

DELEGATED ASSESSMENT

Application no: PA/2024/115

Proposal: PLANNING PERMISSION TO ERECT A THREE-STOREY EXTENSION TO THE CONSENTED ENTERPRISE AND INNOVATION HUB PA/2021/2031, ALONG WITH ASSOCIATED CAR PARKING, ACCESS AND INFRASTRUCTURE TO DELIVER A NEW POLICE HEADQUARTERS COMPRISING OF OFFICE SPACE, WELFARE AND STORE FACILITIES.

Location: HIGH STREET, SCUNTHORPE, DN15 6S

Applicant: LAURA WILLIAMSON

Officer: Dean Watson

POLICY

National Planning Policy Framework:

Chapter 2 – Achieving sustainable development

Chapter 4 – Decision-making

Chapter 9 – Promoting sustainable transport

Chapter 11 – Making effective use of land

Chapter 12 – Achieving well-designed places

Chapter 14 – Meeting the challenge of climate change, flooding and coastal change

Chapter 15 – Conserving and enhancing the natural environment

North Lincolnshire Core Strategy: (NLCS).

Policy CS1 (Spatial Strategy for North Lincolnshire)

Policy CS2 (Delivering More Sustainable Development)

Policy CS3 (Development Limits)

Policy CS5 (Delivering Quality Design in North Lincolnshire)

Policy CS14 (Retail Development)

Policy CS17 (Biodiversity)

Policy CS18 (Sustainable Resource and Climate Change)

Policy CS19 (Floodrisk)

Policy CS25 (Promoting Sustainable Transport)

Saved North Lincolnshire Local Plan: (NLLP).

Policy T1 (Location)

Policy T2 (Access)

Policy T6 (Pedestrian Routes)

Policy T19 (Car Parking)

Policy DS1 (General Requirements)

Policy DS7 (Contaminated Land).

Policy DS14 (Foul Sewage and Surface Water Drainage)

Policy DS16 (Flood Risk).

Housing and Employment Land Allocations DPD 2016 (HELA).

TC1 (Town Centres)

SCU9 (Land at Church Square).

CONSULTATIONS

Environmental Protection (EP) – (Response 1 – dated 05.03.2024).

Contaminated Land – The application has been supported by a Phase 1 and 2 Ground Investigation report and a Remediation Strategy.

The above reports have recommended two remedial proposals for the site to mitigate against the pollutant linkages identified so that the site can be deemed suitable for use. These are:

- Appropriate PPE and suitable Asbestos management measures during construction.
- Clean capping in soft landscape areas to serve as a physical barrier between made ground and site surfaces.

With the above in mind EP recommends the imposition of parts 2 – 4 of the standard land contamination condition to ensure a robust remediation strategy is submitted for approval and subsequently implemented on site.

Noise – The applicant has submitted the following report for consideration:

- Apex Acoustics, Noise Impact Assessment (NIA), Police HQ, Scunthorpe Report issued 19.12.2023.

Vehicle movements – EP is seeking clarification on the following matters:

- Background noise levels.
- Break in noise assessment on the west façade of the key worker/student accommodation block
- No consideration made for noise levels in the courtyard outside amenity area for the aforementioned block.

Siren Testing – EP seeks clarification upon:

- Noise levels exceed World Health Organisation Guidelines.
- No mitigation proposals have been modelled or identified.

Fixed Plant – Condition to be implemented, although the wording to be modified following receipt of additional baseline information.

Air Quality – Further to the submission of an air quality report EP have no comments to make in relation to air quality and welcome the extensive use of electric vehicle charging points proposed.

Light – EP have reviewed the Kingfisher Lighting, Project Anchor, Police HQ report dated 05.02.2024 and recommend the following condition.

Any external lighting shall be installed, operated and maintained in accordance with the manufacturer's specification and the above document.

Construction – EP recommend conditions relating to:

- Working hours.
- Construction Environmental Management Plan.

EP – (Response 2 – dated 14.05.2024).

Noise – Further to response 1 dated 05.03.2024, the applicant submitted the following report:

- Apex Acoustics, (NIA) Police HQ, Scunthorpe, Rev E issued 23.04.2024.

EP remain of the view that further information is required in terms of vehicle movements, siren testing and fixed plant.

EP – (Response 3 – dated 08.08.2024).

Noise – Further to response 2 dated 14.05.2024, the applicant submitted the following report:

- Apex Acoustics, NIA, Police HQ, Scunthorpe Rev H issued 16.07.2024.

Siren Testing. The report now includes the provision of acoustic fencing around the parking bays for patrol car use and the previously proposed acoustic barrier has been increased in height from 2.4m to 2.5m. The report acknowledges that these measures do not fully mitigate the potential noise from siren testing but with the context, are deemed the most appropriate measures, with the understanding siren testing of this type occurs at other urban police stations and have not generated complaints from residents.

With the above in mind, EP recommends the inclusion of the following condition.

Siren testing of emergency vehicles shall be undertaken during daytime periods only (07:00 – 23:00).

Fixed Plant. Additional information has been provided in regard to noise from backup generator operation. The report proposes noise from the backup generator is excluded from plant noise limits on the basis that this will be an atypical occurrence, and that the backup generator shall only run for short periods until power is restored. EP agrees with this scenario and recommends the inclusion of the following conditions.

1.The proposed development shall be constructed in accordance with the mitigation measures in the Apex Acoustics NIA issued 16.07.2024.

2.Following installation of the mitigation measures in accordance with the approved NIA, a verification report shall be submitted to and approved in writing by the LPA.

No fixed plant (excluding any back up generators) shall come into operation until details of the fixed plant and machinery serving the development hereby permitted, and any mitigation measures to achieve this condition, are submitted to and approved in writing by the LPA.

The total cumulative rating level of noise emitted from the fixed plant shall not exceed existing background levels as determined in Table 11 of report reference NE8714-APX-ZZ-ZZ-RP-YA-0004, dated 16.07.2024. The noise levels shall be determined by measurement or calculation at the nearest noise sensitive premises. The measurements and assessment shall be made according to BS4142:2014.

Local Highways Authority (LHA) – The proposals include for the reversal of the existing one-way system on Chapel Street, to assist with emergency operations. LHA Officers consider this does not appear to have an adverse impact on the operation of the highway network, although there is a need to amend the existing on-street parking bays and remove/replace signage to facilitate the changes. These are not fully captured on the submitted drawings.

Although the site is in a sustainable location, it is unclear how conducive shift work is to encourage staff to travel more sustainably. The final Travel Plan (TP) needs to take this into consideration. LHA Officers have assumed that most staff in the proposed development, will be transferring from existing facilities within the area. It would therefore have been more representative to use their home locations to identify routes to work and travel patterns rather than MSOA level, or to undertake an analysis of both for comparison purposes.

Whilst staff parking is provided on site, there does appear to be a shortfall in the number spaces provided, particularly at shift changeover times. There is sufficient capacity in nearby council owned long-stay car parks, particularly The Parishes and High Street East to accommodate, although it is unclear from the information provided how alternative parking facilities will be communicated to staff. This can be incorporated into the Workplace Travel Plan.

LHA Officers recommend the following conditions be imposed on any planning approval:

- Full details of the amended one-way system.
- Full details of proposed access from Home Street.
- Full details of emergency exit onto Chapel Street and Home Street.
- Gate positions to be set back a minimum distance of 5 metres.
- Details of wheel cleaning facilities during construction process.
- Submission of a Construction Phase Traffic Management.
- Submission of a Workplace Travel Plan.

Drainage (Lead Local Flood Authority) – The Lead Local Flood Authority support the application subject to the below condition.

The development shall be carried out in accordance with the submitted drawings dated 08.12.2023.

Archaeology – No comments regarding archaeology.

Conservation – The application is for an extension to the already approved building under PA/2021/2031. The approved building has a contemporary appearance and the extension to the building will be in the same vein. With regards the layout the new extension will be to the rear of the main range running north/south between Winterton Road and High Street.

The new range will protrude above the front elevation of the existing building on the High Street elevation. Given its location, it is considered the proposed extension to the already consented building will not cause any harm or change to the setting of the listed building or how it's significance is experienced and will preserve its setting as required in Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Humberside Fire and Rescue – Comments received related to standing advice for access for fire services and water supplies for firefighting.

Crime Reduction Officer, Humberside Police – It is noted that all security and designing out crime measures have been fully considered and incorporated into the design. No objections.

PUBLICITY

The application has been advertised by site notices and press notice in accordance with article 15 of the Development Management Procedure Order 2015 (as amended).

LETTERS OF COMMENT

3 letters of representations were received that raised concerns over the nature of the headquarters not acting as a station (no cells) and providing welfare facilities for staff.

Response - The operational function of the site is as an office rather than a holding cell station.

Concerns were raised over the future of three existing unmanned stations.

Response – This is not a material consideration in determining the proposal.

MATERIAL CONSIDERATIONS

The Proposal

The proposed development comprises of the construction of a new three-storey extension to the existing Enterprise and Innovation (E&I) Hub on the former Scunthorpe Market Site along with associated car parking, access and infrastructure. A new low carbon police headquarters within the grounds of the former Scunthorpe Market Site will see the adaption of the recently constructed E&I Hub.

The proposed three storey police headquarters will occupy the western side of the E&I Hub (part of Project Anchor), expanding out to north of the site to mimic the Accommodation Block on the eastern arm. Including the floorspace already agreed upon under PA/2021/2031, the Police Headquarters will provide a total of circa 3,000sqm.

There will be approximately 250 officers based at the building. However, a maximum number of 80 staff will occupy the HQ at any one time due to shift patterns and absences, i.e., for leave, illness etc.

The site offers 107 total parking bays within the site boundary, the rationale of which is stated below:

- 42no. Operational Bays (all with EV provisions).
- 5no. Van bays.
- 60no. Staff parking (of which 7no. are accessible bays).

The new Police HQ offers Humberside Police the opportunity to not only improve its facilities and subsequently its service to the community, but also to establish a best practice solution for operational policing. The facility will provide the necessary accommodation and facilities to allow the local police force to run its operations with greater efficiency within a building that takes into consideration sustainability, security and health and wellbeing of its occupants, all within a prominent and strategically accessible location within the heart of the town centre.

The application has undertaken a Statement of Community Involvement as part of pre-application discussions with the Local Planning Authority. A summary of matters raised and addressed are provided below.

Opening hours – The operational hours for the Police Headquarters will be 24/7.

Prison cells – The Police HQ will not provide a custody suite or holding cells, any Scunthorpe based arrests, will be directed to custody suites in neighbouring stations.

The proposed building will accommodate multipurpose spaces from an interview room, gym, kitchen, rest rooms and a mixture of open plan and individual offices.

The need for a new building – The proposed facility provides the necessary accommodation and facilities to allow the local police force to run its operations with greater efficiency.

The delivery of a new police HQ is anticipated to support improved visibility and presence, with increased accessibility and opportunities for further community engagement.

The application has also been supported by the following documents:

- Application form, fee and drawings.
- Acoustic reports and updates.
- Air quality assessment.
- Civil and structural report.
- Design and access statement.
- Drainage strategy.
- Energy and sustainability report.
- External lighting strategy.
- Fire strategy.
- Geotechnical and geoenvironmental desk study.
- Heritage statement.

- Mechanical and electrical report.
- Statement of community involvement.
- Transport statement.
- Travel plan.
- Topographical survey.

Recent relevant planning history:

PA/2024/235 – Planning Permission to amend conditions 2,6,14 and 21 of previously approved application, PA/2021/2031, approved plans updated, elevations updated to incorporate external building signage, EV parking spaces, relocated on Home Street car park, redundant access, site plan updated to indicate amendments to drop kerbs and mitigation against hostile vehicles, site plan updated to incorporate bollards.

Decision: Pending

PA/2022/1612 – Application for a non-material amendment to PA/2021/2031 namely to remove balconies and amend the roof form, materials, café entrance and student accommodation entrance.

Decision: Full Planning Permission with Conditions. **Decision Date:** 03.10.2022.

PA/2021/2031 - Planning permission to erect a three storey 46-unit student accommodation block comprising of 15 studios and 31 en-suite rooms and a three-storey office building.

Decision: Full Planning Permission with Conditions. **Decision Date:** 09.02.2022.

The site

The application site is situated on the former Market site within Scunthorpe town centre which currently hosts the recently constructed E&I Hub. The site area is approximately 0.63 hectares. To the north of the site, is a short stay car park owned by the local authority and beyond that high rise residential flats. Winterton Road bounds the site to the north, whilst the eastern boundary adjoins Home Street.

To the south of the site is the High Street, beyond which is Scunthorpe Central Library and Church Square, recently named Queen Elizabeth Memorial Park, a public square. The square is overlooked by buildings 20-21 Visual Arts Centre and the Engineering University College Northern Lincolnshire.

The site is not within a Conservation Area or close to any Scheduled Ancient Monument. St John's Church, a statutory Grade II Listed Building is in the setting/adjacent to the application site, subsequently a Heritage Statement has been undertaken and reviewed.

Vehicular access to the site is to be taken from Home Street.

The application site is within Flood Zone 1 on the Environment Agency Flood Zones Maps, and as such, is at the lowest risk of flood event.

Considerations.

In determining the proposal, the main issues to consider are:

- The principle of the development.
- Highways.
- Flood risk and drainage.
- Biodiversity.
- Heritage.
- Environment.
- Design.

Principle of development

The development plan for North Lincolnshire comprises three parts: those policies of the North Lincolnshire Local Plan (2003) (LP) which were saved by a direction of the Secretary of State in September 2007, the North Lincolnshire Core Strategy DPD (2011) (CS), and the Housing and Employment Land Allocations DPD (2016) (HELAP).

The application has been supported by a Planning Statement and a Design and Access Statement.

Allocation: The site is located within allocation SCUH-9 (HELAP) and the policy sets out a framework of requirements for all development within it. The land allocation at Church Square (12.13ha) is a mixed use site in which specific areas will be allocated 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.

The allocation is currently a regeneration project that has delivered the North Lincolnshire Council Office, ONGO Office and Project Anchor Enterprise and Innovation Centre including residential accommodation. The allocation has also seen improvements to public realm and the more recent refurbishment of St John's Church.

The allocation recognises the 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.

Policy TC-1 (HELAP) is concerned with development in North Lincolnshire's Town Centres and District Centres. It states in part that:

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 metrage of the defined frontage

Policy CS1 of the NLCS sets out the overarching spatial approach for the district. The primary location for the focus of development is Scunthorpe as the principal settlement. Policy CS2 is concerned with delivering more sustainable development, setting out a sequential approach to where development should be focused, with the primary target being previously developed land and buildings within the Scunthorpe urban area. Policy CS4 seeks to create a renaissance in North Lincolnshire, with the key target to a create a vibrant and attractive town centre in Scunthorpe by providing new well mixed use developments to the east and west of the retail core showcasing the latest in energy efficient design and sustainable construction techniques and an improved public realm.

To fulfil its sub-regional role, identified in the RSS, Scunthorpe town centre will be the main location for all new retail, leisure, cultural and office development.

National Planning Policy Framework is also relevant to this assessment. Of particular importance is the following paragraph.

Paragraph 90 – Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaption. Planning policies should:

(a) define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters.

(b) define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre.

(c) retain and enhance existing markets and, where appropriate, re-introduce or create new ones.

(d) allocate a range of suitable sites in town centres to meet the scale and type of development likely to be needed, looking at least 10 years ahead. Meeting anticipated needs for retail, leisure, office and other main town centre uses over this period should not be compromised by limited site availability, so town centre boundaries should be kept under review where necessary.

(e) where suitable and viable town centre sites are not available for main town centre uses, allocate appropriate edge of centre sites that are well connected to the town centre. If sufficient edge of centre sites cannot be identified, policies should explain how identified needs can be met in other accessible locations that are well connected to the town centre; and

(f) recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

Assessment.

Adopted local plan policies seek to protect Scunthorpe Town Centre as North Lincolnshire's focus for retail, leisure and cultural opportunities. Proposals that do not adhere to the requirements of policies CS1, CS2, and CS4 of the NLCS and policy TC1 of the HELAP will not be supported. The NPPF seeks to promote Town Centres as at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

Policy TC1 of the HELAP is now outdated following amendments to the Town and Country Planning (Use Class Order) (England) 1987. Where a local planning policy is out of date it should be given limited weight, and consideration should be given to the NPPF.

In summary, the proposal seeks to provide an office-based extension to the recently constructed E&I building, allowing the provision of a necessary town centre use to serve and protect the local community in a modern efficient and centrally located building. The proposal is considered to be in general conformity with both national and local planning policy and guidance and is considered to be acceptable in principle.

Highways

The application has been supported by a Transport Statement and a Travel Plan both of which have been reviewed by the Local Highway Authority.

Policy T1 of the NLLP is concerned with the location of development although this is largely outdated by CS1 of the NLCS. Policy T2 of the NLLP is concerned with access to development and states that all development should be served by a

satisfactory access. Policy T19 is concerned with parking provision as well as general highway safety; both policies are particularly relevant.

Policy CS25 is concerned with Sustainable Transport, it is relevant and states in part:

“The council will support and promote a sustainable transport system in North Lincolnshire that offers a choice of transport modes and reduces the need to travel through spatial planning and design and by utilising a range of demand and network management tools.”

Policy CS5 seeks to raise design standards; in part it states:

“(development should) ...Be easily accessible to all users via recognisable routes, interchanges and landmarks that are suitably connected to public transport links, community facilities and services and individual communities and neighbours in North Lincolnshire. Buildings and spaces should be accessible by all sections of the community and ensure that the principles of inclusive design are reflected.”

Paragraph 115 of the NPPF is also relevant and it states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- (a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.
- (b) Safe and suitable access to the site can be achieved for all users;
- (c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- (d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

Assessment.

The Local Highway Authority have reviewed the submitted information and are satisfied via the imposition of a full suite of conditions, the development can provide a form of development that will not lead to conditions prejudicial to highway safety and will also secure sustainable means of transport to reduce concerns over staff parking and changing shifts within the office building.

Flood risk/Drainage

Policy CS19 of the NLCS is concerned with flood risk, whilst policy DS14 of the NLLP is concerned with foul sewage and surface water drainage, both are relevant.

Policy CS19 states:

“the council will support development proposals that avoid areas of current or future flood risk, and which do not increase the risk of flooding elsewhere. This will involve a risk based sequential approach to determine the suitability of land for development that uses the principle of locating development, where possible, on land that has a lower flood risk, and relates land use to its vulnerability to flood.” And

“...In addition development will be required, wherever practicable, to incorporate Sustainable Urban Drainage Systems (SUDS) to manage surface water drainage. Where practical SUDS should be incorporated into the development.”

Assessment.

The application has been supported by a Drainage Strategy which seeks to expand the underground storage capacity of the E&I buildings drainage system as part of their mitigation to prevent surface water flooding. The LLFA have reviewed the detailed plans and technical information on surface water drainage and have no objections subject to the attachment of planning conditions.

Given the expanded mitigation, it is considered that the proposal would accord with the aforementioned planning policies.

Biodiversity/ Ecology

Policy CS17 of the NLCS as well as paragraph 185 of the NPPF relates to biodiversity. Paragraph 192 states in part that planning should promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.

The site at present forms part of cleared market site and an ongoing construction compound for the E&I building. Pre-application discussions with North Lincolnshire's Ecologist confirmed that there was no requirement for any further ecological surveys, and the landscaping enhancements to the approved E&I building (amended via S73 to accommodate this proposal) would provide a satisfactory bio-diversity net gain for the entire red line boundary.

The application has been supported by a Statutory Biodiversity Metric that demonstrates the baseline value of the site as zero. The proposal has provided a landscaping plan and schedule detailing the location and species of new tree/shrub/grass planting across the car parking and perimeter of the site.

Assessment.

The proposal along with the modifications to the adjacent E&I public realm area are considered to provide an acceptable level and satisfactory mixture of planting to be fully compliant with both local and national planning policy.

Heritage.

Policy CS6 of the CSDP is concerned with the Historic Environment. It states in part that:

“The council will seek to protect, conserve and enhance North Lincolnshire’s historic environment, as well as the character and setting of acknowledged importance including historic buildings, conservation areas, listed buildings (both statutory and locally listed), registered parks and gardens, scheduled ancient monuments and archaeological remains.”

Policy HE5 of the NLLP is concerned with the Historic Environment. It states in part that:

“...Proposals which damage the setting of a listed building will be resisted.”

Policy HE9 is concerned with Archaeological Evaluation its states that:

“...Where development proposals affect sites of known or suspected archaeological importance, an archaeological assessment to be submitted prior to the determination of a planning application will be required.”

Assessment.

Both the HER department and conservation officer have been consulted to review the supporting documentation. The HER department have no further recommendations and are satisfied that the affect on any archaeological value is limited. The conservation officer is satisfied that the proposal would not have a negative impact upon the setting of St John’s Church subject to the control of materials.

It is therefore considered that the proposal would accord with policies CS6 of the CSDP and HE5 and HE9 of the NLLP.

Environmental

Air Quality

Policy CS18 is concerned with sustainable resource use and climate change. Its purpose is to promote development that utilises natural resources as efficiently and sustainably as possible. Two points of this policy are relevant:

(10) Ensuring development and land use helps to protect people and the environment from unsafe, unhealthy and pollutant environments, by protecting and improving the quality of the air, land and water.

(12) Supporting new technology and development for carbon capture and the best available clean and efficient energy technology, particularly in relation to the heavy industrial users in North Lincolnshire, to help reduce CO2 emissions.

The application has been supported by an Air Quality Assessment which provides the following conclusion.

The Police Headquarters will result in an increase in vehicle movements in the vicinity of the proposed development. An air quality assessment has already been prepared for the wider development, minus the Police Headquarters, which predicted a negligible impact on air quality and a very small increase of 0.1 µg/m³ at only two

of the nine receptors assessed. The PHQ is unlikely to generate enough additional traffic for an impact to occur. Air quality concentrations are low and well below the AQALs, at both the development site and existing sensitive receptors considered.

Assessment.

Environmental Protection have reviewed the above assessment and accept its findings. This element of the proposal which includes the introduction of 42 EV charging points is considered to satisfy the relevant local plan policy.

Amenity.

Noise.

Policy DS11 of the NLLP is concerned with polluting activities. It states planning permission for development, including extensions to existing premises and change of use, will only be permitted where it can be demonstrated that the levels of potentially polluting emissions, including effluent, leachates, smoke, fumes, gases, dust, steam or noise do not pose a danger by way of toxic release; result in land contamination; pose a threat to current and future surface or underground water resources; or create adverse environmental conditions likely to affect nearby developments and adjacent areas.

The proposal is close to existing residential uses and has been supported by a number of updated/amended Noise Impact Assessments relating to the operational nature of the proposal, namely vehicle movements, siren testing and fixed plant following review and consultation responses by Environmental Protection.

Assessment.

Environmental Protection are satisfied by the imposition of conditions relating to the hours of operation for the external siren testing, mitigation proposals to reduce external noise impacts and a verification report that demonstrates the mitigation is fit for purpose that the proposal will not lead to conditions prejudicial to residential amenity and is policy compliant.

Land Contamination.

Policy DS7 of the NLLP is concerned with contaminated land. It states that permission will only be granted on contaminated sites where a detailed survey has been submitted. The application has been supported by a Phase 1 and 2 Ground Investigation report and a Remediation Strategy.

Assessment.

Environmental Protection have reviewed the supporting documents and through the imposition of a bespoke remediation strategy and subsequent verification report are satisfied that the extension to the E&I Building can be developed in accordance with relevant policy.

Designing out crime.

Policy CS5 of the Core Strategy is concerned in part with creating safer places, It states that “(decisions should) ...Create safe and secure environments, which reduce the opportunities for crime and increase the sense of security for local residents through the use of Secured by Design guidance”

Policy CS3 of the Local Plan is concerned with designing out crime. It states that: New development should take into account personal safety and the security of people and property by:

- i) ensuring that paths, play areas and open spaces are overlooked by inhabited buildings while maintaining the privacy of inhabitants.
- and
- ii) avoiding the creation of spaces with ill-defined ownership and ensure there is a clear distinction between public open space and private open space; and
- iii) ensuring the development is well integrated into the existing pattern of pedestrian and vehicular movement; and
- iv) ensuring that dark or secluded areas are not created by landscaping, planting or building.
- and
- v) ensuring that streets and paths are adequately lit.

These policies are reinforced through the design theory for safer streets contained within the national design guide. The Humberside DOCO (designing out crime officer) has been consulted and has no objection.

Given the aforementioned planning conditions the proposal is considered to align with both CS5 of the Core Strategy and DS3 of the Local Plan.

Conclusion

The proposal is considered to extend the existing E&I building to facilitate the introduction of a new bespoke Police HQ for the town of Scunthorpe, centrally located within the recently modernised and refurbished area of market square, providing a new and fit for purpose unit to allow efficiencies in the way that the local police force operates on a day to day basis. The proposal would contribute to the vitality and viability of the town centre with increased footfall from staff occupying the unit.

The principle of the use is considered to be in general conformity with the office uses associated within the town centre, whilst the design of the proposal reflects the ethos of the E&I building. Minor modifications to the E&I building were necessary to allow the proposal to be constructed, namely modifications to the landscaping and parking arrangements, these have been secured via the S73 application outlined in the planning history section of this report.

All other matters relating to highways, amenity, drainage and ecology have all been considered and addressed and conditions have been attached to this recommendation to mitigate any impacts of both the construction and operation of the building.

Overall, the proposed development is considered to be compliant with relevant national and local planning policy and guidance and as such Officers are satisfied that planning permission can be recommended for approval.

Equality Act 2010 - 149 Public Sector Equality Duty:

During the detailed consideration of this application an equality impact assessment has been undertaken which demonstrates that due regard has been given to the duties placed on the LPA's as required by the Act. As part of the assessment of the application/proposal due regard has been given to the following relevant protected characteristics: -

- age.
- disability.
- gender reassignment.
- pregnancy and maternity.
- race; • religion or belief.
- sex.
- sexual orientation.

The LPA is committed to:

(a) eliminating discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010.

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

In addition, the LPA, in the assessment of this application/proposal has given due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it. This approach involves.

(a) removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic.

(b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it.

(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

The LPA has taken reasonable and proportionate steps to meet the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities, as part of this planning application/proposal.

Due regard has been given to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves. Particular consideration has been given to the need to: -

(a) tackle prejudice, and

(b) promote understanding.

Finally, the LPA recognise that compliance with the duties in this section may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act.

Recommendation : Approve subject to conditions.

