
Annual amount of employment land developed by type at Sandtoft Business Park	To deliver 55.3 hectares of employment land at Sandtoft Business Park by 2026
Annual amount of employment land developed by type within the Market Towns	To deliver 10 hectares of employment land within the Market Towns by 2026
Annual amount of employment land developed in the rest of North Lincolnshire	To deliver 8.5 hectares of employment land in the rest of North Lincolnshire
Annual amount of employment land developed by type at the South Humber Bank	To deliver the South Humber Bank allocation by 2026
Annual amount of job created through inward investment at the South Humber Bank location.	To deliver the South Humber Bank allocation by 2026 To create 4,100 new jobs at the South Humber Bank

Key Documents

- North Lincolnshire Employment Land Review (North Lincolnshire Council, 2013)
- Draft Economic Development Strategy (North Lincolnshire Council, 2009)
- South Humber Bank, Feasibility Strategy and Masterplanning Study (BDP Planning, 2004)
- Killingholme Marshes Drainage Improvement Design Stage 1 Report (Hannah Reed Associates Ltd, 2009)
- Humber Flood Defence Strategy (Environment Agency, 2008)
- Sandtoft Evidence Base Strategy (Pell Fischmann, 2009)
- Draft North Lincolnshire Water Cycle Study (Halcrow, 2010)
- Sequential Test of the Flood Risk of Potential Development Site (2014)
- North Lincolnshire Economic Assessment (North Lincolnshire Council, 2012)
- South Humber Water Cycle Scoping Study

5 FUTURE RETAIL DEVELOPMENT

- 5.1 The Housing and Employment Development Plan Document (DPD) also looks at North Lincolnshire's requirements for future retail development and the town centre boundaries of Scunthorpe, Brigg, Barton upon Humber, Crowle, Epworth and district shopping at Ashby High Street and Frodingham Road in Scunthorpe as well as at Kirton in Lindsey and Winterton. Town and District boundaries are shown on the relevant Inset Plan for that Town and in the case of Scunthorpe Town Centre, Primary Shopping Frontages are also indicated.
- 5.2 National planning policy, as set out in the National Planning Policy Framework advocates town centres as the principal locations for new retail, leisure, tourism and cultural facilities. The key objective is to promote their vitality and viability. Key to this is developing a hierarchy of centres with each performing an appropriate role to meet the needs of the residents and businesses in its catchment area. It also sets out how the need for retail and leisure development can be provided and establishes the sequential approach for new development.
- 5.3 Scunthorpe is North Lincolnshire's main retail and service centre and as such provides the bulk of the area's housing, employment, education and leisure facilities. Recent years have seen significant investment in Scunthorpe town centre with the opening of the multi-million pound Parishes retail complex, which has improved the range and type of shops on offer and provided a new multi-screen cinema. However, much still needs to be done to improve the retail offer and improve the town centre's environment. The improvement of Scunthorpe town centre is a priority for the Local Development Framework (LDF).
- 5.4 A key priority of the Adopted Core Strategy is to safeguard and enhance Scunthorpe town centre as a major sub-regional shopping destination as envisaged by the Scunthorpe Urban Renaissance Programme. This will introduce a new mix of uses to the town centre including enhanced opportunities for retail and cultural development within a high quality, well designed built environment and public realm. This will help to secure high quality new development, which substantially improves the town centre's retail offer in quantitative and qualitative terms. The overall aim is to create a centre where people chose to shop because of its excellent range and offer of shops and attractiveness as a retail destination. With the opening of The Pods leisure complex and the resultant closure and demolition of the Scunthorpe Leisure Centre and Multi-storey car park at Carlton Street there now exists an opportunity to comprehensively redevelop the far eastern end of the High Street around Church Square/ Carlton Street. This area falls within the Scunthorpe Town Centre boundary and was identified through the North Lincolnshire Local Plan as being suitable for mixed use development with retail/leisure being the preferred predominate use.
- 5.5 Policy CS14 of the Adopted Core Strategy sets out North Lincolnshire's retail hierarchy. This states that, following the sub regional town centre of Scunthorpe are the Market Town centres of Barton upon Humber and Brigg with further smaller town centres in Crowle and Epworth providing for convenience and comparison shopping needs. These town centres also offer a range of leisure facilities and other supporting services. Kirton in Lindsey and Winterton are also classed as Market Towns and are important service centres but due to fewer services and retail provision are considered to be district centres rather than town centres. In terms of retail hierarchy, below the Market Towns fall the district centres of Ashby High Street and Frodingham Road, both of which are located in the Scunthorpe urban area. Both provide for local shopping needs but not on the same scale as the Market Towns. Elsewhere a range of smaller local centres, shopping parades and corner shops provide a vital range of shops and facilities for their local communities, both urban and rural.
- 5.6 A study undertaken in 2005 by England and Lyle (North Lincolnshire Retail Study) into the retail provision in North Lincolnshire showed that there was a need for additional retail floor space over the coming years in the area's town centres. The study also examined people's views of the shopping provision in the area. It found that the many people were satisfied with the retail provision in general across all of the area's town centres. However, there was some demand for a better choice of shops, new shops and better quality shops in Scunthorpe. For example many people would like to see better quality multiple retailers and national chain department stores as well as more clothes shops. In other centres, many people want a better choice of shops.
- 5.7 The Retail Study also identified the capacity for additional convenience goods shopping floorspace (sq. metres net) in Scunthorpe to be 800-1,650 up to 2010 and 1,830-3,670 to 2015 with significant lesser amounts within Brigg, Barton upon Humber, Epworth, Crowle and Kirton in Lindsey. In terms of comparison goods the Retail Study identified an additional capacity for Scunthorpe (sq. metres net) to be 4,300-11,400 up to 2010 and 12,900-28,600 to 2015 with lesser amounts within Brigg and Barton upon Humber.

Policy TC-1 Development in North Lincolnshire's Town Centres and District Centres

Within the defined town centre boundaries of the sub-regional town of Scunthorpe, as shown on the Scunthorpe Town Centre Inset Plan, Shops (A1) uses will be permitted. The following non-shopping uses will also be permitted:

- i) Business (B1) at upper levels
- ii) Residential (C3) at upper levels
- iii) Financial and Professional Services (A2)
- vi) Restaurants and Cafes (A3)
- v) Drinking Establishments (A4)
- vi) Hot Food Takeaways (A5)
- vii) Hotels (C1)
- viii) Non Residential Institutions - Community Facilities (D1) open daily
- ix) Assembly and Leisure Facilities (D2)
- x) Taxi Businesses

Within the defined Primary Shopping Frontages for Scunthorpe Town Centre, as shown on the Scunthorpe Town Centre Inset Plan proposals for non-shopping uses (uses i) to x) of this policy) will be permitted provided that:

- non-shopping uses would not exceed 20% of the total metreage of the defined frontage
- any continuous frontage of non shopping uses would not exceed 18m
- the use maintains the retail appearance of the street and the design of the frontage takes into account the character of adjoining buildings and the town centre as a whole.

Proposals for shops (A1) uses will be permitted within the defined town centre boundaries of the Market Towns of Brigg, Barton Upon Humber, Crowle and Epworth. Proposals for non-shopping uses (uses i) to x) of this policy) will be permitted provided they do not detract from the centre's shopping function. Proposals will be considered having regard to the existing character and function of the shopping street, the contribution which the proposal would make to the vitality and viability of the shopping street and the resulting proportion of non-shopping uses.

Proposals for the development of additional shopping facilities within the District Centres of Kirton in Lindsey, Winterton, Frodingham Road and Ashby High Street, will be permitted provided they are of a size and scale compatible with the retail needs and character of the settlement/area. Development will only be permitted if it is required to meet the needs of the area served by the centre in a sustainable way. It must also be of a scale appropriate to the centre, and that will not adversely impact upon the vitality or viability of other nearby town and district centres. Proposals will be considered having regard to the existing character and function of the shopping street and the resulting proportion of non-shopping uses.

Monitoring

- 5.8 The following indicators and targets will be used to monitor the implementation and effectiveness of the policies contained in this chapter:

Indicators	Targets
Amount of completed retail and leisure development within the town centres and district centres	70% of all new retail and leisure development to take place in the identified town and district centres
Number of vacant units within the town and district centres	Annual decrease in the number of vacant units within the identified town and district centres
Percentage of non-retail commercial uses in Primary Shopping Frontages	Less than 20% of non-retail commercial uses in Primary Shopping Frontages

5.9 A full copy of the Monitoring Framework is available in Appendix 1

Key Documents

- North Lincolnshire Retail Study (England and Lyle), 2005
- National Planning Policy Framework, 2012
- North Lincolnshire Retail Survey and Update, 2012

6 DEVELOPMENT LIMITS

- 6.1 Development limits are used to identify the areas within which development may be appropriate, including infilling, redevelopment and conversion of buildings but they do not necessarily cover all existing developed areas. Development outside development limits is strictly controlled and normally limited to uses, which are suitable for a location in the countryside and have a demonstrable need for such a location. This may include uses that are necessary to sustain the countryside as a varied and productive area, such as some farm diversification schemes.
- 6.2 Development limits for appropriate settlements were set out in the North Lincolnshire Local Plan and have been strongly supported as a key tool in ensuring that future development occurs in sustainable locations. They also ensure that the countryside is protected from inappropriate development and no uncontrolled expansion of settlements will take place.
- 6.3 Since the adoption of the North Lincolnshire Local Plan in May 2003 North Lincolnshire's towns and villages have evolved and it is now considered that the development limits need reassessing to ensure that they are up to date and appropriate. Development limits have now been applied to most of the settlements in North Lincolnshire and the council has reviewed its settlement development limits using the existing development limits of the North Lincolnshire Local Plan as the starting point. As part of the review, suggestions received during the Issues and Options, Pre-Submission Second Stage and Submission Draft consultation stages of this DPD have been considered.
- 6.4 As part of reassessing the extent of development limits it became evident that there has been a number of new housing developments, usually single or small groups of dwellings, that have been developed outside the adopted limit since the Local Plan's adoption. Further investigation has shown that the majority of these developments were approved prior to the Local Plan's adoption but due to the lengthy statutory preparation processes it was not possible to include them in the finalised plan. Development limits have, therefore, been revised to include such developments, subject to compliance with the Adopted Core Strategy Policy CS3 'Development Limits'. This policy sets the new criteria to which development limits will be applied to the Scunthorpe urban area, the Market Towns and Rural Settlements. Rural settlements in the countryside, as defined in the Adopted Core Strategy Settlement Hierarchy do not have a defined development limit. Development limits, for those settlements that have one, are shown on the accompanying Inset Plans for this DPD.
- 6.5 Adopted Core Strategy Policy CS3 is as follows: -

POLICY CS3: DEVELOPMENT LIMITS

Development limits will be applied to the Scunthorpe urban area, the Market Towns and Rural Settlements. They will not be applied to rural settlements in the countryside.

In applying development limits the following considerations will be taken into account:

- **Existing development patterns** - the development limit will be drawn around the main built up area of the settlement. Scattered, sporadic or dispersed development or buildings separated from the main body of the settlement by areas of undeveloped land, roads or industrial areas will not be included. Where possible, limits should follow clearly defined features or constraints such as roads.
- **Capacity** - the ability of the settlement to accommodate future development based on existing and proposed infrastructure, on its access to facilities and services and levels of public transport. This also includes the availability of previously developed land.
- **Existing planning consents/development** - land with planning consent for residential development or community facilities where development has been implemented.
- **Character** - the limit will be drawn to reflect the need to protect and enhance settlement character. This means protecting areas of open space or land with the characteristics of open countryside within and adjacent to settlements by not including them within development limits. Large rear gardens or paddocks stretching well out the villages built form will also be excluded.

Development outside these defined boundaries will be restricted to that which is essential to the functioning of the countryside. This will include uses such as that related to agriculture, forestry or other uses which require a countryside location or that which will contribute to the sustainable development of the tourist industry.

The extent of the development limits will be defined in the Housing and Employment Land Allocations Development Plan Documents and shown on the accompanying Proposals Map and settlement insets.

The identification of a development limit does not imply that all land within it is suitable for new development. Policies in the Core Strategy and saved Local Plan policies will continue to provide protection for important areas that contribute to the character of the settlement.

Monitoring

6.6 The following indicators and targets will be used in the monitoring the implementation and effectiveness of the policies contained in this chapter:

Indicator	Target
No. of dwellings or other developments approved outside development limits where no exceptional circumstances exist	0% of inappropriate housing or other development outside development limits

6.7 A full copy of the Monitoring Framework is available in Appendix 1

Key Documents

- North Lincolnshire Sustainable Settlement Survey (North Lincolnshire Council, 2009)

7 IMPLEMENTATION

- 7.1 Paragraph 9 of the National Planning Policy Framework (NPPF) makes clear that one of the roles that the planning system needs to perform in order to achieve sustainable development is to identify and coordinate development requirements, including the provision of infrastructure. The policies in this chapter seek to deliver infrastructure that will support the Council's strategy for housing, employment and retail growth and to make the most of opportunities to improve infrastructure.
- 7.2 Ensuring that there is sufficient infrastructure to support communities is an essential element of achieving sustainable development. The term infrastructure covers a wide range of facilities and services including schools, medical facilities, roads and other transport facilities, flood defences, open space and utilities. Communities need a combination of all of these types of infrastructure in order to go about their day to day lives. The NPPF provides that Local Plans/LDFs should plan positively for the infrastructure required in the area to meet the objectives, principles and policies of the NPPF and that local planning authorities should work with other authorities and providers to:
- assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
 - take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.
- 7.3 Throughout the preparation of the Adopted Core Strategy and the Housing and Employment Land Allocations DPD the Council has consulted and worked closely with infrastructure and service providers to identify and deliver the infrastructure required to support growth in the area over the plan period. The Council's Infrastructure Delivery Plan (IDP) and associated Infrastructure Delivery Schedule (IDS) was the culmination of this work and identifies specific infrastructure requirements, potential funding sources and suggested phasing of works. A review of the IDS has been produced for this DPD which is included in Appendix 5. The Infrastructure Delivery Schedule sets out the type, location and phasing of the infrastructure required for each proposed development in the plan. It also details those who have responsibility for delivering the infrastructure, potential funding sources and estimated delivery timescales. It is also important that the Council maintains dialogue with infrastructure providers as the position on infrastructure requirements changes over time and as development comes forward.
- 7.4 Each policy includes criteria on the types of infrastructure that may be necessary to make developments acceptable in planning terms. Generally, these are provided as part of a development as a matter of course. But there may be occasions where the Council will require applicants to enter into a planning obligation in order to deliver infrastructure necessary to a development. The policies also sets out the basis on which proposals for new or improved infrastructure or services should come forward.
- 7.5 New development needs to be properly integrated with existing settlements and have adequate infrastructure and services to support itself. Where a new development results in a need for new physical or social infrastructure, it is reasonable to expect the developer to provide, or contribute towards, these facilities so as not to place an undue burden on existing infrastructure.
- 7.6 The policies identify the likely types of infrastructure and services that will commonly be required to support development in the area. This should not be seen as a definitive list and the requirements for sites are likely to vary considerably and will be determine in consultation with infrastructure and service providers, developers and local communities.
- 7.7 Site specific infrastructure requirements arise when there is a direct link between development and supporting infrastructure that is required to make the development happen. It will usually be provided within the development site boundary or exceptionally may be provided in an off-site location or in the last resort by in-lieu contributions.

- 7.8 Planning obligations (S106 Agreements) can be required by a local planning authority in order to make an otherwise unacceptable development proposal acceptable in planning terms, where the use of planning conditions would not suffice. Planning obligations are private agreements negotiated with the developer or landowner, or can also be secured through a unilateral undertaking. Obligations are required to offset the direct physical, social or environmental impacts of development and/or to ensure that the essential needs of new residents/workers resulting from development are catered for.
- 7.9 The mechanisms available to secure the funding of infrastructure where it is not to be delivered directly on the site by developers are Section 106 agreements and potentially a Community Infrastructure Levy. The scope of Section 106 agreements will be limited from Spring 2015 to affordable housing and site specific contributions only, with significant limitation on the pooling of contributions across multiple developments. It will, however still be possible to pool contributions from up to 5 developments for site specific infrastructure.
- 7.10 The 2010 Community Infrastructure Levy (CIL) Regulations placed into law the tests that planning obligations are:
- 7.11 a) Necessary to make the development acceptable in planning terms;
- 7.12 b) Directly related to the development; and
- 7.13 c) Fairly and reasonably related in scale and kind to the development.
- 7.14 Core Strategy Policy CS27 reflects the provisions of the NPPF and the 2010 CIL Regulations by stating that the Council will expect developers to provide for and/or contribute towards the provision of infrastructure needs generated directly by their development where this is necessary to make a scheme acceptable in planning terms.
- 7.15 The Council recognises that on some sites there may be particular site specific circumstances that reduce the economic viability of development. In line with the statutory test, planning obligations towards infrastructure provision will only be sought by the Council in order to make a development acceptable in planning terms and without such provision a development could therefore be deemed unacceptable. In such cases the applicant must provide evidence to demonstrate that the viability of development would be jeopardised by the imposition of a planning obligation, and a robust planning case as to why the development should be permitted even with a reduction in, or absence of, the infrastructure sought by the obligation. The planning obligation will be insisted on where it is necessary to make the development safe to people.
- 7.16 The 2010 CIL Regulations allow local planning authorities to introduce a tariff based approach to funding infrastructure. Under a Community Infrastructure Levy (CIL) charges will be applicable to most forms of development, not just housing, with the level of the charge dependent on the scale and type of development. The CIL differs from planning obligations in that it widens the net for attracting contributions towards infrastructure provision and breaks the direct link between a development and the infrastructure provided. This allows authorities to pool funds and manage their investment in infrastructure strategically, funding a wide range of local and sub-regional infrastructure priorities identified through the infrastructure planning process.
- 7.17 The CIL is not intended to replace mainstream funding programmes for infrastructure but simply to augment available funds to ensure the timely delivery of necessary works. The CIL will provide more certainty to developers, allowing them to calculate the likely charge early in the development process. The Council is currently preparing a CIL Charging Schedule for North Lincolnshire which it intends to adopt as soon as possible.
- 7.18 Prior to the implementation of a CIL Charging Schedule, the Council will continue to use planning obligations, where appropriate, to ensure that developments are supported by adequate infrastructure and services. The Council will also continue to operate commuted sums policies with regards to the provision of open space and schools in connection with new residential development. Once the CIL is in place, the Council will continue to make use of development specific planning obligations to enable specific local consequences of a development to be mitigated where this is considered necessary and appropriate.

Delivery Mechanisms

7.19 In terms of delivery mechanisms, there are a number of ways in which the development and the associated necessary infrastructure identified in the IDS can be delivered:

- Private sector developers/organisations
- North Lincolnshire Council
- National government bodies (Highways England, Environment Agency)
- Third sector organisations (registered providers)

Funding mechanisms

7.20 Key sources of funding for infrastructure identified

- Direct private sector (via developer) capital funding of delivery
- Developer contributions via Section 106 or Community Infrastructure Levy
- North Lincolnshire Council funding/access to funding
- Other public sector funding (via government bodies, or national/regional funding pots via Local Enterprise Partnerships-for example, European Regional Development Funding (ERDF), Regional Growth Fund (RGF), Growing Places Fund, Single Local Growth Fund).

8 APPENDIX 1 - MONITORING FRAMEWORK

- 8.1 Monitoring and review are key aspects of the planning system, with the emphasis on delivering sustainable development. Monitoring and reviewing of the Housing and Employment Land Allocations Development Plan Document will identify the following:
- If the allocations are being developed as intended and contributing to the delivery of the spatial vision and spatial objectives set out in the Core Strategy
 - Whether proposals need adjusting or replacing, because they are not working as intended
 - Whether they need to be changed in the light of changes to national policy.
- 8.2 In accordance with Regulation 48 of the Town and Country Planning Regulations, the Council was required to prepare an Annual Monitoring Report (AMR) to assess the implementation of the Local Development Framework, the extent to which core policies are being achieved and to identify any changes if a policy is not working or targets are not being met.
- 8.3 However, the Localism Act removed this requirement in 2011, giving Local Authorities more flexibility in the way monitoring reports are prepared and when they are published. Councils are still required to monitor the implementation of their Local Development Scheme and to report on the success and effectiveness of LDF policies in the interests of local transparency and accountability. Therefore, it remains important that the Council seeks to integrate the monitoring of the DPDs significant sustainability effects within these wider monitoring arrangements.
- 8.4 The Monitoring Report includes an updated housing trajectory showing housing delivery in terms of net additional dwellings, within the context of past achievement and estimated future performance. As well as linking with spatial objectives and policies, indicators in the Monitoring Report also link to sustainability appraisal objectives in order to identify the significant effects of implementing the policies. The Housing and Employment Land Allocations Development Plan Document has been subject to a sustainability appraisal designed to identify where allocations could have significant effects.
- 8.5 The following table identifies which Housing and Employment Land Allocation Policies will deliver the Core Strategy Policies and the relevant indicators to measure performance. These indicators will be reported in the Council Monitoring Reports each December.

Core Strategy Policy	Core Strategy Indicators	Housing and Employment Land Allocation Policy	Housing and Employment Land Allocations Indicators	Targets	Monitoring Systems*
CS3: Development Limits	Number of Planning applications granted outside of the development limit.		No. of dwellings or other developments approved outside Development Limits when no exceptional circumstances.	0% of inappropriate housing or other development outside development limits.	PA
CS7: Overall Housing Provision	Ensure a five-year supply of deliverable sites is maintained.	SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-8, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-16, SCUH-17, SCUH-18 SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8, SCUH-C9, BARH-1, BARH-2, BARH-3, BRIH-1, BRIH-2, BRIH-3, BRIH-4, BRIH-5, CROH-1, CROH-2, KIRH-1, KIRH-2, KIRH-3 WINH-1, WINH-2, WINH-3, WINH-4	Ensure a five-year supply of deliverable sites is maintained.	North Lincolnshire Council will consistently maintain a five year supply of deliverable sites through the plan period.	SHLAA
	Annual number of net additional homes built to Lifetimes Homes standards (Use Cabe Building for Life Criteria).				
	Percentage of new and converted dwellings on previously developed land.		Percentage of new and converted dwellings on previously developed land.	30% of all new and converted dwellings on previously developed land.	HC
CS8: Spatial Distribution of Housing Sites	Number of net additional dwellings per annum by settlement hierarchy.	SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-8, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-16, SCUH-17, SCUH-18 SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8, SCUH-C9, BARH-1, BARH-2, BARH-3, BRIH-1, BRIH-2, BRIH-3, BRIH-4, BRIH-5, CROH-1, CROH-2, KIRH-1, KIRH-2, KIRH-3 WINH-1, WINH-2, WINH-3, WINH-4	Number of dwellings completed per site.	Scunthorpe Urban Area 82%- 3,892 dwellings to be delivered through the Housing and Employment Land Allocation DPD and 6,000 to be delivered through Lincolnshire Lakes. Area Action Plan Barton upon Humber 6% Brigg 7% Crowle 1.2% Kirtan in Lindsey 1.5% Winterton 2.3%	HC

Core Strategy Policy	Core Strategy Indicators	Housing and Employment Land Allocation Policy	Housing and Employment Land Allocations Indicators	Targets	Monitoring Systems*
CS9: Affordable Housing	Annual Number of affordable homes delivered with North Lincolnshire.	SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-8, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-16, SCUH-17, SCUH-18 SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8, SCUH-C9, BARH-1, BARH-2, BARH-3, BRIH-1, BRIH-2, BRIH-3, BRIH-4, BRIH-5, CROH-1, CROH-2, KIRH-1, KIRH-2 KIRH-3 WINH-1, WINH-2, WINH-3, WINH-4	Number of affordable dwellings completed per site.	2,413 new affordable units to be delivered by 2026.	PA, HC
CS11: Provision and Distribution of Employment Land	Annual amount of employment land by type. Annual amount of floorspace developed for employment by type.	SCUE-1, SCUE-2	Annual amount of employment land developed by type within Scunthorpe.	To deliver 71 hectares of employment land in Scunthorpe by 2026.	ELR, PA, EC
		HUME-1, HUME-1a HUME-2,	Annual amount of employment land developed by type at Humberside Airport.	To deliver 20 29.2 hectares of employment land Humberside Airport by 2026.	ELR, PA, EC
		SANE-1	Annual amount of employment land developed by type at Sandtoft Business Park.	To deliver 58.5 55.3 hectares of employment land at Sandtoft Business Park by 2026.	ELR, PA, EC
		BRIE-1, BARE-1	Annual amount of employment land developed by type within the Market Towns.	To deliver 10 hectares of employment land within the Market Towns by 2026.	ELR, PA, EC
		NEWE-1, EALE-1, EALE-2,	Annual amount of employment land developed in the rest of North Lincolnshire.	To deliver 8.5 hectares of employment land in the rest of North Lincolnshire.	ELR, PA, EC

Core Strategy Policy	Core Strategy Indicators	Housing and Employment Land Allocation Policy	Housing and Employment Land Allocations Indicators	Targets	Monitoring Systems*
CS12:South Humber Bank	<p>Annual amount of employment land developed by type at the South Humber Bank.</p> <p>Annual amount of job created through inward investment at the South Humber Bank location.</p>	SHBE-1	<p>Annual amount of employment land developed by type at the South Humber Bank.</p> <p>Annual amount of job created through inward investment at the South Humber Bank location.</p>	<p>To deliver the South Humber Bank allocation by 2026.</p> <p>To create 4100 new jobs at the South Humber Bank.</p>	ELR, EC, PA, IIE
CS15: Retail Development	Amount of completed retail, office and leisure development within the town centres.	RET- 1 TC1	Amount of completed retail, office and leisure development within the town centres and district centres.	70% of all new retail, office and leisure development to take place in the identified towns and district centres.	PA, EC
	Number of vacant units within the town and district centres.		Number of vacant units within the town and district centres.	Annual decrease in the number of vacant units within the identified towns and district centres.	RS
	Amount of non-retail commercial uses in Primary Shopping Frontages.		% of non-retail commercial uses in Primary Shopping Frontages.	Less than 20% of non-retail commercial uses in Primary Shopping Frontages.	RS

* PA - Planning applications database, SHLAA - Strategic Housing Land Availability Assessment database, HC - Housing completions database, ELR - Employment Land Review, EC - Employment completions database, IIE - Inward investment enquires for this location, RS - Annual Retail Survey update

9 APPENDIX 2: HOUSING DELIVERY FRAMEWORK

H&E	Settlement	Site Location	Greenfield	Brownfield	Site Area (Ha)	Potential Dwelling Capacity	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	Total including completion from previous years	Additional Notes for the inspector regarding SCUH-8 and SCUH-10
SCUH-1	Scunthorpe	Phoenix Parkway Phase 1	1		7.93	246	0	0	0	0	0	0	0	0	0	0	0	60	60	60	60	6	0	0	0	0	0	246	
SCUH-2	Scunthorpe	Phoenix Parkway Phase 2	1		1.87	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	24	26	0	0	70	
SCUH-3	Scunthorpe	Land at the Glebe		1	10.25	302	0	0	0	0	0	0	0	0	0	0	0	50	50	50	50	30	30	30	12	0	0	302	
SCUH-4	Scunthorpe	Land at Capps Coal and Timber Yard		1	1.00	40	0	0	0	0	0	0	0	0	0	0	0	0	20	20	0	0	0	0	0	0	0	40	
SCUH-5	Scunthorpe	Land off Burringham Road		1	2.48	90	0	0	0	0	0	0	0	0	0	0	0	30	30	30	0	0	0	0	0	0	0	90	
SCUH-6	Scunthorpe	Land at Plymouth Road	1		0.40	16	0	0	0	0	0	0	0	0	0	0	6	10	0	0	0	0	0	0	0	0	0	16	
SCUH-7	Scunthorpe	Advance Crosby Scheme Phase 2		1	0.36	25	0	0	0	0	0	0	0	0	0	0	10	15	0	0	0	0	0	0	0	0	0	25	
SCUH-8	Scunthorpe	Land north of Doncaster Road	1		39.96	1264	0	0	0	0	0	0	0	0	0	0	0	50	100	100	125	125	125	125	124	120	120	1114	150 will be delivered after the plan period. The housing delivery on this site is based on two house builder delivering 50-70 per annum.
SCUH-9	Scunthorpe	Land at Church Square		1	12.13	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	50	50	50	50	0	300	
SCUH-10	Scunthorpe	Land south of Ferry Road West	1		33.20	721	0	0	0	0	0	0	0	0	0	0	0	60	60	60	60	60	60	60	60	60	60	600	121 will be delivered after the plan period this based on Persimmon Home being the sole housebuilder on this site
SCUH-11	Scunthorpe	Land at the Council Depot, Station Road		1	1.01	68	0	0	0	0	0	0	0	0	0	0	0	20	20	28	0	0	0	0	0	0	0	68	
SCUH-12	Scunthorpe	Former Carpark, Collum Avenue		1	0.16	14	0	0	0	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	0	0	0	14	
SCUH-13	Scunthorpe	Former Darby Glass offices and Factory, Sunningdale Road		1	1.75	66	0	0	0	0	0	0	0	0	0	0	0	20	20	26	0	0	0	0	0	0	0	66	
SCUH-14	Scunthorpe	Redevelopment of Westcliff Precinct		1	2.30	80	0	0	0	0	0	0	0	0	0	0	10	20	20	20	10	0	0	0	0	0	0	80	
SCUH-15	Scunthorpe	Former Kingsway House		1	0.41	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	6	16	
SCUH-16	Scunthorpe	Land at Ashby Decoy off Burringham Road	1		1.61	71	0	0	0	0	0	0	0	0	0	0	20	20	20	11	0	0	0	0	0	0	0	71	
SCUH-17	Scunthorpe	Former Yorkshire Electricity Depot, Land off Queensway and Dudley Road		1	2.12	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	38	0	0	0	0	0	78	
SCUH-18	Scunthorpe	Land at Burdock Road		1	2.74	99	0	0	0	0	0	0	0	0	0	0	9	30	30	30	0	0	0	0	0	0	0	99	
7/1995/0271	Scunthorpe	West of Hilton Avenue	1		1.02	16	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	16	
PA/2003/0962	Scunthorpe	Lakeside	1		37.91	764	0	0	0	90	83	91	88	76	103	100	100	33	0	0	0	0	0	0	0	0	0	764	
PA/2003/0002	Scunthorpe	Normanby Road West	1		13.21	303	35	64	0	11	15	56	91	27	0	4	0	0	0	0	0	0	0	0	0	0	0	303	
PA/2009/0799	Scunthorpe	Plot 29 Hebden Road		1	0.48	14	0	0	0	0	0	0	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	14	
PA/2011/0846	Scunthorpe	Former Crosby Health Centre, Parkinson Avenue		1	0.15	24	0	0	0	0	0	0	0	0	0	10	14	0	0	0	0	0	0	0	0	0	0	24	
PA/2012/1092	Scunthorpe	Land at former Oakfield Primary School, Morecambe Avenue		1	0.50	20	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	20	
PA/2013/0158	Scunthorpe	2,4,6,8 Old Crosby		1	0.17	16	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	16	

H&E	Settlement	Site Location	Greenfield	Brownfield	Site Area (Ha)	Potential Dwelling Capacity	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	Total including completion from previous years	Additional Notes for the inspector regarding SCUH-8 and SCUH-10
PA/2013/0842	Scunthorpe	Advance Crosby Scheme Phase 1		1	0.36	29	0	0	0	0	0	0	0	0	0	20	9	0	0	0	0	0	0	0	0	0	0	29	
PA/2014/0566	Scunthorpe	Former site of the Poacher 65 Marsden Drive		1	0.18	14	0	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
PA/2014/1061	Scunthorpe	Land at Crowberry Drive	1		0.71	18	0	0	0	0	0	0	0	0	0	10	8	0	0	0	0	0	0	0	0	0	0	18	
Western Urban Extension	Scunthorpe	West of Scunthorpe	1		1000.00	5307	0	0	0	0	0	0	0	0	0	310	310	310	410	422	500	651	697	577	560	560	5307		
SCUH-C1	Scunthorpe	NSD site, Land east of Scotter Road		1	9.38	281	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	40	40	40	40	40	40	281	
SCUH-C2	Scunthorpe	Brumby Resource Centre, East Common Lane		1	3.40	122	0	0	0	0	0	0	0	0	0	0	30	30	30	32	0	0	0	0	0	0	0	122	
SCUH-C3	Scunthorpe	Former Tennis Courts Rowland Road	1		0.64	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	10	26		
SCUH-C4	Scunthorpe	Hartwell Ford Garage, Station Road		1	0.74	33	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10	10	10	0	0	0	33		
SCUH-C5	Scunthorpe	Land at Hebden Road		1	4.08	145	0	0	0	0	0	0	0	0	0	0	0	0	0	30	30	30	30	25	0	0	145		
SCUH-C6	Scunthorpe	Former Scunthorpe Telegraph Office Site , Doncaster Road		1	0.25	67	0	0	0	0	0	0	0	0	0	10	20	20	17	0	0	0	0	0	0	0	67		
SCUH-C7	Scunthorpe	Land at former South Leys School , Enderby Road	1		3.26	120	0	0	0	0	0	0	0	0	0	0	30	30	30	30	0	0	0	0	0	0	120		
SCUH-C8	Scunthorpe	Land at Dartmouth Road	1		2.49	91	0	0	0	0	0	0	0	0	0	0	30	30	31	0	0	0	0	0	0	0	91		
SCUH-C9	Scunthorpe	Land off Queensway and Dudley Road		1	4.08	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	45	0	145		
BARH-1	Barton	Pasture Road South Phase 2	1		8.50	260	0	0	0	0	0	0	0	0	0	0	0	0	30	30	30	30	30	30	40	40	260		
BARH-2	Barton	Pasture Road South Phase 1	1		8.83	227	0	0	0	0	0	0	17	24	30	30	30	30	30	30	30	17	0	0	0	0	268		
BARH-3	Barton	St Mary's Cycle Works, Marsh Lane		1	1.95	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	20	20	23	73		
PA/2003/0063	Barton	Land east of Humber Road		1	0.63	36	0	0	0	7	8	2	1	4	5	5	4	0	0	0	0	0	0	0	0	0	36		
PA/2003/1575	Barton	Land off Waterside Road	1		0.93	43	0	0	3	11	6	3	0	0	5	5	5	5	0	0	0	0	0	0	0	0	43		
PA/2006/1777	Barton	Tofts Road West	1		4.22	159	0	0	0	5	18	17	22	20	20	18	20	10	9	0	0	0	0	0	0	0	159		
PA/2007/1773	Barton	Land to the rear of 13-19 Pasture Road		1	0.35	34	0	0	0	0	0	0	0	0	0	0	5	5	5	5	5	5	4	0	0	0	34		
PA/2010/1046	Barton	Land to the rear of 13 Queen Street	1		0.38	13	0	0	0	0	0	0	0	0	0	7	6	0	0	0	0	0	0	0	0	0	13		
PA/2013/1578	Barton	Land off Mill View		1	0.25	13	0	0	0	0	0	0	0	0	0	10	3	-	0	0	0	0	0	0	0	0	13		
BRIH-1	Brigg	Land north of Atherton Way		1	1.95	72	0	0	0	0	0	0	0	0	0	20	20	22	10	0	0	0	0	0	0	0	72		
BRIH-2	Brigg	Land at Western Avenue	1		5.42	186	0	0	0	0	0	0	0	0	0	0	0	17	20	20	20	3	20	20	30	36	186		
BRIH-3	Brigg	Land at Wrawby Road Phase 2	1		11.53	333	0	0	0	0	0	0	0	0	0	0	30	30	30	30	30	30	33	40	40	40	333		
BRIH-4	Brigg	Land at Wrawby Road Phase 1	1		4.29	152	0	0	0	0	0	0	0	0	0	0	12	20	20	20	20	20	20	20	20	0	152		
BRIH-5	Brigg	Ancholme Park	1		2.20	81	0	0	0	0	0	0	0	0	0	0	10	10	10	10	10	10	10	11	0	0	81		
PA/2004/0692	Brigg	Silversides Lane		1	1.48	44	0	0	0	0	0	0	0	0	0	20	24	0	0	0	0	0	0	0	0	0	44		
PA/2008/0338	Brigg	Island Carr		1	5.97	60	0	0	0	0	0	0	0	0	0	0	20	20	20	0	0	0	0	0	0	0	60		
PA/2008/0385	Brigg	Former Brigg Primary School, Glebe Road		1	1.05	47	0	0	0	0	11	18	12	5	1	0	0	0	0	0	0	0	0	0	0	0	47		


H&E	Settlement	Site Location	Greenfield	Brownfield	Site Area (Ha)	Potential Dwelling Capacity	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	Total including completion from previous years	Additional Notes for the inspector regarding SCUH-8 and SCUH-10
PA/2011/0362	Brigg	Land off, Engine Street		1	0.17	10	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	10	
PA/2013/0092	Brigg	Former Ancholme Pub, Grammar School Road		1	0.43	21	0	0	0	0	0	0	0	0	0	11	10	0	0	0	0	0	0	0	0	0	0	21	
CROH-1	Crowle	Land to the east of Fieldside		1	2.34	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	12	12	12	12	14	86	
CROH-2	Crowle	Site north of Godnow Road		1	1.32	51	0	0	0	0	0	0	0	0	0	0	16	15	15	5	0	0	0	0	0	0	0	51	
KIRH-1	Kirton in Lindsey	Land west of Station Road	1		2.75	100	0	0	0	0	0	0	0	0	0	0	0	0	8	13	13	13	13	13	13	14	100		
KIRH-2	Kirton in Lindsey	Land at Beechcroft	1		2.49	60	0	0	0	0	0	0	0	0	0	0	15	15	15	15	0	0	0	0	0	0	0	60	
KIRH-3	Kirton in Lindsey	Land at Former RAF		1	14.26	300	0	0	0	0	0	0	0	0	0	60	60	60	60	60	0	0	0	0	0	0	0	300	
PA/1999/0920	Kirton in Lindsey	North of Spa Hill	1		6.52	130	15	26	0	5	0	39	11	10	1	5	5	5	5	3	0	0	0	0	0	0	0	130	
WINH-1	Winterton	Land at Mill House Lane	1		0.45	11	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	11	
WINH-2	Winterton	Land off Coates Avenue	1		1.65	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	20	20	7	0	0	0	62	
WINH-3	Winterton	Land at Top Road	1		2.90	105	0	0	0	0	0	0	0	0	0	0	20	20	20	20	15	10	0	0	0	0	0	105	
WINH-4	Winterton	Land off Northland Road Winterton	1		1.79	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	20	20	53		
PA/2008/0364	Winterton	Land at and to the rear of, 59 West Street	1		0.26	14	0	0	0	0	0	0	0	0	0	5	9	0	0	0	0	0	0	0	0	0	0	14	
PA/2014/0249	Winterton	Land rear Burgon Crescent	1		0.28	10	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	10	


10 APPENDIX 3 - ACCESSIBILITY CRITERIA

- 10.1 Accession modelling software has been used to consider and quantify the accessibility of proposed housing and employment sites via public transport to help identify sites to be allocated in the Housing and Employment Allocation DPD. The criteria used identifies how accessible potential housing and employment sites are to local services by using public transport systems.
- 10.2 Each site will be accessed according to the criteria set out below and given either a positive or negative score. Where a site attains 5 or more positives (always including a positive score for proximity to key bus/ rail network) it is concluded that any future development of this site would be easily accessible to services and the wider population by public transport. If the site scores five or more negatives the reverse is true and the future development of the site would be considered unsuitable in accessibility terms.

Scunthorpe and Botesford Urban Area


1. Walking distance to bus stop or train station.

 **Positive:** Up to 400m to bus stop or train station (less than 5 mins walk/¼ mile).

 **Negative:** More than 400m to bus stop or train station (less than 5 mins walk/¼ mile).

Source: RSS Table 16.9 Accessibility: Access from housing - 5 mins walk to bus stop. Local Development Framework Monitoring: Good Practice Guide ODPM - 400m or 5 minutes walk to bus stop on frequent service.


2. Walking distance to a primary school or public transport travel time.


 **Positive:** Up to 800m (up to a 10 mins walk/½ mile) or 20 mins public transport time (includes walking to bus stop).

 **Negative:** More than 800m (up to a 10 mins walk/½ mile) or 20 mins public transport time (includes walking to bus stop).

Source: Local Development Framework Monitoring: Good Practice Guide ODPM - 400m or 5 mins walk to bus stop on frequent service.


3. Walking distance to secondary school or public transport travel time.

 **Positive:** Up to 1,600m (20mins walk or 1 mile) or 40 mins public transport time (including walking) - route must have a 15 mins service frequency between 7am to 10am on Tuesday.

 **Negative:** More than 1,600m (20mins walk or 1 mile) or 40 mins public transport time (including Walking) - route must have a 15 mins service frequency between 7am to 10am on Tuesday.

Source: RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.


4. Walking distance to local services (corner shops, mini-markets, general store and supermarket).


 **Positive:** Up to 800m (up to a 10 mins walk/½ mile).

 **Negative:** More than 800m (up to a 10 mins walk/½ mile).

Source: Based on LDF Monitoring: Good Practice Guide ODPM and RSS. Assume average walking speed of 3 miles per hour. Taken into account that shopping may be carried.


5. Walking distance to GPs or public transport travel time.


 **Positive:** Up to 800m (up to a 10 mins walk/½ mile) or 20 mins public transport time (includes walking to bus stop).

 **Negative:** More than 800m (up to a 10 mins walk/½ mile) or 20 mins public transport time (includes walking to bus stop).

Source: Based on LDF Monitoring: Good Practice Guide ODPM and RSS. Assume average walking speed of 3 miles per hour.


6. Walking distance to nearest leisure facilities or public transport travel time.


 **Positive:** Up to 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking).

 **Negative:** More than 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking).

Source: RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.

7. Walking distance to nearest retail centre or public transport travel time.


 **Positive:** Up to 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking).


 **Negative:** More than 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking).

Source: RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.

Scunthorpe and Bottesford Urban Area


8. Walking distance to nearest hospital or public transport travel time.


 **Positive:** Up to 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking) - route must have a 15 mins service frequency between 9 am to 5pm on Tuesday.

 **Negative:** More than 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking) - route must have a 15 mins service frequency between 9 am to 5pm on Tuesday.

Source: RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.

9. Walking distance to nearest major area of employment or public transport travel time.


 **Positive:** Up to 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking) - route must have a 15 mins service frequency between 7am to 10am on Tuesday.


 **Negative:** More than 400m (5min walk or ¼ mile) or 30 mins public transport time (including walking) - route must have a 15 mins service frequency between 7am to 10am on Tuesday.

Source: RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.

Market Towns (Barton upon Humber, Brigg, Crowle, Epworth, Winterton and Kirton in Lindsey)


1. Walking distance to bus stop or train station.


 **Positive:** Up to 400m to bus stop or train station (less than 5 mins walk/¼ mile).

 **Negative:** More than 400m to bus stop or train station (less than 5 mins walk/¼ mile).

Source: RSS table 16.9 Accessibility: Access from housing - 5 mins walk to bus stop. Local Development Framework Monitoring: Good Practice Guide ODPM - 400m or 5 minutes walk to bus stop on frequent service.


2. Walking distance to a primary school or public transport travel time.


 **Positive:** Up to 800m (up to a 10 mins walk/½ mile) or 20 mins public transport time (includes walking to bus stop).

 **Negative:** More than 800m (up to a 10 mins walk/½ mile) or 20 mins public transport time (includes walking to bus stop).

Source: Local Development Framework Monitoring: Good Practice Guide ODPM - 400m or 5 minutes walk to bus stop on frequent service.


3. Walking distance to secondary school or public transport travel time.


 **Positive:** Up to 1,600m (20mins walk or 1 mile) or 60 mins public transport time (including walking) - route must have a 15 mins service frequency between 7am to 10am on Tuesday.

 **Negative:** More than 1,600m (20mins walk or 1 mile) or 60 mins public transport time (including walking) - route must have a 15 mins service frequency between 7am to 10am on Tuesday.

Source: RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.


4. Walking distance to local services (corner shops, mini-markets, general store and supermarket) or 30min public transport time.

 **Positive:** Up to 800m (up to a 10 mins walk/½ mile) or 30 mins public transport time (includes walking to bus stop).

 **Negative:** More than 800m (up to a 10 mins walk/½ mile) or 30 mins public transport time (includes walking to bus stop).

Source: Based on LDF Monitoring: Good Practice Guide ODPM and RSS. Assume average walking speed of 3 miles per hour. Taken into account that shopping may be carried.

5. Walking distance to GPs or public transport travel time.


 **Positive:** Up to 800m (up to a 10 mins walk/½ mile) or 30 mins public transport time (includes walking to bus stop).

 **Negative:** More than 800m (up to a 10 mins walk/½ mile) or 30 mins public transport time (includes walking to bus stop).

Source: Based on LDF Monitoring: Good Practice Guide ODPM and RSS. Assume average walking speed of 3 miles per hour.

6. Walking distance to nearest leisure facilities or public transport travel time.


 **Positive:** Up to 800m (10 mins walk or ½ mile) or 40 mins public transport time (including Walking).

 **Negative:** More than 800m (10 mins walk or ½ mile) or 40mins public transport time (including Walking).

Source: RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.

7. Walking distance to nearest retail centre or public transport travel time.


 **Positive:** Up to 800m (10 mins walk or ½ mile) or 40 mins public transport time (including walking).

 **Negative:** More than 800m (10 mins walk or ½ mile) or 40mins public transport time (including walking).

Source: RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.


Market Towns (Barton upon Humber, Brigg, Crowle, Epworth, Winterton and Kirton in Lindsey)**8. Walking distance to nearest hospital or public transport travel time.**


 **Positive:** Up to 800m (10 mins walk or ½ mile) or 60 mins public transport time (including walking) - route must have a 30 mins service frequency between 9 am to 5pm on Tuesday.

 **Negative:** More than 800m (10 min walk or ½ mile) or 60 mins public transport time (including walking) - route must have a 30 mins service frequency between 9 am to 5pm on Tuesday.

Source: RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.

9. Walking distance to nearest major area of employment or public transport travel time.

 **Positive:** Up to 800m (10 mins walk or ½ mile) or 30 mins public transport time (including Walking) - route must have a 30 mins service frequency between 9 am to 5pm on Tuesday.

 **Negative:** More than 800m (10 mins walk or ½ mile) or 30 mins public transport time (including Walking) - route must have a 30 mins service frequency between 9am to 5pm on Tuesday.

Source: RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.

11 APPENDIX 4 - SUPERCEDED POLICIES

Introduction

11.1 As part of the process of preparing the Housing & Employment Land Allocations Development Plan Document, there is a requirement to show clearly those policies in existing plans which will be replaced. This document sets this out clearly.

Housing

North Lincolnshire Local Plan Policy	Replacement Housing & Employment Land Allocations DPD Policies
H2: Proposed Housing Sites	Policy H1: Phasing of Housing Land and new housing allocations.
H2-1: Plymouth Road, Scunthorpe	SCUH-6: Land at Plymouth Road.
H2-2: Ashby South Grange, Scunthorpe	Site now developed.
H2-3: Lakeside, Scunthorpe	PA/2003/0962: Lakeside (Committed Housing Site – HEDPD) .
H2-4: Normanby Road West, Scunthorpe	PA/2003/0002: Normanby Road West (Committed Housing Site - HEDPD).
H2-5: Parkinson Avenue, Scunthorpe	Site now developed.
H2-6: Plumtree Way, Scunthorpe	Site now developed.
H2-7: Railway Sidings, Station Road, Scunthorpe	Site de-allocated.
H2-8: Brumby Hospital, Scunthorpe	SCUH-C3 – Brumby Resource Centre.
H2-9: Ashby Junior School, Scunthorpe	Part of the site has housing. The site has also had a change of use (PA/2001/1516) The Great Oaks Mental Health Unit.
H2-10: Land North of Doncaster Road, Scunthorpe	SCUH-8: Land North of Doncaster Road.
H2-11: Cambridge Avenue/Chancel Road, Scunthorpe	Site now developed.
H2-12: North of Station Road, Scunthorpe	SCUH-18: Hartwell Ford Car Garage, Station Road.
H2-13: Exeter Road, Scunthorpe	Site de-allocated. Subject to proposal for over 55s accommodation.
H2-14: Priory Lane, Scunthorpe	Site now developed.
H2-15: Church Lane Post Office, Scunthorpe	Site de-allocated.
H2-16: Deyne Avenue, Scunthorpe	Site de-allocated.
H2-17: St Mary’s Cycle Works, Barton upon Humber	BARH-3: St Mary’s Cycle Work.
H2-18: Ferriby Road/Westfield Road, Barton upon Humber	Site now developed.
H2-19: Pasture Road South, Barton upon Humber	BARH-2: Land at Pasture Road South Phase 1.
H2-20: Tofts Road West, Barton upon Humber	PA/2006/1777: Tofts Road West (Committed Housing Site - HEDPD).
H2-21: Butts Road (Atlas Works Site) , Barton upon Humber	Site de-allocated.
H2-22: Far Ings Road, Barton upon Humber	PA/2003/1575: Far Ings Road (Committed Housing Site - HEDPD).
H2-23: West Acridge/Dam Road, Barton upon Humber	Site now developed.
H2-24: Land East of Maltkin Road, Barton upon Humber	Site de-allocated.
H2-25: Ancholme Park, Brigg	Policy BRIH-5: Ancholme Park.
H2-26: North of Bridge Street, Brigg	Site de-allocated.
H2-27: Redcombe Lane, Brigg	Site now developed.
H2-28: Yarborough House, Brigg	Site now developed.
H2-29: Western Avenue, Brigg	Policy BRIH-2: Western Avenue.

North Lincolnshire Local Plan Policy	Replacement Housing & Employment Land Allocations DPD Policies
H2-30: Island Carr North (Mixed Use Site – MX1-12, with residential at upper floors only) , Brigg	PA/2008/0338 Outline planning permission to erect 60 dwellings.
H2-31: Bigby Street, Brigg	Site now developed.
H2-32: Silversides, Brigg	PA/2004/0962: Silversides (Committed Housing Site - HEDPD).
H2-33: South of High Street, Broughton	Site de-allocated. Not yet developed. Considered to be a windfall site.
H2-34: South of Field Road, Crowle	PA/2002/1327: South of Field Road (Committed Housing Site – HEDPD).
H2-35: North of Station Road, Keadby	Site now developed.
H2-36: East of Richdale Avenue, Kirton in Lindsey	Site now developed.
CH1: St David’s Crescent/West View, Scunthorpe	Site now developed.
CH2: Ashby South Grange, Scunthorpe	Site now developed.
CH3: Ferry Road West, Scunthorpe	Site now developed.
CH4: West of Hilton Avenue, Scunthorpe	7/1995/0271: West of Hilton Avenue (Committed Housing Site – HEDPD).
CH5: East of Waterside Road, Barton upon Humber	Site now developed.
CH6: West of Marsh Lane, Barton upon Humber	Site now developed.
CH7: Maltkin Road/Waterside Road, Barton upon Humber	Site now developed.
CH8: West of Beck Lane, Barrow upon Humber	Site now developed.
CH9: Isle Close, Crowle	Site now developed.
CH10: Mulberry Drive, Crowle	Site now developed.
CH11: West of Battle Green, Epworth	Partly developed PA/2007/1970 :40 dwellings West of Battle Green (Committed site).
CH12: South of Battle Green, Epworth	Site now developed.
CH13: North of Spa Hill, Kirton in Lindsey	PA/1999/0920: Spa Hill (Committed Housing Site - HEDPD).
CH14: West of The Meadows, Messingham	Site now developed.
CH15: West of North Street, Winterton	Site now developed.
CH16: North of Victoria Street, Barnetby le Wold	Site now developed.
CH17: North of Holme Drive, Burton upon Stather	Site now developed.
CH18: Land south of Howe Lane, Goxhill	Site now developed.
CH19: South of Hopfield, Hibaldstow	Site now developed.
CH20: South of Bakersfield, Wrawby	Site now developed.
H4: Phased Housing Sites	Policy H1: Phasing of Housing Land.

Employment

North Lincolnshire Local Plan Policy	Replacement Housing & Employment Land Allocations DPD Policies
IN1: Industrial Development Location & Uses	Revised Employment Allocations.
IN1-1/CIN-1: South Humber Bank	Policy SHBE-1: South Humber Bank.
IN1-2: North Killingholme Airfield	Policy NKA-E-1: North Killingholme Airfield.
IN1-3: Normanby Enterprise Park, Scunthorpe	Policy SCUE-1: Normanby Enterprise Park.
IN1-4: Normanby Road, Scunthorpe	Site de-allocated. Part of established employment area.
IN1-5: Railway Land South of Trent Remine, Scunthorpe	Site de-allocated. Part of established employment area.
IN1-6: Trent Remine, Scunthorpe	Site de-allocated. Part of established employment area.
IN1-7: Dawes Lane, Scunthorpe	Site de-allocated. Part of established employment area.
IN1-8: Orbital Park, Scunthorpe	Site now developed.

North Lincolnshire Local Plan Policy	Replacement Housing & Employment Land Allocations DPD Policies
IN1-9: Former British Sugar Site, Brigg	Policy BRIE-1: Former Brigg Sugar.
IN1-10: West of Falkland Way, Barton upon Humber	Site de-allocated. Now proposed for housing under policy BARH-1.
IN1-11/CIN6: Humber Bridge Industrial Estate, Barton	Policy BARE-1: Humber Bridge Industrial Estate.
IN1-12/CIN9: Humberside International Airport	Policy HUME-1: Policy HUME-2.
IN1-13: Sandtoft Airfield	Policy SANE-1: Sandtoft Business Park.
IN1-14: South of Railway, Ealand	Policy EALE-2: Land South of Railway, Ealand.
IN1-15: South of Railway, Station Road, Kirton in Lindsey	Site de-allocated. Part of established employment area.
IN1-16: Redbourne Road, Kirton in Lindsey	Site now developed.
IN1-17: Station Yard, Station Road, Barnetby	Site de-allocated and reduced in extent by development limit amendment.
IN1-18: Beck Lane, Barrow upon Humber	Site de-allocated and reduced in extent by development limit amendment.
IN1-19: Soff Lane, Goxhill	Site de-allocated. Part of established employment area.
IN1-20: Railway Station, Ulceby Skitter	Site de-allocated. Part of established employment area.
IN1-21: South of Railway, Keadby.	Site de-allocated.
CIN2: Sawcliffe Industry Park, Scunthorpe	Site de-allocated. Part of established employment area.
CIN3: Kingsway Business Park, Scunthorpe	Site de-allocated. Part of established employment area.
CIN4: South Park Industrial Estate, Scunthorpe	Site de-allocated. Part of established employment area.
CIN5: Hebden Road Industrial Estate, Scunthorpe	Site de-allocated. Part of established employment area.
CIN7: Humber Road, Barton upon Humber	Site de-allocated. Part of established employment area. Partially developed for housing.
CIN8: Ancholme Business Park	Site de-allocated. Part of established employment area.
CIN10: Flixborough Industrial Estate	Site de-allocated. Part of established employment area.
CIN11: Elsham Wold Industrial Estate	Site de-allocated. Part of established employment area.
CIN12: New Holland Industrial Estate	Policy NEWE-1: New Holland Industrial Estate
CIN13: Station Road, Hibaldstow	Site de-allocated. Part of established employment area.
CIN14: North of Railway, Station Road, Kirton in Lindsey	Site de-allocated. Part of established employment area.
CIN15: Roxby Road Industrial Estate, Winterton	Site de-allocated. Part of established employment area.
CIN16: Spen Lane, North of Railway, Ealand	Policy EALE-1: Spen Lane, Ealand.
IN4: Estuary Related Development – South Humber Bank, Land Between South Killingholme Haven and East Halton Skitter	Policy SHBE-1: South Humber Bank.
IN4A: Port Related Development – ABP	Policy SHBE-1: South Humber Bank.
IN5: Estuary Related Development – South Humber Bank, Land Between Chase Hill Road and East Halton Skitter	Policy SHBE-1: South Humber Bank.
IN7: North Killingholme Airfield	Policy NKAE-1: North Killingholme Airfield.
IN8: Former British Sugar Site, Scawby Road, Scawby Brook, Brigg	Policy BRIE-1: Former Brigg Sugar.
IN9: Humberside International Airport	Policy HUME-1: Humberside International Airport.

Town Centres & Shopping

North Lincolnshire Local Plan Policy	Replacement Housing & Employment Land Allocations DPD Policies
S1: Scunthorpe Town Centre – New Retail & Leisure Development	Policy TC1: Development in North Lincolnshire's Town Centres and District Centres.
S2: Development in Scunthorpe Town Centre	Policy TC1: Development in North Lincolnshire's Town Centres and District Centres.
S3: Development in Brigg Town Centre	Policy TC1: Development in North Lincolnshire's Town Centres and District Centres.

North Lincolnshire Local Plan Policy	Replacement Housing & Employment Land Allocations DPD Policies
S4: Development in Barton upon Humber Town Centre	Policy TC1: Development in North Lincolnshire's Town Centres and District Centres.
S5: Development in Crowle, Epworth, Kirton in Lindsey, Frodingham Road and Ashby High Street District Shopping Centres	Policy TC1: Development in North Lincolnshire's Town Centres and District Centres.

Mixed Use Development

North Lincolnshire Local Plan Policy	Replacement Housing & Employment Land Allocations DPD Policies
MX1-2: East of Brigg Road	Site now developed.
MX1-4: Oswald Road/Dunstall Street	Site de-allocated. Not yet developed. Considered to be a windfall site.
MX1-5: Former Model Traffic Area	Site now developed.
MX1-6: Glebe Road	Site now developed.
MX1-7: Glebe Pit	Policy SCUH-3: Glebe Pit.
MX1-8: Ferriby Road, Barton upon Humber	Site now developed.

Development Limits

North Lincolnshire Local Plan Policy	Replacement Housing & Employment Land Allocations DPD Policies
All development limits	Amended development limits.

12 INFRASTRUCTURE DELIVERY SCHEDULE – UPDATED (JANUARY 2015)

INTRODUCTION

- 12.1 It is recognised that to create sustainable communities providing housing and employment opportunities alone is not sufficient. There is a need to provide the necessary supporting ‘infrastructure’ including utility services, transport, schools, health, leisure services and energy. These services are provided by a range of organisations, but there is a need to integrate this provision to meet the needs of existing communities, and those of the future.
- 12.2 An integrated approach to infrastructure provision is essential for North Lincolnshire and its partners to fulfil their place shaping role. The LDF Core Strategy document sets out a number of strategic infrastructure and investment proposals, particularly in relation to transport. However, the Housing & Employment Land Allocations Development Plan Document (HELADPD) provides a greater level of detail as to where new growth is going to take place. The current planned investment in infrastructure around North Lincolnshire, and gaps in provision, has been assessed which will need to be provided over the LDF plan period and beyond. It is important to note that gaps in infrastructure will not always be met by the local authority. Many organisations, both public and private, are involved in infrastructure delivery. The aim of the LDF in this context is to attempt to bring these strands together, to co-ordinate investment, as far as possible, in land use terms. Equally it should not be assumed that landowners and developers will always be able to fill these gaps as part of new developments, although they should contribute to wider infrastructure investments where justified and be related in scale and kind to the development.
- 12.3 The council’s Infrastructure Delivery Plan provides detailed information on planned infrastructure investment and where gaps exist. The study has demonstrated that there is a ‘reasonable prospect’ of infrastructure being provided across the area, and that planned growth can be accommodated and delivered. The main conclusion from the council’s Infrastructure Delivery Plan is that, given the level of existing infrastructure in North Lincolnshire and plans for future infrastructure delivery, the development strategy set out by the Council is generally deliverable. However there are some risks and further work is required in some areas to refine the details of the timing, phasing and funding of infrastructure and delivery of development. The North Lincolnshire Infrastructure Delivery Plan provides an overall review of the infrastructure capacity and needs of the area and thus constitutes a key part of the overall infrastructure plan that underpins the delivery of the LDF strategy. As part of the ongoing development of LDF, the matter of infrastructure provision has been kept under constant review. This updated Infrastructure Delivery Schedule has been prepared to support the HELADPD. A full review of the Infrastructure Delivery Plan and this schedule will take place as part of the Community Infrastructure Levy process.
- 12.4 The council will prepare a Community Infrastructure Levy as appropriate, which will set out the type and scope of developer contributions required as part of new developments. It will include the intended methods for securing such contributions and how financial payments will be agreed. Where the need for new infrastructure can be evidenced and are reasonably related to new development the council will also seek developer contributions through individual planning applications secured through legal agreements. Together with the infrastructure requirements set out in the Core Strategy, settlement infrastructure requirements, and site specific information, this will provide the context and basis for helping meeting identified gaps in infrastructure provision. This will include the intended methods of achieving the necessary funding, and where appropriate the financial procedures that will be employed to calculate the scale and timing of contributions. It will, for example, indicate the mechanism of determining appropriate scales of contribution from different developments where some or all of the funding will be derived from developer contributions. It will also allow for the consideration of an up to date viability assessment in the calculation of contributions to be derived from the developer towards infrastructure at the time of a proposal coming forward.
- 12.5 The Infrastructure Delivery Schedule set out in the tables below provides an indicative framework for delivering the policies and associated infrastructure. The schedule identifies what will be required, where, specific requirements, the lead organisation, the possible costs and funding sources. A greater level of detail will be set out in the Core Strategies supporting Infrastructure Delivery Plan.

CRITICAL INFRASTRUCTURE - 2014 - 2026

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
Scunthorpe											
1	Transport	Scunthorpe	2014 -2016	Berkeley Circle Highway Improvement, Scunthorpe – Improvements to a key junction forming the western approach to Scunthorpe, to reduce the existing congestion and increase capacity to accommodate the Lincolnshire Lakes sustainable village concept and a series of planned housing, commercial and leisure developments. Currently Berkeley Circle consists of a 5 way roundabout. The final improvement scheme consists of two main elements: 1. Divert Kingsway across to Doncaster Road to form a single approach into Berkeley Circle. 2. Remove the roundabout at Berkeley Circle and replace it with a four-arm signalised crossroads. The improvement to Berkeley Circle will enable 500 homes to be developed within the Lincolnshire Lakes area before the new junctions on the de-trunked M181 have been completed.	North Lincolnshire Council	Phase 1	Essential	£5,244,000	Greater Lincolnshire Single Local Growth Fund £2.9m. Retail development on A18 £300,000 for improvements to Berkeley Circle secured. Public Sector £500,000 Private Sector Match Funding required £1,544,000	Core Strategy CS1, CS2, CS7 and CS8 Housing & Employment Land Allocations DPD SCUH-8	Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3, developer contributions and future public funding sources.
2	Transport	Scunthorpe	2014 -2024	Ashbyville Roundabout Highway Improvements include new dedicated slip lane between Parkway and Queensway. Priority Left Lane linking Brigg Road and A18.	North Lincolnshire Council / Private Sector	Phases 1 and 2	Non Essential	£500,000 includes diversion of utility services.	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8, CS25 and CS26 Housing & Employment Land Allocations DPD SCUH-17, SCUH-C9, SCUE-2 and PA/2003/0962	Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3, developer contributions and future public funding sources.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
3	Transport	Scunthorpe	2014 -2026	Creation of new cycle routes and pedestrian provision within each site and improvement / connectivity to the existing local network.	Site developer in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Essential	No costs are currently available.	Private Sector through developer contributions (s106)	Core Strategy CS1, CS2, CS23, CS25 and CS26 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8, SCUH-C9, SCUE-1 and SCUE-2	Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3, developer contributions and future public funding sources.
4	Transport	Scunthorpe	2019 -2026	Signalised Junction on Dudley Road / Queensway and localised improvements to Dudley Road	North Lincolnshire	Phase 2	Essential	£165,000	Private Sector through developer contributions (s106)	Core Strategy CS1, CS2, CS23, CS25 and CS26 Housing & Employment Land Allocations DPD SCUH-17 and SCUH-C9	Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3, developer contributions and future public funding sources.
5	Transport	Scunthorpe	2019 -2026	Transport infrastructure improvements as part of the Scunthorpe Town Centre re-development, incorporating the Humber University Technical College are required. The following improvement will be required to deliver the residential development within the draft master plan: Junction improvement to Station Road / Carlton Street Junction improvement to Station Road/ Brigg Road Junction improvements to Carlton Street / Lindum Street Junction improvements to Winterton Road / Home Street Junction improvements to Brigg Road, Winterton Road and Glebe Road (a contribution from SCUH-3 will be required for this improvement) New Zebra crossing required at Carlton Street	North Lincolnshire Council	Phase 2	Essential	£5,000,000	Greater Lincolnshire Single Local Growth Fund £4m, Private Sector through developer contributions (s106)	Core Strategy CS1, CS2, CS11, CS14 and CS15 Housing & Employment Land Allocations DPD SCUH-3 and SCUH-9	Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3, developer contributions and future public funding sources.
6	Transport	Scunthorpe	2014 -2024	Junction improvements to A1077 / Ferry Road West to provide a signalised junction	North Lincolnshire Council (NLC)	Phases 1 and 2	Essential	£300,000	Private Sector through developer contributions (s106)	Core Strategy CS1 and CS25 Housing & Employment Land Allocations DPD SCUH-8 and SCUH-10	Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3, developer contributions and future public funding sources.
7	Transport	Scunthorpe	2014 -2019	New roundabout on the A1077 to access SCUH-8 and SCUH-10	North Lincolnshire Council / Private Sector	Phase 1	Essential	£1,000,000	Private Sector through developer contributions (s106)	Core Strategy CS1 and CS25 Housing & Employment Land Allocations DPD SCUH-8 and SCUH-10	Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3, developer contributions and future public funding sources.
8	Education: Nurseries	Scunthorpe	2014 -2026	8 new nurseries in Scunthorpe.	Private Sector	Phases 1, 2 and 3	Non Essential	To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector, along with support from Sure Start (channelled by North Lincolnshire Council)	Core Strategy CS1, CS7, CS8, CS9, CS10 and CS22 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9	The council will work closely with developers and nursery providers to ensure that provision standards are maintained through alternative sources of funding and / or developer contributions.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
9	Education: Primary Schools	Scunthorpe	2014 - 2026	4 new primary schools within Scunthorpe which includes the following: 1 x 210 place primary school (Planning permission received as part of Doncaster Road development (SCUH-8)). 1 x 420 place primary school 1 x 315 place primary school 1 x 420 place primary school	North Lincolnshire Council Local Education Authority (LEA)	Phases 1, 2 and 3	Essential	£23,400,000	Through developer contributions (subject to viability)	Core Strategy CS1, CS13 and CS22 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9	The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding (e.g. Priority Schools Programme) and / or developer contributions.
10	Education: Secondary Schools	Scunthorpe,	2014 - 2026	1 new secondary school within Scunthorpe	North Lincolnshire Council Local Education Authority	Phases 1, 2 and 3	Essential	£6,009,120	Through developer contributions (subject to viability) supplemented by Building Schools for Future Programme and Priority Schools Programme	Core Strategy: CS1, CS13 and CS22 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9	The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding (e.g. Priority Schools Programme) and / or developer contributions.
11	Education: Special Schools	Scunthorpe	2014 - 2026	Expansion of the two existing special schools in Scunthorpe	North Lincolnshire Council Local Education Authority, Specialist Schools Trust	Phases 1, 2 and 3	Essential	£5,000,000(Assumed the same cost as secondary schools, per pupil)	Specialist Schools Trust, supplemented with developer contributions (subject to viability) and DCSF grants for specialist schools	Core Strategy: CS1, CS13 and CS22 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9	In the long term the council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and / or developer contributions.
12	Education: Further and Higher Education	Scunthorpe	2014 - 2026	The development of a new integrated facility for Further and Higher Education: A Knowledge Campus to create a location with a reputation for learning, enterprise and creativity. The Humber University Technical College (UTC) will be developed in Scunthorpe town centre and will specialise developing skills required for careers in engineering and renewable energy sectors. It is scheduled to open in autumn 2015.	North Lincolnshire Council, Local Further Education Colleges Key Regional Universities Private Sector.	Phases 1, 2 and 3	Essential	As the Knowledge Campus is in early development stage, it has not been possible to ascertain costs for these facilities. The UTC is expected cost around £11,000,000. This scheme will not require developer contributions from site allocations.	Higher Education Funding Council for England LEA LSC Campus partners UTC Academy Trust	Core Strategy CS1,CS4, CS13,CS14 and CS22 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8, SCUH-C9 and TC1	When necessary the council will work closely with developers, Higher Education Funding Council, LSC and LEA to deliver improvements to existing facilities through alternative sources of funding and / or developer contributions if applicable.
13	Health: GP and Dental Services	Scunthorpe	2014 - 2026	A total of 5 new GP surgeries and 3 new dental surgeries will be required in North Lincolnshire. All of the dental surgeries will be needed in Scunthorpe. Three large GP surgeries will also be required in Scunthorpe (including at least 1 at Lincolnshire Lakes during the plan period). Fourteen new GPs will be required in Scunthorpe, Seven new dentists will be required in Scunthorpe.	North Lincolnshire Council NHS North Lincolnshire Clinical Commissioning Group (CCG) North Yorkshire & Humber Area Team (NHS)	Phases 1, 2 and 3	Essential	To be delivered by CCG and the Private Sector; therefore no costs have been appraised.	Through developer contributions (subject to viability) and mainstream health services funding.	Core Strategy CS1 andCS24 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9	Where necessary the council will work in partnerships with CCG to improve existing facilities and provide Integrated Health and Social Care Centres through alternative sources of funding and / or developer contributions.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
14	Health: Pharmacies and Optician Services	Scunthorpe	2014 - 2026	<p>Across North Lincolnshire, 4 new pharmacies and 3 new opticians will be required. The majority of the demand for these new services will be in Scunthorpe. The level of demand in other areas may only be enough to justify improvements to existing services.</p> <p>North Lincolnshire Council will work in partnership with the Health and Well Being Board and North Lincolnshire Clinical Commissioning Group to ensure any future requirement is met.</p>	Private Sector NHS North Lincolnshire Clinical Commissioning Group	Phases 1, 2 and 3	Essential	To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector	<p>Core Strategy CS1, CS7, CS8 and CS24</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p>	Where necessary the council will seek the expansion / upgrading of existing facilities through alternative sources of funding and / or developer contributions if applicable.
15	Health: Hospital Provision	Scunthorpe General Hospital	2014- 2026	<p>As a result of the population growth envisaged for Scunthorpe, the General Hospital may need to be improved / expanded.</p> <p>NHS North Lincolnshire Clinical Commissioning Group is undertaking a strategic review of health care services across Northern Lincolnshire – ‘Healthy Lives, Healthy Futures’ which will influence the delivery of health care services across Northern Lincolnshire.</p>	Northern Lincolnshire & Goole Hospitals NHS Trust North Lincolnshire Council NHS North Lincolnshire Clinical Commissioning Group	Phases 1, 2 and 3	Essential	As the exact nature and scale of improvements has not been determined yet, no cost estimates are available at present.	Mainstream health services funding supplemented by developer contributions (subject to financial viability)	<p>Core Strategy CS1 and CS24</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p>	North Lincolnshire & Goole Hospital NHS Trust and the council will work closely to ensure that the necessary improvements are financed through developer contributions and public sector funding.
16	Community Facilities: Community Centres	Scunthorpe	2014 - 2026	One new community centre will be required within Scunthorpe.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£1,200,000(Spons building costs); Some 80% of this expenditure will be incurred for housing growth proposed in Scunthorpe.	Private Sector through developer contributions (s106)	<p>Core Strategy CS1, CS8 and CS22</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p>	Currently no deficiencies identified. But when necessary expansion / upgrading of existing facilities through developer contributions.
17	Community Facilities: Libraries	Scunthorpe	2014- 2026	Two new libraries will be required in North Lincolnshire. Both will be located in Scunthorpe. However enhancements to existing libraries and amalgamation with existing community facilities may provide a temporary solution to increased demand in Scunthorpe.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£1.600,000 (Spons building costs); Some 80% of this expenditure will be incurred for housing growth proposed in Scunthorpe.	Private Sector through developer contributions (s106)	<p>Core Strategy CS1 and CS22</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p>	The council will look at options for improving / consolidating existing facilities.
18	Community Facilities: Youth Centres	Scunthorpe	2014 - 2026	One new youth centre will be required in Scunthorpe. However enhancements to existing youth centres may provide an initial alternative solution to increased demand in Scunthorpe.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£1.200,000(Spons building costs).	Private Sector through developer contributions (s106)	<p>Core Strategy CS1, CS22 and CS23</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p>	Currently no future deficiencies have been identified in meeting growth. But if necessary expansion / upgrading of existing facilities are required developer contributions will be investigated.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
19	Cultural Facilities: Cinemas, Theatres and Museums	Scunthorpe	2014 - 2026	A sustainable North Lincolnshire would require additional cultural facilities in terms of cinemas, theatres and museums. It is projected that 1,358 sq m of cultural facilities floorspace would be required to meet increased demand. The majority of the increased demand would be focused on Scunthorpe Town Centre; around 80% of the additional cultural floor space in North Lincolnshire would be required at this location.	Private Sector in partnership with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector	Core Strategy CS1, CS15 and CS22 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9	Currently no future deficiencies have been identified. The council will work closely with the relevant organisations to ensure that provision / standards and quality are maintained through alternative sources of funding and / or developer contributions.
20	Affordable Housing	Scunthorpe	2014 - 2026	Affordable housing policy requires 20% of all homes in Scunthorpe to be affordable. Viability will be assessed on a site by site basis using the Homes & Communities Agency toolkit and Valuation in the event of a disagreement. Strategic Housing Market Assessment (2012) sets an annual affordable housing need of 328 homes per year until 2017. Assuming that thereafter the need drops to the level of the previous 2010 SHMA - 304 per year, this would give a total demand to 2026 of 4,704 new affordable homes. Spatial distribution (from 2012 SHMA): Scunthorpe, Bottesford & Gunness – 53 per year.	North Lincolnshire Council Housing Associations (Registered Providers) Private Developers	Phases 1, 2 and 3	Essential	To be delivered by Housing Associations (Registered Providers) and Private Sector. Based on the current Homes & Communities Agency affordable housing build programme, build costs average c. £85,000 per unit.	New Homes Bonus, Housing Associations, private developers and Homes and Communities Agency. Developer contributions (where no affordable homes built on site) have been 40% of average house price in North Lincolnshire under the council's interim affordable housing policy. Homes & Communities Agency contributions limited according to affordable housing contracts with individual housing associations, HCA have subsidized no more than 40 homes per year in North Lincolnshire.	Core Strategy CS1 and CS9 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9	Developer contributions and future public funding sources.
21	Retail Facilities	Scunthorpe	2014 - 2026	A sustainable North Lincolnshire would also require additional retail facilities. Approximately 23,000 sq m of additional retail floorspace would be required to meet increased demand. The majority of the increased demand (almost 19,000 sq m) would be focused on Scunthorpe Town Centre.	Private Sector in partnership with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector	Core Strategy CS1, CS14 and CS15 Housing & Employment Land Allocations DPD TC1	The council will work in partnership with developers and retailers to ensure that the provision standards and quality are maintained.
22	Formal Recreational Open Space	Scunthorpe	2014 - 2026	9ha of formal recreational open space will be required within Scunthorpe.	Site developers in consultation with North Lincolnshire Council.	Phases 1, 2 and 3	Non Essential	£761,538 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments)	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9	Developer contributions on new development or through contributions toward expansion / upgrading of existing facilities.
23	Informal Recreational Open Space	Scunthorpe	2014 - 2026	3ha of informal recreational open space will be required in Scunthorpe.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£272,272 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments)	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9	Developer contributions on new development or through contributions toward expansion / upgrading of existing facilities.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
24	Formal Children's Play Space	Scunthorpe	2014 - 2026	As part of proposals 4ha of formal children's play space will be required in Scunthorpe.	Site developers in consultation with North Lincolnshire Council.	Phases 1, 2 and 3	Non Essential	£400,000 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments).	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9	Developer contributions on new development or through contributions toward expansion / upgrading of existing facilities.
25	Informal Children's Play Space	Scunthorpe	2014 - 2026	3ha of informal children's play space will be required in Scunthorpe	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£272,272 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments)	Private Sector through developer contributions (s106)	Core Strategy CS22 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9	The council will work in partnership with local town and parish councils to improve / expand existing facilities through the council's mainstream funding.
Barton Upon Humber											
26	Transport	Barton upon Humber	2014- 2026	Junction improvements to A1077/ Falkland Way to provide a signalised junction	North Lincolnshire Council	Phases 1, 2 and 3	Essential	£150,000	Private Sector through developer contributions (s106)	Core Strategy CS1 and CS25 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-1	Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3, developer contributions and future public funding sources.
27	Education: Primary Schools	Barton upon Humber	2014 - 2026	1 new primary school within Barton upon Humber which includes the following: 1 x 210 place primary school	North Lincolnshire Council Local Education Authority	Phases 1, 2 and 3	Essential	£3,600,000	Private Sector through developer contributions (s106)	Core Strategy CS1, CS13 and CS22 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3	The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and / or developer contributions.
28	Education: Secondary Schools	Barton Upon Humber	2014 - 2026	Capacity currently available within the existing secondary school at this current time to support the housing requirement.	North Lincolnshire Council Local Education Authority	Phases 1, 2 and 3	Non Essential	No costs are currently available due to capacity currently available within the Baysgarth School.	Private Sector through developer contributions (s106)	Core Strategy: CS1, CS13 and CS22 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3	The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and / or developer contributions.
29	Education: Nurseries	Barton upon Humber	2014 - 2026	1 nursery is required in Barton upon Humber. Improvements to existing nursery provision may be required at these locations as an initial alternative solution.	Private Sector	Phases 1, 2 and 3	Non Essential	To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector, along with support from Sure Start (channelled by North Lincolnshire Council)	Core Strategy CS1, CS7, CS8, CS9, CS10 and CS22 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3	The council will work closely with developers and nursery providers to ensure that provision standards are maintained through alternative sources of funding and / or developer contributions.
30	Health: GP and Dental Services	Barton upon Humber	2014 - 2026	1 new GP and 1 new dentist will be needed in Barton upon Humber. To staff these new and / or improved facilities, additional staff (e.g. nurses) may be required. North Lincolnshire Council will work in partnership with the Health and Well Being Board and North Lincolnshire Clinical Commissioning Group to ensure any future requirement is met.	North Lincolnshire Council NHS North Lincolnshire Clinical Commissioning Group North Yorkshire & Humber Area Team (NHS)	Phases 1, 2 and 3	Essential	To be delivered by CCG and the Private Sector; therefore no costs have been appraised.	Private Sector through developer contributions (s106) and mainstream health services funding.	Core Strategy CS1 and CS24 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3	Where necessary the council will work in partnerships with CCG to improve existing facilities and provide Integrated Health and Social Care Centres through alternative sources of funding and / or developer contributions.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
31	Health: Pharmacies and Optician Services	Barton upon Humber	2014 - 2026	The level of demand in Barton upon Humber may only be enough to justify improvements to existing services. North Lincolnshire Council will work in partnership with the Health and Well Being Board and North Lincolnshire Clinical Commissioning Group to ensure any future requirement is met.	Private Sector NHS North Lincolnshire Clinical Commissioning Group	Phases 1,2 and 3	Essential	To be delivered by CCG and the Private Sector; therefore no costs have been appraised	Private Sector	Core Strategy CS1, CS7, CS8 and CS24 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3	Where necessary seek the expansion / upgrading of existing facilities through alternative sources of funding and / or developer contributions.
32	Community Facilities: Community Centres	Barton upon Humber	2014 - 2026	Expansions to existing facilities are required in Barton upon Humber.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£120,000 (Spons building costs).	Private Sector through developer contributions (s106)	Core Strategy CS1, CS8 and CS22 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3	Currently no deficiencies identified. But when necessary expansion / upgrading of existing facilities through developer contributions.
33	Community Facilities: Libraries	Barton upon Humber	2014- 2026	Improvement to existing services should take place in Barton upon Humber.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£80,000 (Spons building costs)	Private Sector through developer contributions (s106)	Core Strategy CS1 and CS22 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3	Currently no deficiencies identified. But when necessary expansion / upgrading of existing facilities through developer contributions.
34	Community Facilities: Youth Centres	Barton upon Humber	2014 - 2026	Improvement to existing services should take place in Barton upon Humber, and existing youth centres, where marginal increases in demand are expected.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£120,000 (Spons building costs)	Private Sector through developer contributions (s106)	Core Strategy CS1, CS22 and CS23 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3	Currently no future deficiencies identified in meeting growth. But if necessary expansion / upgrading of existing facilities through developer contributions will be investigated.
35	Cultural Facilities: Cinemas, Theatres and Museums	Barton upon Humber	2014 - 2026	An increase in cultural facilities floorspace would also be required in Barton, although the level of increased demand in Barton is projected to be marginal compared to that forecasted for Scunthorpe.	Private Sector in partnership with North Lincolnshire Council.	Phases 1, 2 and 3	Non Essential	To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector	Core Strategy CS1,CS15 and CS22 Housing & Employment Land Allocations DPD TC1	Currently no future deficiencies identified. The council will work closely with the relevant organisations to ensure that provision, standards and quality are maintained through alternative sources of funding and / or developer contributions.
36	Affordable Housing	Barton upon Humber	2014 - 2026	Affordable housing policy requires 20% of all homes in Barton upon Humber to be affordable. Viability assessed on a site by site basis using the Homes & Communities Agency toolkit and Valuation in the event of a disagreement. Strategic Housing Market Assessment (2012) sets an annual affordable housing need of 328 homes per year until 2017. Assuming that thereafter the need drops to the level of the previous 2010 SHMA - 304 per year, this would give a total demand to 2026 of 4,704 new affordable homes. Spatial distribution (from 2012 SHMA): Barton & NW – 49 per year.	North Lincolnshire Council Housing Associations (Registered Providers) Private Developers	Phases 1, 2 and 3	Essential	To be delivered by Housing Associations (Registered Providers) and Private Sector. Based on the current Homes & Communities Agency affordable housing build programme, build costs average c. £85,000 per unit.	New Homes Bonus, Housing Associations, private developers and Homes and Communities Agency. Developer contributions (where no affordable homes built on site) have been 40% of average house price in North Lincolnshire under the council's interim affordable housing policy. Homes & Communities Agency contributions limited according to affordable housing contracts with individual housing associations, HCA have subsidized no more than 40 homes per year in North Lincolnshire.	Core Strategy CS1 and CS9 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3	Developer contributions and future public funding sources.
37	Retail Facilities	Barton upon Humber	2014 - 2026	An increase in retail floorspace would also be required in Barton upon Humber, although the level of increased demand in other Market Towns is projected to be marginal compared to that forecasted for Scunthorpe. As part of the expansion and improvement of retail facilities in North Lincolnshire, enhancements to the public realm may also be required.	Private Sector in partnership with North Lincolnshire Council.	Phases 1, 2 and 3	Non Essential	To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector through developer contributions (s106)	Core Strategy CS1, CS14 and CS15 Housing & Employment Land Allocations DPD TC1	The council will work in partnership with developers and retailers to ensure that the provision standards and quality are maintained.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
38	Formal Recreational Open Space	Barton upon Humber	2014 - 2026	2ha of formal recreational space will be needed in Barton upon Humber.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£169,231 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments).	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
39	Informal Recreational Open Space	Barton upon Humber	2014 - 2026	1 ha of informal recreational open space will be needed in Barton upon Humber.	Site developers in consultation with North Lincolnshire Council.	Phases 1, 2 and 3	Non Essential	£90,909 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments).	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD BARH-1, BARH-2, and BARH-3	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
40	Formal Children's Play Space	Barton upon Humber	2014 - 2026	Smaller amounts of formal children's playspace will be required in Barton upon Humber.	Site developers in consultation with North Lincolnshire Council.	Phases 1, 2 and 3	Non Essential	£20,000 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments);	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
41	Formal Children's Play Space	Barton upon Humber	2014 - 2026	1ha of informal children's play space will be needed in Barton upon Humber.	Site developers in consultation with North Lincolnshire Council.	Phases 1, 2 and 3	Non Essential	£90,909 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments).	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
Brigg											
42	Education: Primary Schools	Brigg	2014 - 2026	1 new primary school within Brigg which includes the following: 1 x 210 place primary school	North Lincolnshire Council Local Education Authority	Phases 1, 2 and 3	Essential	£3.600,000	Private Sector through developer contributions (s106)	Core Strategy CS1, CS13 and CS22 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5	The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and / or developer contributions.
43	Education: Secondary Schools	Brigg	2014 - 2026	Capacity currently available within the existing secondary school at this current time to support the housing requirement.	North Lincolnshire Council Local Education Authority	Phases 1, 2 and 3	Non Essential	No costs are currently available due to capacity currently available within the Vale Academy and Sir John Nelthope Schools.	Private Sector through developer contributions (s106)	Core Strategy: CS1, CS13 and CS22 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5	The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and / or developer contributions.
44	Education: Nurseries	Brigg	2014 - 2026	1 nursery is required in Brigg. However improvements to existing nursery provision may be required at these locations as an initial alternative solution.	Private Sector	Phases 1, 2 and 3	Non Essential	To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector, along with support from Sure Start (channelled by North Lincolnshire Council)	Core Strategy CS1, CS7, CS8, CS9, CS10 and CS22 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5	The council will work closely with developers and nursery providers to ensure that provision standards are maintained through alternative sources of funding and / or developer contributions.
45	Health: GP and Dental Services	Brigg	2014 - 2026	1 new GP and 1 new dentist will be needed in Brigg. To staff these new and/or improved facilities, additional staff (e.g. nurses) may be required.	North Lincolnshire Council NHS North Lincolnshire Clinical Commissioning Group North Yorkshire & Humber Area Team (NHS)	Phases 1, 2 and 3	Essential	To be delivered by CCG and the Private Sector; therefore no costs have been appraised	Private Sector through developer contributions (s106) and mainstream health services funding.	Core Strategy CS1 and CS24 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5	Where necessary the council will work in partnerships with CCG to improve existing facilities and provide Integrated Health and Social Care Centres through alternative sources of funding and / or developer contributions.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
46	Health: Pharmacies and Optician Services	Brigg	2014 - 2026	The level of demand in Brigg may only be enough to justify improvements to existing services.	Private Sector NHS North Lincolnshire Clinical Commissioning Group	Phases 1, 2 and 3	Essential	To be delivered by CCG and the Private Sector; therefore no costs have been appraised	Private Sector	Core Strategy CS1, CS7, CS8 and CS24 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5	Where necessary seek the expansion / upgrading of existing facilities through alternative sources of funding and / or developer contributions.
47	Community Facilities: Community Centres	Brigg	2014 - 2026	Expansions to existing facilities are required in Brigg.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£120,000 (Spons building costs).	Private Sector through developer contributions (s106)	Core Strategy CS1, CS8 and CS22 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5	Currently no deficiencies identified. But when necessary expansion / upgrading of existing facilities will be secured through developer contributions.
48	Community Facilities: Libraries	Brigg	2014- 2026	Improvement to existing services should take place in Brigg.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£80,000 (Spons building costs)	Private Sector through developer contributions (s106)	Core Strategy CS1 and CS22 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5	Currently no deficiencies identified. But when necessary, expansion / upgrading of existing facilities will be secured through developer contributions.
49	Community Facilities: Youth Centres	Brigg	2014 - 2026	Improvement to existing services should take place in Brigg, and existing youth centres, where marginal increases in demand are expected.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£120,000 (Spons building costs)	Private Sector through developer contributions (s106)	Core Strategy CS1, CS22 and CS23 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5	Currently no future deficiencies identified in meeting growth. But if necessary expansion / upgrading of existing facilities through developer contributions will be investigated.
50	Cultural Facilities: Cinemas, Theatres and Museums	Brigg	2014 - 2026	An increase in cultural facilities floorspace would also be required in Brigg, although the level of increased demand in Brigg is projected to be marginal compared to that forecasted for Scunthorpe.	Private Sector in partnership with North Lincolnshire Council.	Phases 1, 2 and 3	Non Essential	To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector	Core Strategy CS1, CS15 and CS22 Housing & Employment Land Allocations DPD TC1	Currently no future deficiencies identified. The council will work closely with the relevant organisations to ensure that provision standards and quality are maintained through alternative sources of funding and / or developer contributions.
51	Affordable Housing	Brigg	2014 - 2026	Affordable housing policy identifies 20% of all homes in Brigg to be affordable. Viability assessed on a site by site basis using the Homes & Communities Agency toolkit and Valuation in the event of a disagreement. Strategic Housing Market Assessment (2012) sets an annual affordable housing need of 328 homes per year until 2017. Assuming that thereafter the need drops to the level of the previous 2010 SHMA - 304 per year, this would give a total demand to 2026 of 4,704 new affordable homes. Spatial distribution (from 2012 SHMA): Brigg & Wolds – 59 per year	North Lincolnshire Council Housing Associations (Registered Providers) Private Developers	Phases 1, 2 and 3	Essential	To be delivered by Housing Associations (Registered Providers) and Private Sector. Based on the current Homes & Communities Agency affordable housing build programme, build costs average c.£85,000 per unit.	New Homes Bonus, Housing Associations, private developers and Homes and Communities Agency. Developer contributions (where no affordable homes built on site) have been 40% of average house price in North Lincolnshire under the council's interim affordable housing policy. Homes & Communities Agency contributions limited according to affordable housing contracts with individual housing associations, HCA have subsidized no more than 40 homes per year in North Lincolnshire.	Core Strategy CS1 and CS9 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5	Developer contributions and future public funding sources.
52	Retail Facilities	Brigg	2014 - 2026	An increase in retail floorspace would also be required in Brigg, although the level of increased demand in other Market Towns is projected to be marginal compared to that forecast for Scunthorpe. As part of the expansion and improvement of retail facilities in North Lincolnshire enhancements to the public realm may also be required.	Private Sector in partnership with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector	Core Strategy CS1, CS14 and CS15 Housing & Employment Land Allocations DPD TC1	The council will work in partnership with developers and retailers to ensure that the provision standards and quality are maintained.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
53	Formal Recreational Open Space	Brigg	2014 - 2026.	2ha of formal recreational open space will be needed in Brigg.	Site developers in consultation with North Lincolnshire Council.	Phases 1, 2 and 3	Non Essential	£169,231 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments).	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
54	Informal Recreational Open Space	Brigg	2014 - 2026	1 ha of informal recreational open space will be needed in Brigg.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£90,909 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments).	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
55	Formal Children's Play Space	Brigg	2014 - 2026	Smaller amounts of formal children's playspace will be required in Brigg.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£20,000 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments);.	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
56	Informal Children's Play Space	Brigg	2014 - 2026	1 ha of informal children's play space will be needed in Brigg.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£90,909 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments).	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
Crowle											
57	Education: Primary Schools	Crowle	2014 - 2026	Capacity currently available within the existing primary school at this current time to support the housing requirement.	North Lincolnshire Council Local Education Authority	Phases 1, 2 and 3	Non Essential	No costs are currently available due to capacity currently available within the Crowle Primary School.	Private Sector through developer contributions (s106)	Core Strategy CS1, CS13 and CS22 Housing & Employment Land Allocations DPD CROH-1 and CROH-2	The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and / or developer contributions.
58	Education: Secondary Schools	Crowle	2014 - 2026	Capacity currently available within the existing secondary school at this current time to support the housing requirement.	North Lincolnshire Council Local Education Authority	Phases 1, 2 and 3	Non Essential	No costs are currently available due to capacity currently available within the North Axholme Secondary School.	Capacity currently available within the existing secondary school at this current time to support the housing requirement.	Core Strategy: CS1, CS13 and CS22 Housing & Employment Land Allocations DPD CROH-1 and CROH-2	The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and / or developer contributions.
59	Education: Nurseries	Crowle	2014 - 2026	In Crowle, an enhancement to existing nursery provision is the only solution due to the projected marginal increase in demand.	Private Sector	Phases 1, 2 and 3	Non Essential	To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector, along with support from Sure Start (channelled by North Lincolnshire Council)	Core Strategy CS1, CS7, CS8, CS9, CS10 and CS22 Housing & Employment Land Allocations DPD CROH-1 and CROH-2	The council will work closely with developers and nursery providers to ensure that provision standards are maintained through alternative sources of funding and / or developer contributions.
60	Health: GP and Dental Services	Crowle	2014 - 2026	Enhancement to existing services will be required as only marginal increase in demand is forecasted.	North Lincolnshire Council NHS North Lincolnshire Clinical Commissioning Group North Yorkshire & Humber Area Team (NHS)	Phases 1, 2 and 3	Essential	To be delivered by CCG and the Private Sector; therefore no costs have been appraised.	Private Sector through developer contributions (s106) and mainstream health services funding.	Core Strategy CS1 and CS24 Housing & Employment Land Allocations DPD CROH-1 and CROH-2	Where necessary the council will work in partnerships with CCG to improve existing facilities and provide Integrated Health and Social Care Centres through alternative sources of funding and / or developer contributions.
61	Health: Pharmacies and Optician Services	Crowle	2014 - 2026	The level of demand in Crowle may only be enough to justify improvements to existing services.	Private Sector NHS North Lincolnshire Clinical Commissioning Group	Phases 1, 2 and 3	Essential	To be delivered by CCG and the Private Sector; therefore no costs have been appraised.	Private Sector	Core Strategy CS1, CS7, CS8 and CS24 Housing & Employment Land Allocations DPD CROH-1 and CROH-2	Where necessary seek the expansion / upgrading of existing facilities through alternative sources of funding and / or developer contributions.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
62	Community Facilities: Community Centres	Crowle	2014 - 2026	Expansions to existing facilities are required in Crowle.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£120,000 (Spons building costs);	Private Sector through developer contributions (s106)	Core Strategy CS1, CS8 and CS22 HELADPD CROH-1 and CROH-2	Currently no deficiencies identified. But when necessary expansion / upgrading of existing facilities through developer contributions will be investigated.
63	Community Facilities: Libraries	Crowle	2014- 2026	Improvement to existing services should take place in Crowle.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£80,000 (Spons building costs)	Private Sector through developer contributions (s106)	Core Strategy CS1 and CS22 Housing & Employment Land Allocations DPD CROH-1 and CROH-2	Currently no deficiencies identified. But when necessary expansion / upgrading of existing facilities through developer contributions will be investigated.
64	Community Facilities: Youth Centres	Crowle	2014- 2026	Improvement to existing services should take place in Crowle.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£120,000 (Spons building costs);	Private Sector through developer contributions (s106)	Core Strategy CS1, CS22 and CS23 Housing & Employment Land Allocations DPD CROH-1 and CROH-2	Currently no future deficiencies identified in meeting growth. But if necessary expansion / upgrading of existing facilities through developer contributions will be investigated.
65	Cultural Facilities: Cinemas, Theatres and Museums	Crowle	2014 - 2026	An increase in cultural facilities floorspace would also be required in Crowle, although the level of increased demand in Crowle is projected to be marginal compared to that forecasted for Scunthorpe.	Private Sector in partnership with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector through developer contributions (s106)	Core Strategy CS1, CS15 and CS22 Housing & Employment Land Allocations DPD TC1	Currently no future deficiencies identified. The council will work closely with the relevant organisations to ensure that provision standards and quality are maintained through alternative sources of funding and / or developer contributions.
66	Affordable Housing	Crowle	2014 - 2026	Affordable housing policy requires 20% of all homes in Crowle to be affordable. Viability assessed on a site by site basis using the Homes & Communities Agency toolkit and Valuation in the event of a disagreement. Strategic Housing Market Assessment (2012) sets an annual affordable housing need of 328 homes per year until 2017. Assuming that thereafter the need drops to the level of the previous 2010 SHMA - 304 per year, this would give a total demand to 2026 of 4,704 new affordable homes. Spatial distribution (from 2012 SHMA): North Axholme – 19 per year	North Lincolnshire Council Housing Associations (Registered Providers) Private Developers	Phases 1, 2 and 3	Essential	To be delivered by Housing Associations (Registered Providers) and Private Sector. Based on the current Homes & Communities Agency affordable housing build programme, build costs average c. £85,000 per unit.	New Homes Bonus, Housing Associations, private developers and Homes and Communities Agency. Developer contributions (where no affordable homes built on site) have been 40% of average house price in North Lincolnshire under the council's interim affordable housing policy. Homes & Communities Agency contributions limited according to affordable housing contracts with individual housing associations, HCA have subsidised no more than 40 homes per year in North Lincolnshire.	Core Strategy CS1 and CS9 Housing & Employment Land Allocations DPD CROH-1 and CROH-2	Monitor affordable housing policy.
67	Retail Facilities	Crowle	2014 - 2026	An increase in retail floorspace would also be required in Crowle, although the level of increased demand in other Market Towns is projected to be marginal compared to that forecasted for Scunthorpe. As part of the expansion and improvement of retail facilities in North Lincolnshire enhancements to the public realm may also be required.	Private Sector in partnership with North Lincolnshire Council			To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector	Core Strategy CS1, CS14 and CS15 Housing & Employment Land Allocations DPD TC1	The council will work in partnership with developers and retailers to ensure that the provision standards and quality are maintained.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
68	Formal Recreational Open Space	Crowle	2014 - 2026.	Smaller amounts will be required in Crowle based on SPG10 calculations.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	No costs are currently available. However North Lincolnshire SPG 10: Provision of Open Space in North Housing Development will be used to calculate the contribution at the planning application stage.	Private Sector through developer contributions (£106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD CROH-1 and CROH-2	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
69	Informal Recreational Open Space	Crowle	2014 - 2026	Smaller amounts will be required in Crowle based on SPG 10.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	No costs are currently available. However North Lincolnshire SPG 10: Provision of Open Space in North Housing Development will be used to calculate the contribution at the planning application stage.	Private Sector through developer contributions (£106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD CROH-1 and CROH-2	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
70	Formal Children's Play Space	Crowle	2014 - 2026	Smaller amounts of formal children's playspace will be required in Crowle.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£20,000 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments).	Private Sector through developer contributions (£106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD CROH-1 and CROH-2	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
71	Informal Children's Play Space	Crowle	2014 - 2026	Smaller amounts will be required in Crowle.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	No costs are currently available. However North Lincolnshire SPG 10: Provision of Open Space in North Housing Development will be used to calculate the contribution at the planning application stage.	Private Sector through developer contributions (£106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD CROH-1 and CROH-2	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
72	Leisure Centres	Crowle	2014 - 2026	A new leisure centre will be developed in Crowle.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	North Lincolnshire Council is currently costing the scheme.	New developments are envisaged to be privately developed.	Core Strategy CS1, CS22 and CS23 Housing & Employment Land Allocations DPD CROH-1 and CROH-2	Expansion/upgrading of existing facilities through developer contributions where extra demand is identified.
Kirton in Lindsey											
73	Education: Primary Schools	Kirton in Lindsey	2014 - 2026	In Kirton in Lindsey enhancements to existing primary school provision is the only solution due to the projected marginal increase in demand.	North Lincolnshire Council Local Education Authority	Phases 1, 2 and 3	Non Essential	No costs are currently available due to capacity currently available within the Kirton in Lindsey Primary School.	Private Sector through developer contributions (£106)	Core Strategy CS1, CS13 and CS22 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3	The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and/or developer contributions.
74	Education: Secondary Schools	Kirton in Lindsey	2014 - 2026	Capacity is currently available within the existing secondary school at this current time to support the housing requirement.	North Lincolnshire Council Local Education Authority	Phases 1, 2 and 3	Non Essential	No costs are currently available due to capacity currently available within the existing Secondary School.	Capacity is currently available within the existing secondary school at this current time to support the housing requirement.	Core Strategy: CS1, CS13 and CS22 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3	The council will work closely with developers and the LEA to deliver improvements to existing facilities through alternative sources of funding and / or developer contributions.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
75	Health: GP and Dental Services	Kirton in Lindsey	2014 - 2026	Enhancement to existing services will be required as only a marginal increase in demand is forecast.	North Lincolnshire Council NHS North Lincolnshire Clinical Commissioning Group North Yorkshire & Humber Area Team (NHS)	Phases 1, 2 and 3	Essential	To be delivered by CCG and the Private Sector; therefore no costs have been appraised.	Private Sector through developer contributions (£106) and mainstream health services funding.	Core Strategy CS1 and CS24 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3	Where necessary the council will work in partnerships with the CCG to improve existing facilities and provide Integrated Health and Social Care Centres through alternative sources of funding and / or developer contributions.
76	Health: Pharmacies and Optician Services	Kirton in Lindsey	2014 - 2026	The level of demand in Kirton in Lindsey may only be enough to justify improvements to existing services.	Private Sector NHS North Lincolnshire Clinical Commissioning Group	Phases 1, 2 and 3	Essential	To be delivered by CCG and the Private Sector; therefore no costs have been appraised.	Private Sector	Core Strategy CS1, CS7, CS8 and CS24 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3	Where necessary seek the expansion / upgrading of existing facilities through alternative sources of funding and / or developer contributions.
77	Community Facilities: Community Centres	Kirton in Lindsey	2014 - 2026	Expansions to existing facilities are required in Kirton in Lindsey.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£120,000 (Spons building costs);	Private Sector through developer contributions (£106)	Core Strategy CS1, CS8 and CS22 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3	Currently no deficiencies identified. But when necessary expansion / upgrading of existing facilities through developer contributions will be investigated.
78	Community Facilities: Libraries	Kirton in Lindsey	2014- 2026	Improvement to existing services should take place in Kirton in Lindsey.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£80,000 (Spons building costs)	Private Sector through developer contributions (£106)	Core Strategy CS1 and CS22 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3	Currently no deficiencies identified. But when necessary expansion / upgrading of existing facilities through developer contributions will be investigated.
79	Community Facilities: Youth Centres	Kirton in Lindsey	2014 - 2026	Improvements to existing services should take place in Kirton in Lindsey.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£120,000 (Spons building costs)	Private Sector through developer contributions (£106)	Core Strategy CS1, CS8 and CS22 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3	Currently no deficiencies identified. But when necessary expansion / upgrading of existing facilities through developer contributions will be investigated.
80	Affordable Housing	Kirton in Lindsey	2014 - 2026	Affordable housing policy requires 20% of all homes in Kirton in Lindsey to be affordable. Viability assessed on a site by site basis using the Homes & Communities Agency toolkit and Valuation in the event of a disagreement. Strategic Housing Market Assessment (2012) sets an annual affordable housing need of 328 homes per year until 2017. Assuming that thereafter the need drops to the level of the previous 2010 SHMA - 304 per year, this would give a total demand to 2026 of 4,704 new affordable homes. Spatial distribution (from 2012 SHMA): Ridge – 35 per year	North Lincolnshire Council Housing Associations (Registered Providers) Private Developers	Phases 1, 2 and 3	Essential	To be delivered by Housing Associations (Registered Providers) and Private Sector. Based on the current Homes & Communities Agency affordable housing build programme, build costs average c. £85,000 per unit.	New Homes Bonus, Housing Associations, private developers and Homes and Communities Agency. Developer contributions (where no affordable homes built on site) have been 40% of average house price in North Lincolnshire under the council's interim affordable housing policy. Homes & Communities Agency contributions limited according to affordable housing contracts with individual housing associations, HCA have subsidized no more than 40 homes per year in North Lincolnshire.	Core Strategy CS1 and CS9 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3	Monitor affordable housing policy.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
81	Cultural Facilities: Cinemas, Theatres and Museums	Kirton in Lindsey	2014 - 2026	An increase in cultural facilities floorspace would also be required in Kirton in Lindsey, although the level of increased demand in Kirton in Lindsey is projected to be marginal compared to that forecasted for Scunthorpe.	Private Sector in partnership with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector	Core Strategy CS1, CS15 and CS22 Housing & Employment Land Allocations DPD TC1	Currently no future deficiencies identified. The council will work closely with the relevant organisations to ensure that provision standards and quality are maintained through alternative sources of funding and / or developer contributions.
82	Retail Facilities	Kirton in Lindsey	2014 - 2026	An increase in retail floorspace would also be required in Kirton in Lindsey, although the level of increased demand in other Market Towns is projected to be marginal compared to that forecasted for Scunthorpe. As part of the expansion and improvement of retail facilities in North Lincolnshire, enhancements to the public realm may also be required.	Private Sector in partnership with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector	Core Strategy CS1, CS14 and CS15 Housing & Employment Land Allocations DPD TC1	The council will work in partnership with developers and retailers to ensure that the provision standards and quality are maintained.
83	Formal Recreational Open Space	Kirton in Lindsey	2014 - 2026.	Smaller amounts will be required in Kirton in Lindsey based on SPG10 calculations.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	No costs are currently available. However North Lincolnshire SPG 10: Provision of Open Space in North Housing Development will be used to calculate the contribution at the planning application stage	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
84	Informal Recreational Open Space	Kirton in Lindsey	2014 - 2026	Smaller amounts will be required in Kirton in Lindsey based on SPG 10.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	No costs are currently available. However North Lincolnshire SPG 10: Provision of Open Space in North Housing Development will be used to calculate the contribution at the planning application stage.	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
85	Formal Children's Play Space	Kirton in Lindsey	2014 - 2026	Smaller amounts of formal children's playspace will be required in Kirton in Lindsey.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£20,000 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments).	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3	Developer contributions to new development. Contributions to expansion / upgrading of existing facilities.
86	Informal Children's Play Space	Kirton in Lindsey	2014 - 2026	Much smaller amounts will be required in Kirton in Lindsey.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	No costs are currently available. However North Lincolnshire SPG 10: Provision of Open Space in North Housing Development will be used to calculate the contribution at the planning application stage.	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
Winterton											
87	Education: Primary Schools	Winterton	2014 - 2026	Capacity is currently available within the existing primary school at this current time to support the housing requirement.	North Lincolnshire Council Local Education Authority	Phases 1, 2 and 3	Non Essential	No costs are currently available due to capacity currently being available within the Winterton Primary School	Private Sector through developer contributions (s106)	Core Strategy CS1, CS13 and CS22 Housing & Employment Land Allocations DPD WINH-1, WINH-2, WINH-3 and WINH-4	The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and / or developer contributions.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
88	Education: Secondary Schools	Winterton	2014 - 2026	Capacity is currently available within the existing secondary school at this current time to support the housing requirement.	North Lincolnshire Council Local Education Authority	Phases 1, 2 and 3	Non Essential	No costs are currently available due to capacity currently being available within the Winterton Secondary School	Private Sector through developer contributions (s106) supplemented by the Building Schools for Future Programme and Priority Schools Programme.	Core Strategy: CS1, CS13 and CS22 Housing & Employment Land Allocations DPD WINH-1, WINH-2, WINH-3 and WINH-4	The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and / or developer contributions.
89	Community Facilities: Community Centres	Winterton	2014 - 2026	Expansion to existing facilities is required in Winterton.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£120,000 (Spons building costs);	Private Sector through developer contributions (s106)	Core Strategy CS1, CS8 and CS22 Housing & Employment Land Allocations DPD WINH-1, WINH-2, WINH-3and WINH-4	Currently no deficiencies identified. But when necessary expansion / upgrading of existing facilities through developer contributions will be investigated.
90	Community Facilities: Libraries	Winterton	2014- 2026	Improvement to existing services should take place in Winterton.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£80,000 (Spons building costs)	Private Sector through developer contributions (s106)	Core Strategy CS1 and CS22 Housing & Employment Land Allocations DPD WINH-1,WINH-2, WINH-3 and WINH-4	Currently no deficiencies identified. But when necessary expansion / upgrading of existing facilities through developer contributions will be investigated.
91	Community Facilities: Youth Centres	Winterton	2014 - 2026	Improvement to existing services should take place in Winterton, and existing youth centre's provided, where marginal increases in demand are expected.	North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£120,000 (Spons building costs)	Private Sector through developer contributions (s106)	Core Strategy CS1, CS22 and CS23 Housing & Employment Land Allocations DPD WINH-1, WINH-2, WINH-3 and WINH-4	Currently no future deficiencies identified in meeting growth. But if necessary expansion / upgrading of existing facilities through developer contributions will be investigated.
92	Affordable Housing	Winterton	2014 - 2026	Affordable housing policy requires 20% of all homes in Winterton to be affordable. Viability assessed on a site by site basis using the Homes & Communities Agency toolkit and Valuation in the event of a disagreement. Strategic Housing Market Assessment (2012) sets an annual affordable housing need of 328 homes per year until 2017. Assuming that thereafter the need drops to the level of the previous 2010 SHMA - 304 per year, this would give a total demand to 2026 of 4,704 new affordable homes. Spatial distribution (from 2012 SHMA): Winterton - 19 a year	North Lincolnshire Council Housing Associations (Registered Providers) Private Developers	Phases 1, 2 and 3	Essential	To be delivered by Housing Associations (Registered Providers) and Private Sector. Based on the current Homes & Communities Agency affordable housing build programme, build costs average c. £85,000 per unit.	New Homes Bonus, Housing Associations, private developers and Homes and Communities Agency. Developer contributions (where no affordable homes built on site) have been 40% of average house price in North Lincolnshire under the council's interim affordable housing policy. Homes & Communities Agency contributions limited according to affordable housing contracts with individual housing associations, HCA have subsidized no more than 40 homes per year in North Lincolnshire.	Core Strategy CS1 and CS9 Housing & Employment Land Allocations DPD WINH-1, WINH-2, WINH-3 and WINH-4	Monitor affordable housing policy.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
93	Cultural Facilities: Cinemas, Theatres and Museums	Winterton	2014 - 2026	An increase in cultural facilities floorspace would also be required in Winterton, although the level of increased demand in Winterton is projected to be marginal compared to that forecasted for Scunthorpe.	Private Sector in partnership with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector	Core Strategy CS1, CS15 and CS22 Housing & Employment Land Allocations DPD TC1	Currently no future deficiencies are identified. The council will work closely with the relevant organisations to ensure that provision standards and quality are maintained through alternative sources of funding and / or developer contributions.
94	Retail Facilities	Winterton	2014- 2026	An increase in retail floorspace would also be required in Winterton, although the level of increased demand in other Market Towns is projected to be marginal compared to that forecasted for Scunthorpe. As part of the expansion and improvement of retail facilities in North Lincolnshire, enhancements to the public realm may also be required.	Private Sector in partnership with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	To be delivered by Private Sector; therefore no costs have been appraised.	Private Sector	Core Strategy CS1, CS14 and CS15 Housing & Employment Land Allocations DPD TC1	The council will work in partnership with developers and retailers to ensure that the provision standards and quality are maintained.
95	Formal Recreational Open Space	Winterton	2014 - 2026.	Smaller amounts will be required in Winterton based on SPG10: Provision of Open Space in New Housing Developments calculations.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£84,615 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments).	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD WINH-1,WINH-2, WINH-3 and WINH-4	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
96	Informal Recreational Open Space	Winterton	2014 - 2026	Smaller amounts will be required in, Winterton based on SPG 10: Provision of Open Space in New Housing Developments.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	£84,617 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments)	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD WINH-1,WINH-2, WINH-3 and WINH-4	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
97	Formal Children's Play Space	Winterton	2014 - 2026	Smaller amounts of formal children's playspace will be required in Winterton.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	No costs are currently available. However North Lincolnshire SPG 10: Provision of Open Space in North Housing Development will be used to calculate the contribution at the planning application stage.	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD WINH-1,WINH-2, WINH-3 and WINH-4	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
99	Informal Children's Play Space	Winterton	2014 - 2026	Much smaller amounts will be required in Winterton.	Site developers in consultation with North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	No costs are currently available. However North Lincolnshire SPG 10: Provision of Open Space in North Housing Development will be used to calculate the contribution at the planning application stage.	Private Sector through developer contributions (s106)	Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD WINH-1,WINH-2, WINH-3 and WINH-4	Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities.
South Humber Bank											

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
100	Transport	A160	2015-2016	<p>Upgrading and improvements to 5km's of A160, including dualling the first 1.7 km's of the A160, junction improvements from the A180 to the northern/western entrance to Immingham Port and other associated highway improvement infrastructure, including giving better improved road access to the SHBE-1 and NKAE-1 employment allocations.</p> <p>Announced as a project in May 2012, to be delivered at the time by 2016/2017.</p> <p>Selected because of its economic case, how well it fitted strategically with the needs of the network and economy, and its readiness for construction.</p> <p>A Development Consent Order (DCO) is currently being taken through the planning for Nationally Significant Infrastructure Projects (NSIP) process. The SoS has until 7th February 2015 to make a decision on the Inspectors recommendation for Consent. The DCO process has recorded no objections to the project.</p> <p>Construction scheduled to start in March 2015 and be completed October 2016 – detailed evidence by the Highways Agency presented by NLC as evidence to the DPD Examination (Exam doc 44).The length of the project is approximately 5km and the main aspects include:</p> <p>Upgrading Brocklesby interchange to an oval two bridge roundabout layout, including a dedicated left turn lane for vehicles travelling from the eastbound A180 to the A160;</p> <p>Upgrading the single carriageway section of the A160 to dual carriageway standard;</p> <p>Relocating Habrough Roundabout to the west of its current position, with new link roads provided from the A160 to Ulceby Road, Top Road and Habrough Road;</p> <p>Closing the central reserve gap at the junction with Town Street and partially closing the gap at the entrance to the oil refinery;</p> <p>Provision of a new road bridge at Town Street to provide vehicle and pedestrian access between the two parts of South Killingholme;</p> <p>Provision of a new gyratory carriageway system between Manby Road Roundabout, Rosper Road Junction and the Port of Immingham, requiring the construction of a new link road and bridge beneath the railway; and</p> <p>Localised diversion of third-party gas pipelines that cross beneath the existing A160</p>	Highways Agency North Lincolnshire Council Dept. for Transport	Phase 1	Essential	<p>£85,000,000 (outlined by North Lincolnshire Council)</p> <p>The current cost-range estimate for the whole project is £73,400,000 (minimum) to £109,000,000 (maximum) with a most-likely estimate of £88,500,000 (as set out in HA Funding Statement, submitted alongside the draft DCO as part of the NSIP process).</p>	Government Major Scheme Funding (DfT)	<p>Core Strategy CS1, CS2, CS25 and CS26</p> <p>Housing & Employment Land Allocations DPD SHBE-1 and NKAE-1</p>	Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3 and developer contributions.
101	Transport	South Humber Bank Employment Site	2014-2026	<p>Internal highway improvements to Improve and enhance the existing highway infrastructure for motorised and non-motorised transport. Specific requirements, including: dualling Rosper Road, junction improvements at Eastfield Road/Chase Hill Road, Chase Hill Road / East Halton Road and Rosper Road/Haven Road and localised improvements to Haven Road.</p> <p>Design for A160 / A180 HA improvement scheme allows for NLC long term aspiration to dual Rosper Road.</p> <p>These highway improvements will give better improved road access to the SHBE-1 and NKAE-1 employment allocations.</p>	North Lincolnshire Council, Developers	Phase 2	Essential	<p>£9, 000,000 (outlined by North Lincolnshire Council). In the longer term, it may be appropriate for the council to seek LEP funding as well.</p>	The council is the Lead Delivery Organisation. Developer Contributions will be secured via S106 agreements for all developments generating more than 10 trips in the peak hour, in accordance with the Interim Planning Guidance - South Humber Gateway Transport Contributions	<p>Core Strategy CS1 and CS12</p> <p>Housing & Employment Land Allocations DPD SHBE-1 and NKAE-1</p>	Improve and enhance the existing highway infrastructure including Rosper Road, junction improvements at Eastfield Road / Chase Hill Road, Chase Hill Road / East Halton Road and Rosper Road / Haven Road and localised improvements to Haven Road through the LTP3 and developer contributions.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
102	Transport	South Humber main line (Doncaster to Cleethorpes)	2016-2017	The Council is working with Network Rail on securing Gauge Enhancements from the Ports out to the East Coast Main Line to Doncaster. By heightening bridges and widening platforms it will achieve a standard of W10 and W12 which will enable the transport of bigger containers and European containers out of the ports, increasing economic competitiveness as a leading UK port. These improvements are in Network Rail's Northern Route Utilisation Strategy.	Network Rail and North Lincolnshire Council	Phase 1	Essential	£8,000,000(outlined by the Humber LEP (Local Growth Fund) and North Lincolnshire Council)	Humber LEP (Local Growth Fund)	Core Strategy CS1 and CS11 Housing & Employment Land Allocations DPD SHBE-1 and NKAE-1	Improve and enhance gauge capacity by improvements to railway infrastructure through external funding.
Sandtoft Business Park											
103	Transport	Sandtoft Business Park	2015-2024	Access improvements to serve Employment Site SANE-1 to include a roundabout on Belton Road, a roundabout on High Levels Bank (C202) and a link road through the site. Off-site mitigations measures will be needed which are likely to include carriageway widening to the M180 overbridge; widening to Brook Corner; improvements to A18/High Levels Bank Junction; improvements to the Crowle Gyratory and traffic management works to Westgate Road. These measures will be delivered in a phased manner in accordance with a masterplan accompanying any planning application (s) to be agreed with NLC	Private Sector Developers, North Lincolnshire Council	Phases 1 and 2	Essential	£3,000,000 - £4,000,000 for access works, Link Road and off-site mitigation works.	Developer contributions (s106)	Core Strategy CS1 and CS11 Housing & Employment Land Allocations DPD SANE-1	Improve and enhance existing highways infrastructure through developer contributions.
Humberside Airport											
104	Transport	Humberside Airport	2015-2017	In recognition of the strategic economic importance of Humberside Airport, improvements to the surface access via the A18 will be taking place. Construction work commenced during February 2015 for a new roundabout on the A18 at the existing access into the airport with a completion date of June 2015. Further works are scheduled for a new signalised junction at Barnetby Top (A18/Kings Road junction) and local widening along Caistor Road. The 'Surface Access Improvements' works are funded and secured by the Humber Local Growth Fund and are expected to be completed by March 2017.	Humber Local Economic Partnership, North Lincolnshire Council	Phase 1	Essential	£3,300,000 (outlined by the Humber LEP (Local Growth Fund) and North Lincolnshire Council)	Humber LEP (Local Growth Fund)	Core Strategy CS1 and CS11 Housing & Employment Land Allocations DPD HUME-1, HUME-1a and HUME-2	Improve and enhance surface access arrangements by improvements to existing highways infrastructure through external funding.
North Lincolnshire Wide											
105	Emergency Services: Police	Lincolnshire Lakes, South Humber Bank and / or location of existing facilities in the wider Local Authority area	2014 - 2026	Additional facilities to meet the need and to deal with the growing and expanding population and growth of businesses; along with increased custody facilities at Scunthorpe police station.	North Lincolnshire Council (in partnership with developers of strategic sites in North Lincolnshire) Humberside Police	Phases 1, 2 and 3	Non Essential	The costs of short-term improvements, in particular, the custody facilities are envisaged to be incurred by Humberside Police through its Force's Estate Strategy (and relevant funding). The scale and nature of additional improvements or new facilities is yet to be determined. Hence, no additional costs have been derived as yet.	Humberside Police Home Office Grant Developer contributions (S106), subject to financial viability	Core Strategy CS1, CS7, CS8, CS11 and CS12	Expansion / upgrading of existing facilities through Humberside Police Force Estates Strategy and supplemented by developer contributions.
106	Emergency Services: Ambulance	South western part of the Scunthorpe urban area, as suggested by East Midlands Ambulance Service NHS Trust (EMAS)	2014 - 2026	New larger ambulance station or sub- division of existing site across two sites in Scunthorpe to meet the increased demand generated by proposed growth in North Lincolnshire (and other adjacent areas within Lincolnshire County e.g. Gainsborough)	North Lincolnshire Council (in partnership with developers of strategic sites in North Lincolnshire) East Midlands Ambulance Service (in partnership with NHS North Lincolnshire Clinical Commissioning Group)	Phases 1, 2 and 3	Non Essential	Cost of this improved / additional facility and any supporting equipment has not yet been agreed for this additional provision.	East Midlands Ambulance Service (through main stream funding of CCG & Acute Trusts) Developer contributions (S106), subject to financial viability	Core Strategy CS1, CS7, CS8, CS11 and CS12	Expansion / upgrading of existing facilities through funding from East Midlands Ambulance Services and supplemented by developer contributions.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
107	Emergency Services: Fire Services	Lincolnshire Lakes, South Humber Bank and / or location of existing facilities in the wider Local Authority area	2014 - 2026	Additional or improved facilities to meet the need and to deal with the growing and expanding population and growth of businesses	North Lincolnshire Council Humberside Fire and Rescue Service	Phases 1, 2 and 3	Non Essential	As the exact nature of improvements to existing facilities or potential new facilities has not yet been determined, it has not been possible to establish a cost estimate for enhancing the local Fire and Rescue services	Humberside Fire and Rescue Services (in partnership with Humberside Fire Authority) Developer contributions (\$106), subject to financial viability	Core Strategy CS1, CS7, CS8, CS11 and CS12	Expansion / upgrading of existing facilities through funding from Humberside Fire and Rescue (in partnership with Humberside Fire Authority) and supplemented by developer contributions.
108	Utilities	North Lincolnshire	2014 - 2026	Improvements in gas supply infrastructure	North Lincolnshire Council National Grid Gas Local Gas Distribution Network Operators	Phases 1, 2 and 3	Non Essential	To be delivered by the Private Sector; therefore no costs have been appraised.	Private Developers and Utility Companies	Core Strategy CS1, CS7, CS8, CS11, CS12 and CS13	Where necessary expansion / upgrading of existing local infrastructure through development contributions and utility company Business Plans.
109	Utilities	North Lincolnshire	2014 - 2026	Improvements in electricity supply infrastructure	North Lincolnshire Council National Grid Northern Powergrid Renewable Energy Providers	Phases 1, 2 and 3	Non Essential	To be delivered by the Private Sector; therefore no costs have been appraised.	Private Developers and Utility Companies	Core Strategy CS1, CS7, CS8, CS11 and CS12,	Where necessary expansion / upgrading of existing local infrastructure through development contributions and utility company Business Plans.
110	Utilities	North Lincolnshire	2014 - 2026	Improvements to water supply infrastructure	North Lincolnshire Council Environment Agency Anglian Water Severn Trent Water Yorkshire Water	Phases 1, 2 and 3	Non Essential	To be delivered by the Private Sector; therefore no costs have been appraised.	Private Developers and Utility Companies	Core Strategy CS1, CS7, CS8, CS11 and CS12	Where necessary seek improvements to foul water and sewerage networks through utilities company Business Plan and developer contributions.
111	Utilities	North Lincolnshire	2014 - 2026	Improvements to telecoms infrastructure. At a wholesale access level, to upgrade infrastructure in areas currently poorly served by telecommunications. Superfast broadband will be delivered through installation of fibre services throughout Northern Lincolnshire.	ICT providers North Lincolnshire Council	Phases 1, 2 and 3	Non Essential	Many of the costs will be borne by the private sector. However, North Lincolnshire Council is currently leading a project investing £7.3 million between 2013 and 2015 in providing this access, with current works to coast a rollout up to 2017.	North Lincolnshire Council Central Government European Union (ERDF/EAFRD) Utility Companies (supplemented with developer contribution, where necessary, subject to financial viability)	Core Strategy CS1, CS7, CS8, CS9, CS10, CS25 and CS26	Seek improvements to telecoms infrastructure through utility company Business Plan and developer contributions.
112	Waste Management	North Lincolnshire	2014 - 2026	New sites and facilities to meet the need of North Lincolnshire growing population and business base.	Environment Agency Waste Management Operators	Phases 1, 2 and 3	Non Essential	Uncalculated at this stage – will depend on the location of facilities, type, and technology employed	Private Sector Waste Management Operators North Lincolnshire Council Developer Contribution, subject to financial viability	Core Strategy CS1 and CS20	As need arises the council will work closely with key stakeholders in order to deliver the appropriate waste management facilities.

No.	What	Where	When	Specific Requirement	Lead Delivery Organisation	Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12)	Essential / Non Essential	Cost	Sources of Funding	Policy	Contingencies
113	Flood Defences	Scunthorpe, other Market Towns, key strategic employment sites Rural Settlements	2014 - 2026	All types of flood defence and drainage infrastructure to protect existing and new communities and other land and infrastructure assets in North Lincolnshire.	North Lincolnshire Council North East Lincolnshire Council Environment Agency DEFRA Internal Drainage Boards Water Companies Private Sector Developers	Phases 1, 2 and 3	Essential	At the time of preparation of the Infrastructure Delivery Plan, given the nascent implementation stage of the proposed housing and employment growth, it has not been possible to establish the full suite of flood defence mechanisms. Equally, no new firm solutions have recently been designed by any partner organisations to safeguard existing settlements, land and infrastructure assets. Hence, at this stage, it has not been possible to establish relevant cost estimates for the necessary flood defence across North Lincolnshire. That said, the Lincolnshire Lakes, the most significant housing growth location in North Lincolnshire, will improve the town's flood defences significantly. The current cost estimates for necessary flood works for this site are estimated at £85 million, which would be incurred by the private sector developer/s.	Natural England North Lincolnshire Council Environment Agency Developers (through developer contributions) Land Owners. In particular, approaches similar to Lincolnshire Lakes, where the private sector will take the lead (subject to financial viability), will be adopted for delivering all flood defences for new housing and employment land developments in the Local Authority area. On the other hand, public sector partners, such as the EA, are envisaged to take a lead on improving flood defence for existing settlements.	Core Strategy CS1, CS2 and CS4	The council will work closely with developers and the Environment Agency to maintain and improve existing flood defences through developer contributions and public funding.

Marcus Walker BA (Hons), Dip URP, MA, MRTPI
Assistant Director - Planning and Regeneration
Civic Centre
Ashby Road
Scunthorpe
North Lincolnshire
DN16 1AB

Contact Spatial Planning on:
Tel: 01724 297573 or
Email: spatial.planning@northlincs.gov.uk