

# Planning and Retail Statement

Planning Application 1 at Lincolnshire Lakes (North)

Land to the east of the M181/A1077(M), Scunthorpe, DN17 1US

February 2025

## Executive Summary

This Planning and Retail Statement has been prepared in support of a hybrid planning application, known as Planning Application 1 (or 'PA#1'), at Lincolnshire Lakes (North).

This Statement has considered the site location, constraints and planning history; the detail of the proposed development; the approach to stakeholder and community engagement; the full planning policy framework within which the proposals should be considered and has reviewed relevant planning considerations (including Section 6 specifically on retail assessment) within this policy context.

Lincolnshire Lakes was originally conceived in 2004 as part of the 'Scunthorpe Framework' with a vision to transform the setting of Scunthorpe by creating a vista of lakes and woodland. Lincolnshire Lakes has been promoted through an Area Action Plan (AAP) to create a high quality residential, business and leisure location including 6,000 homes, two new junctions off the M181, local and district centres and a strategic mixed use area in addition to the delivery of blue / green infrastructure.

The Proposed Development subject to this hybrid planning application relates to the northern parcel of Lincolnshire Lakes, referred to within this submission as 'Lincolnshire Lakes (North)'. The Proposed Development will deliver:

- Up to 550 high quality sustainable dwellings of a mix of house types and bed-spaces;
- Up to 3,999sqm of retail, commercial and community facilities within a centrally located local centre;
- Provision for a well landscaped, publicly accessible amenity space, including formal and informal play space;
- 6.1ha of blue / green infrastructure;
- Significant biodiversity enhancements through new habitat creation; and
- A pedestrian and cycle link from the site to Scunthorpe.

The role of *Hargreaves Land* ('HL') will be to act as Master Developer. HL will deliver the elements subject to the full planning application which includes the site wider infrastructure works. These infrastructure works include, but are not limited to, the delivery of ecological mitigation and enhancements, drainage, earthworks and main vehicular, pedestrian and cycle routes through the site. Hargreaves will then market the development plots as 'ready for development' sites to minimise risk on the future housebuilder and ensure the deliverability of this important strategy site for Scunthorpe and North Lincolnshire.

The proposals give rise to a number of significant economic, social and environmental benefits, in line with the National Planning Policy Framework, most notably:

- The scheme is immediately deliverable; an important aspect due to the site's previous history of delays being experienced following the granting of planning permission. The applicant is acting as 'master developer' of the scheme, through delivery of important infrastructure in Phase 1 to provide serviced developable plots in Phases 2 to 5 which facilitate future housebuilders and end-users to finalise detailed designs at reserved matters stage;
- The proposals offer a significant economic investment into the North Lincolnshire administrative area, opening up the wider Lincolnshire Lakes development for additional investment across multiple further sites through the delivery of key infrastructure and a local centre which will provide essential services to residents;

- The mandatory 10% biodiversity net gain (BNG) is to be achieved and surpassed significantly, with over 15% BNG expected to be achieved and delivered on site, providing important habitat enhancements and creation throughout the Site in accordance with the optimum option of the biodiversity gain hierarchy;
- A borrow pit and earthworks strategy has been devised to significantly reduce environmental impacts of the development, maximising the use of on-site material through its reuse across the developable plots and significantly reducing HGV trips through the construction phase;
- A number of energy and sustainability aspects will be addressed further at reserved matters stage, such as materiality of buildings, provision of electric vehicle charge points (EVCPs) and solar PVs, and waste management provision (inter alia); however it is considered that through these sustainable measures in PA#1 can provide occupants and end users with high quality and sustainable buildings, incorporating measures which protect the environment and respond to the challenge of climate change; and
- Comprehensive ecological benefits will be seen throughout the development, with a large number of species surveys undertaken throughout the design process to ensure that no native or protected species will experience significant impacts as a result of the proposed development, with any impact being extensively mitigated.

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## Appendices

Appendix I Submission Documents and Plans

**Report title:** Planning and Retail Statement

**Prepared by:** Tom Clift

**Contributors:** David Sweeting

**Date:** 20 February 2025

**For and on behalf of Avison Young (UK) Limited**

# 1. Introduction

- 1.1 This Planning and Retail Statement has been prepared and submitted by Avison Young (AY) on behalf of Hargreaves Land Limited (referred to as 'HL' or 'the Applicant' for the remainder of this document), and also Lincolnshire Lakes Land Limited (in liquidation) acting by the Receivers, to North Lincolnshire Council (NLC) who are the Local Planning Authority (LPA).
- 1.2 The proposal relates to Planning Application 1 ('PA#1') at the Lincolnshire Lakes (North) site, on land to the east of the M181/A1077(M), Scunthorpe, DN17 1US (known as 'the Site').
- 1.3 The applicant proposes to submit two planning applications (a full and an outline planning application) at the same time and for them to be considered for determination by the LPA simultaneously under a 'hybrid planning application'. AY have discussed and agreed this approach with the LPA prior to formal submission.
- 1.4 The detailed Description of Development is set out in Section 4 of this Planning and Retail Statement and the summary for the purposes of validation is set out below:

*"Hybrid Planning Application:*

*Full planning application for the construction of a new vehicular access off the M181/A1077(M) roundabout, a pedestrian and cycle link to Scotter Road, a foul pumping station, earthworks and 'off-plot' drainage, ecological and associated landscaping and infrastructure works.*

*Outline planning application, with all matters reserved, for the development of up to 550 residential dwellings (Use Class C3), a local centre (Use Class E) and associated 'on-plot' landscaping, drainage and other infrastructure works."*

## The Applicant

- 1.5 This application has been submitted on behalf of Hargreaves Land Limited and Lincolnshire Lakes Land Limited (in liquidation) acting by the Receivers.
- 1.6 Hargreaves Land is a leading multi-sector strategic land and property developer, with regional teams focusing on projects across the Midlands, North of England and Scotland. Their extensive pipeline and strong heritage place them at the forefront of land promotion and property development across much of the UK.
- 1.7 Hargreaves Land produce high-quality schemes supporting sustainable growth for future generations, delivering places where people want to live and work. They have an impressive track record in multi-sector development alongside public sector bodies and private landowners, working closely with those who share our same vision through positive partnerships and an active acquisition strategy to offer a significant contribution to regional economies.
- 1.8 From greenfield strategic land, standalone bespoke commercial through to large-scale 'master-developer' regeneration opportunities; they have the relationships, track-record, and financial backing to create significant change. Their flagship sites, such as Unity in Doncaster and Blindwells in Edinburgh are recognised as being of national significance and continue to be at the forefront of sustainable regeneration throughout the UK.
- 1.9 The approach at Lincolnshire Lakes (North) is that Hargreaves Land would act as master-developer. Their role would be to deliver the main infrastructure works (i.e. those set out within the full planning application) and enable the development plots (i.e. those subject to the outline planning application)

to be 'ready for development' subject to individual reserved matters applications being submitted separately by housebuilders/others.

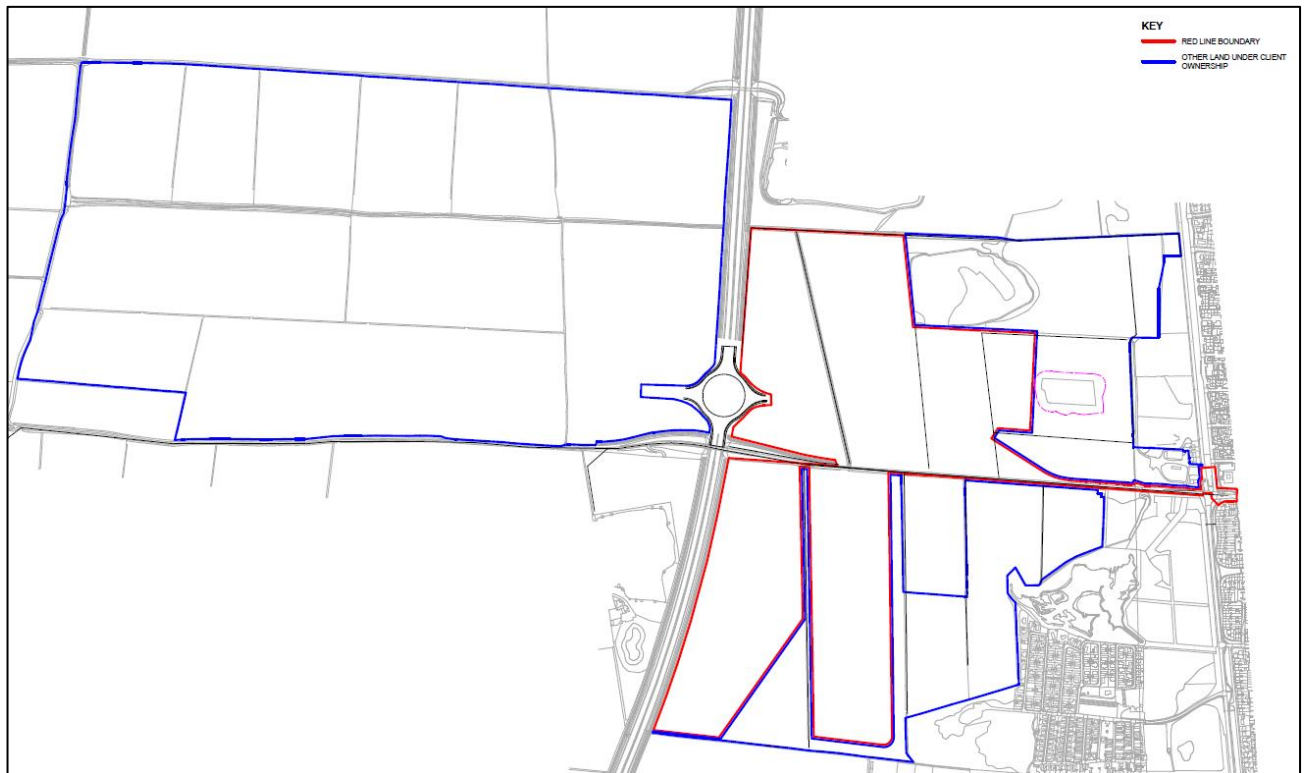
## **Document Structure**

- 1.10 This Planning and Retail Statement will set out the main planning considerations relevant to the determination of this hybrid planning application. This will include the following sections:
- Section 1: Introduction;
  - Section 2: Site description, planning history & context – a description of the Site location, Site description, surrounding context, planning history and Site constraints;
  - Section 3: Statement of community involvement – a summary of the pre-application discussions and community engagement;
  - Section 4: The proposed development– a detailed description of the proposed development;
  - Section 5: Planning policy framework – a summary of the relevant planning policy for the determination of the application;
  - Section 6: Retail Planning Assessment- comprising of a sequential impact assessment and retail impact assessment;
  - Section 7: Planning considerations – an assessment of the development proposals; and
  - Section 8: Conclusions – a summary of the merits of the development proposals in accordance with local and national policy.

## 2. Site Description, Planning History and Context

### Site location, site description and surrounding context

- 2.1 The PA#1 Site falls within the wider Lincolnshire Lakes development, as defined by the Lincolnshire Lakes Area Action Plan, located circa 3km to the south west of Scunthorpe town centre.
- 2.2 The Site extends to 139.65 acres (56.51ha) of land to the east of the M181/A1077(M). The applicant's wider ownership extends to 224.41ha, of which 97.49ha is located to the east of the M181/A1077(M) and the remaining 126.91ha to the west. This is illustrated in the Site Location Plan and in Figure 2.1 below.
- 2.3 The Site is accessed primarily by road from an existing roundabout off the M181/A1077(M) to the west.
- 2.4 The Site forms part of the Lincolnshire Lakes residential-led development, which cumulatively is anticipated to comprise of 6,304 dwellings across 6 distinct villages<sup>1</sup>.
- 2.5 The Site currently comprises of relatively flat and largely agricultural land, split into separate parcels of land through existing hedgerows, ditches and drains. Brumby Common Lane, an adopted highway, runs horizontally through the centre of the Site.



**Figure 2.1 - Site Location Plan**

<sup>1</sup> Lincolnshire Lakes Area Action Plan (AAP) (2016)

2.6 The Site is bound as follows:

- To the north are further open agricultural fields, woodland and wetland areas (including the Earl Beauchamps Warming Drain) which separate the Site and the South Humberside Main Line railway, connecting Scunthorpe with Doncaster to the west;
- To the east is agricultural fields and beyond this Scotter Road, which runs north-south connecting Berkeley Circle Roundabout to the north with Burringham Road to the south, and the remainder of Scunthorpe urban area;
- To the west is the M181/A1077(M) roundabout, which is understood to be in the process of being de-trunked, with spurs to the west and east into the applicant’s ownership; and
- To the south is further agricultural fields within the Lincolnshire Lakes AAP which has been subject to a number of recent planning applications, as expanded on later in this section.

### Planning History

2.7 The applicant’s wider ownership Site, including the area subject to PA#1, has been subject to a number of planning applications since the Lincolnshire Lakes development was first envisaged.

2.8 Four planning applications, all intrinsically linked, were submitted in 2013 (with the previous applicant being Lucent) which ran in conjunction with one another. These applications were all approved in July 2016, however they have all since expired having not been implemented, with the exception of the application for a new junction on the M181. These applications, alongside two later applications on the Site, comprise of:

Application Ref.	Validated	Proposal	Decision	Decision Date
PA/2013/1003	19 <sup>th</sup> August 2013	Outline application (access not reserved) for a commercial park comprising Use Classes A1 (food) A2, A3, A4, A5, B1, C1 and D2	Approved	11 <sup>th</sup> July 2016 (Expired 11 <sup>th</sup> July 2021 as no RM application was submitted with 5 years of outline approval).
PA/2013/1002	19 <sup>th</sup> August 2013	Full planning permission for highway works to create new junction to the M181 motorway and construction of the western section of the east-west link road	Approved	11 <sup>th</sup> July 2016 This has been implemented.

Application Ref.	Validated	Proposal	Decision	Decision Date
PA/2013/1001	19 <sup>th</sup> August 2013	Outline planning permission (with access not reserved) for the erection of a maximum of 450 dwellings including a care/retirement home (Use Classes C2 and C3), a Village Centre (Use Classes A1, A2, A3, A4, A5, B1 and D1), health care facility and community facility (Use Class D1), new roads and footpaths, informal areas of open space, play areas and sports pitches	Approved	11 <sup>th</sup> July 2016  (Expired 11 <sup>th</sup> July 2019).
PA/2013/1000	19 <sup>th</sup> August 2013	Outline application (access not reserved) for erection of a maximum of 2550 dwellings including a care/retirement home, a primary school and community facilities, village centres, new roads and footpaths, informal areas of open space, play areas and sports pitches and new wildlife habitat, lakes and wetland	Approved	11 <sup>th</sup> July 2016  (Expired 11 <sup>th</sup> July 2021)
PA/2015/25	April 2015	Hybrid planning permission for 12,000 capacity football stadium; cafe/bar; offices; 94-bed hotel; gymnasium; crèche; launderette; show venue; outdoor training football pitch; site access, car parking and associated infrastructure, landscaping and drainage.  Outline planning application for multi-use arena and outdoor football pitches, with all matters reserved save for access.	Approved	9 <sup>th</sup> March 2016  (Expired)

**Table 2.1: PA#1 On-Site planning history**



**Figure 2.2: Locations and Masterplan of Lucent Planning Applications submitted in July 2013**

2.9 To the south of the PA#1 Site and the wider HL ownership, there have been a number of planning applications for further developments within the wider Lincolnshire Lakes AAP area (referred to within this application submission as ‘Lincolnshire Lakes (South)’. These, inter alia, include the following:

Application Ref.	Validated	Proposal	Decision	Decision Date
PA/2015/0396	22 <sup>nd</sup> May 2015	Outline planning permission for the development of up to 2500 new homes including a village centre, a health care facility, community facilities, a 3 form of entry primary school, new roads and footpaths, informal areas of open space, play spaces and new wildlife habitats, water bodies and wetlands with all matters reserved for subsequent approval	Approved	August 2021
PA/2015/0627	22 <sup>nd</sup> May 2015	Planning permission for highway works to deliver the new terminating junction to the M181 and the development of the eastern and western sections of the east west link road connecting to the B1450 Burringham Road.	Approved	5 <sup>th</sup> August 2021

Application Ref.	Validated	Proposal	Decision	Decision Date
PA/2015/0628	24 <sup>th</sup> June 2015	Hybrid application for full planning permission for new road and footpaths, informal areas of open space, parklands, play areas and new wildlife habitats, attenuation ponds, recreational lakes and wetlands community; and outline planning permission with all matters reserved for non-residential institutions, leisure facilities and storage.	Approved	5 <sup>th</sup> August 2021
PA/2016/1736	29 <sup>th</sup> November 2016	Planning permission for engineering and excavation to form a lake (Lake 1) as part of the wider Lincolnshire Lakes proposal	Approved	1 <sup>st</sup> November 2017
PA/2017/1386	24 <sup>th</sup> August 2017	Planning permission for highway works to deliver a new terminating junction to the M181 motorway comprising a new at-grade roundabout to access the B1450 Burringham Road from the M181, new B1450 side roads and realignment of the existing B1450, two new additional roundabouts on the realigned B1450, drainage ponds and outfalls, landscaping and associated re-profiling and ancillary works	Approved	17 <sup>th</sup> January 2019
PA/2020/1333	20 <sup>th</sup> August 2020	Outline planning permission to erect up to 144 dwellings with appearance, landscaping, layout and scale reserved for subsequent consideration	Approved	29 <sup>th</sup> June 2021
PA/SCR/2022/1	4 <sup>th</sup> March 2022	EIA screening request relating to the erection of 599 dwellings including public open space, drainage attenuation, a lake with recreational routes and landscaping	EIA not required	1 <sup>st</sup> June 2022
PA/SCR/2022/2	14 <sup>th</sup> March 2022	EIA screening request relating to the reduction of the permitted red line boundary in relation to PA/2015/0396	EIA not required	1 <sup>st</sup> June 2022
PA/2022/1505	18 <sup>th</sup> August 2022	Planning permission for change of use from agricultural to light industry, storage and distribution (Use Classes B2 and B8)	Undetermined	N/A

Application Ref.	Validated	Proposal	Decision	Decision Date
PA/2023/1124	9 <sup>th</sup> August 2023	Planning permission for the development of 593 dwellings, 200sqm commercial unit (Use Class E) and lake, along with associated infrastructure, including landscaping, public open space and play area, pedestrian and cycle links, pumping station and sub-station	Undetermined	N/A
PA/2023/1750	18 <sup>th</sup> January 2024	Planning application to erect 158 dwellings with associated car parking, garages, landscaping, open space, pedestrian circulation and links, pumping station, infrastructure works and access from Burringham Road	Undetermined	N/A
PA/2024/780	12 <sup>th</sup> July 2024	Application for approval of reserved matters (appearance, landscaping, layout and scale reserved) pursuant to outline planning permission PA/2020/1333 dated 29/06/2021 for 128 dwellings Amended Description: Changes to site layout and changes to housing types and additional 2 plots proposed (total scheme 130 dwellings)	Undetermined	N/A
PA/SCR/2024/10	22 <sup>nd</sup> November 2024	EIA screening request proposed development for circa 1,200 dwellings, a local centre and school, green infrastructure, drainage infrastructure, open space and associated highway infrastructure at land West of Scotter Road	Opinion Given	14 <sup>th</sup> January 2025

**Table 2.2: Lincolnshire Lakes (South) Planning History**

## Site Constraints

2.10 The Site currently consists of largely arable farmland, divided into a number of irregular shaped parcels. A number of minor ditches and drains run throughout the Site, along with Brumby Common Lane intersecting the Site, running east to west through the centre of the PA#1 Site.

## Heritage

2.11 In terms of heritage context, there are no listed buildings within the Site or directly adjoining the Site.

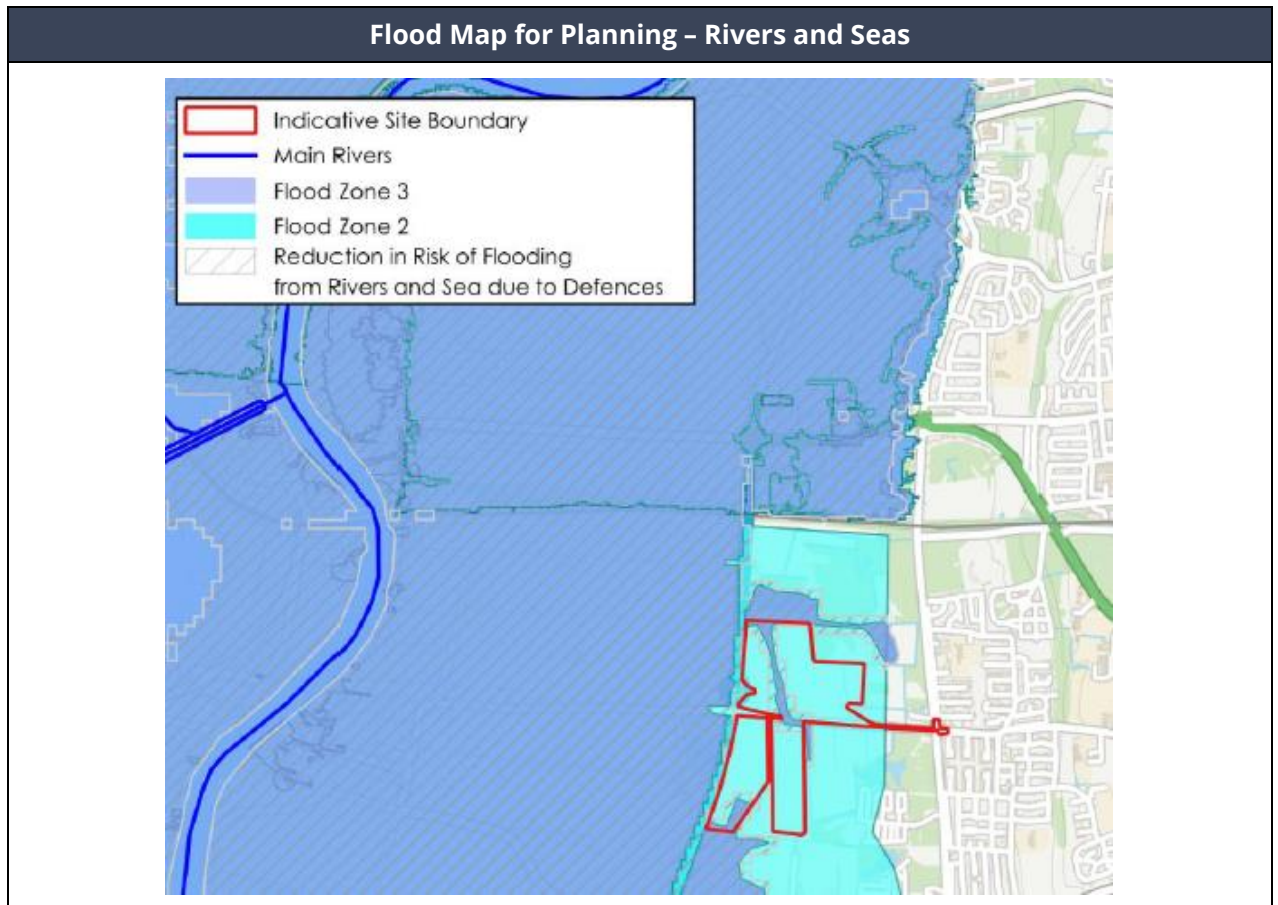
2.12 The Site does not fall within a Conservation Area, nor are there any within proximity to the PA#1 Site.

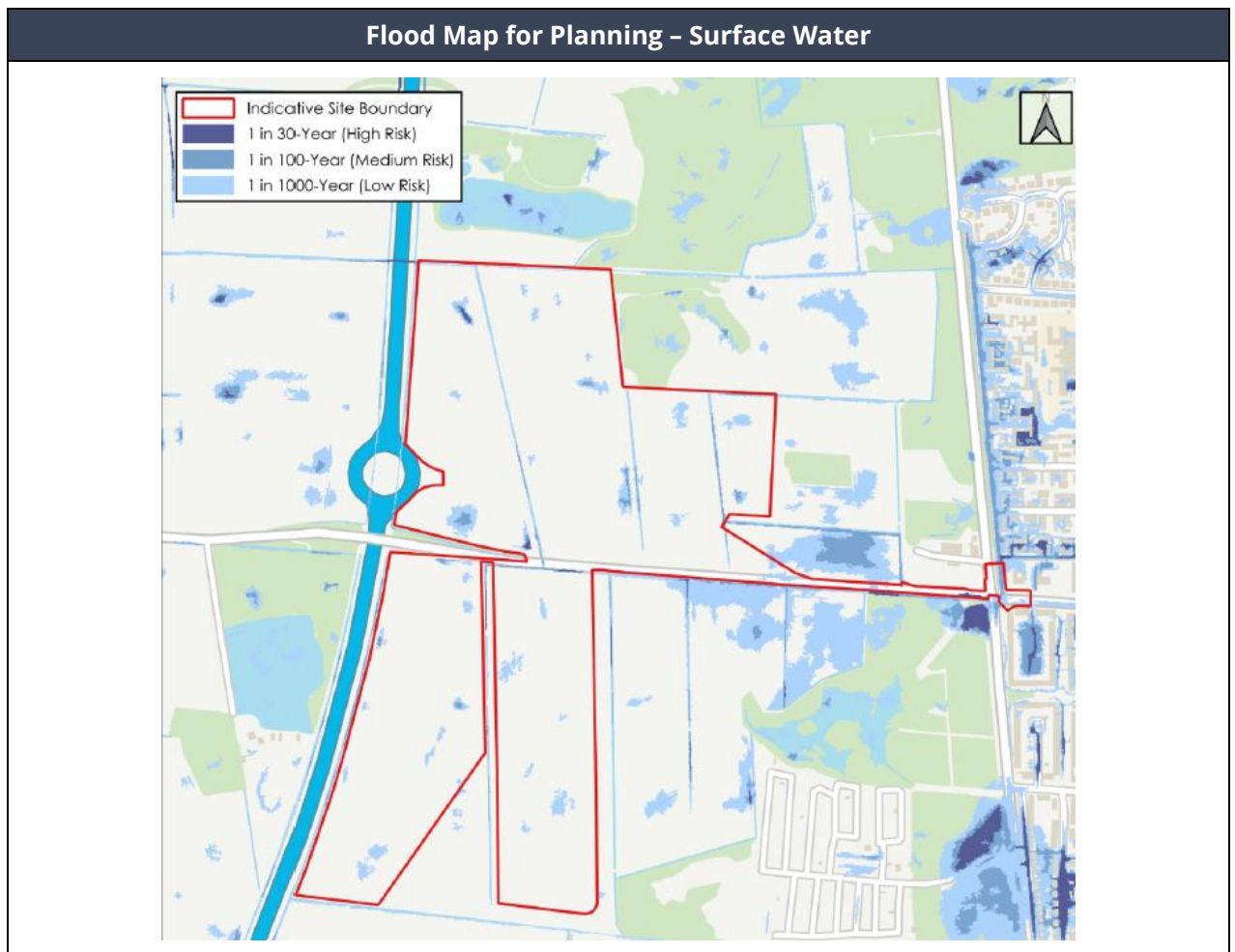
2.13 The PA#1 Site has been subject to an Archaeological Desk Based Assessment (DBA), which is included in the submitted Heritage Statement, which assesses that there are some surface warp and peat deposits (spanning from the Mesolithic to the Iron Age), and that the potential for remains related to warping in the later Post-Medieval period is high.

## Flood Risk

2.14 As per Figure 2.3:

- the Site is located within Flood Zones 1, 2 and 3 (from Rivers and Seas);
- the majority of the Site is not at risk from surface water flooding, apart from some areas to the east of the Site; and
- the Site is not at risk of flooding from reservoirs either when river levels are normal or when there is also flooding from rivers.





**Figure 2.3: A series of maps showing the PA#1 site's flood risk from rivers, seas, surface water, reservoir and canals**

2.15 The flood risk of the Site, including mitigation measures proposed, is expanded upon further in the Flood Risk Assessment (produced by BWB) which has been submitted to support Planning Application 1.

### Air Quality

2.16 The Site is not located in an Air Quality Management Area (AQMA), with the nearest AQMA being declared for particulate matter in Scunthorpe circa 3km away (declared in 2005 and amended in 2018). The proposal is, however, supported by an Air Quality Assessment due to it constituting of a major planning application.

## Ecology and Trees

2.17 The Site comprises of a number of ecological constraints and opportunities to assist development from an ecological perspective. These have been outlined below:

	Constraint	Opportunity
<i>Hedgerows</i>	Potential for Foraging bats, breeding birds. Buffer from operations to prevent habitat degradation	Retention and enhancement via management to improve structural and species diversity
<i>Line of trees to east of red line-boundary</i>	Potential for foraging bats, breeding birds	Retention and enhancement via management to improve structural and age diversity of trees. Planting and management to improve diversity and height of ground cover
<i>Mature woodland and trees</i>	Potential for foraging bats, breeding birds, common lizard	Retention and enhancement via management to improve structural and age diversity of trees. Planting and management to improve diversity and height of ground cover
<i>Ditches</i>	Potential for Riparian mammals, foraging bats. 5m min buffer from operations to prevent habitat degradation/disturbance	Potential for Riparian mammals, foraging bats. 5m min buffer from operations to prevent habitat degradation/disturbance
<i>Lowland acid grasslands</i>	Priority habitat	Buffer from operations to prevent habitat degradation. Retention and enhancement via planting and management to improve species diversity
<i>Other neutral grassland</i>	Distinctive habitat	Retention and enhancement via planting and management to improve species diversity

## Utilities

2.18 Record information provided by Northern Powergrid does show existing infrastructure within the PA#1 Site boundary. This includes an existing low voltage main which is within the Site boundary (close to the M181/A1077(M) roundabout) and existing 11kV cables supplying the existing substation that are routed along Brumby Common Lane.

2.19 Record information provided by Cadent Gas shows existing gas infrastructure towards the south and east of the Site. The existing 250mm Steel Intermediate Pressure (IP) Gas Main runs north to south just beyond the eastern boundary. The Site crosses the IP Gas Main at Brumby Common Lane and therefore the proposed development needs to co-ordinate with the Gas Main's existing location.

2.20 Record information provided by Anglian Water shows a 355mm HPPE/PE100 potable water main. The main appears to derive from the east close to Brumby Grove and appears to encroach into the Site boundary.

- 2.21 Record information from British Telecom (BT) Openreach does not show existing infrastructure within the Site boundary, but within close proximity to the Site.
- 2.22 An assessment of all other utility companies was conducted by BWB (and has been submitted as part of the Utilities Assessment in support of this application), with only Gas Transportation Company (GTC) having proposed electric, fibre and gas infrastructure within the Site boundary.

### **Highways/Transport**

- 2.23 The Site gains its primary vehicular access at present from Brumby Common Lane, connecting to Scotter Road and the wider Scunthorpe Urban Area to the east. However, this is a narrow lane which does not have the structural ability or capacity to continue to be the primary vehicular access point into the wider Lincolnshire Lakes (North) site.
- 2.24 In terms of cycle routes, access can currently also be gained from Brumby Common Lane to the east.
- 2.25 A railway line, namely the South Humberside Main Line, runs from Doncaster to Scunthorpe circa 600m north of the application Site. The nearest railway stations are Althorpe (circa 2.5km to the north west) and Scunthorpe (circa 3km to the north east). Both TransPennine Express and Northern Rail operate from Scunthorpe specifically, with daily services to Liverpool, Manchester, Sheffield, Doncaster (for connecting services to London) and Cleethorpes (inter alia).

### 3. Statement of Community Involvement

#### The Role of Community Engagement

- 3.1 Community and stakeholder engagement is recognised as an integral part of the planning process. The Localism Act 2011 seeks to empower local communities in influencing planned development in their area and emphasises the importance of developers carrying out consultation during the development process.
- 3.2 Furthermore, the need for pre-application consultation has also been reinforced by the National Planning Policy Framework (NPPF) published in December 2024, which states that a key component of sustainable development is the need for community involvement. This will allow for greater engagement in the planning process to prevent exclusion of stakeholders and ensure that economic, social and environmental needs are adequately considered.
- 3.3 Paragraph 40 of the NPPF states that:
- “Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.”*
- 3.4 Paragraph 41 of the NPPF goes on to suggest that local planning authorities should:
- “...encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications.”*
- 3.5 Paragraph 131 of the NPPF continues to set out that effective engagement between applicants, communities, local planning authorities and other interests is a key factor in achieving well designed places and therefore sustainable development.
- 3.6 North Lincolnshire Council adopted its Statement of Community Involvement (SCI) in August 2018, following a public consultation earlier in the year. The document sets out how the LPA will effectively involve all local people in the planning process; including detailing how and when community involvement will take place and who specifically will be consulted.
- 3.7 The NLC SCI sets out that *“pre-application advice is an essential part of providing an efficient and effective planning service”* and that *“developers should consider the benefits of involving the community in developments which are considered likely to have an impact on the community, even though the proposal may fall below the thresholds referenced to in the adopted SCI”*.
- 3.8 The proposals within PA#1 are of a scale that triggers a major planning application<sup>2</sup>, meaning that a consultation methodology that truly engages the local community and uses their feedback to inform the submitted plans has been applied.

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<sup>2</sup> *“Residential Developments of 50 or more dwellings or a site of 1.5ha in the Scunthorpe & Bottlesford Urban Area; or Residential 10 or more dwellings or a site area of 0.5ha elsewhere in North Lincolnshire” – North Lincolnshire Statement of Community Involvement (August 2018)*

## Approach to Application Consultation

- 3.9 The applicant is committed to ensuring that all relevant stakeholders with an interest in the proposals are engaged as early in the development process as possible. As such, Hargreaves Land Limited appointed Deetu to undertake pre-application consultations on their behalf.
- 3.10 Hargreaves Land Limited instructed Deetu to conduct a programme of public consultation with the following key objectives:
- To encourage engagement and input into the proposals from relevant members of the community closest to the application Site, including nearby residents, local interest groups and key local stakeholders;
  - To provide an opportunity for the community to provide constructive feedback on the proposals;
  - To allow people to become actively involved in the process; and
  - To identify and address any issues raised by the local community and stakeholders.

## Pre-application Discussions with North Lincolnshire Council and Wider Consultees

- 3.11 The applicant and Avison Young have engaged with North Lincolnshire Council (NLC) and a number of wider application consultees in detail throughout the pre-application stage. This engagement is summarised in Figure 3.1.

**Figure 3.1: Engagement with North Lincolnshire Council and wider application consultees**

Date	Meeting / event	Purpose / content
30th January 2023	Pre-Application Meeting 1 (virtual) with Kate Mills and David Boreham of NLC	Introduction to Hargreaves Land as an applicant, an update on their acquisition of the Site and next steps; including surveys being undertaken and an update on the emerging Local Plan.
6th April 2023	Pre-Application Meeting 2 (in-person) with Kate Mills, Rebecca Leggott and Chris Barwell.	An update on the land agreement, surveys undertaken to date, emerging Local Plan, planning strategy and next steps.
11th August 2023	Highways meeting (virtual) with Kate Mills, Rebecca Leggott and Louisa Simpson.	Justification of site selection, requirements from a Transport Assessment perspective and Scoping Note. Planning strategy, emerging Local Plan update and flood risk modelling update also discussed.
9th November 2023	Strategic Design Team (SDT) meeting with Dean Watson, David Boreham and a number of LPA technical consultees.	Key areas of discussion included: highways, education, environmental health, flooding, heritage, ecology and strategic housing.
12th November 2024	Pre-Application Meeting 3 with Dean Watson	Key areas of discussion included: flood model update, highways, design matters, retail planning, stakeholder engagement

Date	Meeting / event	Purpose / content
		other technical matters (archaeology, drainage & flood risk, ecology). A written pre-application response was provided by the Case Officer, S106 Officer, Spatial Planning Team, Historic Environment Record Team, Local Highways Authority, Lead Local Flood Authority and Environmental Protection Team.
17 <sup>th</sup> December 2024	High	
6 <sup>th</sup> January 2024	Meeting with Dean Watson and Kate Mills	Meeting between HL and the LPA to discuss local retail centre matters and submission material.
14 <sup>th</sup> January 2024	Meeting on heritage/archaeology with Dean Watson and Alison Williams	Meeting between applicant team, including the BWB heritage and archaeology consultants and Alison Williams to discuss heritage constraints and mitigation measures proposed.

## Engagement with Wider Stakeholders

3.12 Deetu have sought to undertake a robust and local programme of community engagement which targeted political and community stakeholders, local residents and local businesses in the surrounding area. The aim of the consultation was to provide stakeholders with the chance to meet the project team and discuss the proposal for Planning Application 1 at Lincolnshire Lakes (North).

## Public Consultation

- 3.13 The distribution area covered the 1,100 properties closest to the Site with the public consultation undertaken via both a virtual exhibition and an in-person consultation event.
- 3.14 The applicant engaged with the public via a fully inclusive consultation process that allowed for the public to share their thoughts on the proposed development in advance of its submission.
- 3.15 An online tool platform was used as the primary consultation method. This was made publicly available and accessible via a web browser on any device to allow the public to understand the proposals in more detail and complete a feedback survey from the website.
- 3.16 The consultation was communicated via press releases to media outlets, leaflet drops to 1,100 local addresses, promoted on social media on Facebook and Instagram and through wider stakeholder correspondence.
- 3.17 The online consultation was visited 1,162 times by 734 unique visitors and 52 surveys were completed throughout the formal consultation period. As such, 93% of users that viewed the consultation materials did not feel the need to provide feedback.
- 3.18 A freephone number was available to those unable to access the links to call for paper information packs and surveys, with 0 (nil) surveys distributed as a result of this offering. Six virtual drop in events

were also made available, with one of these sessions being booked by a resident living within proximity to the proposed development Site.

- 3.19 A physical exhibition was held to provide residents with the opportunity to speak to the team. Members of the team were in attendance along with informational boards. Attendees were provided the option to fill out the survey at the event, which three attendees did. The details of the event are provided below:
- Wednesday 4th December, 3pm to 7.45pm, Westcliff Community Centre, 7 Newbolt Avenue, Scunthorpe, DN17 1PE.
- 3.20 A total of six people attended the event. At the point of the event, 80% of the feedback had already been submitted to the consultation.
- 3.21 Based upon the survey responses, stakeholder feedback, physical exhibition feedback and the virtual drop in sessions it is clear that design considerations have been brought forward from the public. These have been addressed within the Statement of Community Involvement (produced by Deetu) which has been submitted in support of Planning Application 1.

## **Summary of Pre-Application Consultation**

- 3.22 As explained above the applicant has undertaken an extensive level of pre application engagement with the local planning authority (including technical consultees) and local residents.
- 3.23 Key stakeholders were generally supportive of the development, with the housing demand feedback largely reporting that the development of residential dwellings would be positive.
- 3.24 The most common comments received from residents related to the impact on traffic and flood risk, two factors which have been extensively considered by the applicant team and engaged with pre-application discussions with respective consultees to ensure that the requisite supporting documentation satisfactorily addresses any concerns and proposes appropriate mitigation.
- 3.25 Furthermore, members of the public and officers raised concerns over a lack of social infrastructure for the residential development (such as doctor's surgeries), which has led to the proposed local centre being included in PA#1's proposals. Non-main town centre uses, including a doctor's surgery, pharmacy and a creche are proposed in this area to provide on-site mitigation for this.
- 3.26 Hargreaves Land and Deetu will seek to ensure stakeholders are kept up to date throughout the planning application process with relevant information. The exhibition boards and literature distributed to the public and stakeholder will remain on the website throughout the planning process. Additionally, the freephone information line and dedicated project email address will remain available for residents and interested parties to contact the project team should any queries arise.
- 3.27 Overall, the community engagement undertaken for the proposal of Planning Application 1 at Lincolnshire Lakes (North) was positive, with those who engaged are on board with the principles of this residential-led development within the wider Lincolnshire Lakes area.

## 4. Proposed Development

4.1 This Planning and Retail Statement is submitted to support a hybrid planning application. The proposals include the submission of two planning applications.

4.2 The proposed description for the full planning application is as follows:

*Full planning application for the construction of a new vehicular access off the M181/A1077(M) roundabout, a pedestrian and cycle link to Scotter Road, a foul pumping station, earthworks and 'off-plot' drainage, ecological and associated landscaping and infrastructure works.*

4.3 The proposed description for the outline planning application is as follows:

*Outline planning application, with all matters reserved, for the development of up to 550 residential dwellings (Use Class C3), a local centre (Use Class E) and associated 'on-plot' landscaping, drainage and other infrastructure works."*

### The Red Line Boundary

4.4 The red line boundary for the full planning application totals 139.65 acres (56.51 ha). This comprises of the entire PA#1 Site, including areas which also seek outline residential and commercial permission as part of this hybrid planning application due to earthworks proposed across the whole Site prior to these developable plots being subject to future reserved matters applications.

4.5 The red line boundary has been extended for the purposes of including the works to the adopted highway junction of Scotter Road and West Common Lane (the works of which will be undertaken through a Section 278 Agreement). These works include improvements to the cycle and pedestrian network through crossing enhancements where the existing Brumby Common Lane meets Scotter Road to the east.

4.6 The red line boundary for the outline planning application extends to 48.91 acres (19.79 ha). This comprises of 'developable' plots for up to 550 residential dwellings and a local centre, alongside 'on-plot' landscaping, drainage and other necessary infrastructure works.

4.7 For referencing purposes the PA#1 has been split into plots, as per the Phasing Allocation Plan;

- Residential plots – HA1a, HA1b, HA2, and HA3
- Local Centre – LC2
- Future Development Plot – FDP
- Blue / Green Infrastructure – BG1, BG2, BG4, AB2, AB3, HA6 and HA7

### Full Planning Permission

4.8 Full planning permission is sought in this hybrid planning application for the

- construction of a new vehicular access off the M181/A1077(M) roundabout,
- a pedestrian and cycle link to Scotter Road,
- a foul water pumping station,

- earthworks,
- 'off-plot' drainage,
- ecological and associated landscaping, and
- site clearance and infrastructure works.

4.9 These are also referred to as a 'Main Infrastructure Works'.

4.10 Cumulatively, these works comprise of Phase 1 of the proposed development, as they are expected to be built out first (since no reserved matters will need to be approved, given it is a full application for these works).

### **Vehicular Access off the M181/A1077(M) Roundabout**

4.11 A new vehicular access is proposed from the M181/A1077(M) roundabout to the west, via the existing roundabout spur facing eastwards.

4.12 This vehicular access is proposed to be circa 7.3m wide (in accordance with local and national guidance), facilitating two-way traffic both entering and exiting the PA#1 Site.

4.13 To accord with local requirements on public transport infrastructure, bus stops are proposed both to the north and south of the new highway, providing access to and egress from the residential and commercial plots onto the M181/A1077(M). Turning facilities will be provided for buses and other vehicles.

4.14 This will be the only vehicular access into the PA#1 Site, and will provide access to the local centre and residential housing plots (running up to the bell-mouth of each of the plots).

4.15 The road will be delivered in two sub-phases. Sub-phase 1 of the road includes for access off the roundabout, creation of a culvert on the north/south ditch, access to the first residential plot (Ha1) and the foul pumping station, the pedestrian and cycle link to Scotter Road and works to Scotter Road/West Common Lane.

4.16 Sub-phase 2 of the road includes the extension eastwards to enable delivery of plots Ha2 and Ha3 and southwards to enable delivery of the local centre plot. It is proposed that the vehicular route will be adopted in the future.

4.17 In the future, as developments plots are brought forward subject to other planning applications and in line with the aspirations of the AAP, these vehicular routes are anticipated to connect to Scotter Road and the development of the Lincolnshire Lakes (South) area, as proposed in the Lincolnshire Lakes AAP. However, for clarity this element does not form part of this hybrid planning application.

### **Pedestrian and Cycle Link to Scotter Road**

4.18 Alongside the new vehicular highway, a new two-way segregated pedestrian and cycle link is proposed to both the north and south, connecting the Site with the M181/A1077(M) roundabout to the west with Scotter Road to the east.

4.19 The new link, will run parallel and to the north of the existing Brumby Common Lane. It will consist of:

- A 3m, two-way cycle link;

- A 2m pedestrian link;
  - Appropriate landscaping; and
  - Appropriate lighting (3-5m in height).
- 4.20 These pedestrian and cycle links will provide access into both the residential and commercial developable plots (which are subject to an outline application), along with the blue/green infrastructure and landscaped amenity areas to the west of these plots.
- 4.21 Plans showing these pedestrian and cycle links have been submitted in support of this application, with specific sections highlighted.

### **Foul Water Pumping Station**

- 4.22 A foul water pumping station is proposed as part of the full planning application in PA#1.
- 4.23 This pumping station is required to facilitate the quantum of development proposed, both in terms of residential units and the local centre as part of this planning application.
- 4.24 The foul water pumping station and associated rising main are proposed to be constructed as part of Phase 1 works to facilitate the wider developable plots to be brought forward in Phases 2 to 5.
- 4.25 Although the detailed design for these have not been submitted as part of PA#1, it is anticipated that this can be conditioned with the detail required pre-commencement of the development.

### **Earthworks**

- 4.26 Earthworks are proposed across the Site, including in those areas which are also subject to outline planning applications for residential and commercial development.
- 4.27 The earthworks strategy, set out in the [surcharging technical note] propose for a site strip and creation of borrow pits. The site strip includes for approximately 0.4m of top soil to be stripped across the whole PA#1 Site.
- 4.28 In addition to this a further 1m of excavation is required. These 'borrow pits' are created in the areas to the south-west of PA#1 (shown on the submitted plans) which entails stripping soil from this land to be redistributed between the future development plots for stabilisation, surcharging and raising the level of land. This strategy is key to the viability and deliverability of the scheme as there are significant environmental and economic benefits for this approach.
- 4.29 These borrow pits are proposed to be sited in the BG4/AB3 plot and the HA6/HA7 plot, as shown on the submitted Borrowpit Section and Plan (drawing ref. LIN-BWB-CIV-XX-D-C-0660) produced by BWB. This plan also shows the proposed site strip profile and borrow pit profile.
- 4.30 'Borrow pits' are temporary mineral workings opened locally to supply material for a specific construction project. The material taken from the borrow pits will be moved to the developments in a phased manner, redistributed across the developments plots as they are developed out and then returned to the borrow pit in the future. The land where the borrow pits are located will be returned to their existing use in the immediate future. As per the AAP these sites are part of the wider Lincolnshire Lakes development and will be subject to future planning applications.

- 4.31 As per this plan, the BG4/AB3 borrow pit is anticipated to generate circa 126,500m<sup>3</sup> of earth to be redistributed; and the HA6/HA7 borrow pit is expected to generate circa 104,600m<sup>3</sup>. The borrow pits will be returned to their existing use (i.e. agricultural use) once the construction phase has completed.

## Drainage

- 4.32 A drainage strategy (drawing ref. *LIN-BWB-CIV-XX-D-C-0500 S1 P01*) and Sustainable Drainage Statement have been submitted in support of this hybrid planning application which illustrate the foul water peak discharge rates across the Site, along with identifying the proposed foul water pumping station and emergency foul water storage.
- 4.33 In terms of surface water, the Sustainable Drainage Statement outlines that, in line with the PPG<sup>3</sup> and SUDS Manual<sup>4</sup> on surface water drainage hierarchy, disposal of surface water via infiltration is not feasible in this instance. Instead, as there are existing ditches and watercourses within the PA#1 Site, it is proposed to discharge surface water to these watercourses following the development. This is in keeping with the existing conditions of the Site.
- 4.34 The necessary surface water storage volume is to be sited within a combination of attenuation features throughout the Site. A large area of Blue / Green infrastructure is proposed in the western plots of the Site, which will be integrated into the public open space. The western Blue / Green infrastructure will have an impermeable area catchment of 14.75ha; meaning proposed total discharge run off rate of 20.7 ls/s and an attenuation of between 11,876m<sup>3</sup> and 15,682m<sup>3</sup>. These works will be brought forward in Phase 1, through the implementation of the full planning application in 'off-plot' locations.
- 4.35 Further attenuation will also be provided in swales and watercourse features situated throughout the development parcels, however detail of this will be presented at future reserved matters phase, since it falls within the outline application elements of PA#1. Therefore, the full drainage strategy will not be implemented as part of the full application, but rather just the primary infrastructure.
- 4.36 The wider Site's detailed drainage strategy, with the exception of a detailed strategy within the developable plots (which are subject to an outline application) is included within the submitted drainage strategy.
- 4.37 The developable plots, namely HA1, HA2, HA3 and LC2, will be subject to further detailed drainage strategies at reserved matters stage.

## Ecological Work

- 4.38 The Site currently provides habitat for water voles across a network of existing ditches so, as part of Phase 1, mitigation is proposed to provide new habitat areas to protect this species. This is proposed in the form of new habitat through the new biodiversity enhancement areas in the north-west of the PA#1 Site which will be utilised as a receptor, creating at least 1,154sqm of new water vole habitat. The specification of this habitat is outlined in Appendix 1 of the submitted Ecological Impact Assessment (EclA) prepared by FPCR in support of PA#1.
- 4.39 These ecological enhancements link with the blue/green infrastructure outlined in Paragraph 4.33, where surface water attenuation features throughout the BG and AB areas to the west of the PA#1

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<sup>3</sup> Planning Practice Guidance. <http://planningguidance.planningportal.gov.uk/>.

<sup>4</sup> The SuDS Manual (C753). CIRIA 2015.

Site, since these large areas are primarily dedicated to ecological enhancements and the creation or enhancement of habitat for species.

- 4.40 The impact of the development on each of these species has been proportionally assessed within the EclA's Appendices, addressing the impact of construction across the Site on their habitat and evaluating the mitigation measures proposed to retain, enhance and create habitat in accordance with local and national policy.
- 4.41 The development seeks to mitigate against any habitat lost as part of the development but also to enhance the Site's biodiversity, from what is presently largely agricultural land to a much richer and varied range of habitats, such as:
- New water vole habitats in the form of a series of connected ditches;
  - Bird nesting islands protected within the ditch network;
  - Aquatic and marginal planting (SuDS basins and ditches);
  - Native tree planting;
  - Native mixed species hedgerows; and
  - Amenity lawns comprising of native species and rich flowering lawns with different mowing regimes.

## Landscaping

- 4.42 Landscaping and public amenity space is also proposed within the detailed, Phase 1, element of PA#1. The aim of Planning Application 1 is to provide quality, varied and publicly accessible green spaces for residents and visitors. The public amenity spaces will provide opportunities for:
- Exercise, health and well-being;
  - Pedestrian and cycle friendly routes;
  - Dog walking;
  - Connections to the E/W road, local centre and residential areas;
  - Dedicated play spaces with a range of equipment, mix of surfaces and terrace;
  - Seating including benches and picnic tables; and
  - Varied landscaping including wild flower meadows, tree planting, open grass areas and SuDS basins.
- 4.43 Further detail on both detailed and outline landscaping proposals are expanded upon within the submitted Landscape Statement.

## Site Clearance

- 4.44 Although limited due to the nature of the existing use of the site, but the proposed development includes for the clearance of vegetation, hard standings and any other infrastructure subject to requirements under other consenting regimes (for example ecological matters).

## Outline Planning Permission

- 4.45 This hybrid planning application also seeks outline planning permission, with all matters reserved, for the development of up to 550 residential dwellings (Use Class C3), a local centre (Use Class E) and associated 'on-plot' landscaping, drainage and other infrastructure works.
- 4.46 The following Parameter Plans have been submitted alongside this Outline Planning Application:
- Phasing Plan (Ref. 7730-SMR-00-ZZ-DR-A-2020-S3-P1) – this shows the proposed phasing of the Site across 5 phases.
  - Land Use Parameter Plan (Ref. 7730-SMR-00-ZZ-DR-A-2021-S3-P1) – this shows the proposed allocation of land uses as part of the proposed development and overall layout of the proposals.
  - Building Heights Parameter Plan (Ref. 7730-SMR-00-ZZ-DR-A-2022-S3-P1) – this shows the proposed maximum height in storeys and metres above ground level and the areas where no buildings are to be located.
- 4.47 These proposals as part of the outline planning application are intended to comprise of Phases 2 to 5 of the wider PA#1 development, once reserved matters are subsequently approved. These phases will entail of initial residential development through Phases 2, 3 and 4; with the local centre proposed to be delivered in Phase 5.

### Residential plots

#### Phase 2:

- 4.48 Phase 2 is anticipated to comprise of residential development within plots HA1a and HA1b.
- 4.49 It is proposed to be sited to the north of the proposed vehicular road (also referred to as a the E/W road) providing access from the M181/A1077(M) roundabout, with the proposed access point shown on the submitted parameter plans.
- 4.50 In line with local policy, the housing density is proposed to be up to 35 dwellings per hectare, within HA1a extending to approximately 4.05ha (10 acres) and HA1b extending to 2.83ha (7 acres). The total number of dwellings within these plots / the phase will be determined at the reserved matters stage.
- 4.51 An easement of approximately 22m will be provided from the north-south running drain which acts as a physical barrier between Plot HA1a and Plot AB1, which is subject to ecological mitigation in the detailed element of this hybrid application, as expanded upon in the submitted Ecological Impact Assessment. An easement is also been proposed to the north from the east-west running drain; along with from the woodland area to the north-east of Plot HA1b.
- 4.52 This Phase has been split into two plots due to these size and likely requirements of housebuilders in terms of size / quantum of residential developments. However, this may be subject to change and will be dependent on market demand in the future.
- 4.53 The housing mix is not confirmed in PA#1, with this detail sought to be confirmed at reserved matters phase.
- 4.54 The maximum building height is to be up to three storeys (maximum 15m above ground level) in HA1a and up to four storeys (maximum 17m above ground level) in some areas of HA1b closest to

the local centre with the remainder of HA1b being up to three storeys (maximum of 15m above ground level).

- 4.55 The minimum finished floor level will be over 2.24m above ordnance datum (AOD), since the 1 in 200-year 2125 Upper End event is recorded as being 1.94m AOD.
- 4.56 As stated above, details of layout, appearance, landscaping and scale will be determined at the reserved matters stage.

### **Phase 3:**

- 4.57 Phase 3 is anticipated to comprise of residential development within Plot HA2, to the east of Phase 2 of PA#1, but still to the north of the proposed E/W road which provides access into the plot.
- 4.58 The plot will be bound to the north by woodland, with an appropriate easement from this provided at the north-west of the plot.
- 4.59 Access into the plot is shown indicatively to be provided during Phase 2 Road Works.
- 4.60 In line with local policy, the housing density is proposed to be up to 35 dwellings per hectare, within HA2 extending to approximately 5.26ha (13.02 acres). The total number of dwellings within this plot will be determined at the reserved matters stage.
- 4.61 The housing mix for the plot is not confirmed in PA#1, with this detail sought to be confirmed at reserved matters phase.
- 4.62 The maximum building height within the plot is to be up to three storeys (maximum 15m) in the northern and eastern parts of HA2 and up to four storeys (maximum 17m) in the south eastern area closest to the local centre.
- 4.63 The minimum finished floor level will be over over 2.24m AOD, since the 1 in 200-year 2125 Upper End event is recorded as being 1.94m AOD.
- 4.64 As stated above, details of layout, appearance, landscaping and scale will be determined at the reserved matters stage.

### **Phase 4:**

- 4.65 Phase 4 is anticipated to comprise of residential development in Plot HA3, to the south of the E/W road, from which vehicular access is intended to be delivered in accordance with the submitted plans. The North/South (N/S) link road will be sited to the west of the plot, with Plot LC2 (with the local centre within it) beyond this to the west.
- 4.66 In line with local policy, the housing density is proposed to be up to 35 dwellings per hectare, within HA3 extending to approximately 3.31ha (8.17 acres). The total number of dwellings within this plot will be determined at the reserved matters stage.
- 4.67 The housing mix of the plot is not confirmed in PA#1, with this detail sought to be confirmed at reserved matters phase.
- 4.68 The maximum building height of the plot is to be up to three storeys (maximum 15m).
- 4.69 The minimum finished floor level will be over 2.24m AOD, since the 1 in 200-year 2125 Upper End event is recorded as being 1.94m AOD.

4.70 As stated above, details of layout, appearance, landscaping and scale will be determined at the reserved matters stage.

## Local Centre plot

### Phase 5:

4.71 Phase 5 is expected to consist of the PA#1 local centre. In line with the submitted Phasing Parameters Plan, the local centre is anticipated to be constructed following the construction of the residential dwellings within Phases 2-4 for commercial reasons, since the demand for main town centre uses will only exist once these new dwellings are occupied.

4.72 Car parking, bicycle parking and various other sustainable travel aspects will be incorporated into the local centre, however these will be subject to detailed design at reserved matters stage.

4.73 The maximum building height of the plot is to be up to four storeys (maximum 17m).

4.74 The minimum finished floor level will be over 2.24m AOD, since the 1 in 200-year 2125 Upper End event is recorded as being 1.94m AOD.

4.75 As stated above, details of layout, appearance, landscaping and scale will be determined at the reserved matters stage.

4.76 This local centre will comprise a total of 3,999sqm gross external area (GEA) of floorspace (Use Class E). This quantum will be split between main town centre uses<sup>5</sup> and non-main town centre uses. Namely, these are expected to entail:

### **Main Town Centre Uses:**

4.77 Up to 2,499sqm GEA of retail uses comprising retail units (Use Class E(a)), a pub/family restaurant (Use Class E(b)) and/or gym (Use Class E(d)). The total quantum of main town centre uses will be 2,499sqm (GEA) however the split will be determined at the reserved matters stage.

4.78 The only further restriction this proposal seeks is a maximum of 500sqm GEA to food retail / convenience store (Class E(a)). This is proposed to be controlled by a suitably worded condition on the decision notice.

### **Non-Main Town Centre Uses:**

4.79 Up to 1,500sqm (GEA) of non-main town centre uses are proposed in the local centre as part of Phase 5. These will comprise of a mixture of:

- Doctor's Surgery (Use Class E(e));
- Pharmacy (Use Class E(e)) – note this is proposed to be ancillary to the Doctor's Surgery;
- Creche (Use Class E(f)); and

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<sup>5</sup> "Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)." – NPPF Annex 2 (Glossary)

- Outdoor Play Area.

4.80 The specific floorspaces of these non-main town centre uses is not specified in PA#1, however they will be clarified at reserved matters stage.

### Development Phasing

4.81 The PA#1 Site is intended to be developed in five phases as indicatively set out below:

Phase	Year	Activity
<i>Phase 1</i>	0-1	<ul style="list-style-type: none"> <li>• Water Vole Receptor/Mitigation Creation</li> <li>• Site Strip</li> <li>• Creation of a Borrow Pit</li> <li>• Construction Phase 1 of E/W road from M181/A1077(M) roundabout to beyond vehicular access to Phase 2, bridges and pedestrian link to Scotter Road</li> <li>• Foul Pumping Station</li> <li>• Development of remainder of BG1, BG2 and AB1</li> </ul>
<i>Phase 2</i>	1-2	<ul style="list-style-type: none"> <li>• Plot HA1a</li> <li>• Plot HA1b</li> </ul>
<i>Phase 3</i>	3	<ul style="list-style-type: none"> <li>• Construction of remainder of E/W road and N/S road</li> <li>• Plot HA2</li> </ul>
<i>Phase 4</i>	4	<ul style="list-style-type: none"> <li>• Plot HA3</li> </ul>
<i>Phase 5</i>	5	<ul style="list-style-type: none"> <li>• Local Centre</li> <li>• Restoration of borrow pit area.</li> </ul>

4.82 The development of the residential plots is expected to be delivered in phases by different applicants and for that reason the wording of the conditions is required to be cognisant of this. We therefore request that engagement takes place at the appropriate point with the applicant to discuss the triggers and wording of conditions that are attached to the decision notice(s)

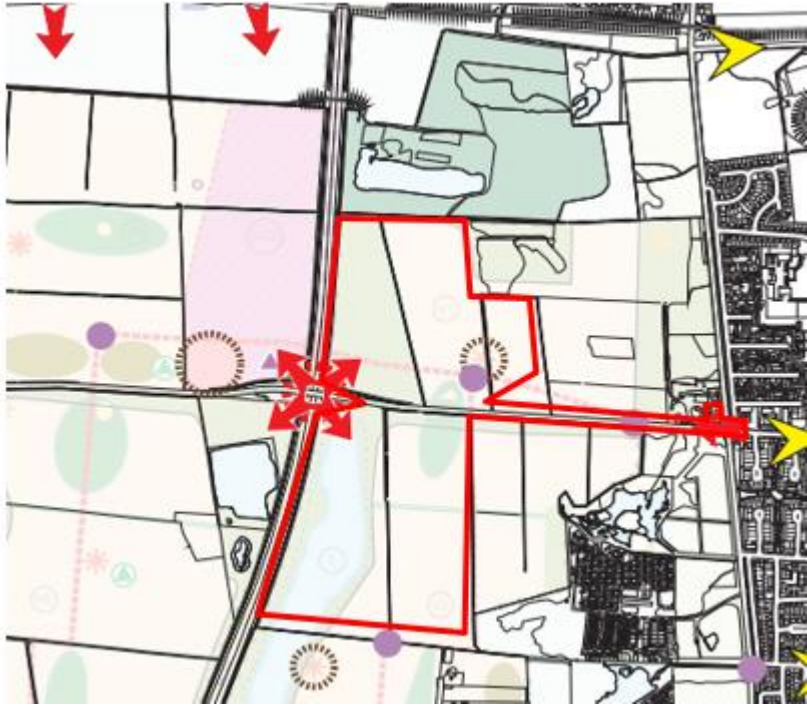
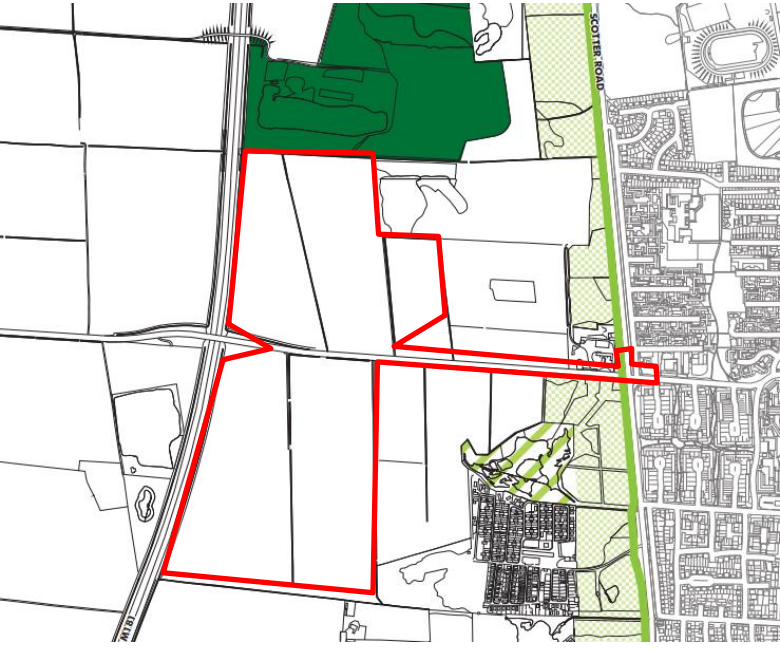
## 5. Planning Policy Framework

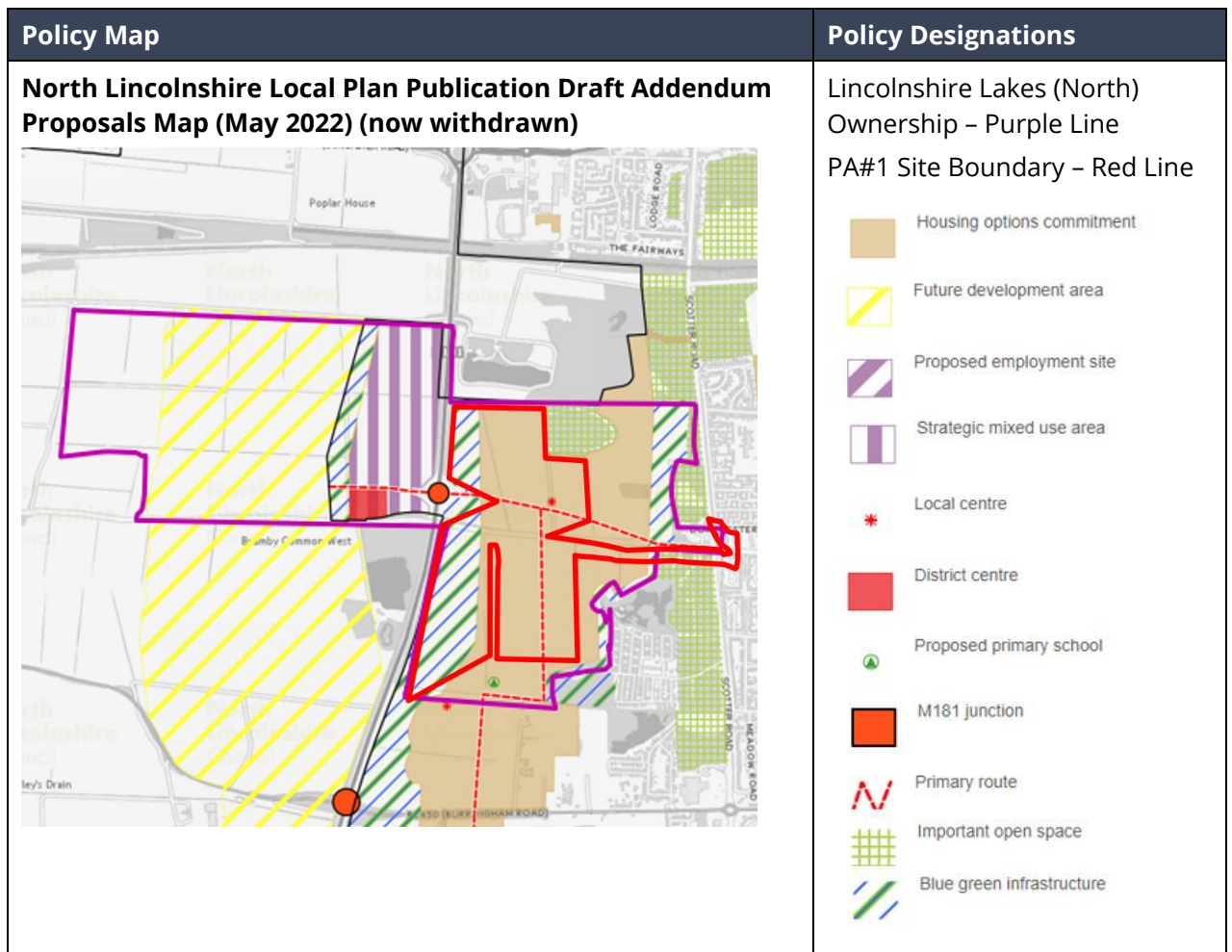
- 5.1 The Town and Country Planning Act (1990) (as amended) and Section 38(6) of The Planning and Compulsory Purchase Act (2004) (as amended) establish the legislative basis for town planning in England and Wales. Together the Acts establish a 'plan led' system which requires Local Planning Authorities (LPAs) to determine planning applications in accordance with the Statutory Development Plan unless material considerations indicate otherwise.
- 5.2 The Statutory Development Plan material to the consideration of this hybrid planning application comprises the following:
- The Lincolnshire Lakes Area Action Plan (AAP) (2016).
  - The North Lincolnshire Core Strategy (2011);
  - The Saved Policies of the North Lincolnshire Local Plan (2003); and
  - The Housing and Employment Land Allocation DPD (2016).
- 5.3 Further key material considerations in the determination of any planning application are the National Planning Policy Framework (NPPF), published in December 2024 and the supporting Planning Practice Guidance (2014) (as amended).
- 5.4 Further to the aforementioned Development Plan documents, a number of Supplementary Planning Documents (SPDs) are also considered to be relevant considerations in the determination of this application.

### **The Statutory Local Development Plan**

#### **Designations**

- 5.5 The Site has been subject to the below allocations and designations across various Statutory Development Plan documents and policies maps, including within the (now withdrawn) emerging Local Plan:

Policy Map	Policy Designations
<p><b>Lincolnshire Lakes AAP (2016)</b></p> 	<p><b>Within</b></p> <ul style="list-style-type: none"> <li>- Lincolnshire Lakes Boundary - All within map</li> <li>- Housing Development (Policy H1/H2) - Beige shading</li> <li>- Green Infrastructure (Policy G1) - Green shading</li> <li>- Primary Gateways - Purple spot</li> <li>- Focal Point - Dotted circle</li> <li>- Lincolnshire Lakes - Light Blue shading</li> </ul>
<p><b>Saved Policies of the North Lincolnshire Local Plan Designation Map (2003)</b></p> 	<p><b>Within</b></p> <ul style="list-style-type: none"> <li>- Lincolnshire Lakes Boundary - Light Green Line</li> </ul> <p><b>Adjacent or in proximity to</b></p> <ul style="list-style-type: none"> <li>- Local Wildlife Site - Green diagonal line</li> <li>- Site of Importance for Nature Conservation - Solid Green</li> <li>- Area of Amenity Importance - Green checked area</li> </ul>



**Figure 5.1: Extracts from Relevant Development Plan Policies Maps (approximate application boundary edged in red)**

### Lincolnshire Lakes Area Action Plan (AAP) (2016)

- 5.6 The Lincolnshire Lakes AAP was prepared and subsequently adopted in 2016 to outline the strategy to deliver the sustainable urban extension to the west of Scunthorpe collectively known as 'Lincolnshire Lakes'.
- 5.7 The AAP was prepared in accordance with national policy as set out in the NPPF and in National Planning Practice Guidance. It was also prepared in accordance with the North Lincolnshire Core Strategy (2011), which concludes that the Lincolnshire Lakes development will be delivered through this 'Area Action Plan' that allocates land and provides a detailed planning and implementation strategy in compliance with Core Strategy policies to ensure that the development is phased alongside the provision of infrastructure as set out in the Infrastructure Delivery Plan.
- 5.8 The development objectives of the AAP include:
  1. To ensure sound place-making principles and a high quality of design underpinning the development of the Lincolnshire Lakes to create a successful, distinctive and sustainable place to live, work and visit (see Policies SS2, D3 & D4).
  2. To create approximately 6,000 sustainable new homes varying in typology and tenure, with a high quality of design, and variety of character, reflecting where appropriate local characteristics in the form of distinct waterside villages of a density appropriate for their rural setting, supported by social and community infrastructure (see Policies H1, H2, & SC1).

3. To expand North Lincolnshire's strong infrastructure through the provision of green infrastructure (a network of green spaces) which will be effectively distributed to maximise opportunities for habitat/biodiversity creation and other environmental benefits and to enable the achievement of major socio-economic benefits such as environmental, education, recreation, better health and well-being (see Policies G1, G2, G3, G4, G5 & G6).
  4. To see a high standard of sustainable design and to explore innovative approaches to delivering energy & waste solutions (see Policy SD1).
  5. To create a new centrally located mixed use destination, providing a strategic gateway to the AAP site and Scunthorpe town, with opportunities for the delivery of new employment, retail, sports, leisure and community facilities and services that are complementary to the town centre and that will strengthen the local economy, provide job opportunities and support the delivery of sustainable communities (see Policy SC3).
  6. Development should seek to maximise opportunities for the introduction of new strategic road network arrangements through the partial de-trunking of the M181 and the creation of two new junctions, the integration of communities via sustainable transport routes, as well as integration with the surrounding movement network, through the creation of a hierarchy of roads, providing a choice of routes, designed with a presumption in favour of walking, cycling and public transport modes of travel (see Policies T1, T2, T3, T4, T5, T6, T7, T8, T9, T10, T11 & T12).
  7. To develop sustainable areas that are flood resilient and adaptable for the future with exemplar flood risk defence and drainage infrastructure to enable the achievement of major social and environmental benefits, including overall reduction of flood risk to nearby communities and the introduction of Sustainable Urban Drainage Systems as part of the drainage strategy for the development (see Policies F1 & L2).
  8. To create a series of new lakes that are integral to the development, creating a unique gateway setting for Scunthorpe and a leisure offer that will provide recreational and sporting opportunities for new residents and visitors alike (see Policy L1).
  9. To provide a District Centre and Local Centres that are focal points for the provision of retail and commercial services and community facilities, maximising the opportunity for the sharing of resources in 'hub' locations and buildings (see Policies SC1 & SC2).
- 5.9 The following AAP policies are considered relevant in the determination of Planning Application 1 at Lincolnshire Lakes (North), and therefore have been considered throughout the design process and are assessed in detail in the Planning Assessment Section of this Planning and Retail Statement:

Policy	Description
<p><b>Policy SS1 (Delivering the Presumption in Favour of Sustainable Development)</b></p>	<p>When considering the Lincolnshire Lakes 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.</p>
<p><b>Policy SS2 (Spatial Concept &amp; Place Making)</b></p>	<p>The Concept Framework and Design Principles inform the detailed design of AAP proposals (linking to <b>Policy D3 and Policy D4</b>)</p> <p><b>Green Infrastructure:</b></p> <ul style="list-style-type: none"> <li>– Water, and specifically lakes, should be a central characteristic and structuring element of the development that provide for multi-functional spaces, habitat and biodiversity enhancement and public use and enjoyment (for example, recreation, commercial leisure, arts, tourism, eating and drinking, working and waterside living).</li> <li>– A cohesive and integrated landscape structure that responds to the differing landscape characteristics to the west and east of the M181 should be provided that: a) assists in linking the blue infrastructure with the green infrastructure and villages; b) creates a variety of green spaces and linkages (including enhancing the connecting role of Brumby Common Lane); and c) integrates advance and structural planting to mitigate the impact of development on neighbouring uses, enhance the setting of new buildings and help to mitigate the noise and visual impact of the M181.</li> <li>– Existing woodland, mature trees and hedgerows should be retained within the new development sensitively arranged around them to create a parkland character.</li> <li>– Existing ditches and drains should be integrated into the new development and landscape structure to provide for sustainable drainage, ecological enhancements and creating a distinctive character to the village developments.</li> <li>– The delivery of a robust flood mitigation and drainage solution should be a leading design and development consideration, building on the existing extensive network of drainage channels and considering future ground levels and the role of the new lakes.</li> <li>– Ecological enhancements and new habitat creation to diversify the range of habitats (e.g. grasslands, wetlands, woodlands) and support biodiversity should be integrated into all proposals.</li> </ul> <p><b>Place:</b></p> <ul style="list-style-type: none"> <li>– A high quality place with a distinctive ‘waterside and woodland’ character that balances existing townscape characteristics with contemporary and innovative design to provide a new vernacular for Lincolnshire Lakes.</li> <li>– Each village should have a well-structured layout and clear identity that responds to the site opportunities and landscape characteristics.</li> <li>– Development blocks should be designed to create continuous frontage into the public realm, protecting and enlivening it with activity and passive surveillance.</li> <li>– The public realm, including hard and soft spaces, pedestrian routes and cycleways and lakes must be attractively designed and constructed with high quality durable materials with carefully defined thresholds between public and private space to avoid unusable left over space. A series of strategic views and</li> </ul>

Policy	Description
	<p>vistas should be created within and between the villages and lake areas to assist with integration, accessibility and legibility.</p> <ul style="list-style-type: none"> <li>– The design of the development should minimise the use of energy and maximise energy efficiency through the use of renewables and maximise solar orientation through optimal use of east-west street alignments and passive design within dwellings.</li> </ul> <p><b>Movement:</b></p> <ul style="list-style-type: none"> <li>– Integrated walkable neighbourhoods with a mixture of housing densities, type and tenure linked to local facilities and the public transport network should be identified.</li> <li>– Development should ensure sustainable transport routes are delivered within and beyond the site through a network of streets providing a choice of route with a presumption in favour of walking, cycling and public transport.</li> <li>– A clear hierarchy of streets which incorporate the principles of Manual for Streets focusing on the spatial quality of streets and their place-making role should be developed (including street widths, on street parking, footpath/cycleways, tree planting, street enclosure and relative height width ratios).</li> <li>– A permeable and high quality network of pedestrian and cycle connections should be provided across the development (north-south and east-west) to link the village areas together with the lakes, community facilities and services and existing settlements and facilities.</li> </ul>
<p><b>Policy SS3 (Strategic Development Requirements)</b></p>	<p>The AAP development will include:</p> <ul style="list-style-type: none"> <li>– Approximately 6,000 houses across 6 waterside villages</li> <li>– 5 lakes with opportunities for leisure and recreation, and for enhancing biodiversity</li> <li>– A centrally located mixed use area and adjacent District Centre</li> <li>– 6 Local Centres</li> <li>– 3 new Primary Schools and consideration of a Secondary School</li> <li>– A new road network including 2 new roundabout junctions along the de-trunked M181, a Strategic Route east-west to Scotter Road (along the route of Burringham Road) and a new Primary Route linking the villages to each other and to the strategic network / Scotter Road.</li> <li>– An integrated network of green infrastructure within and outside of the villages</li> <li>– Flood mitigation based on a combination of flood defence improvement works to the River Trent right bank defences (continuous piling) and land raising of the proposed built development areas.</li> <li>– Drainage infrastructure including the upgrade of existing watercourses and/or ditches, the creation of new swales and/or ditches to drain the new development areas and surface water attenuation via Lakes 1 – 4.</li> </ul> <p>The development is to be delivered across six Strategic Site Allocations. This application Site is located within the ‘Villages 1 and 2 and Lake 1 Area’, which is subject to Policy SSA2.</p>

Policy	Description
<p><b>Policy SS4 (Development Limits)</b></p>	<p>No built development will be permitted in the AAP area outside of the allocated built development limits. The Council will only consider the case for expansion or alteration of the built development limits where detailed assessments provided by an applicant demonstrate that technical factors necessitate a change, and the changes proposed are in line with the AAP vision and objectives.</p>
<p><b>Policy H1 (Housing Distribution)</b></p>	<p>In order to deliver 6,000 dwellings, each village will deliver a certain number of dwellings.</p> <p>Village 1 – Approximately 690 dwellings Village 2 – Approximately 1,188 dwellings</p>
<p><b>Policy H2 (Housing Requirements)</b></p>	<p>The villages should be developed at a density of 30-35 dwellings per hectare. Higher density development is encouraged in and around the Local Centres, the District Centre, and the Strategic Mixed Use area and along Primary Routes.</p> <p>Housing in the AAP should provide the following mix of dwellings:</p> <ul style="list-style-type: none"> <li>– 20% of the units for two bedroom houses</li> <li>– 53% of the units for three bedroom houses</li> <li>– 27% of the units for four bedroom houses</li> </ul> <p>Up to 20% of the dwellings will be required to be affordable homes for developments of greater than 15 dwellings. Affordable housing provision of less than 20% will be subject to assessment of viability (with a full viability assessment to be provided by the developer) and subject to agreement by the Council on a case by case basis.</p>
<p><b>Policy SC2 (District and Local Centres)</b></p>	<p>The AAP District Centre should be located adjacent to Village 5 and the Strategic Mixed Use Area. It should accommodate 4,700sqm (gross) of A1 [now class E] floorspace, including: a supermarket of 3,300sqm (gross) (with a net sales area of 2,300sqm split between 2,300sqm convenience goods and 500sqm comparison goods); up to 1,400sqm (gross) of other A1 [now class E] floorspace</p> <p>In addition, a total of 2,300sqm (gross) shopping floorspace will be supported across the AAP area in the form of six local centres (one in each village). This is broken down to the following gross thresholds within the application area:</p> <ul style="list-style-type: none"> <li>– Village 1 – 300 sq m</li> <li>– Village 2 – 500 sq m</li> </ul> <p>Each village should include one small convenience store of up to circa 200sqm (gross). Service &amp; Leisure (Classes A2, A3, A4 and A5) and Health and Community (D1) uses will be supported in the District Centre and Local Centres.</p>
<p><b>Policy T6 (Primary Route)</b></p>	<p>The Primary Route, as identified on the AAP Policies Map, will represent the principal movement corridor between the 6 villages and the strategic highway network. This route will be subject to the following requirements:</p> <ul style="list-style-type: none"> <li>– The speed limit will be 30mph;</li> <li>– The route will pass through the Local Centres/District Centres as far as possible;</li> <li>– The route will provide active frontages with access points to development blocks;</li> <li>– Tree planting and landscaping will create an ‘avenue’ character;</li> <li>– The route will include safe crossing points for pedestrians and cyclists;</li> <li>– Appropriately design on-street parking will be provided; and</li> <li>– The route will provide the primary bus circulation route to the villages.</li> </ul>

Policy	Description
<p><b>Policy T7 (Local Roads)</b></p>	<p>A secondary network of local roads shall be provided that encourage permeability through the villages and encourage walking and cycling access to the Local Centres and the lakes. The speed limit on these roads will be set at 30 mph. The design of Local Roads will adopt the principles of Manual for Streets to minimise speed. Tree planting and landscaping will be designed to contribute to the green infrastructure network and enhance biodiversity.</p>
<p><b>Policy T8 (Public Transportation Provision)</b></p>	<p>The Strategic and Primary Routes will be utilised to provide bus routes for the AAP area. Routes capable of accommodating buses and bus stops shall be provided within 400 metres walking distance of all domestic properties. Bus stops of a high quality will be created along the key bus routes, providing shelters, up to date route information and raised kerbs. Real Time Passenger Information will also be incorporated where possible.</p>
<p><b>Policy T9 (Pedestrian, Cycleways and Bridleways Network)</b></p>	<p>A network of pedestrian, cycle and bridleways shall be provided throughout and between the villages that are safe, attractive and useable, as shown on the AAP Movement Parameters Plan. This network shall utilise existing routes (particularly Sustrans Route 169) as far as practical and shall enable access between the residential dwellings, lakes, Local Centres, District Centre and Strategic Mixed Use Area. No further routes will be supported to the north of village 5 and Strategic Mixed Use Area unless adequate screening of footpaths, cycleways and bridleways is provided. Routes for non-motorised users should be designed in accordance with best practice guidance. A complementary Signing Strategy should also be developed to assist with way-finding.</p>
<p><b>Policy T11 (Travel Planning)</b></p>	<p>All development proposals in the AAP area for greater than 50 dwellings (or 800sqm food retail or 1,500sqm non-food retail, inter alia) must be accompanied by a Travel Plan.</p> <p>The delivery of Travel Plan measures should be linked to development phasing for larger development proposals and agreed via condition or legal agreement related to a planning application.</p>
<p><b>Policy T12 (Off-site Transport Improvements)</b></p>	<p>Off-site transport improvements will be required in the vicinity of the built development areas to connect the on-site Strategic Route and Primary Route network to the existing road network and ensure future capacity. Improvements will be required at the following junctions: ....Scotter Road/Brumby Common Lane (junction capacity upgrade), inter alia.</p>
<p><b>Policy F1 (Flood Mitigation Strategy)</b></p>	<p>The AAP flood mitigation strategy is based on a combination of flood defence improvement works to the River Trent right bank defences and land raising of the proposed built development areas. A comprehensive management strategy is required that ensures new development is defended in line with national planning policy. Any further flood risk management proposals will have to be agreed by the Environment Agency and North Lincolnshire Council. Existing communities should not be put at greater risk but given greater protection.</p> <p>In order to meet the minimum acceptable flood risk standard, the minimum floor level of proposed new development should be set no lower than the 0.5% AEP plus climate change flood level, plus a 300mm freeboard allowance. Minimum floor levels for the proposed new development should also be checked against updated flood levels for the 0.1% AEP plus climate change event.</p> <p>Each applicant must provide a fully considered flood mitigation solution within a Flood Risk Assessment (FRA). This should be in keeping with the principles laid out in</p>

Policy	Description
	<p>this policy and Core Strategy Policy CS19, be based on the latest and best information available and support the Flood Management and Drainage Strategy. The FRA should include details of:</p> <ul style="list-style-type: none"> <li>– An assessment of the impact of the development on ground water levels</li> <li>– Appropriate flood risk mitigation</li> <li>– A drainage scheme to be consistent with the existing broader strategy</li> <li>– An assessment of the ongoing maintenance requirement of the mitigation including how and by whom these will be managed over the lifetime of the development will be required with any Full and Reserved Matters Planning Application</li> <li>– A phasing strategy to ensure development does not proceed ahead of necessary flood defence and surface water drainage infrastructure will be required with any Full or Reserved Matters Planning Application</li> </ul>
<p><b>Policy L2 (Strategic Drainage Policy)</b></p>	<p>The strategic drainage strategy for the AAP will include the following measures: channelling of new swales, , small ponds and/or ditches to drain the new development areas in a way that is sensitive to the opportunities to enhance the ecology of the drainage system; the re-sizing or re-grading of existing (non-IDB) watercourses and/or ditches in a way that is sensitive to the opportunities to enhance the ecology of the drainage system; the diversion or abandonment of existing IDB watercourses (only where necessary); controlled discharge from the lakes to the IDB network at no more than 1.4l/s/ha; smaller arterial drainage features that will serve individual plots, or a combination of plots, served by local collector systems that would then discharge into the swales/watercourses and ultimately the lakes; channelling of discharge of surface water from highways to reach the lakes where necessary; drainage infrastructure should promote biodiversity enhancement; and all development proposals are required to ensure consistency with the wider lakes and surface water management strategy.</p>
<p><b>Policy G1 (Natural and Semi Natural Greenspace)</b></p>	<p>Approximately 235ha of natural and semi-natural green space will be provided on the edge of villages and outside of village built development limits as identified on the Green Infrastructure Parameters Plan.</p>
<p><b>Policy G2 (Recreational Provision)</b></p>	<p>Recreational green space will principally be provided within villages, but will also in some instances be located to link villages as identified on the Green Infrastructure Parameters Plan.</p> <p>Provision will include: new parks and gardens within village built development limits and linking villages; outdoors sports facilities located within village built development limits; provision for children and young people within new parks / amenity green spaces; and allotments to the east of Villages 1 and 3.</p>
<p><b>Policy G3 (Strategic Green Linkages)</b></p>	<p>Strategic green linkages are required to link together key destinations and they will be created or enhanced as shown on the Green Infrastructure Parameters Plan (east - west and north - south) along Brumby Common Lane, Warping Drain, and other parts of the existing &amp; proposed land drain network.</p>
<p><b>Policy G4 (Ecological Enhancement and New Habitat Creation)</b></p>	<p>Areas specifically identified for ecological and habitat protection, creation or enhancement include (inter alia) new areas of woodland, acid grassland, neutral grassland, wetland and ponds within the areas identified as natural and semi natural greenspace on the Green Infrastructure Parameters Plan.</p>

Policy	Description
	<p>Planning applications should include proposals for the creation and enhancement of these areas where appropriate. Planning applications should also individually consider specific impacts of development proposals on biodiversity and associated opportunities for ecological protection and enhancement within their specific site boundaries.</p>
<p><b>Policy G5 (Landscape Strategy)</b></p>	<p>The AAP landscape strategy requires specific consideration in terms of features to retain / enhance and strategic planting locations/sensitive edges, as well as the treatment of strategic gateways. The boundaries of the Strategic Site Allocations are identified as areas for such consideration of landscape strategy.</p>
<p><b>Policy G6 (Management and Maintenance of Green Infrastructure)</b></p>	<p>Proposals for the management and maintenance of green infrastructure must be submitted as part of planning applications. Developers will be required to contribute to the management and maintenance of green infrastructure where they do not intend to undertake these themselves.</p>
<p><b>Policy SSA2 (Villages 1 and 2)</b></p>	<p>Development within the SSA2 area should be designed in a way that creates an attractive and seamless transition between the urban area and new villages. To achieve this, Village 1 (within the application Site) is requirement to include approximately 690 dwellings, with a Local Centre (300sqm gross shopping floorspace).</p> <p>Proposals are also required to meet the following Masterplanning principles:</p> <ul style="list-style-type: none"> <li>– Higher density housing should be located in the centre of the village and within the surroundings of the Local Centre, with lower densities allowed towards the village fringe</li> <li>– Dwellings next to the lakes should be designed so that they front the waterside providing an exciting interface and a high quality housing environment for North Lincolnshire</li> <li>– Buildings and plots should be suitably spaced so that fingers of green infrastructure and SuDs features can permeate the built form</li> <li>– Strategic Green Infrastructure is required to maintain clear separation distances between the new villages and existing development</li> <li>– Landscaping buffers should be created to the northern, eastern and western fringe of the allocation • Biodiversity enhancement, such as bat lofts, in the built environment should be concentrated near areas of woodland and wetland</li> <li>– Strategic Green Linkages should bisect both villages at the locations set out on the Illustrative Site Diagram</li> <li>– Primary Gateways should be created along the Primary Route • Local Centres must be designed to function as Focal Points with appropriate establishments included to fulfil this role</li> <li>– A Pedestrian, Cycleway and Bridleway Network is required as set out in the Illustrative Site Diagram</li> <li>– Public Art should be included as part of the design solutions at key strategic locations, Primary Routes, Primary Gateways, and Focal Points.</li> </ul>

Policy	Description
<p><b>Policy D1 (Strategic Infrastructure &amp; Development Phasing)</b></p>	<p>Lincolnshire Lakes should be developed in two key phases, in line with the Infrastructure Delivery Schedule and any future updates.</p> <p>Phases 1-4 (including Villages 1 &amp; 2 and local centres) should include the implementation of upfront site wide transport and flood mitigation infrastructure works to introduce the site wide strategic highway network and improved River Trent Bank flood defences. Ahead of these works, necessary works to Berkeley Circle will be completed allowing 500 dwellings in the Lincolnshire Lakes area to be brought forward ahead of the completion of the strategic highway works. The first 150 dwellings can be delivered using the existing local transport network.</p> <p>Any application for 50 dwellings or more must be supported by a phasing proposal for residential development and supporting infrastructure. Phasing will be the subject of conditional or legal agreement associated with any planning permission.</p>
<p><b>Policy D2 (Delivery and Funding Mechanisms)</b></p>	<p>The Council will seek developer funding of infrastructure through Section 106 and Community Infrastructure Levy (CIL) if applicable.</p> <p>Partnership working between developers and the public and third sector will be critical to ensuring delivery of non-commercial built development (affordable housing, schools, health provision) and key supporting infrastructure.</p>
<p><b>Policy D3 (Strategic Design Code)</b></p>	<p>Prior to the approval of any reserved matters or grant of detailed planning permission a Strategic Design Code that shall be in accordance with the Strategic Design Guide Supplementary Planning Document will be required and this will be agreed in liaison with development partners. Planning permission will be granted for proposals which are in accordance with the design principles set out in the Strategic Design Code and they must demonstrate conformity with the master planning principles set out in the Strategic Site Allocations policies. Applications for planning consent should be accompanied by a Design Statement which clearly sets out how the relevant sections of the Code have been complied with.</p>
<p><b>Policy D4 (Area Masterplanning)</b></p>	<p>Prior to the approval of any planning application within any of the AAP strategic site allocations, an area masterplan framework shall be approved for the relevant site allocation policy area in accordance with Part A of the Strategic Design Guide Supplementary Planning Document (SPD). The focus will be on key principles to assist the Council in securing a high standard of design quality without being overly prescriptive on issues of detailed design.</p>

### Core Strategy (2011)

- 5.10 The Site falls within the designated ‘Lincolnshire Lakes Area’ as per the Core Strategy Key Diagram. This designation is subject to the following Core Strategy Policies: CS1; CS2; CS4; CS7; CS8; CS11; CS16; CS17; CS18; CS19; CS23; CS25; and CS26.
- 5.11 The below Core Strategy planning policies are considered relevant to the proposed development in PA1 and are assessed in Section 7 of this Planning Statement.

Policy	Description
<p><b>Policy CS1 (Spatial Strategy for North Lincolnshire)</b></p>	<p>The spatial vision and future development requirements will be delivered through the spatial strategy for North Lincolnshire as outlined below and on the key diagram. The spatial strategy will focus on:</p> <ul style="list-style-type: none"> <li>a) Delivering an urban renaissance in Scunthorpe and supporting its role as a major sub-regional town.                             <ul style="list-style-type: none"> <li>– Scunthorpe will be the focus of the majority of new development and growth, including housing, employment, retail, sustainable transport links, and higher order services and facilities to serve North Lincolnshire.</li> <li>– Major flagship urban renaissance projects will be delivered to enhance the town and its image. The largest of these is the Lincolnshire Lakes, which will be located to the west of the town, creating a major new sustainable waterside setting that will soften the edge and provide an impressive gateway into the town and place it on a new economic trajectory...</li> </ul> </li> <li>b) Supporting the Market Towns of Barton upon Humber, Brigg, Crowle...as thriving places to live, work and visit, and as important service centres serving the needs of local communities across North Lincolnshire;</li> <li>c) Supporting thriving rural communities and a vibrant countryside through the protection and enhancement of local services, creating opportunities for rural economic diversification and the promotion of tourism;</li> <li>d) Supporting the development of key strategic employment sites at the South Humber Bank, Humberside Airport and Sandtoft Airfield</li> <li>e) Supporting the protection and enhancement of North Lincolnshire’s world class natural and built environment to ensure the continued attractiveness of the area as a place to live, work and visit.</li> </ul> <p>All future growth regardless of location should contribute to sustainable development in particular in respect of those criteria set out in policy CS2 as well as the other policies of the plan. All change will be managed in an environmentally sustainable way by avoiding/minimising or mitigating development pressure on the area’s natural and built environment, its existing utilities and associated infrastructure and areas at risk of flooding. Where development unavoidably has an environmental impact adequate mitigation measures should be used for the development to be acceptable.</p>

Policy	Description
<p><b>Policy CS2 (Delivering More Sustainable Development)</b></p>	<p>Any development that takes place outside the defined development limits of settlements or in rural settlements in the countryside will be restricted. Only development which is essential to the functioning of the countryside will be allowed to take place. This might include uses such as that related to agriculture, forestry or other uses which require a countryside location or which will contribute to the sustainable development of the tourist industry.</p> <p>A ‘sequential approach’ will also be applied to ensure that development is, where possible, directed to those areas that have the lowest probability of flooding, taking account the vulnerability of the type of development proposed, its contribution to creating sustainable communities and achieving the sustainable development objectives of the plan. Where development does take place in the flood plain, mitigation measures should be applied to ensure that the development is safe.</p> <p>All future development in North Lincolnshire will be required to contribute towards achieving sustainable development. Proposals should comply with the overall spatial strategy together with the following sustainable development principles:</p> <ul style="list-style-type: none"> <li>– Be located to minimise the need to travel and to encourage any journeys that remain necessary to be possible by walking, cycling and public transport. It should be compliant with public transport accessibility criteria as set out in the Regional Spatial Strategy</li> <li>– Be located where it can make the best use of existing transport infrastructure and capacity, as well as taking account of capacity constraints and deliverable transport improvements particularly in relation to junctions on the Strategic Road Network</li> <li>– Where large freight movements are involved the use of rail and water transport should be maximised</li> <li>– Contribute towards to the creation of locally distinctive, sustainable, inclusive, healthy and vibrant communities</li> <li>– Contribute to achieving sustainable economic development to support a competitive business and industrial sector</li> <li>– Ensure that everyone has access to health, education, jobs, shops, leisure and other community and cultural facilities that they need for their daily lives</li> <li>– Ensure the appropriate provision of services, facilities and infrastructure to meet the needs of the development, but where appropriate it is to be recognised that a phased approach may not be required on small scale development proposals.</li> <li>– To be constructed and operated using a minimum amount of non-renewable resources including increasing the use of renewable energy in construction and operation</li> <li>– Take account of local environmental capacity and to improve air, water and soil quality and minimise the risk and hazards associated with flooding, and</li> <li>– Be designed to a high standard, consistent with policy CS5, and use sustainable construction and design techniques.</li> </ul>

Policy	Description
<p><b>Policy CS3 (Development Limits)</b></p>	<p>Development limits are to be applied to the Scunthorpe urban area, the Market Towns and Rural Settlements. In applying development limits, the following considerations are to be taken into account:</p> <ul style="list-style-type: none"> <li>– Existing development patterns;</li> <li>– Capacity;</li> <li>– Existing planning consents; and</li> <li>– Character</li> </ul> <p>Development outside these defined boundaries will be restricted to that which is essential to the functioning of the countryside. The extent of the development limits will be defined in the Housing &amp; Employment Land Allocations DPD and shown on the accompanying Proposals Map and settlement insets.</p>
<p><b>Policy CS4 (Creating a Renaissance in North Lincolnshire)</b></p>	<p>The Council will work with its partners to promote and secure area wide renaissance in North Lincolnshire through delivering major transformational projects:</p> <p>5. Lincolnshire Lakes – developing a major waterside setting to the west of Scunthorpe providing a high quality environment in which to live and work and a significant wildlife habitat. This will be delivered through the creation of a masterplan as part of the development of an Area Action Plan (AAP).</p> <p>New development supported by this policy must be designed to the highest standards to meet energy efficiency, accessibility and sustainable waste management and construction techniques. All development will meet the highest possible flood management standards, including the use of sustainable drainage systems to be incorporated, where practicable and viable.</p>
<p><b>Policy CS5 (Delivering Quality Design in North Lincolnshire)</b></p>	<p>All new development in North Lincolnshire should be well designed and appropriate for their context. It should contribute to creating a sense of place. The council will encourage contemporary design, provided that it is appropriate for its location and is informed by its surrounding context. Design which is inappropriate to the local area or fails to maximise opportunities for improving the character and quality of the area will not be acceptable.</p>
<p><b>Policy CS6 (Historic Environment)</b></p>	<p>The council will promote the effective management of North Lincolnshire’s historic assets.</p> <p>The council will seek to protect, conserve and enhance North Lincolnshire’s historic environment, as well as the character and setting of acknowledged importance.</p> <p>All new development must respect and enhance the local character and distinctiveness of the area in which it would be situated, particularly in areas with high heritage value.</p> <p>Development proposals should provide archaeological assessments where appropriate.</p>

Policy	Description
<p><b>Policy CS7 (Overall Housing Provision)</b></p>	<p>Between 2010 and 2026, North Lincolnshire’s housing requirement is for 12,063 new dwellings to be provided (754 new dwellings per year). Of these new dwellings, around 3,482 are to be provided from sites that already have planning permission or are under construction.</p> <p>All proposals for housing should include a variety of housing types, sizes and tenures to meet the local housing needs.</p> <p>Housing development will be required to make efficient use of land but the density of new development should be in keeping with the character of the area and should support the development of sustainable, balanced communities.</p> <p>Dependent upon the location of a development at least the following net density ranges should be achieved: Scunthorpe town centre: 45-70dph; Within Scunthorpe and Market Towns development limits: 40-45dph; and Within rural settlements and the countryside: 30-35dph.</p>
<p><b>Policy CS8 (Spatial Distribution of Housing Sites)</b></p>	<p>Urban extensions to support the Scunthorpe Urban Renaissance Programme will be promoted particularly alongside proposals for Lincolnshire Lakes project. To ensure that the scale of the house building is in line with the housing allocation, the western urban extension will be phased to release land in such a way as to allow for the control of the pattern and speed of urban growth, co-ordination of infrastructure, and delivery of the previously developed land target and other sustainability objectives. The Lincolnshire Lakes project will be subject to the development and approval of an Area Action Plan.</p> <p>Flood risk will be taken into account, as this will be a determining factor in the distribution and location of housing.</p>
<p><b>Policy CS9 (Affordable Housing)</b></p>	<p>New residential housing development of 15 or more dwellings in the Scunthorpe urban area, 5 or more in Market Towns and 3 or more dwellings in rural settlements must make provision for an element of affordable housing. This policy seeks to achieve the following proportion of affordable housing:</p> <ul style="list-style-type: none"> <li>– Scunthorpe urban area and Market Towns: 20%</li> <li>– Rural settlements: 10%</li> </ul> <p>Where it can be demonstrated that the percentage of affordable housing sought will negatively impact on the delivery of a mixed community, or are subject to exceptional and authenticated site development costs, there may be a case for reducing the affordable housing. This should be proven through open book discussions with the council at planning applications stage.</p> <p>This is with a split of 70/30 (rent/intermediate) on developments of 15 or more new dwellings.</p>

Policy	Description
<p><b>Policy CS14 (Retail Development)</b></p>	<p>The Council will work with partner organisations to identify, protect and enhance the following hierarchy of vital and viable town, district and local centres:</p> <ol style="list-style-type: none"> <li>1. Scunthorpe Town Centre – 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.</li> <li>2. Market Town Centres (Barton Upon Humber, Brigg, Crowle and Epworth) – The market town centres will be supported as locations for further retail, leisure, culture and tourism development.</li> <li>3. District Centres (Kirton in Lindsey and Winterton)</li> <li>4. District Centres (Ashby High Street and Frodringham Road)</li> <li>5. Local Centres/Corner Shops – To fulfil their role in providing vital day-to-day shopping facilities for local communities in both urban and rural areas, the retention and enhancement of Local Centres and corner shops will be supported. It will be important to ensure that:                             <ul style="list-style-type: none"> <li>– The existing retail character and function of centres is safeguarded. Development that detracts from vitality and viability of the area’s town centres will be resisted.</li> <li>– New town centre development complies with the sequential approach to site-selection.</li> <li>– The scale and type of development reflects the centre’s existing and proposed function and its capacity for new development.</li> <li>– Shopping facilities are accessible by a range of means including car, walking, cycling and public transport.</li> </ul> </li> </ol>
<p><b>Policy CS16 (North Lincolnshire’s Landscape, Greenspace and Waterscape)</b></p>	<p>The council will protect, enhance and support a diverse and multi-functional network of landscape, greenspace and waterscape thorough:</p> <ol style="list-style-type: none"> <li>1. Identifying in supporting documents within or evidencing the LDF a network of strategically and locally important landscape, greenspace and waterscape areas.</li> <li>2. Requiring development proposals to improve the quality and quantity of accessible landscape, greenspace and waterscape, where appropriate.</li> <li>3. Requiring development proposals to address local deficiencies in accessible landscape, greenspace and waterscape.</li> <li>4. Requiring the protection of trees, hedgerows and historic landscape to be specified where appropriate.</li> </ol>

Policy	Description
<p><b>Policy CS17 (Biodiversity)</b></p>	<p>The council will promote effective stewardship of North Lincolnshire’s wildlife through:</p> <ol style="list-style-type: none"> <li>1. Safeguarding national and international protected sites for nature conservation from inappropriate development.</li> <li>2. Appropriate consideration being given to European and nationally important habitats and species.</li> <li>3. Maintaining and promoting a North Lincolnshire network of local wildlife sites and corridors, links and stepping stones between areas of natural green space.</li> <li>4. Ensuring development retains, protects and enhances features of biological and geological interest and provides for the appropriate management of these features.</li> <li>5. Ensuring development seeks to produce a net gain in biodiversity by designing in wildlife, and ensuring any unavoidable impacts are appropriately mitigated for.</li> <li>6. Supporting wildlife enhancements that contribute to the habitat restoration targets set out in the North Lincolnshire’s Nature Map and in national, regional and local biodiversity action plans.</li> <li>7. Improving access to and education/interpretation of biodiversity sites for tourism and the local population, providing their ecological integrity is not harmed.</li> </ol>
<p><b>Policy CS18 (Sustainable Resource and Climate Change)</b></p>	<p>The council will actively promote development that utilises natural resources as efficiently and sustainably as possible. This will include:</p> <ol style="list-style-type: none"> <li>1. Meeting high water efficiency standards, and incorporating new technologies to recycle and conserve water resources.</li> <li>2. Requiring the use of Sustainable Urban Drainage Systems (SuDS) where practicable.</li> <li>3. Supporting the necessary improvement of flood defences and surface water infrastructure required against the actions of climate change, and preventing development in high flood risk areas wherever practicable and possible.</li> <li>4. Meeting required national reductions of predicted CO2 emissions by at least 34% in 2020 and 80% in 2050 by applying the following measures on development proposals. Requiring all industrial and commercial premises greater than 1000 square metres to provide 20% of their expected energy demand from on site renewable energy until the code for such buildings is applied nationally. Where developers consider these Codes and targets cannot be met on the basis of viability they will be required to provide proof through open book discussions with the council at the planning application stage.</li> <li>5. Ensuring building design reduces energy consumption by appropriate methods such as high standards of insulation, avoiding development in areas subject to significant effects from shadow, wind and frost, using natural lighting and ventilation, capturing the sun’s heat, where appropriate.</li> <li>6. Supporting development that minimises the consumption and extraction of minerals by making the greatest possible reuse or recycling of materials in new construction, and by making best use of existing buildings and infrastructure.</li> <li>7. Supporting development that seeks to minimise waste and facilitates recycling and using waste for energy where appropriate...</li> </ol>

Policy	Description
<p><b>Policy CS19 (Flood Risk)</b></p>	<p>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 to its vulnerability to flood.</p> <p>Development within the e Lincolnshire Lakes area will comply with the flood management principals set out in the Western Scunthorpe Urban Extension Exception Test Strategy. Any further flood management proposals will have to be agreed by both the council and the Environment Agency during the process of the Lincolnshire Lakes Area Action Plan. Development proposals in flood risk areas which come forward in the remainder of North Lincolnshire shall be guided by the Strategic Flood Risk Assessment for North Lincolnshire and North East Lincolnshire. This will ensure that proposals include site specific flood risk assessments which take into account strategic flood management objectives and properly apply the Sequential and, where necessary, Exception Tests.</p>
<p><b>Policy CS22 (Community Facilities and Services)</b></p>	<p>The provision of new community facilities, or the improvement of existing community facilities, which meet the needs of local residents will be supported in principle. Good quality services and facilities will be provided that meet the needs of local communities and are accessible by public transport, cycling or on foot.</p> <p>The provision of services and facilities will be of the scale appropriate to the type and size of the settlement.</p> <p>Developers will be expected to make an appropriate contribution towards necessary improvements or additional provision for community services and facilities arising from their development proposals.</p>
<p><b>Policy CS23 (Sport, Recreation and Open Space)</b></p>	<p>Development proposals for new leisure and recreation facilities, children’s play facilities and open space or the extension/enhancement of an existing facility should be on a scale appropriate to the type and size of settlement. Wherever possible facilities that attract large numbers of people should be located in the larger settlements and be accessible by walking, cycling and public transport.</p> <p>Developers will be expected to make an appropriate contribution towards necessary improvements or additional provision for recreation facilities and open space arising from their development proposals, in accordance with the standards set out in the LDF.</p>
<p><b>Policy CS24 (Health Care Provision)</b></p>	<p>The council will support the implementation of health care provision in North Lincolnshire, in order to modernise and improve the primary health care facilities, and to improve the health of residents through safeguarding and enhancing open space, facilities for sports and recreation and improving walking and cycling routes.</p> <p>Developers will be expected to make an appropriate contribution towards necessary improvements, additional provision improvements or additional provision for health care services and facilities arising from their development proposals, in accordance with the Planning Obligations policy and Developer Contributions SPD. The implementation of new facilities supported by this policy will be permitted subject to other relevant plan policies.</p>
<p><b>Policy CS25 (Promoting Sustainable Transport)</b></p>	<p>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.</p>

Policy	Description
<p><b>Policy CS27 (Planning Obligations)</b></p>	<p>Where a development proposal generates an identified need for additional infrastructure, North Lincolnshire Council will, through the negotiation of planning obligations pursuant to Section 106 of the Town &amp; Country Planning Act 1990 and in accordance with guidance set out in Circular 05/2005, seek to ensure that the development proposal meets the reasonable cost of new infrastructure and improvements to existing infrastructure made necessary by the proposal; mitigates the impact of the development; offsets the loss of an significant amenity or resource through compensatory provision elsewhere; and/or provides for the ongoing maintenance of facilities provided as a result of the development.</p>

**Saved Policies of the North Lincolnshire Local Plan (2003)**

- 5.12 The North Lincolnshire Local Plan was adopted in May 2003, and latterly superseded by the Local Development Framework in 2011, with a saved policies direction being published in September 2007.
- 5.13 Several saved policies were superseded by the adoption of the Core Strategy Development Plan Document (DPD) in 2011 and the Housing and Employment Land Allocations DPD in 2016.
- 5.14 The Saved Policies of the North Lincolnshire Local Plan 2003 document (Updated October 2024) provides a comprehensive up-to-date list of saved policies from the 2003 Local Plan, with those policies superseded by the adopted Core Strategy and Housing and Employment Land DPD removed.
- 5.15 The following Saved Policies are considered relevant to Planning Application 1 at Lincolnshire Lakes (North):

Saved Policy	Description
<p><b>Saved Policy H5 (New Housing Development)</b></p>	<p>Proposals for new housing development and renewals of planning permission will be permitted provided that: i) the development site is located within Scunthorpe and Bottesford Urban Area, the principal growth settlements of Barton upon Humber and Brigg or the medium growth settlements. All such development will be reasonably expected to commence within the lifetime of the Local Plan; and ii) it comprises infill development, of up to three dwellings and is located within the medium and minimum growth settlements.</p> <p>All new housing developments should meet the following criteria:</p> <ul style="list-style-type: none"> <li>a) development should be well related to existing infrastructure including education, community and health facilities, roads, footpaths and cycleways, public transport services, water supply and other utilities;</li> <li>b) the development does not result in the loss of important open space;</li> <li>c) the development is in keeping with the scale and character of the settlement;</li> <li>d) development of more than three dwellings can reasonably be expected to commence within the lifetime of the Local Plan;</li> <li>e) the scale, layout, height and materials of the development are in keeping and compatible with the character and amenity of the immediate environment and with the settlement as a whole;</li> <li>f) any development has an adequate and appropriately designed access which will not create any traffic or road safety hazard;</li> <li>g) adequate parking within the curtilage of the site is provided in order to ensure that no on-street parking occurs which would be to the detriment of the free and safe flow of vehicles using the public highway;</li> </ul>

Saved Policy	Description
	<ul style="list-style-type: none"> <li>h) the development should ensure the conservation and retention of features of particular architectural, historic, archaeological, landscape, nature conservation importance or existing features which make an important contribution to the character or other amenity of the site or the surrounding area;</li> <li>i) provision is made within the curtilage of each dwelling (except for upper storey flats) for an area of private amenity open space;</li> <li>j) development does not result in overlooking or a loss of privacy to existing developments, or any other loss of amenity to existing dwellings;</li> <li>k) proposals do not result in unacceptable ribbon development;</li> <li>l) adjacent land uses will not result in annoyance or detract from the residential amenity which residents of the proposed dwellings could expect to enjoy; and</li> <li>m) where appropriate and/or necessary new development should include substantial and suitable landscaping.</li> </ul>
<p><b>Saved Policy H8 (Housing Design and Housing Mix)</b></p>	<p>New residential development will be permitted provided that it:</p> <ul style="list-style-type: none"> <li>i) respects and reflects the form, scale, massing, design and detailing, materials, and nature of the local environment;</li> <li>ii) incorporates a high standard of layout which maintains and where possible improves and enhances the character of the area;</li> <li>iii) protects existing natural and built features, landmarks or views that contribute to the amenity of the area;</li> <li>iv) prioritises the needs of pedestrian movement and takes into account the safety, health and security of residents, neighbours and the community;</li> <li>v) provides for residents a sense of identity and variety; and</li> <li>vi) creates an appropriate mix of dwelling size and type.</li> </ul>
<p><b>Saved Policy H10 (Public Open Space in New Housing Development)</b></p>	<p>New housing developments on allocated and windfall sites of 0.5 ha or more will be required to provide recreational open space on a scale, and in a form, appropriate to serve the needs of residents, or alternatively, where appropriate, to provide commuted payments for this provision to be made off-site, either individually or in combination with existing or other proposed recreational sites and facilities. On large development sites new built facilities may be required which support the recreational open space.</p>
<p><b>Saved Policy S8 (Out-of-centre Retail and Leisure Development)</b></p>	<p>Planning permission will only be permitted for out-of-centre retail and leisure developments where:</p> <ul style="list-style-type: none"> <li>i) a clear need for the development has been demonstrated;</li> <li>ii) the developer can demonstrate that there are no sites for the proposed use within or at the edge of the town or district centre that are suitable, viable for the proposed use and likely to become available within a reasonable time period;</li> <li>iii) the proposal, in addition to the cumulative effects of recently completed developments and outstanding planning permissions, will have no adverse impact on the vitality and viability of existing town or district centres and the rural economy. In all cases, applications shall be accompanied by a retail impact assessment;</li> <li>iv) the site is, or can be made, accessible by a choice of means of transport, including public transport, walking and cycling.</li> </ul> <p>Where it is deemed appropriate, conditions will be imposed restricting the minimum unit size of the development and restricting the type and range of goods sold, so as to prevent the operators directly competing with existing town or district centres. In all such cases, the</p>

Saved Policy	Description
	<p>developer will be expected to support the proposal with evidence submitted in an impartial Retail Impact Assessment.</p>
<p><b>Saved Policy T1 (Location of Development)</b></p>	<p>Development proposals, which generate a significant volume of traffic movement, will be permitted provided that they are located where there is good foot, cycle and public transport provision or where there are opportunities for foot, cycle and public transport to be provided.</p>
<p><b>Saved Policy T2 (Access to Development)</b></p>	<p>All development must be provided with a satisfactory access. In larger developments it should be served adequately by: i) being readily accessible by a choice of transport modes; and ii) existing public transport services and infrastructure; or iii) additions or extensions to such services linked directly to the development; and iv) the existing highway network.</p>
<p><b>Saved Policy T6 (Pedestrian Routes and Footpaths)</b></p>	<p>The safety, convenience and attractiveness of footpaths and pedestrian areas will be improved, and areas created, to form a pedestrian-friendly network throughout North Lincolnshire. Major new developments will be required to include links to nearby existing or proposed pedestrian routes.</p>
<p><b>Saved Policy T7 (Development of a Cycle Network)</b></p>	<p>The safety, convenience and attractiveness of cycle facilities and routes will be improved and new ones created to make North Lincolnshire cycle-friendly. To promote cycling as a mode of transport, priority will be given to the following areas: i) a network of cycle corridors and facilities in the Scunthorpe and Bottesford Urban Area based on existing road space in combination with selected segregated facilities; ii) intra-urban cycle facilities; iii) support for the National Cycle Network through North Lincolnshire; iv) circular recreational cycle routes; and v) the Isle of Axholme Greenway.</p>
<p><b>Saved Policy T8 (Cyclists and Development)</b></p>	<p>New developments will be required to:</p> <ul style="list-style-type: none"> <li>i) include cycle links with existing or proposed routes where such opportunity exists; and</li> <li>ii) ensure that the provision of cycle parking facilities are in accordance with the standards set out in Appendix 2.</li> </ul>
<p><b>Saved Policy T9 (Promoting Buses and Trains)</b></p>	<p>The use of buses and trains will be encouraged as an alternative to the private car. In particular provision will be made for: i) bus priority routes between Scunthorpe town centre and its suburbs; ii) the provision and enhancement of bus stop facilities in the towns and rural areas; iii) new areas of development to be located and designed to allow convenient access by bus and train; iv) convenient and safe passenger interchanges; v) the maintenance and enhancement of an adequate public transport network.</p>
<p><b>Saved Policy T19 (Car Parking Standards and Provision)</b></p>	<p>Provision will be made for car parking where it would:</p> <ul style="list-style-type: none"> <li>i) Meet the operational needs of businesses;</li> <li>ii) Be essential to the viability of a new development;</li> <li>iii) Improve the environment or safety of the streets;</li> <li>iv) Meet the needs of people with disabilities; or</li> <li>v) Be needed by visitors to the countryside</li> </ul>
<p><b>Saved Policy R2 (Protecting Areas of Local Importance for Children's Play)</b></p>	<p>Proposals will not be allowed unless the developer enhances an existing open space or provides a suitable replacement of equivalent quantity, quality, safety and amenity in the local area.</p>
<p><b>Saved Policy R5</b></p>	<p>The creation of a strategic network of recreational paths to provide linkages from the built up areas of North Lincolnshire to open spaces, woodland, riverside and water areas and the</p>

Saved Policy	Description
<b>(Recreational Paths Network)</b>	wider countryside will actively be pursued. Additional footpath links are to be created over the Local Plan period.
<b>Saved Policy C3 (Planning for Accessibility)</b>	Access provision for all people, particularly those with disabilities and restricted mobility, will be required in proposals for the construction of new offices, shops, factories, educational establishments and other buildings which the public are likely to use.
<b>Saved Policy C4 (Children’s Day Care Provision)</b>	Applications for new build day nurseries, creches and playgroups will be determined subject to the development property being located within an area providing a safe environment for children; and there is on-site provision for resident and staff cars including satisfactory vehicular access and turning facilities within the site. The layout and design of these areas will be expected to maximise the safety of children within the site.  Any consent may be restricted to the specific use applied for, or to only some of the other uses within Use Class D1 (Non-Residential Institutions) of the Town and Country Planning (Use Classes) Order 1987 (as amended).
<b>Saved Policy LC1 (Special Protection Areas, Special Areas of Conservation and Ramsar Sites)</b>	Proposals for development which may affect an SPA, a proposed SPA, a SAC or candidate SAC will be assessed according to their implications for the site’s conservation objectives. Where the site hosts a priority natural habitat type or a priority species, proposals will not be permitted unless it can be conclusively demonstrated that it is necessary for reasons of human health or public safety, or for consequences of primary importance for nature conservation.
<b>Saved Policy LC5 (Species Protection)</b>	Planning permission will not be granted for development or land use changes which would have an adverse impact on badgers or species protected by Schedules 1, 5 or 8 of the Wildlife and Countryside Act 1981 (as amended). Where development is permitted that may have an effect on those species, conditions or the use of planning agreements will be considered.
<b>Saved Policy LC6 (Habitat Creation)</b>	Provision will be made for the creation of nature reserves and new wildlife habitats both in rural and urban areas. Where appropriate, in granting planning permission, the creation of such areas will be required.
<b>Saved Policy HE9 (Archaeological Evaluation)</b>	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. Planning permission will not be granted without adequate assessment of the nature, extent and significance of the remains present and the degree to which the proposed development is likely to affect them.
<b>Saved Policy DS1 (General Requirements)</b>	A high standard of design is expected in all developments in both built-up areas and the countryside and proposals for poorly designed development will be refused. All proposals will be considered against: Quality of Design; Amenity; Conservation; Resources; and Utilities & Services.

### Housing and Employment Land Allocation DPD (2016)

5.16 The Housing and Employment Land Allocations Development Plan Document (DPD) outlines the sites which North Lincolnshire Council (NLC) has allocated for future housing development and where new employment opportunities are to be located.

- 5.17 In addition, it sets out and defines town, local and district retail shopping boundaries to identify where future retail and leisure development should take place and settlement development limits.
- 5.18 The following policies/paragraphs are specifically relevant to the residential development aspect of Planning Application 1 at Lincolnshire Lakes (North):
- **Paragraph 3.10** sets out that *“in support of Scunthorpe’s Urban Renaissance Programme, approximately 65% of Scunthorpe’s housing allocation will be located within the Lincolnshire Lakes project area.”*
  - **Paragraph 3.15** states that *“the potential scale of development on the remaining sites [those which were not discarded for only being able to accommodate less than 10 dwellings] was considered in relation to the size and type of settlement. The site capacity is estimated using the following density for Lincolnshire Lakes – 30 to 35 dwellings per hectare within Lincolnshire Lakes.”*
  - **Paragraph 3.26** identifies that *“a total of 6,000 dwellings will be provided within the Lincolnshire Lakes area during the plan period, with 2,683 provided elsewhere.”*
  - **Paragraph 3.184** stipulates that *“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.”*
  - **Paragraph 3.185** proposes 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.”*

### Lincolnshire Minerals and Waste Local Plan (Core Strategy and Development Management Policies) (June 2016)

- 5.19 The Minerals and Waste Local Plan for Lincolnshire was adopted in 2016 for various local planning authorities in the county, including North Lincolnshire, North East Lincolnshire and the City of Lincoln (inter alia).
- 5.20 The specific policy of relevance is **Policy M15 (Borrow Pits)** which states that planning permission will be granted for borrow pits to supply materials for major construction projects where:
- *“there is a need for a particular type of mineral which cannot reasonably be supplied from existing sites, including alternative materials; and*
  - *the transport of mineral from existing sites to the construction project would be seriously detrimental to the environment and local amenities because of the scale, location and timing of the operations; and*
  - *in the case of proposals involving the extraction of aggregates, the site lies on or in close proximity to the project; and*

- *the mineral can be transported to the point of use without leading to harmful conditions on a public highway; and*
- *the site can be restored to a satisfactory after-use without the need to import material other than that generated by the construction project itself and which can be brought to the site without leading to harmful conditions on a public highway; and*
- *the proposals accord with all relevant Development Management Policies set out in the Plan.”*

5.21 Paragraph 5.110 advises that *“borrow pit proposals must demonstrate that a balance can be struck between the need for the mineral and the Impact on the environment and any local communities, ensuring that adequate mitigation or compensation is provided for the effects of the proposed development”*.

5.22 The paragraph continues to advise proposals must *“demonstrate that, in overall terms, the borrow pit would result in environmental benefits over alternative sources of supply”*.

5.23 Consultation on an updated Minerals and Waste Local Plan is underway with consultation running from July to September 2024. Policy M15 is due to be replaced by **SM14 (Borrow Pits)**. The wording of the policy remains the same.

### Supplementary Planning Guidance/Documents

5.24 Relevant Supplementary Planning Guidance is summarised in Figure 5.1 below.

<i>Lincolnshire Lakes Strategic Design Guide SPD (2016)</i>	<p>This Strategic Design Guide is formed of two parts, the first being a site-wide masterplan and the second part being a design code for the wider Lincolnshire Lakes site. This document was adopted by the Council as a Supplementary Planning Document (SPD) in 2016, alongside the adoption of the Lincolnshire Lakes Area Action Plan (AAP).</p> <p>The Design Guide is proposed to be updated following adoption of an emerging local plan. This will provide an updated masterplan and design code for the Lincolnshire Lakes development site following amendments to the scheme in new planning policy.</p>
<i>Statement of Community Involvement (2018)</i>	<p>This sets out how North Lincolnshire Council will involve the community and other important organisations in creating future planning policy as well as on major applications. It is to be read in conjunction with the council’s Interim Guidance – Planning Applications in North Lincolnshire: A Guide to Community Involvement.</p>
<i>Interim Planning Policy – Affordable Housing (2015)</i>	<p>This outlines the policy basis for securing developer contributions towards the provision of affordable housing as part of proposals for new residential housing developments.</p>
<i>Sustainable Drainage Systems (SuDS) and Flood Risk Guidance (2017)</i>	<p>This provides advice for developers and designers on sustainable drainage systems appropriate for developments, depending on size and location, to avoid increasing the risk of flooding to the site and / or surrounding areas.</p>
<i>Planning for Health and Wellbeing (2016)</i>	<p>This documents builds on policies in the Core Strategy and North Lincolnshire Local Plan, and sets out the LPA’s planning policy towards Health and Wellbeing. It is therefore used as a material consideration in determining planning applications.</p>

**Table 5.1: Supplementary Planning Guidance**

## North Lincolnshire Community Infrastructure Levy

- 5.25 North Lincolnshire Council does not have an adopted a Community Infrastructure Levy in line with national guidance<sup>6</sup> at present, and it is understood that there are no current consultations ongoing for this to be adopted in the near future.
- 5.26 Instead, contributions may be required through Section 106 planning obligations. These obligations can include (inter alia):
- Site specific financial contributions – these are secured and must be used for defined purposes for instance, the provision of education facilities, traffic and highways related works, open space provision and affordable housing contributions (where accepted in lieu of on-site provision);
  - Provision of on-site affordable housing or education provision; or
  - Non-financial obligations including requirements such as training and employment management provisions and travel plans.
- 5.27 The Applicant has engaged with North Lincolnshire’s S106 Officer throughout pre-application discussions to understand the planning obligations which may be required for a planning application of this nature and quantum.

## Emerging Local Plan

- 5.28 The North Lincolnshire Local Plan – Publication Draft Addendum Plan (‘Emerging Local Plan’) (May 2022) has previously been reviewed as it comprises the Emerging Local Plan.
- 5.29 Following a resolution from Cabinet on Monday 30<sup>th</sup> September 2024, the Council withdrew the Local Plan from Examination on 4<sup>th</sup> October 2024.
- 5.30 The Council are understood to be in the process of preparing a revised timetable and programme for the preparation of a New Local Plan, known as the Local Development Scheme.
- 5.31 This New Local Plan, once adopted, will replace saved policies of the 2003 Local Plan, the 2011 Core Strategy, the 2016 Housing and Employment Land Allocations Development Plan Document and the Lincolnshire Lakes Area Action Plan.

## National Policy Context

### National Planning Policy Framework (2024)

- 5.32 The National Planning Policy Framework (NPPF) was revised in response to the “Proposed reforms to the National Planning Policy Framework and other changes to the Planning system” consultation on 12 December 2024 and outlines the government’s planning policies for England and how these are anticipated to be applied.
- 5.33 This revised framework replaces the previous NPPF published in March 2012, revised in July 2018, updated in February 2021, revised in July 2021, updated in September 2023 and then revised in December 2024.

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<sup>6</sup> Community Infrastructure Levy (CIL) Regulations 2010 (as amended)

5.34 The NPPF is clear there should be a presumption in favour of sustainable development where there is no conflict with the development plan. The NPPF sets policies on a wide range of subjects and below we set out those keys sections relevant to this proposal.

## Section 2: Achieving Sustainable Development

5.35 **Paragraph 8** of the NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. It advises that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) *“an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- b) *a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*
- c) *an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”*

5.36 **Paragraph 9** confirms that *“These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.”*

5.37 **Paragraph 10** sets out the Government’s commitment to supporting sustainable development. In relation to decision taking, it states *“So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.”*

5.38 **Paragraph 11** continues to state that *“for decision taking this means:*

- a) *approving development proposals that accord with an up-to-date development plan without delay; or*
- b) *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
  - i. *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
  - ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

### Section 3: Plan-making

- 5.39 **Paragraph 34** explains that *“policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary”*

### Section 4: Decision-making

- 5.40 **Paragraph 39** sets out that *“local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.”*
- 5.41 **Paragraph 48** confirms that *“Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.”*
- 5.42 With regard to giving weight to relevant policies in emerging plans, **Paragraph 49** outlines that this is dependent on: *“a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given); b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)”*.

### Section 5: Delivering a Sufficient Supply of Homes

- 5.43 **Paragraph 61** explains that to support the *“government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.”*
- 5.44 With regard to affordable housing, **Paragraph 66** states that *“where major development involving the provision of housing is proposed, planning policies and decisions should expect that the mix of affordable housing required meets identified local needs, across Social Rent, other affordable housing for rent and affordable home ownership tenures.”*

### Section 6: Building a Strong, Competitive Economy

- 5.45 **Paragraph 85** states that *“planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”*

## Section 7: Ensuring the Vitality of Town Centres

- 5.46 Section 7 ensures decisions and policies are made with town centres at the heart of the local communities.
- 5.47 **Paragraph 90** stipulates that *“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 adaptation.”*
- 5.48 Regarding retail sequential tests to support planning applications, **Paragraph 91** sets out that *“local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.”* **Paragraph 92** continues *“when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored”.*
- 5.49 Considering the impact on the vitality and viability of existing local centres and main town centre uses in centre, **Paragraph 94** outlines that *“When assessing applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold [which there is not in North Lincolnshire Council's administrative area], the default threshold is 2,500m<sup>2</sup> of gross floorspace). This should include assessment of:*
- a) *the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and*
  - b) *the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).”*
- 5.50 It is confirmed in **Paragraph 95** that, where applicable, these tests must be passed for development to be supported by the LPA: *“Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the considerations in paragraph 94 it should be refused.”*

## Section 8: Promoting Healthy and Safe Communities

- 5.51 **Paragraph 96** sets out that planning policies and decisions should aim to achieve healthy, inclusive and safe places.
- 5.52 **Paragraph 103** states that one of the ways that this can be achieved through *“access to a network of high quality open spaces and opportunities for sport and physical activity”.*

## Section 9: Promoting Sustainable Transport

- 5.53 **Paragraph 109** sets out guidance on sustainable transport and confirms that transport issues should be considered at the earliest stage of development proposals, which should involve:
- a) making transport considerations an important part of early engagement with local communities;

- b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) *understanding and addressing the potential impacts of development on transport networks;*
- d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

5.54 **Paragraph 115** requires that when assessing 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<sup>48</sup>; 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.”*

5.55 Regarding the requirement for a Travel Plan, **Paragraph 118** identifies that *“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”*

## Section 11: Making Effective Use of Land

5.56 **Paragraph 124** states *“Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.”*

## Section 12: Achieving Well-Designed Places

5.57 Section 12 identifies the importance of well-designed places and the need for a consistent and high-quality standard of design.

5.58 **Paragraph 131** states that *“the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process”.*

5.59 **Paragraph 135** states that *“decisions should ensure that developments:*

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

#### **Section 14: Meeting the Challenge of Climate Change, Flooding and Coastal Change**

5.60 **Paragraphs 162** requires that development proposals and plans *“should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating and from rising temperatures.”*

5.61 **Paragraph 164** sets out that new development should be planned for in ways that:

- a) “avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through incorporating green infrastructure and sustainable drainage systems; and*
- b) help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings in plans should reflect the Government’s policy for national technical standards.”*

5.62 **Paragraph 166** states that in determining planning applications, local planning authorities should expect new developments to:

- a) “comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and*
- b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.”*

5.63 **Paragraph 177** sets out the requirement to apply the Flood Risk Sequential and Exception Tests where necessary. **Paragraph 178** states that the aim of the Sequential Test is to ‘steer new

development to areas with the lowest risk of flooding from any source. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding’.

## Section 15: Conserving and Enhancing the Natural Environment

- 5.64 **Paragraph 187** sets out that planning policies and decisions should contribute to and enhance the natural and local environment by:
- a) *“Protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
  - b) *recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
  - c) *maintaining the character of the undeveloped coast, while improving public access to it where appropriate;*
  - d) *minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs;*
  - e) *preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*
  - f) *remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.”*
- 5.65 With regard to habitats and biodiversity, **Paragraph 192** stipulates that when determining planning applications, local planning authorities should apply the following principles:
- a) *“If significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;*
  - b) *development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;*
  - c) *development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons<sup>70</sup> and a suitable compensation strategy exists; and*
  - d) *development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.”*

5.66 **Paragraph 196** requires consideration of ground conditions. It goes on to state that planning policies and decisions should also ensure that the site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation. **Paragraph 197** states that *“where a site is affected by contamination or land stability issues, responsibility for securing a safe development rest with the developer and/or landowner.”*

## 6. Retail Assessment

### Introduction and Proposed Quantum

- 6.1 This Retail Assessment has been prepared in support of the proposed new local centre for which outline planning permission is sought.
- 6.2 As stated in Section 4 above, the local centre includes for up to 3,999sqm (GEA) of retail uses. The proposed development seeks to restrict the quantum of main town centre uses to 2,499sqm (GEA) for retail (Use Class E(a)), pub/family restaurant (Use Class E(b)) and/or gym (Use Class E(d)). Within this figure there is a further restriction proposed which restricts a food retail / convenience store (Use Class E(a)) to a maximum of 500sqm GEA.
- 6.3 Other uses are proposed within the local centre however these fall outside the definition of main town centre uses and therefore are not assessed in this Section.
- 6.4 Table 6.1 below identifies the main town centre uses proposed in the local centre, with the maximum GEA stated for each use proposed:

Use	Use Class	Proposed GEA
Foodstore	Class E(a)	Up to 2,499 sq m cumulatively
Pub/Family Restaurant	Class E(b)	
Misc. High St Units (Non-Food Retail)	Class E(a)	
Gym	Class E(d)	

**Table 6.1: Planning Application 1 Retail Quantum**

- 6.5 The exact split of these proposed main town centre uses is not yet confirmed, with clarity to be provided at latter reserved matters stage, however it is proposed that a condition is imposed on the future decision notice which restricts food retail to 500sqm GEA. This restriction prevents a ‘main food shop’ foodstore, including any standard sized Limited Assortment Discounters (LADs), from being constructed, since these typically have a GEA of circa 1,500sqm; and instead encourages a local convenience store which would serve the residents of Lincolnshire Lakes (North).
- 6.6 Sequential tests and retail impact assessments are required as per Paragraphs 91, 94 and 95 of the National Planning Policy Framework (NPPF) (2024), in order to ensure that there are no other sequentially available and suitable sites in (or on the edge of) any designated retail centre; and also to ensure that there will be no significant impact on the vitality or viability of any designated town centres or any existing or committed retail or leisure facilities within any designated centres.
- 6.7 This Retail Assessment has been prepared following pre-application discussions with the Local Planning Authority, with the submission of a Retail Scoping Note being issued in November 2024, which sought to form the basis for agreement between the applicant, AY and North Lincolnshire Council in relation to the form and context for the Sequential and Retail Impact Assessment required to be submitted in PA#1.

## Policy Context

- 6.8 This section of the Retail Assessment outlines the planning policies in local and national policy which are considered relevant to the Sequential Test and Retail Impact Assessment.

### Local Planning Policy

- 6.9 The North Lincolnshire Core Strategy (adopted June 2011) sets out in **Policy CS14** that

*“in supporting the vitality and viability of North Lincolnshire’s network of town centres, it will be important to ensure that:*

*The existing retail character and function of centres is safeguarded. Development that detracts from vitality and viability of the area’s town centres will be resisted.*

*New town centre development complies with the sequential approach to site selection, which prioritises development in existing centres, then edge-of-centre sites, and only then out of centre sites that are accessible by a choice of means of transport.*

*The scale and type of development reflects the centre’s existing and proposed function and its capacity for new development.*

*The retail function of town centres is protected by way of restricting non-A1 uses particularly within the defined town centres boundaries.*

*A balanced range of facilities and uses are encouraged within district and local centres in keeping with their size and function to meet the every day needs of the local population. Local shops located within smaller settlements, in particular in rural areas will be protected where they are important to the day-to-day needs of people.*

- *Shopping facilities are accessible by a range of means including by car, walking, cycling and public transport.*
- *New developments are of an appropriately high quality design, particularly in the town centre.”*

- 6.10 The Lincolnshire Lakes Area Action Plan (AAP) (adopted 2016) notes that *“the AAP retail evidence base points to a requirement of around 2,300sqm (gross) shopping floorspace in Local Centres. In each Local Centre this would likely comprise small convenience goods shops such as a small supermarket, newsagent and pharmacy. In addition, services would probably include hairdressers, takeaways etc.”*

- 6.11 **Policy SC2 (District and Local Centres)** of the Lincolnshire Lakes AAP also advises that *“each village will include up to one small convenience store of up to approximately 200sqm (gross). The following uses will also be supported within the District and Local Centres: Services and leisure; and Health and community services”.*

- 6.12 The North Lincolnshire Local Plan Publication Draft Addendum Plan (May 2022) was withdrawn in October 2024, however this proposed to supersede the retail requirements in the wider Lincolnshire Lakes development. It proposed two local centres which will act as the focus for community activity, including a minimum of one small convenience store each (up to 700 sqm).

### National Planning Policy

- 6.13 The NPPF (2024) states in Section 7 that local authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with

an up-to-date plan. Main town centre uses should be located within designated town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

- 6.14 Also, **Paragraph 91** continues that when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.
- 6.15 When assessing applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, **Paragraph 94** of the NPPF asks that local authorities require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold - which there is not in North Lincolnshire - then the default figure is 2,500sqm of gross floorspace). This should include the assessment of:
- 6.16 The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- 6.17 The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).
- 6.18 **Paragraph 95** states that where an application fails to satisfy the sequential test or is likely to have an adverse impact on one or more of the considerations in paragraph 94, it should be refused.

### **Policy Summary**

- 6.19 Since the Site does not fall within an existing local centre, as per NPPF Paragraph 91, a sequential test is required to assess whether any available and suitable sites exist *in centre* or *edge-of-centre*.
- 6.20 Furthermore, in the absence of a locally set retail impact threshold, the nationally set threshold, as per Paragraph 94 of the NPPF, of 2,500sqm GEA is applicable in North Lincolnshire.

### **Sequential Test**

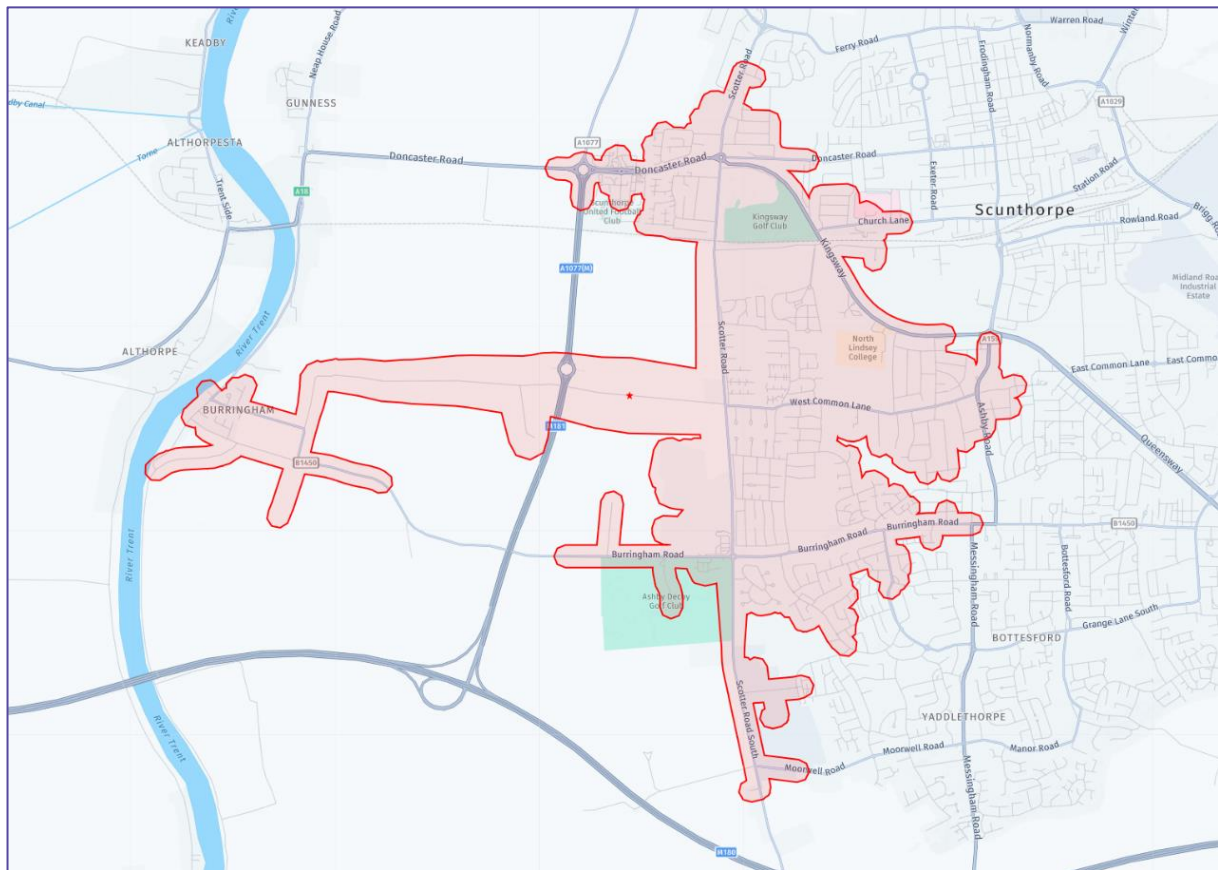
- 6.21 Given the location and planning policy status of the application Site, there is a requirement to assess the proposed retail development against the sequential test, in line with Paragraph 91 of the NPPF.
- 6.22 In order to undertake a robust sequential site assessment, the following aspects have been considered:
- The classification of the application Site;
  - The area of search for alternative sites;
  - The application of 'flexibility' when considering the suitability and availability of alternative sites; and
  - The alternative sites to be considered.
- 6.23 Each of these topics is considered in turn below:

### **The Classification of the Application Site**

- 6.24 The proposed local centre lies outside of any defined centre in the Development Plan.
- 6.25 The nearest defined centre is over 300m from the proposed local centre Site, so, therefore, the application Site should be classified as an *out-of-centre* location.
- 6.26 As such, for the purposes of the sequential test in this instance, sequentially preferable locations are "*in centre*" or "*edge-of-centre*" sites.

### **The Area of Search for Alternative Sites**

- 6.27 It is established best practice within the sequential test to base the area of search for alternative sites on a range of factors. Firstly, the area of search should be intrinsically linked to the catchment of the proposal in question. In other words, to ensure that the sequential search will be focused upon the area from which the applicant expects to draw the majority of its trade.
- 6.28 This area will be influenced by two factors:
- 1) the likely retail and leisure function of the proposal, considering its scale and retail/leisure offer; and
  - 2) the location and retail/leisure offer of competing stores and centres.
- 6.29 In this instance, the application Site lies in the Lincolnshire Lakes residential-focused urban extension, where both the applicant and the LPA have identified an opportunity for Main Town Centre uses to serve the influx of new residents.
- 6.30 For an application of this type and quantum, typically a 5 to 7 minute drive-time from the application Site is used as a robust basis for defining the 'primary' catchment area. This primary catchment radius has been agreed with the LPA's Spatial Planning Team during pre-application discussions and written feedback. The extent of this drive-time has been shown on the attached 'Retail Assessment Plan' below.



**Figure 6.1: Retail Sequential Assessment Plan (5-7 Minute Off-Peak Drive Time)**

6.31 As per **Figure 6.1**, the defined centres in this area included in the sequential assessment. This figure is not definitive however, as since a new access junction is proposed to be added to the M181/A1077(M) roundabout, some further areas may also be captured within the new drive time following these highways improvement works. As such, a pragmatic approach has been taken, and therefore the local retail centres have been assessed sequentially:

- Scunthorpe Town Centre Primary Shopping Area
- Ashby High Street District Centre

**Application of Flexibility and the Assessment of Suitability and Availability**

6.32 The application Site and the proposed retail development have the following characteristics:

- Gross Use Class E(a), E(b) and E(d) floorspace of 2,499 sqm

6.33 Whilst there is no specific NPPF (2024) definition for ‘suitable’ or ‘available’, in AY’s experience an overarching principle in the sequential test is that alternatives must be able to perform the same or materially similar function to the proposal. As a consequence, significantly reducing the quantum of the retail development will materially change the retail function of the proposals beyond reasonable flexibility.

**The Alternative Sites to be Considered**

6.34 On the basis of the above, AY have undertaken an initial review of any sequentially preferable sites within or on the edge of the two allocated centres within the catchment area stated in Paragraph 6.30.

- 6.35 This review has concluded that there are no available or suitable sites which require further consideration. This conclusion is consistent with the feedback provided during pre-application discussions and a written response from the LPA's Spatial Planning Team.
- 6.36 Therefore, it is concluded that there are no sequentially preferable sites where the development proposals in PA#1 could be sited, and therefore the sequential test has evidentially been passed in line with Paragraphs 91 and 95 of the NPPF.

## Retail Impact Assessment

### Introduction

- 6.37 Paragraph 94 of the NPPF stipulates that in the absence of a proportionate locally set threshold for retail and leisure development outside town centres (which there is not in the North Lincolnshire administrative area), the default national threshold for which a retail impact assessment is required is set at 2,500sqm GEA<sup>7</sup>.
- 6.38 The proposed additional floorspace of main town centre uses to be created by the development is to be restricted to 2,499sqm, which is evidently below the national threshold for a full retail impact to be submitted in support of this outline element of PA#1.
- 6.39 This approach has been agreed in principle throughout pre-application discussions with the planning case officer and the LPA's Strategic Planning Team.
- 6.40 Nevertheless, some degree of retail impact assessment has been conducted for each main town centre use proposed in PA#1 in support of this application, focusing on the two retail centres within catchment of the Site; namely Scunthorpe Town Centre Primary Shopping Area and Ashby High Street District Centre.

### Food Retail Store

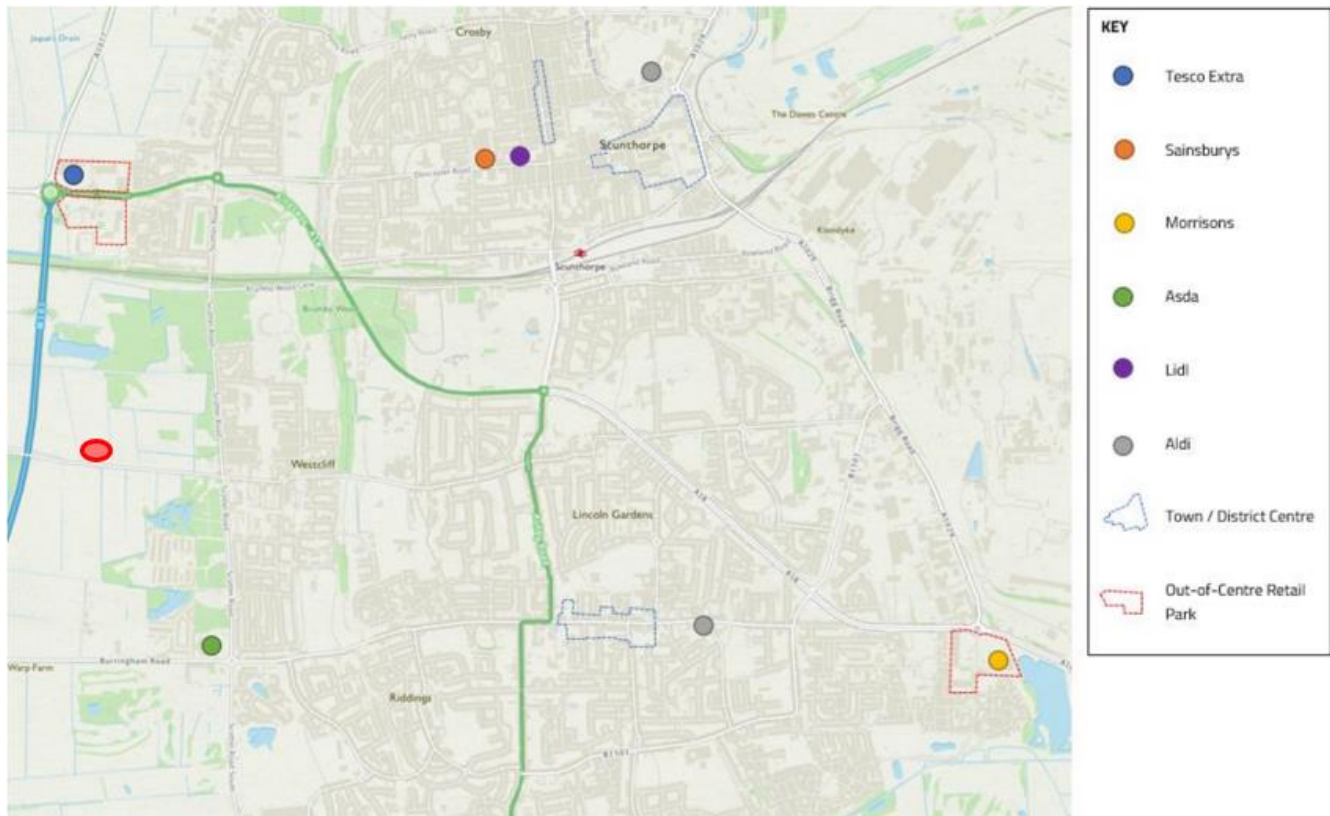
- 6.41 The Scunthorpe Primary Shopping Area (PSA) is circa 3km to the north east of the PA#1 Site, in which the proposed local retail centre is to be sited. The North Lincolnshire Retail & Leisure Study 2019 (incorporating 2020 selective review) ("the Retail Study") identifies that at the date of the Retail Study's adoption in 2020, there is no estimated capacity for additional retail floorspace in Scunthorpe Town Centre in the short term but a small capacity for comparison goods floorspace in the longer term. The floorspace capacity figures represent the 'theoretical' capacity assuming no changes in the market shares of centres in the future. The analysis is 'theoretical' because, in reality, the relative attraction of centres may change as new development takes place. For instance, the Lincolnshire Lakes development may create a localised need for new retail floorspace which in turn may help to increase the retention level in the Scunthorpe catchment area. The most likely prospect is that the Scunthorpe catchment area will be able to support a higher retention level as Scunthorpe town centre and the

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<sup>7</sup> "When assessing applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500m<sup>2</sup> of gross floorspace). This should include assessment of: a) the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and b) the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme)." – NPPF (2024) Paragraph 94

retail parks in Scunthorpe urban area increase their attraction and market share compared with other centres in the study area.

- 6.42 The Ashby High Street District Centre is described as performing a predominantly top-up shopping role and benefits from a strong convenience offer, including Iceland, Tesco Express, Heron Foods, Greggs and Coopland's, as well as independent greengrocers, butchers and a continental supermarket. There is also an Aldi supermarket located approximately 250m to the east of the District Centre boundary. There is also a reasonable comparison goods offer comparative to the role and function of the District Centre, which includes representation from a number of national multiples, including Home Bargains, Wilko, Card Factory and Boots to supplement a range of independent non-food retailers.
- 6.43 The proposed main town centre uses only seek to serve the new residents of the wider Lincolnshire Lakes development, both from Lincolnshire Lakes (North) and Lincolnshire Lakes (South), as is clear from the proposed floorspace restrictions.
- 6.44 One particular restriction is the proposed 500sqm limit of the proposed convenience foodstore. This is since, whilst the end user of the food retail unit has not yet been determined, it is not intended to provide a 'main food shop' destination, but instead a 'top up' show location for residents of the Lincolnshire Lakes development.
- 6.45 Figure 6.2 below illustrates the main shopping destinations in the Scunthorpe Urban Area, clearly indicating that there are no main foodstores *in centre* in either the Scunthorpe Town Centre PSA or Ashby Road District Centre.



**Figure 6.2: Main Shopping Destinations in Scunthorpe Urban Area (Source: North Lincolnshire Retail & Leisure Study) with the approximate location of the proposed local centre shown in red shaded circle**

- 6.46 To complement these main shopping destinations for food retail, there are a multitude of *edge of centre* and *out of centre* small convenience stores which provide top up shops for nearby residents. These stores are an important component of the neighbourhoods in which they are sited, similar to that which is proposed in PA#1's local centre, and clearly do not cause any impact to the vitality or viability of any designated local centre. However, these small convenience stores are not protected from any retail impact in national retail policy terms.
- 6.47 As such, the introduction of a small retail store within the PA#1 local centre would not cause any trading impact on the vitality or viability of any designated retail centres within the catchment area (namely Scunthorpe Town Centre PSA or Ashby High Street), or on any existing, planned or committed foodstores *in centre* within any designated local centres (since, as per Figure 6.2, there are none).
- 6.48 Therefore, it is expected that the outline proposals for a small-scale foodstore in this location should be supported and encouraged, as the principle is in line with both the Lincolnshire Lakes AAP (which supports a foodstore of circa 200sqm in Village 1) and the, albeit now temporarily withdrawn, emerging local policy (which supports a foodstore of circa 700sqm in this area). The quantum has increased however this is considered to meet the expected demand from a commercial operator and future residents of the development and that this is a more appropriate location for the District Centre (proposed on the western side of the M181/A1077 as part of the AAP).

#### Other Retail Stores (Class E(a))

- 6.49 The provision of further Class E(a) retail stores is intended to be delivered in the local centre, albeit the end users of these units are not confirmed at this juncture, hence the necessity for the flexible Class E use class which is proposed for the local centre.
- 6.50 The total floorspace of all retail, including the potential foodstore, is to be a maximum of 2,499sqm GEA cumulatively. Individually, the retail units are expected to be very small scale as they, similarly to the food store, will only seek to serve those new residents who live in Lincolnshire Lakes (North) by providing important services to this catchment.
- 6.51 Since the total retail floorspace falls below the national threshold of 2,500sqm, as specified in Paragraph 94 of the NPPF (2024), it is understood that no quantitative retail impact assessment is required in support of PA#1. This view is further strengthened by the fact that the individual units will comprise of significantly below this national threshold in isolation, meaning that there will be no trading impact of these (very limited in size) retail units on the vitality or viability of either Scunthorpe Town Centre PSA or Ashby High Street District Centre; or on any existing, committed or planned public or private development *in centre*.
- 6.52 This stance has been confirmed through pre-application discussions with the LPA's Strategic Planning Team, who have reaffirmed that the national 2,500sqm GEA threshold is applicable in the NLC administrative area and for PA#1 in isolation.
- 6.53 As such, it is concluded that the delivery of up to 2,499sqm GEA of, as yet undetermined, Class E(a) floorspace in this location is acceptable in retail impact terms.

#### Gym (Class E(d))

- 6.54 The local centre also proposes to include the flexibility for a gym (Use Class E(d)) within Plot LC2.
- 6.55 The applicant cannot confirm at this juncture whether this gym facility is to be brought forward in the local centre, since the detail of specific uses is to be confirmed at reserved matters phase.

- 6.56 In terms of retail impact, the above justification for no qualitative retail impact being required is also applicable, since any gym facility would, in isolation, fall significantly below the national threshold of 2,500sqm GEA.
- 6.57 Regardless of this, it is understood that there are presently no gym facilities *in centre* within the catchment area, since neither the Scunthorpe Town Centre PSA nor the Ashby High Street District Centre have a gym in them. As such, there would be no trading impact of a gym facility on the vitality or viability of any designated centres within the catchment area, nor on any existing, committed or planned public or private development in centre.

### Justification for the Scale and Location of the Local Centre

- 6.58 The Lincolnshire Lakes Area Action Plan (AAP) (2016) stipulates that each individual village's local centre should comprise of a small (200sqm) convenience store, alongside further unspecified services to suit the needs of the village. In Village 1, where PA#1 is sited, this totals a maximum of 300sqm of retail uses.
- 6.59 Indeed, there is a further requirement for the delivery of the AAP District Centre adjacent to Village 5 (directly to the west of the M181/A1077(M) roundabout, to the west of the PA#1 Site).
- 6.60 However, it is considered that the AAP is significantly time-dated, at the point of PA#1's submission in 2025, since this location for a district centre is no longer relevant given the remainder of Lincolnshire Lakes has not yet been built out. Indeed, in the emerging local plan publication draft (2022) (although recently withdrawn), is no longer showed any imminent residential development to the west of the M181/A1077(M), with this area shown as 'Future Development Land'.
- 6.61 As such, it is considered that a larger local centre should be brought forward at an earlier phase, providing necessary community services for the new catchment area of residents who will live in both Lincolnshire Lakes (North) and Lincolnshire Lakes (South). If this larger retail centre was not to come forward at this juncture, then there is the likelihood that circa 550 dwellings in PA#1, alongside several hundred more homes in Lincolnshire Lakes (South) would not have sufficient facilities within proximity to their properties, both in terms of retail facilities and also community facilities.
- 6.62 Therefore, it is proposed that an enhanced local centre will be brought forward in this location as part of PA#1, following pre-application discussions with NLC Officers. The local centre, as explained above, will deliver both main town centre uses (Use Class E), as well as important non-main town centre uses such as a doctor's surgery, ancillary pharmacy and a creche (inter alia).
- 6.63 This location is deemed to be more sustainable than that proposed to the west of the M181/A1077(M), since it is located within closer proximity to where new major housing developments are to be brought forward (see **Table 2.1** and **Table 2.2** above), as well as being eminently deliverable by the applicant, ensuring that a sufficient local centre will be developed to meet the needs of the residents of both Lincolnshire Lakes (North) and Lincolnshire Lakes (South).

### Summary of Retail Assessment

- 6.64 In summary, it can be concluded that both the sequential test and retail impact assessment have been passed, in line with Paragraphs 91, 94 and 95 of the NPPF (2024).
- 6.65 It has been demonstrated through this retail assessment that there are no suitable or available sites either *in centre* or *edge of centre* within either of the two designated retail centres that fall within the agreed 5-7 minute off peak drive catchment area; namely the Scunthorpe Town Centre Primary Shopping Area and Ashby High Street District Centre.

6.66 In addition, this section has clearly established that there will be no retail trading impact on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and that there will be no significant negative impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment.

## 7. Planning Considerations

7.1 This section of the Planning and Retail Statement seeks to address the planning considerations associated with the proposed development given the planning policy framework outlined in Section 5. The key planning considerations are as follows:

- Principle of development;
- Design;
- Highways, access, parking and servicing;
- Heritage and Archaeology;
- Ecology, Trees and Biodiversity Net Gain;
- Landscaping and Public Amenity Space;
- Flood risk;
- Drainage;
- Energy and Sustainability;
- Air quality;
- Acoustics;
- Lighting;
- Ground Conditions; and
- Viability

### Principle of Development

7.2 Both the PA#1 Site and the wider Lincolnshire Lakes (North) Site have previously been subject to a number of residential-led detailed and outline planning applications since 2015; all of which have been supported by North Lincolnshire Council and subsequently approved. All of these planning permissions have since expired without implementation, hence the necessity for this new hybrid planning application in the form of PA#1.

7.3 Preparing this application as a hybrid application, and therefore front ending the detail of the infrastructure works and phasing the delivery of the development plots will help to ensure these development is deliverable.

7.4 The Site benefits from allocations within various adopted local development plan documents, including the North Lincolnshire Core Strategy, Saved Policies of the North Lincolnshire Local Plan and, primarily, the Lincolnshire Lakes Area Action Plan (AAP), the policies from which are primarily assessed in this Section.

7.5 In line with AAP Policy SS3 (Strategic Development Requirements), the wider Lincolnshire Lakes development is required to include 6,000 dwellings across 6 villages, a new strategic road network, flood mitigation and an integrated network of green infrastructure (inter alia); aspects which PA#1

conforms with through the residential-led proposals of up to 550 dwellings, green / blue infrastructure, drainage improvement into existing ditches, et al.

- 7.6 As expanded upon in the subsequent Design section, the scheme has been designed in accordance with the Lincolnshire Lakes AAP Policies Map, with residential development proposed in PA#1 in areas shown on the Policies Map to be for Housing Development, in accordance with AAP Policies H1 and H2.
- 7.7 As explained in greater detail in Section 6 of this Statement, the Lincolnshire Lakes Area Action Plan (AAP) (2016) identifies that each individual village's local centre should include a 200sqm convenience store, within a local centre comprising of further main town centre and non-main town centre uses. In Village 1, in which PA#1 is sited, this totals a maximum of 300sqm of retail uses. Further to this, there is a requirement for the delivery of the AAP District Centre adjacent to Village 5 (directly to the west of the M181/A1077(M) roundabout, to the west of the PA#1 Site).
- 7.8 It is considered that, since the AAP is significantly time-dated, this location for a district centre is no longer relevant given the remainder of Lincolnshire Lakes has not yet been built out. Indeed, in the emerging local plan publication draft (2022) (although recently withdrawn), it is no longer shown that there will be any impending residential development to the west of the M181/A1077(M), with this area shown as 'Future Development Land'.
- 7.9 As such, it is considered a betterment to provide a larger local centre in PA#1, which will provide necessary community services for the new residents who will live in both Lincolnshire Lakes (North) and Lincolnshire Lakes (South). If this larger retail centre was not to come forward at this juncture, then there is the likelihood that circa 550 dwellings in PA#1, alongside several hundred more homes in Lincolnshire Lakes (South) would not have sufficient facilities within proximity to their properties, both in terms of main town centre facilities and also community facilities.
- 7.10 In summary, the principle of the development at the Site is clearly considered acceptable both in terms of precedents set through previous granting of planning applications for comparable proposals on site, and in accordance with national and local policy, including the NPPF (2024) and Lincolnshire Lakes AAP Policies SS3, H1 and H2.

## Design Approach

- 7.11 In terms of design, as set out in Section 4 above, and as set out in the Design & Access Statement (DAS) submitted with the Application, the design and layout of the proposals have been planned in accordance with local and national policy. It should be noted that the outline planning application leaves all matters to be reserved, notably on this topic being scale, appearance and layout.
- 7.12 Based on an appraisal of the Site, the Opportunities and Constraints outlined within the DAS and policy guidance within the Lincolnshire Lakes AAP, Lincolnshire Lakes Strategic Design Guide (SDG) and the NLC Core Strategy, a detailed feasibility assessment was carried out to review the extent of the PA#1 application area.
- 7.13 The final red line boundary is derived from that feasibility assessment, which was also informed by detailed analysis of the existing ecological, ground and drainage conditions careful consideration of the various planning policy provisions and principles set out in the AAP, SDG and Local Plan, and the connectivity of the development Site. The outline design principles and parameters have been further guided by these elements, which have been summarised in this document.

- 7.14 These primary guidelines form a framework which will assist future development of the Site at the reserved matters stage, and are noted below. Those which are directly related to parameters from the Lincolnshire Lakes AAP, SDG or Local Plan are highlighted below:
- As prescribed by AAP Policy G1, G2, G4, G5 and G6; Blue/Green infrastructure will provide a public open space corridor bordering the western boundary with the A1077. The northern half of this area will form water habitat for many species including as part of our Water Vole mitigation strategy. The area south of the water vole habitat will allow for informal pedestrian and cycle routes, a new children's play area, positive aspects to residential properties facing west, and much needed residential amenity.
  - In accordance with AAP Policy L1 and L2; the diagonal running Earl Beauchamp's Warping Drain (EBWD) will be retained, acting as a natural edge to the water habitat and landscaped areas. This will form an unobstructed green corridor running north-south linking the public open spaces with the residential and Local Centre development plots.
  - To align with AAP Policies T6 and T7, primary access to the PA#1 Site will be off the existing under-utilised roundabout on the M181/A1077(M) on the western boundary. This link road will be delivered in two phases to the extent proposed in this current application as derived through a detailed viability analysis. The link road will eventually connect with Scotter Road in future phases, but not through PA#1 proposals.
  - Pedestrian Access from the residential and local centre development plots will be provided in the first phase to connect to a new landscaped shared pedestrian/cycle corridor which would run parallel with Brumby Common Lane to the Scotter Road junction, in accordance with AAP Policy T9.
  - A new Local Centre is proposed, complying with AAP Policy SC2 and SS3, centrally in this application with excellent connectivity to residential development plots and the green corridor running north to south.
  - The housing density of the scheme is proposed to be capped at 35 dwellings per hectare, according with AAP Policy H2 and Core Strategy Policy CS7, alongside Paragraph 3.15 of the Housing and Employment Land Allocation DPD. Higher density housing is also proposed to be focussed around the local centre, as is recommended through AAP Policy SSA2.
  - Although not set out specifically in adopted policy, the maximum building heights of the proposed residential developments is to be capped at 4 storeys (17m) in height close to the local centre (in Phases 2 and 3) and 3 storeys (15m) in height for the remainder of the residential plots further from the local centre. The local centre itself is to be capped at 4 storeys. These heights are in line with those previously supported on the Site in now expired planning permissions.
  - A primary East-West movement corridor proposed for pedestrian and vehicles, linking various elements of public open spaces with the residential development plots; as is required through AAP Policy T9.
- 7.15 The detailed design and appearance for the outline elements of PA#1 (namely Phases 2, 3, 4 and 5), comprising of residential plots and the local centre plot, will be confirmed at reserved matters phase. These reserved matters applications will be bound by those Parameter Plans submitted in support of PA#1.

## Highways, Access, Parking and Servicing

- 7.16 This application is supported by a Transport Assessment (TA) and Framework Travel Plan (TP), both produced by BWB. Further information specific to the proposals within PA#1 can be found in Section 4 of the TA.
- 7.17 The TA also provides a description of the existing conditions of the surrounding highway network for a range of transport modes. Additionally, the suitability for sustainable transport is considered within the TA which can be used to justify the introduction of cycle lanes on primary strategic routes, such as the E/W and N/S roads.

### Access and Connectivity

- 7.18 The TA outlines the vehicular site access into the Site for which full planning permission is sought. This is to be taken from the M181/A1077(M) roundabout's eastern arm; with the vehicular access arrangement illustrated on drawing ref. LIN-BWB-HWY-XX-DR-C-110. The access carriageway will form a main spine through the development, which will include a number of access points to plots. The route will also include a bus turning loop, in accordance with AAP Policy T8, to facilitate access and egress by a bus in a forward gear. Grass verges are to be provided either side of the main E/W road to accommodate future carriageway widening (such as for right turn lanes) for future planning application(s) which will connect the Site with Scotter Road to the east.
- 7.19 The E/W link road is not proposed to connect to Scotter Road for vehicles as part of this planning application, although this is expected to come forward in future planning applications. This strategy has been explained and justified throughout pre-application discussions with NLC Officers, since this strategy of deriving access solely from the M181/A1077(M) roundabout utilises an existing access that meets standards allows for minimum impact on the existing highways network for development of this scale; however this E/W link road is anticipated to be proposed in subsequent planning applications to achieve enhanced place making for the future developable plots to the east of the PA#1 Site and west of Scotter Road.
- 7.20 The proposals include a high-quality network of active travel infrastructure, with segregated pedestrian and cycle links alongside the main spine road and the section of carriageway that will route along the eastern side of the local centre. Pedestrians and cyclists will be able to access the internal network of footways and cycleways via the active travel corridor proposed adjacent to Brumby Common Lane. The 5m wide corridor will provide an attractive non-motorised user connection from the Site to Scotter Road (and onwards into areas of Scunthorpe to the east, north and south). A signalised tiger crossing is proposed to route pedestrians and cyclists across Scotter Road and linking into the existing shared footway/cycleway provision on Scotter Road and West Common Lane.
- 7.21 The active travel proposals will be supported by a bus route (likely to be the number 35 service), servicing the proposed development upon occupation of the 200<sup>th</sup> dwelling, which will complement the ability for residents to make use of the North Lincolnshire Demand Responsive Transport service, an on-demand service that site users will be able to make use of via an app to request trips from the Site to surrounding areas (including Scunthorpe Town Centre).
- 7.22 The multi-modal access proposals are to be subjected to a Stage 1 Road Safety Audit, of which the audit and associated designer's response will be submitted during the application determination period.
- 7.23 A review of the scheme's performance against Active Travel England's (ATE's) 10 criteria within the planning application toolkit assessment demonstrates that the Proposed Development is committed

to encouraging active travel to and from the Site, with a set of infrastructure proposed to be included as conditions within a forthcoming planning permission.

- 7.24 These proposals for the implementation of active travel infrastructure accord directly with AAP Policies T9, T10 and T12; alongside Core Strategy Policy CS25 and Saved Policies T7, T8 and T9.

#### Servicing

- 7.25 Servicing arrangements for residential and commercial plots will be confirmed at reserved matters stage, however a balance will be struck to ensure that the proposals in PA#1 and the design of the Site layout caters for the turning and manoeuvring requirements of refuse and other service vehicles, whilst at the same time not being overly obtrusive. It is therefore proposed that these types of vehicles will utilise all the available road space to turn and manoeuvre within the Site.

#### Parking

- 7.26 Likewise, car and bicycle parking are proposed to be determined at reserved matters stages, both in residential plots and in the local centre, since whilst the maximum quantum of main town centre use floorspace is proposed in PA#1, the exact quantum will be detailed at reserved matters stage and the parking figures will naturally be proportional to those floorspaces, in line with local and national planning policy.

#### Assessment

- 7.27 The impact of the Proposed Development has been assessed in 2027 (opening year) and 2036 (end of local plan) assessment scenarios. The assessment results highlighted that the proposed development could have an impact on the operation of the Frodingham Grange and Berkeley roundabouts. It is noted however that Berkeley roundabout is a junction that is already operating over capacity prior to the addition of the development flows so any potential mitigation and / or contribution will be considered if required based on the percentage impact of the Proposed Development.
- 7.28 The highway assessment presented does not consider the 20% reduction in vehicle trips presented in the Vision and Validate scenario, therefore a forthcoming TA Addendum will present the Proposed Development's impact at the junctions within the highway study area where Proposed Development vehicle trips have been reduced by 20%.
- 7.29 Additionally, it is noted that the installation of the Burringham Road / M181 roundabout to the south of the Site could have an impact on routing choices for both base and Proposed Development traffic. A scenario that includes an operational Burringham Road / M181 roundabout and associated implementation of the 2,500 dwellings associated with the Maltgrade committed scheme will be assessed as part of a sensitivity test, of which the findings will be provided within a forthcoming TA Addendum note.
- 7.30 Given the above, highway mitigation will be considered (if required) as part of the sensitivity test exercise and presented in a forthcoming TA Addendum.
- 7.31 Notwithstanding the above, subject to a positive outcome of the Vision and Validate and sensitivity test highway assessments the proposals accord to national and local policies and hence should be acceptable in highway terms to North Lincolnshire Council and National Highways.

#### Draft Construction Environmental Management Plan

- 7.32 As requested by National Highways a draft Construction Environmental Management Plan (CEMP) is provided within the TA. A condition will be attached to the decision notice that requires a CEMP to be

agreed in detail prior to commencement of development. The CEMP is likely to over off, but not limited to, construction hours, vehicle cleaning and quantum and routing of vehicles.

### Travel Plan Initiatives

- 7.33 A number of initiatives and measures will be implemented to achieve the Framework Travel Plan (FTP) targets, including responsibilities and timescales for implementation.
- 7.34 Following occupation of each property and unit, every household / unit will be issued with a Travel Welcome Pack providing details of facilities within the local area. This will also provide residents and staff with an understanding of the FTP process and background information on the access to the facilities, as outlined in the following sections.
- 7.35 Hard measures will include public transport access and active travel access
- 7.36 Soft measures will include:
- Promotion and awareness raising – the Site will be accessible by active and sustainable travel. Therefore, the FTP process will focus on the promotion of the active and sustainable travel opportunities to and from the Site. It is essential that the travel opportunities be clearly highlighted and promoted to all residents, staff and visitors, in order to allow people to choose alternative modes of travel.
  - Travel welcome pack - All residents and staff will be provided with detailed information about the transport facilities to and from the site through Travel Welcome Packs issued prior to them starting their residency / job.
  - Travel Information Boards, Sustainable Travel Newsletters and General Travel Plan Awareness - After initial communication, the awareness raising process will be maintained through notice boards within the residential estate and non-residential units. This will allow the information to be seen by the residents, staff, and where appropriate visitors.
  - Walking and Cycling - To encourage walking to and from the Site, plans and information should be provided to residents and staff to indicate pedestrian / cycle routes in Scunthorpe and the surrounding areas to local amenities.
  - Public Transport Vouchers - As part of the rerouting of the number 35 bus service through the Site, residents will be able to apply for a free Scunthorpe 28 Day MegaRider pass. The bus pass vouchers will be offered to the first occupier of each residential dwelling.

### Summary

- 7.37 Based on the above, the Transport Assessment and Framework Travel Plan conclude that there are no reasons on highways or transport grounds why the application Site should not be granted planning permission for an the proposed development. Ultimately, it is considered the application is compliant with section 4 of the NPPF, AAP Policies T6, T7, T8, T9, T11, T12; Core Strategy Policy CS25; and Saved Local Plan Policies T1, T2, T6, T7, T8 and T9.

## Heritage and Archaeology

- 7.38 As set out in Section 2 above, there are no listed buildings within the Site. Likewise, the Site is not within a conservation area.
- 7.39 This application is accompanied by a detailed Heritage Statement (HS), which includes an Archaeological Desk Based Assessment (DBA). This report assesses the impact of the scheme in detail within a 1km study area, utilising relevant North Lincolnshire Historic Environment Report (NLHER) entries, and concludes as followings in the context of national and local policy.
- 7.40 There will be no impact on the setting or significance of any designated heritage assets, conforming with Core Strategy Policy CS6.
- 7.41 The HS benefited from specialist input from geoarchaeologists and concludes that topsoil removal north of Brumby Common Lane will not affect sub-surface warp or peat deposits. The excavation of borrow pits will likely remove these deposits entirely. Peat deposits, spanning from the Mesolithic to the Iron Age, have shown potential for preserving waterlogged remains, though no significant archaeological finds have been recorded within the extensive interventions so far. Warp deposits, while not archaeologically significant themselves, may conceal underlying archaeological features, though none have been found at the Site despite extensive excavations.
- 7.42 The extensive research that has been done so far, including evaluation trenching within the Site as well as geoarchaeological investigation including test pit and the archaeological monitoring of ground investigation work indicates this preservation can be variable and that the recovery of artefacts has been very limited.
- 7.43 Furthermore, the deposit modelling has determined that the topsoil removal within the area to the north of Brumby Common Lane will not impact sub-surface deposits of warp or peat and will be at a higher elevation than the upper surfaces of these deposits. The borrow pit impacts will truncate both the peat and warp; with the latter likely being removed in its entirety. The buried peat deposits have been demonstrated to be a discontinuous spread of deposits which were formed throughout a broad span of time from the Mesolithic to the Iron Age. These deposits have the potential for preserving waterlogged archaeological remains, as well as being a record of past environmental change.
- 7.44 Despite extensive work within the area, no archaeological remains have ever been recorded within these peat deposits.
- 7.45 The early archaeological work, feeding into the DBA section of the HS, seeks to adhere to Saved Local Plan Policy HE9, through an archaeological assessment being submitted prior to the determination of a planning application which adequately assesses the nature, extent and significance of the remains present and the degree to which the proposed development is likely to affect them.
- 7.46 Based on the above it is considered that the application is compliant with national and local policy, including Section 16 of the NPPF (notably Paragraphs 207 and 208), Core Strategy Policy CS6, and Saved Local Plan Policy HE9.

## Ecology, Trees and Biodiversity Net Gain

### Ecological Impact Assessment

7.47 This Application is accompanied by an Ecological Impact Assessment (EiA) with Technical Appendices, prepared by FPCR. These technical appendices, in accordance with AAP Policy G4, Core Strategy Policy CS17, and Saved Local Plan Policies LC5 and LC6, has addressed the provision made within PA#1 for the mitigation, enhancement and creation of wildlife habitats. The appendices have addressed a number of native species, with a scope agreed in writing with NLC during pre-application discussions, which include:

Species	Report	Recommendation for mitigation
<i>Water Voles</i>	Appendix 1	<p>New biodiversity enhancement area in the north west of the Site will be utilised as a receptor, creating at least 1154m of new water vole habitat. Following completion of the scheme the total length of habitat permanently impacted will be 1129m, as such, the length of habitat created will compensate for this loss and provide a small enhancement in habitat availability.</p> <p>The new habitat will significantly increase the water vole habitat quality and therefore the carrying capacity for water voles within the Site.</p>
<i>Bats</i>	Appendix 2	<p>It is unlikely that the proposals will result in any impacts to roosting bats, either directly or by impacting commuting routes of significant roosts (maternity).</p> <p>The proposed Site layout includes enhancements which will mitigate the minor losses through increasing the abundance of prey species and providing further linear features for commuting.</p> <p>These enhancements would therefore likely increase the value of on-Site foraging and commuting habitat for bat species. These include planting of native trees, enhancement of waterbodies as well as provision of species rich meadow grassland areas.</p>
<i>Reptiles</i>	Appendix 3	<p>Although not specifically managed for reptiles (and amphibians), new greenspace in the area surrounding the proposed development – including neutral grassland, balancing facilities and water vole wetland habitats – will provide suitable habitat for these species.</p> <p>Log piles from felled vegetation should ideally be retained on Site as part of the green infrastructure provision, to provide opportunities for reptiles.</p>
<i>Greater Crested Newts</i>	Appendix 4	<p>No greater crested newt (GCN) records were returned by the desk study.</p> <p>As eDNA testing has confirmed absence of GCN within all suitable waterbodies within 250m of the Site, it is considered that there is negligible risk of GCN utilising the site and no further surveys are considered necessary to inform an application. No licencing is required.</p>

Species	Report	Recommendation for mitigation
<i>Breeding Birds</i>	Appendix 6	<p>The extensive areas of green infrastructure and areas of built development have the potential to achieve significant benefits for a range of birds. The planting of more shrubs and trees within the residential area will increase the availability of nesting habitat, whilst continuing to provide – together with retained habitats and species-rich grassland – an abundance of food items contributing positively to breeding success throughout the Site.</p> <p>Although targeting swifts, the provision of integral nest sites through hollow chambers fitted into the fabric of a building will also be used by house sparrows, tits and starlings so are considered a ‘universal brick’.</p>
<i>Wintering Birds</i>	Appendix 7	<p>The Site will be developed in phases, with the end result being that all arable habitat on site will be lost, alongside partial loss of hedgerows and wet ditches. The loss of wintering habitat will largely be compensated for in connection with the water vole habitat receptor which is to be constructed during late 2025 / early 2026 as well as other greenspace onsite.</p> <p>To the south of the water vole receptor, a large area of greenspace will be created which will include significant tree and hedgerow planting as well as the creation of large areas of meadow grassland and wet grassland. All of which provides suitable foraging and roosting space for wintering birds.</p>

7.48 A detailed impact assessment is provided in Section 5 of the EclA, which outlines how the design process has sought to minimise ecological effects, since use has been made of the Preliminary Ecological Appraisal Process and ecological issues have been taken into account through the design process.

7.49 The PA#1 design has sought to retain the Site’s most important ecological features and maintain connectivity of both on-site and off-site habitat. This has included:

- Existing ditches and mature trees are retained within the scheme and adequately buffered from proposed development where possible. This maintains existing habitat of value and also habitat connectivity across the Site.
- Wide buffers of greenspace between areas of habitat value and proposed development seek to protect and strengthen adjacent habitats of value to the north and north east.
- Plots AB1, BG1 and BG2 have been designed as large areas of high-quality habitat to strengthen local habitat networks and connectivity between areas of habitat value.

7.50 A Habitats Regulations Assessment (HRA) will be required post-determination of this application to complete a further assessment of impacts.

7.51 This clearly demonstrates accordance with AAP Policy G4, Core Strategy Policy CS17, and Saved Local Plan Policies LC5 and LC6; with these ecological considerations taking precedent throughout the design process to ensure that the impacts on ecology are minimised and mitigated where appropriate.

### Biodiversity Net Gain

- 7.52 With regard to biodiversity net gain (BNG), a BNG Feasibility Report, prepared by FPCR, has been submitted in support of PA#1 to outline the baseline habitats. Condition Assessments were undertaken, based on condition criteria as set out in the Statutory Biodiversity Metric User Guide. A Biodiversity Net Gain assessment was then completed for the Site, using the Statutory Biodiversity Metric.
- 7.53 This baseline was then compared to the post-development habitats from the submitted Landscape Plan and Land Use Parameter Plan.
- 7.54 The Site is dominated by arable fields with localised areas of species poor neutral grassland, modified grassland and bramble scrub. A small and localised area of acidic grassland was identified near the north eastern boundary. Although not strictly matching the habitat description, this area has been classed as priority habitat within the baseline. It has been assumed that with the exception of some species poor other neutral grassland and the area of acid grassland, all area based habitat will be lost. Hedges H1 and H2 and ditches D3.6 and D3.7 will be lost within proposals as these lie within areas of proposed residential development within the outline proposals. All other ditches are retained within the scheme.
- 7.55 Proposed newly created habitats include a large wetland area incorporating ponds, ditches and species rich marginal, aquatic and grassland planting. The northern part of this area incorporates mitigation habitat for several species, including water vole, birds and bats. Planting of native trees is proposed within areas of open greenspace and along road verges.
- 7.56 The baseline value of the Site has been calculated at 115.09 area-based units, 5.89 linear based units and 9.94 watercourse units. On-site post intervention consists of 133.52 habitat units, 7.14 hedgerow units and 14.53 watercourse units.
- 7.57 As such, the development will result in a 15.17% gain in habitat units, 21.21% hedgerow gain and 52.69% watercourse gain.
- 7.58 The current proposed creation and enhancement measures do not adequately compensate for the losses of medium distinctiveness scrub, with an additional 0.32 scrub units required. In order to satisfy the trading rules, future approvals will require a degree of scrub or higher distinctiveness habitat to be created within the scheme. It is considered that this will be achievable via provision of a degree of moderate condition mixed native scrub instead of other neutral or modified grassland within proposals.
- 7.59 Given the above, it is concluded that proposals can deliver a biodiversity net gain for the scheme, which would be secured by the Biodiversity Net Gain Condition, attached to any planning permission for the proposed development.
- 7.60 A condition of any outline planning permission would be the submission of an Overall Biodiversity Gain Plan to determine the upfront framework for how the biodiversity gain objective of at least a 10% gain is expected to be met across the entire development.
- 7.61 Each Phase of development would then require a 'Phase Biodiversity Gain Plan' to be submitted and approved by the planning authority before the development of that phase can begin. Each Phase Biodiversity Gain Plan will subsequently set out a phase's contribution to biodiversity net gain and confirm progress towards the overall biodiversity gain objective for the development once clear proposals for each phase have been developed.

7.62 Hargreaves, as master developer, aim to deliver the 10% net gain within Phase 1 of the development and therefore any subsequent unit generated with the reserved matters applications on the development plots to be banked for future development plots brought forward by Hargreaves across the wider Lincolnshire Lakes (North) Site.

#### Recreational Impacts

7.63 Measures are proposed through the development to mitigate and discourage recreational disturbance.

7.64 There will be no direct access to the SAC / Ramsar site by foot, cycle or vehicles. Additionally, there will be no facilities adjacent to the SAC / Ramsar site.

7.65 The Ecological Impact Assessment discusses the creation of areas 'AB1, BG1' and 'BG2' as embedded mitigation. These are large areas of greenspace, equivalent to approximately one third of the proposed residential development area. These will provide alternative recreational opportunities within the Site to minimise the potential for significant adverse effects on designated sites and their qualifying species or habitats.

7.66 As outlined in the EclA, it is also proposed that information packs should be distributed to residents informing them of the ecological value of nearby designated sites (Local Wildlife Sites as well as sites on the National Network). The packs would include measures the residents should take to minimise or prevent impacts to the designated sites, primarily through the use of the alternative recreational opportunities provided on Site, and responsible use of the designated sites. For the sites on the National Network in particular, the packs would include information on preventing disturbance to SPA / Ramsar qualifying species – through e.g. responsible dog ownership, keeping to paths, and noting particularly sensitive times of year – as well as highlighting alternative recreational opportunities or when in the SPA / Ramsar, adhering to existing codes of conduct and focusing activities (walking, dog walking etc) within managed areas of the SPA / Ramsar.

#### Trees & Hedgerows

7.67 As set out in the EclA and BNG Feasibility Report, a number of trees are to be lost as a result of the development; however planting of native trees is proposed within areas of open greenspace and along road verges.

7.68 It is anticipated that there will be the provision of circa 447 small trees throughout the scheme (providing 6.12 habitat units), however a number of these are within areas subject to outline consent, meaning that the final figure will be determined at reserved matters stage.

#### Summary

7.69 Based on the above, it is considered that the application is compliant with national and local policies including Core Strategy Policy CS17 and Saved Local Plan Policy LC6, alongside Section 15 (notably Paragraphs 187 and 192) of the NPPF.

## Landscaping & Public Amenity Space

- 7.70 A Landscaping Statement, produced by Oobe, has been submitted in support of this application to illustrate the landscaping proposals which are both detailed and outline.
- 7.71 AAP Policy G5 has been considered throughout the landscape design process, through detailed consideration of features to retain and enhance strategic planting locations, as well as the treatment of strategic gateways.
- 7.72 A key aspect of the application is the new E/W road and the N/S road which will, at some point, connect with Lincolnshire Lakes (South) following approval of a future planning application. The aim of landscape proposals in this area is to provide safe routes for cyclists and pedestrians through the Site, whilst also providing high quality and attractive planting that provides habitat and sustainable drainage solutions in the form of avenue tree planting, flowering lawns and swales with appropriate wild flower meadow planting.
- 7.73 Considering AAP Policy G4, where housing plots abut adjacent woodland or ditches, suitable meadow buffer planting is proposed to be introduced. This is to be confirmed at reserved matters stage, but PA#1 has been designed so that there is also an opportunity for informal path networks and around the development areas. There is the opportunity to green any future development plots with trees along roads, planting between roads, parking and footways, greening to front yards and gardens, screening through use of hedges and trees, all of which can help to delineate spaces and provide valuable green space for amenity use and biodiversity enhancements. Likewise, the local centre is anticipated to provide comparable levels of green landscaping to allow for an aesthetically pleasing environment for visitors both on foot and cycle.

### Detailed proposals

- 7.74 An important consideration is the implementation of recreational provision throughout the blue/green infrastructure, in accordance with AAP Policy G1 and G2. The aim for PA#1 is to provide quality and varied publicly accessible green spaces for both residents and visitors; to be located in the north-western plots (BG1, BG2 and AB3). These park spaces, in line with local policy, will allow for opportunities for:
- Exercise, health and wellbeing;
  - Pedestrian and cycle friendly routes;
  - Dog walking;
  - Connections to the main road, local centre and residential areas;
  - Dedicated play space with a range of equipment mix of surfaces and terrain;
  - Seating, including benches and picnic tables; and
  - Varied landscaping including wild flower meadows, tree planting, open grass areas and SuDS basins.
- 7.75 It is summarised that the high-quality landscaping proposed throughout the detailed plots of PA#1 accord with local policy through the provision of a clear landscaping strategy to inform the design, alongside recreational provision and parkland areas. There are also opportunities for further

landscaping enhancements throughout the Site to come forward at reserved matters stage, facilitated by the options selected at this juncture.

## **Flood Risk**

- 7.76 A Flood Risk Assessment (FRA) has been prepared by BWB in support of PA#1, which demonstrates that the application is at an acceptable level of flood risk, subject to the recommended flood mitigation strategies being implemented.
- 7.77 The Site is situated across Flood Zones 1, 2 and 3 attributed to the River Trent; however, areas of Flood Zone 3 are shown to benefit from a reduced risk of flooding from rivers and sea due to defences. To assess the risk of fluvial and tidal flooding to the Site over the lifetime of development, hydraulic model information for the Tidal Trent (2023) Model has been obtained from the Environment Agency (EA) and updated by BWB Consulting. The Site is shown to be located outside of all modelled events (agreed with NLC through pre-application discussions) for both fluvial dominated and tidal dominated scenarios in the defended conditions scenarios.
- 7.78 In accordance with the local policy guidance, site ground levels are shown to be sufficiently raised above the fluvial and tidal design peak flood level. Therefore, the finished floor levels are to be raised a minimum of 150mm above surrounding ground levels to help mitigate against any residual flood risk. Ground levels will be profiled to encourage pluvial runoff and overland flows away from the built development and towards the nearest drainage point.
- 7.79 The Site has been assessed against other sources of flood risk including canals, reservoirs and large waterbodies, surface water and sewers. The overall risk posed by these sources is considered low. Raising of levels and profiling of external levels is expected to provide a level of mitigation for residual risks from these sources.
- 7.80 In compliance with the requirements of Section 14 (namely Paragraphs 162 and 164) of the NPPF, the proposed development can proceed without being subject to significant flood risk. Moreover, the proposals will not increase flood risk to the wider catchment area subject to suitable management of surface water runoff discharging from the Site.
- 7.81 As such, it is considered that the application, in flood risk terms, is compliant with AAP Policy F1 and Core Strategy Policy CS19; alongside the Sustainable Drainage Systems (SuDS) and Flood Risk Guidance SPD (2017).

## **Drainage**

- 7.82 PA#1 is supported by a Sustainable Drainage Statement (SDS) which has been prepared by BWB on behalf of the applicant.
- 7.83 This SDS and supporting appendices demonstrate that the drainage design for the proposed development will comply with AAP Policy L2 and the SuDS and Flood Risk Guidance SPD (2017).
- 7.84 A surface and foul water layout for the proposed development is shown on BWB drawing refs. LIN-BWB-CIV-XX-D-C-0500, LIN-BWB-CIV-XX-D-C-0501 and LIN-BWB-CIV-XX-D-C-0502.
- 7.85 Surface water runoff from all the parcels will be locally captured via swales and conveyed to the new roadside watercourses. From here, they will either be discharged directly to the IDB ditches via a flow control chamber, or be further stored in above ground attenuation basins within the Blue / Green Infrastructure Areas.

- 7.86 The interception volume (defined as the first 5mm of most rainfall events) will be contained within the storage provided to prevent contamination from high pollutant concentrations. This will be achieved via residual infiltration and / or evapotranspiration from the swales and basins. Further SuDS features such as permeable paving in shared parking areas, water butts and rain gardens will be considered at detailed design stage.
- 7.87 It is envisaged that the final drainage strategy for the outline elements of this hybrid application will be determined during reserved matters stage.
- 7.88 As such, it is considered that the application, in drainage terms, is compliant with AAP Policy L2 and Core Strategy Policy CS19; alongside the Sustainable Drainage Systems (SuDS) and Flood Risk Guidance SPD (2017).

## **Energy and Sustainability**

- 7.89 The Planning Application is supported by an Energy Statement and a Sustainability Statement, both produced by BWB. The scheme has high sustainability and health and wellbeing aspirations, which is highlighted throughout this Statement.

### Energy

- 7.90 The Energy Statement (ES) was prepared in accordance with Core Strategy Policy CS18, AAP Policy SD1 and the Planning for Renewable Energy Development Supplementary Planning Document (SPD).
- 7.91 The ES sets out a framework for the energy strategy for the Proposed Development and outlines the approach to energy efficiency, and renewable energy generation. It summarises the key planning policy which is pertinent at the time of writing and is aimed at satisfying energy related requirements. The Proposed Development will follow the current Part L (2021) standard to ensure it is future proofed for the longer term and ready to meet the Future Homes and Buildings Standard from 2025.
- 7.92 The Proposed Development will adopt the use of an energy hierarchy to meet National best practice guidance and North Lincolnshire Councils' objectives for energy consumption reduction and carbon dioxide emissions (CO<sub>2</sub>) reduction.
- 7.93 The proposed development envelope and services will be specified in accordance with Part L (2021) of the Building Regulations to ensure energy consumption via space heating and cooling is reduced. Passive solar consideration will also form an integral part of the PA#1 design to ensure excessive solar gains and cooling loads are reduced, hence providing a more comfortable internal environment for occupants. The final fabric specification, building services specification and provision of energy efficiency measures will be confirmed at the reserved matters stage and via Part L 2021 energy modelling.
- 7.94 A feasibility study on connecting to a district heating network has been conducted for the PA#1 Site. The results show that there are no operational district heat networks within 500m of the Site. Consequently, connecting to an existing heat network is not a viable option for PA#1.
- 7.95 The feasibility of renewable energy generation concluded that the most appropriate recognised on-site renewable energy technologies with high opportunities for the PA#1 Site are Solar Photovoltaic (PV), Solar Thermal, Wastewater Heat Recovery System, Air Source Heat Pump and Ground Source Heat Pump. Confirmation of potential implementation of these measures on the developable plots will come at reserved matters stage.

### Sustainability

- 7.96 The Sustainability Statement (SS) was prepared in accordance with Core Strategy Policies CS2, CS18 and CS20; and the AAP Policy SD1.
- 7.97 This Sustainability Statement sets a framework for the sustainability strategy for the PA#1 Site and outlines the approach to a sustainable development, incorporating climate change resilience and carbon management measures. It summarises the key national sustainability regulations and local planning policies and is aimed at satisfying the sustainability related requirements.
- 7.98 In terms of sustainable design and construction summary, PA#1 will adopt a holistic approach to sustainable design and construction, considering not just energy efficiency and renewable energy generation, but also factors such as water efficiency, flooding, pollution, waste and recycling, material usage, responsible sourcing, sustainable transport, and best practice management of the Site.
- 7.99 A number of sustainability aspects will be addressed further at reserved matters stage, such as materiality of buildings, provision of electric vehicle charge points (EVCPs) and waste management provision (inter alia); however it is considered that through these sustainable measures PA#1 can provide occupants and end users with high quality and sustainable buildings, incorporating measures which protect the environment and respond to the challenge of climate change.

### Summary

- 7.100 Based on the above it is considered that PA#1 is compliant in energy and sustainability terms with national and local policy, including numerous sections of the NPPF, Core Strategy Policies CS2, CS18 and CS20; the AAP Policy SD1; and the Planning for Renewable Energy Development Supplementary Planning Document (SPD).

## **Air Quality**

- 7.101 An Air Quality Assessment (AQA) was undertaken by BWB on behalf of the applicant as part of this application, to assess the potential air quality impacts associated with the proposed development.
- 7.102 The Site does not fall within an adopted Air Quality Management Area (AQMA).
- 7.103 A qualitative construction phase dust assessment was undertaken in accordance with Institute of Air Quality Management guidance and measures were recommended to minimise emissions during construction activities. With the implementation of these mitigation measures the impact of construction phase dust emissions was considered to be 'not significant' in accordance with Institute of Air Quality Management guidance.
- 7.104 A detailed operational phase road traffic emissions assessment was undertaken to consider the impact of development-generated road traffic on local air quality at identified existing receptor locations. Road traffic emissions were modelled using the dispersion model ADMS-Roads and concentrations of nitrogen dioxide and particulate matter (PM10 and PM2.5) were predicted at identified sensitive receptor locations. The modelling assessment was undertaken in accordance with Defra Local Air Quality Management Technical Guidance and Institute of Air Quality Management & Environmental Policy Implementation Community (previously Environmental Protection UK) guidance. The Proposed Development was not predicted to result in any new exceedances of the current relevant air quality objectives and the impact of the Proposed Development with regard to these objectives was predicted to be '*negligible*' in accordance with guidance.
- 7.105 Pollutant concentrations were also predicted across the Site and the suitability of the Site for the proposed residential use considered with regard to the current relevant air quality objectives.

Pollutant concentrations were predicted to be below the current relevant air quality objectives and the Site was therefore considered suitable for the proposed use with regard to these objectives.

- 7.106 Based on the AQA results, the impact of the proposals with regards to the current relevant air quality objectives is considered to be *not significant*.
- 7.107 In terms of operational impacts associated the Proposed Development, these can be considered as having an 'insignificant' effect on local air quality and no further assessment is required.
- 7.108 Based on the above, it is considered that the application proposals are compliant with national and local policy, including the NPPF (namely Paragraphs 110 and 199); and Core Strategy Policy CS18.

## Acoustics

- 7.109 A Noise Impact Assessment (NIA) has been prepared by BWB in support of this application, to assess the potential acoustic impacts associated with the proposed development.
- 7.110 The NIA summarises that, following a baseline noise survey being undertaken at the Site in November 2024, subsequent assessment work has been reviewed in accordance with current local and national standards and guidance in regard to acoustic impacts.
- 7.111 An assessment of noise on the PA#1 Site determined that suitable external and internal noise levels can be achieved at the worst affected residential development parcels, without the need for additional mitigation.
- 7.112 Appropriate noise limits have been determined to be achieved by fixed plant items associated with the Proposed Development.
- 7.113 As such, it is concluded that noise should not be a determining factor in granting planning consent for the Proposed Development.
- 7.114 Therefore, through the assessment of noise impact in support of the application, it is considered that PA#1 satisfactorily addresses national and local policy, including the NPPF (namely Paragraphs 187, 198 and 224) and Core Strategy Policy CS18.

## Lighting

- 7.115 A Lighting Strategy has been prepared by BWB on behalf of the application in support of PA#1, to assess the potential lighting impacts associated with the proposed development.
- 7.116 Through careful practise, detailed lighting designs could be produced that minimises light pollution and complies all relevant policy and guidance as identified in this report while meeting the defined performance requirements.
- 7.117 Prior to the delivery of the local centre, a light impact assessment shall be undertaken in accordance with the following:
- 7.118 Identification of sensitive receptors likely to be impacted upon by light nuisance, with a determination of the proposed scheme's compliance with the design guidance in the Institution of Lighting Professionals Document: Guidance Notes for the Reduction of Obtrusive Light .
- 7.119 A lighting scheme which proposes methods of mitigation against potential light nuisance, including potential glare and light spill, on sensitive receptors.

- 7.120 A detailed lighting design shall be produced using industry standard lighting calculation software. The design shall include:
- A lux plot that indicates light spill outside of the Site boundary;
  - Calculations to demonstrate compliance with Environmental Zone E2;
  - Horizontal and vertical calculations at local ecology receptors;
  - A calculation of average maintained illuminance and illuminance uniformity at each type of area, task or activity across the Site;
  - Specific details of the position and type of lighting units including tilt angle, if any; and
  - A lighting control strategy.
- 7.121 The Lighting Strategy is considered to support relevant policy and guidance from the NLC Core Strategy, specifically Spatial Objective 7 (Efficient Use and Management of Resources) and Spatial Objective 10 (Creating a Quality Environment).

## Ground Conditions

- 7.122 A Phase 1 Geo-Environmental Report and a Phase 2 Geo-Environmental Report were prepared by BWB to assess the existing ground conditions experienced on site.
- Phase 1 Report:
- 7.123 Information published by the BGS indicates that the majority of the site is directly underlain by Warp superficial deposits. The Sutton Sand Formation superficial deposits are located in the eastern section of the northern parcel of land, as well as a small portion of the southern parcel of land. A small outcrop of Alluvium is noted in the southernmost part of the southern parcel of land. The vast majority of superficial deposits on both sites overlie the Mercia Mudstone Group bedrock. A thin section in the very eastern portion of the northern parcel of land (Sutton Sand Formation) overlays the Penarth Group Mudstone.
- 7.124 In consideration of the indicative ground conditions and the proposed development (high-density residential housing)) shallow strip foundations are unlikely to be viable. Deeper (piled) foundation solutions or surcharging are likely to be required, as the Alluvium/Warp and possible Peat soils are likely to be low strength/compressible.
- 7.125 When considered in the context of the conceptual site model and the historical activities that have taken place (farming activities, potentially infilled ponds, local landfill), the proposed development is considered to pose a potential moderate risk to human health. It is considered that the main driver for the risk rating for human health is the potential for hazardous ground gases to arise from localised Made Ground deposits on-site, the localised Alluvium and Peat deposits expected on site, a collection of possibly infilled ponds in the far north of the site, and the potential migration of ground gas from the off-site historical landfill to the south east.
- 7.126 The risk posed to controlled waters is considered to be low due to a lack of a significant contaminant source on site.
- 7.127 The Phase 1 Report's recommendation was for a ground investigation to be undertaken with in-situ and laboratory testing of the encountered soils in order to confirm the ground conditions at the site, as well as post investigation gas and groundwater monitoring. Interpretation of the ground

investigation would be required to assess the nature and extent of soil and groundwater contamination to allow a quantitative risk assessment and updated CSM and to assess the ground gas regime. Deeper boreholes will be required to determine the level of competent strata to found upon and provide initial information on any proposed surcharging strategy.

#### Phase 2 Report

- 7.128 Intrusive ground investigation works were undertaken between 14th and 25th August 2023 and comprised the advancement of twelve boreholes by dynamic sampling methods to a maximum depth of 5.45m below ground level (BGL) with SPTs and the installation of gas and groundwater monitoring wells in selected locations. Thirty-three machine excavated trial pits were also undertaken to a maximum depth of 3.00m BGL.
- 7.129 The ground conditions generally comprised varying depths of Topsoil overlying Warp deposits, in turn overlying the Sutton Sand Formation. Neither the Alluvium nor Mercia Mudstone bedrock was encountered within any intrusive locations. Made Ground was encountered in one location in the north of the Site and Peat deposits were encountered sporadically throughout boreholes across the Site.
- 7.130 Groundwater strikes during the ground investigation were recorded between 1.50m and 2.70m BGL. During the subsequent monitoring, groundwater was present in all monitored boreholes, with groundwater levels ranging between 0.94m and 1.62m.
- 7.131 Earthworks will be necessary to create development plateaus, but no significant issues are evident from the ground investigation in undertaking such works with on-site soils. Soils on site are a mixture of granular (Class 1) and cohesive (Class 2) materials and may require reductions in moisture content to achieve adequate compaction.
- 7.132 Ground Improvement by Surcharging the Site by subjecting compressible strata to a load greater than the proposed development is considered to be a feasible method.
- 7.133 Chemical soil analysis has not identified significant contamination, with all soil samples recording contaminant concentrations below the relevant screening criteria. Asbestos has not been identified at the Site.
- 7.134 All pesticide and herbicide concentrations were recorded below the laboratories lowest level of detection.
- 7.135 The waste assessment indicates that the soils analysed are likely to be classified as non-hazardous.

#### Summary

- 7.136 The Phase 1 and Phase 2 Geo-Environmental Reports are considered to support relevant policy and guidance from national policy, alongside the NLC Core Strategy, specifically Spatial Objective 7 (Efficient Use and Management of Resources) and Spatial Objective 10 (Creating a Quality Environment).

## **Viability & Planning Considerations**

- 7.137 Policy H2 of the AAP requires housing developments of 15 or more dwellings to provide 20% affordable housing. The policy does state that 'affordable housing provision of less than 20% will be subject to assessment of viability (with a full viability assessment to be provided by the developer) and subject to agreement by the Council on a case by case basis'.

- 7.138 Viability has become an important material consideration in the planning process. The NPPF places a great deal of importance on deliverability and the ability of developers and landowners to achieve a competitive return. Furthermore, the NPPF is clear in its objective of promoting sustainable development and growth through investment and development activity.
- 7.139 For a development scheme to be deemed viable it must be capable of meeting its costs, producing an acceptable market-risk adjusted return (profit) for the developer and generating an appropriate site value for the landowner.
- 7.140 The approach to delivery at Lincolnshire Lakes (North) is that the Applicant would act as master developer. The basic principle is that they will invest in the main infrastructure (including fees) and fund the S106 requirements / planning gain. They will then recover their investment through revenue generated from selling the development plots (residential and commercial).
- 7.141 The following significant infrastructure works are required to be funded and delivered by the applicant in order to ensure the residential units are delivered as this important strategic site. These works include:
- Vehicular access off the M181/A1077(M) including the new road into the site;
  - Pedestrian and cycle link to Scotter Road;
  - Earthworks, including creation the borrow pits;
  - Drainage, ecological works and landscaping;
  - Foul drainage and pumping station; and
  - Services.
- 7.142 The Viability Statement, submitted alongside this planning application, demonstrates that due to the significant infrastructure requirements a policy compliant scheme is unviable. Alternative S106 scenarios have also been assessed but it has been concluded, through this assessment, that the scheme is unable to viably support any S106 contributions, including affordable housing.

The Applicant is happy to discuss this matter further with the LPA in order to ensure this important strategic site, which will bring clear economic, social and environmental benefits to North Lincolnshire is delivered.

## 8. EIA Request for a Screening Opinion

- 8.1 An Environmental Impact Assessment (EIA) Screening Report has been submitted to North Lincolnshire Council at the same point that PA#1 has been submitted, to run in conjunction with one another.
- 8.2 In order to determine whether PA#1 is considered an 'EIA development', regard must be had for the EIA Regulations. EIA development is defined by the EIA regulations as "development likely to have significant effects on the environment by virtue of factors such as its nature, size or location."
- 8.3 In order to allow NLC to determine the need for EIA, the EIA Request for a Screening Opinion provides a description of the Site and the proposed development, a completed EIA Screening Checklist and a Site Plan appended.
- 8.4 The Screening Report considers whether the proposed development would result in likely significant effects on the environment.
- 8.5 The Proposed Development falls within Schedule 2, 10 (b) of the EIA Regulations as an 'Urban Development Project'. The Site exceeds the 5-hectare threshold set out in the EIA Regulations and would also produce more than 150 dwellings.
- 8.6 The Screening Report has identified that significant adverse effects on the environment, above those considered to form Policy SSA2 of the Lincolnshire Lakes AAP, are not considered likely, and any potential temporary adverse effects could be managed in accordance with standard methods.
- 8.7 Therefore, as no significant adverse effect have been identified as a result of the development of the Site, the Proposed Development is therefore not considered to be an EIA development as defined by the EIA Regulations.
- 8.8 In preparing this EIA screening, the applicant acknowledges the cumulative effects associated with the wider Lincolnshire Lakes development. However, as this application is one of the first to come forward within the scope of the plan, it is challenging to accurately predict these effects without any fixed design parameters from subsequent developments to inform the analysis. It is anticipated that any future and adjacent applications will take this application into account, thereby allowing a cumulative picture of environmental effects to gradually develop over time. This iterative process ensures that the broader impacts of the area's development are appropriately assessed as part of the planning framework. Furthermore, if subsequent applications are submitted or additional detailed information becomes available at the time that Reserved Matters applications are made, those detailed assessments will incorporate and account for this application. This approach ensures that the cumulative effects are comprehensively evaluated as more data becomes available.
- 8.9 It is considered that this approach represents a proportionate and best-practice methodology that aligns with the requirements of the EIA Regulations. It strikes an appropriate balance between addressing the need for robust environmental assessment and ensuring that the obligations and responsibilities of developers are upheld. The Applicant is a considerate developer, who will remain committed to meeting their environmental responsibilities and contributing to a sustainable and well informed planning process.

## 9. Section 106 Heads of Terms

9.1 It is understood, from pre-application engagement with NLC's S106 Officer, that PA#1 may be subject to contributions in the following areas in accordance with Core Strategy Policy CS27 (Planning Obligations); to be attached to a future Section 106 Agreement (since NLC does not have an adopted Community Infrastructure Levy (CIL)):

- Travel Plan Monitoring Fee;
- Recreation / Playing Pitch Contribution;
- Education Provision; and
- Healthcare Provision.

## 10. Conclusion

10.1 This Planning and Retail Statement has been prepared and submitted by Avison Young for Hargreaves Land Limited, the Applicant.

10.2 The proposal relates to Planning Application 1 on Land to the east of the M181/A1077(M), Scunthorpe, DN17 1US (known as 'PA#1'). The detailed Description of Development is set out in Section 4 of this Planning and Retail Statement, and this set out below:

10.3 The proposed description for the full planning application is as follows:

*"Full planning application for the construction of a new vehicular access off the M181/A1077(M) roundabout, a pedestrian and cycle link to Scotter Road, a foul pumping station, earthworks and 'off-plot' drainage, ecological and associated landscaping and infrastructure works."*

10.4 The proposed description for the outline planning application is as follows:

*"Outline planning application, with all matters reserved, for the development of up to 550 residential dwellings (Use Class C3), a local centre (Use Class E) and associated 'on-plot' landscaping, drainage and other infrastructure works."*

10.5 The red line boundary for the full planning application totals 139.65 acres (56.51ha). This comprises of the entire PA#1 Site, including areas which also seek outline residential and commercial permission as part of this hybrid planning application due to earthworks proposed in these areas prior to these developable plots being subject to future reserved matters applications. The boundary has been extended for the purposes of including the works to the adopted highway junction of Scotter Road and West Common Lane (the works of which will be undertaken through a Section 278 Agreement). These works include improvements to the cycle and pedestrian network through crossing enhancements at point at which the existing Brumby Common Lane meets Scotter Road to the east.

10.6 This Planning and Retail Statement has considered the site location, constraints and history; the detail of the proposed development; the approach to stakeholder and community engagement; the full planning policy framework within which the proposals should be considered and has reviewed relevant planning considerations (including Section 6 specifically on retail assessment) within this policy context.

10.7 Section 7 of this Statement reviewed the Planning Considerations:

- Principle of development;
- Design;
- Highways, access, parking & servicing;
- Heritage and Archaeology;
- Ecology, Trees and Biodiversity Net Gain;
- Landscaping and Public Amenity Space;
- Flood risk;
- Drainage;

- Energy and Sustainability;
- Air quality;
- Acoustics;
- Lighting;
- Ground Conditions; and
- Viability

10.8 Following detailed review of these considerations, it is concluded that the proposals align with the relevant planning policies and guidance contained within the NPPF (2024), Lincolnshire Lakes Area Action Plan (AAP), North Lincolnshire Core Strategy and the Saved Policies of the North Lincolnshire Local Plan; alongside relevant Supplementary Planning Documents.

# Appendix I

## Submission Documents & Plans

**Lincolnshire Lakes - PA#1 Submission Tracker**

20.02.2025

Docs/Plans	Reference	Prepared by
<b>PLANS</b>		
Site Location Plan	7730-SMR-00-ZZ-DR-A-2001-S3-P1	SMR
Full Planning Application Boundary Plan	7730-SMR-00-ZZ-DR-A-2010-S3-P1	SMR
Outline Planning Application Boundary Plan	7730-SMR-00-ZZ-DR-A-2011-S3-P1	SMR
Phasing Allocation Plan	7730-SMR-00-ZZ-DR-A-2012-S3-P1	SMR
Land Use Parameter Plan	7730-SMR-00-ZZ-DR-A-2021-S3-P1	SMR
Building Heights Parameter Plan	7730-SMR-00-ZZ-DR-A-2022-S3-P1	SMR
Phasing Parameter Plan	7730-SMR-00-ZZ-DR-A-2020-S3-P1	SMR
Illustrative Masterplan	7730-SMR-00-ZZ-DR-A-2030-S3-P1	SMR
Landscape Site Plan	6024-OOB-ZZ-00-D-L-000002 Rev P01	Oobe
Proposed Site Sections Sheet 1	6024-OOB-ZZ-ZZ-D-L-000050 Rev P01	Oobe
Proposed Site Sections Sheet 2	6024-OOB-ZZ-ZZ-D-L-000051 Rev P01	Oobe
Proposed Contours with Existing Trees	6024-OOB-ZZ-00-D-L-000010 Rev P01	Oobe
Circulation Strategy	6024-OOB-ZZ-00-D-L-000030 Rev P01	Oobe
Planting Strategy	6024-OOB-ZZ-00-D-L-000040 Rev P01	Oobe
Outline Drainage Strategy	LIN-BWB-CIV-XX-D-C-0500 S8 P03	BWB
Detailed Infrastructure Drainage Layout Sheet 1	LIN-BWB-CIV-XX-DR-C-0501 S8 P02	BWB
Detailed Infrastructure Drainage Layout Sheet 2	LIN-BWB-CIV-XX-DR-C-0502 S8 P02	BWB
Site Strip Coordination Plan	LIN-BWB-CIV-XX-D-C-0650 S1 Rev P03	BWB
Borrowpit Section and Plan	LIN-BWB-CIV-XX-D-C-0660 S8 Rev P02	BWB
Outline Levels Strategy	LIN-BWB-CIV-XX-DR-C-0600 S8 Rev P02	BWB
Detailed Infrastructure Proposed Levels Sheet 1	LIN-BWB-CIV-XX-DR-C-0601 S8 Rev P02	BWB
Detailed Infrastructure Proposed Levels Sheet 2	LIN-BWB-CIV-XX-DR-C-0602 S8 Rev P02	BWB
Detailed Infrastructure Proposed Levels Sheet 3	LIN-BWB-CIV-XX-DR-C-0603 S8 Rev P02	BWB
Detailed Infrastructure Proposed Levels Sheet 4	LIN-BWB-CIV-XX-DR-C-0604 S8 Rev P02	BWB
Phase 1 Works Sheet 1	LIN-BWB-HWY-XX-DR-C-110 S8 Rev P04	BWB
Phase 1 Works Sheet 2	LIN-BWB-HWY-XX-DR-C-111 S8 Rev P04	BWB
Phase 2 Works	LIN-BWB-HWY-XX-DR-C-112 S8 Rev P04	BWB
Highways Typical Sections Plan	LIN-BWB-HWY-XX-DR-C-0130	BWB
Illustrative Highway Typical Sections	LIN-BWB-HWY-XX-DR-C-0131 S8 Rev P03	BWB
Scotter Road Active Travel Proposals	LIN-BWB-HWY-XX-DR-TR-100 S8 Rev P4	BWB
Highways Vehicle Tracking Phase 1	LIN-BWB-HWY-XX-DR-C-0105	BWB
Highways Vehicle Tracking Phase 2	LIN-BWB-HWY-XX-DR-C-0106	BWB
Highways Long Sections	LIN-BWB-HWY-XX-DR-C-0134	BWB
Drainage Standard Details Sheet 1	LIN-BWB-DDG-XX-DR-D-0561	BWB
Drainage Standard Details Sheet 2	LIN-BWB-DDG-XX-DR-D-0562	BWB
Drainage Standard Details Sheet 3	LIN-BWB-DDG-XX-DR-D-0563	BWB
Foul Water Pumping Station Compound Arrangement Plan	LIN-BWB-CIV-XX-D-C-0565	BWB
<b>REPORTS</b>		
Design and Access Statement	7730-SMR-00-XX-PP-A-2100-S3-P01	SMR
Planning Statement	N/A	AY
Viability Report	Issued direct to LPA	AY
Air Quality Assessment	LLP1-BWB-XX-ZZ-LA-RP-0001-AQA	BWB
Ecological Impact Assessment with Technical Appendices	N/A	FPCR
- Appendix 1 - Water Vole Survey Report	N/A	FPCR
- Appendix 2 - Bat Survey Report	N/A	FPCR
- Appendix 3 - Reptile Survey Report	N/A	FPCR
- Appendix 4 - GCN Survey Report	N/A	FPCR
- Appendix 5 - *** Report	CONFIDENTIAL	FPCR
- Appendix 6 - Breeding Bird Report	N/A	FPCR
- Appendix 7 - Wintering Bird Report	N/A	FPCR
- Appendix 8-12 - Various	N/A	FPCR
- Appendix 13 - Recreational Impacts Technical Note	N/A	FPCR
Biodiversity Net Gain Feasibility Report	N/A	FPCR
Completed Statutory Biodiversity Metric Calculation Tool	Issued direct to LPA due to file format	FPCR
Arboricultural Survey	N/A	FPCR
Flood Risk Assessment	LLP1-BWB-ZZ-XX-T-W-0001_FRA	BWB
Sustainable Drainage Statement	LLP1-BWB-ZZ-XX-RP-YE-003_SDS	BWB
Heritage Statement (including Desk Based Archaeological Assessment and Geophysical Survey)	LLP1-BWB-ZZ-XX-RP-LH-0001_Heritage Statement	BWB
Phase 1 Geo-Environmental Assessment	LLP1-BWB-XX-XX-T-G-0001_Ph1	BWB
Phase 2 Geo-Environmental Assessment	LLP1-BWB-XX-XX-T-G-0002_Ph2	BWB
Noise Impact Assessment	LLP1-BWB-ZZ-XX-RP-E-0001	BWB
Statement of Community Involvement	223084	Deetu
Sustainability Statement	LIN-BWB-ZZ-XX-RP-ME-0002_Sustainability Statement	BWB
Transport Assessment	LLP1-BWB-GEN-XX-RP-TR-0004_Transport Assessment	BWB
Framework Travel Plan	LLP1-BWB-GEN-XX-RP-TR-0005_Travel Plan	BWB
Landscape and Visual Impact Assessment	To be submitted post validation	FPCR
Energy Statement	LIN-BWB-ZZ-XX-RP-ME-0001_Energy Statement	BWB
Lighting Strategy	LLP1-BWB-ZZ-XX-RP-E-0001	BWB
Rapid Health Impact Assessment	LLP1-BWB-ZZ-XX-T-EC-0001_HIA	BWB
Utilities Statement	LLP1-BWB-ZZ-XX-RP-U-0001-DD	BWB
Surcharging Technical Note	LIN-BWB-EGT-XX-RP-LE-0001_TN	BWB
Landscape Statement	6024-OOB-XX-XX-RP-L-5300	Oobe
Landscape Management Plan	6024-OOB-XX-XX-T-L-63000 Rev P01	Oobe
<b>FORMS etc.</b>		
Covering Letter	N/A	AY
Application Forms & Certificates	N/A	AY
Notices	N/A	AY

# Contact details

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