



**North Lincolnshire Housing and Employment Land Allocations DPD**

**Inspector's Matters, Issues and Questions for Examination at the  
Hearing**

**Matter 3: Housing Allocations Brigg Sites**

**BRIH – 2 Land at Western Avenue  
BRIH – 3 Land at Wrawby Road Phase 2  
BRIH-4 Land at Wrawby Road Phase 1**

**On behalf of Messrs Albone and Sons Limited and Mr Day**

**Appendices**

Appendix 1: Concept Masterplan and Planning Delivery Statement January 2011 (Revision A)

Appendix 2: Scenarios showing Potential Delivery Rates for Sites BRIH 2, 3 & 4



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##### **BRIH – 2 Land at Western Avenue**

##### **BRIH – 3 Land at Wrawby Road Phase 2**

##### **BRIH-4 Land at Wrawby Road Phase 1**

Note: Matter 2 is concerned with the conformity of the NLHELA DPD with the adopted North Lincolnshire LDF Core Strategy, and with National Planning Policy. Discussions will focus on the strategic context of the specific site housing and employment allocations contained in the NLEHA DPD together with the current position regarding housing supply and delivery, and the take up of employment land.

- Does Policy BRIH-1 (together with policies BRIH-2, BRIH-3, BRIH-4 and BRIH-5) contain sufficient details and policy mechanisms to ensure the time and delivery of the proposed relief road and Atherton Way and Wrawby Road?
- BRIH-2 Land at Western Avenue.
  - Can the Environment Agency confirm the current position with regards to flood risk at this site, and any necessary mitigation measures?

#### **Introduction**

As identified within our representations two landowners who control proposed housing allocations BRIH-2, 3 and 4 are working together and they both support the principle of these housing allocations as featured within the HAELA DPD. On behalf of the two landowners we have been fully engaged with the Local Plan process both in terms of submitting representations to the now adopted Core Strategy as well as the previous consultation stages of the HAELA DPD dating back to the Pre-Submission Second Stage released in March 2009. Throughout this process, we have been consistent in our approach in terms of the proposed delivery of Sites BRIH-2, 3 and 4. All three sites have been promoted together as a single comprehensively planned strategic urban extension allocation to Brigg. The benefit of this approach is that it will create a critical mass and scale of development to deliver infrastructure provision and community benefits within a clear framework. Whilst we consider housing allocation BRIH-2, 3 and 4 should be considered as a single comprehensive allocation (to ensure the successful coordination and delivery of key sustainable and infrastructure provision) we are of the view that there should be no requirement to link the delivery of these three sites to the other site allocations that relate to the Link Road (namely BRIH-1 and BRIH-5) which lie to the east of Grammar School Road.



Whilst assessing the site through the Local Plan process, key supporting evidence has been assessed to test the overall soundness of the approach and ensure the three allocations are suitable, achievable and deliverable. We note the Inspector's question regarding the delivery of the proposed Relief Road and we are aware, as a result of our on-going discussions with the Local Authority that they have commissioned transportation consultant Pell Frishman to assess the highway implications of the proposed development allocations to the north and east of Brigg in the context of the Council's aspirations of delivering this road infrastructure.

Whilst we believe this study will be released shortly, it is unfortunately the case that we have not had sight of the results or conclusions and so at the time of writing, we are unable to comment or debate the issue. As this is a key aspect that could influence the intended delivery of these allocations, we would like to be given a reasonable amount of time to understand and prepare an appropriate response.

### **Rationale for Allocating BRIH-2,3 and 4**

It is clear from the adopted Core Strategy that one of the reasons for the Council pursuing these three sites relates to their intended growth strategy for the District and as a consequence of delivering their future housing supply. As such these three sites are a central element to the growth and distribution strategy as identified in Core Strategy Policy CS7 – Overall Housing Provision and Policy CS8 – Spatial Distribution of Housing Site.

Brigg has been defined as a Market Town where 7% of the District's housing requirement (844 dwellings) are proposed. The town is well placed as a result of its existing and proposed employment opportunities, services and facilities and with good access to the strategic highway network.

In our representations, we have already expressed concerns to ensure that the historic backlog of housing is released within the first five years of the Plan Period, and that a 20% buffer should be applied as a result of prolonged history of under-delivery. The phasing policy should also be removed in the context of the NPPF confirming that '*development which is sustainable should go ahead without delay.*' It is therefore important to deliver the early release of these housing allocations and in our view, a more comprehensive approach to these three sites would allow greater flexibility in terms of how they are delivered in response to further detail technical assessment work (particularly in relation to transport and highway matters).

### **Key Tests of Evidence and Deliverability**

By adopting a proportionate response to testing the evidence and deliverability of the three Brigg sites the key principles have been identified as follows:

- i. Identifying clear objectives/aims intended for the overall development;

The preparation of initial technical work relating to the transportation, flood risk, drainage, ecology and archaeology together with planning and design work undertaken in the early stages of the plan making process has allowed us to set



out a clear vision for the three sites. The key components and likely infrastructure requirements for the site were captured in an initial Concept Masterplan and Planning Delivery Statement prepared in 2010. This was subject to an independent review by Integrate Yorkshire and their response to our initial masterplan is set out within our representations. At the same time we engaged with key organisations within the community. Based on the feedback we produced a revised version of the Concept Masterplan and Planning Delivery Statement (CMPDS) and was circulated to North Lincolnshire Council in January 2011 (Revision A). This document can be found at Appendix 1. The work and evidence base we have submitted has fully informed our approach to the Local Plan process to arrive at clear objectives to justify the suitability and deliverability of the site.

ii. Identify site constraints, opportunities and the level of mitigation required.

As part of the masterplan process and at an early stage in the Local Plan process we have engaged with the Local Authority on a proportionate basis to examine the site constraints and opportunities; the likely level of mitigation required; and the likely level of impact on the development capacity.

The technical studies that have been undertaken are identified above and they have identified constraints so as to inform the process to provide sufficient clarity on exclusions and limitations to development.

In terms of the initial Flood Risk Assessment, it is confirmed that all three sites fall primarily within Flood Zone 1 but there is a small area of the site (approximately 0.5%) immediately adjacent Grammar School Road which falls within Flood Zone 2 (medium risk of flooding from tidal coastal sources). Given the limited extent of the medium risk area, this area can be easily incorporated into the layout to avoid housing development occurring in this location. An early delivery of Site BRIH-2 with direct access onto Grammar School Road would need to ensure that there is another access route that does not pass through the area at risk of flooding which we consider can be achieved.

Phasing and delivery in relation to various highway strategy options are discussed in more detail below suffice to say that provided it can be demonstrated there are no significant adverse effects on highway safety issues then there should be the possibility of a direct access onto Grammar School Road from BRIH-2.

In terms of drainage, ecology and archaeological matters, the initial assessment work has revealed that there are no unsurmountable issues that could not be resolved. Based on noise assessment work undertaken in relation to BRIH-2 in 2009 we consider the noise buffer area shown on the Proposals Map could be reduced subject to mitigation measures such as acoustic screening, orientation of properties and providing enhanced acoustic measures to dwellings were acknowledged.



iii. Agreeing overall quantum and distribution of land uses across the site

For the three sites BRIH-2, 3 and 4, the HAELA DPD is showing an overall dwelling capacity of 660 but through the masterplanning process the broad disposition of development proposed in the CMPDS has been informed within the context of the overall development objectives and the range of constraints and opportunities affecting the site. There is therefore an opportunity to deliver housing and greenspace provision in a design led approach rather than be governed by an arbitrary eastern boundary line that defines site allocation BRIH-3. This approach would not only deliver further growth to Brigg which in our view is required, it would also assist in enhancing place making by providing the opportunity for a more sensitive approach to the creation of a new settlement edge for the east of Brigg.

The design led approach to the masterplan results in an overall quantum of housing on the three sites amounting to approximately 800 dwellings together with 16.7 hectares of green infrastructure and the possibility of a Local Centre. We have assumed an average net density of 40 dwellings per hectare but this is in contrast to the Council's assumption of around 32dph and explains the difference in housing numbers.

iv. Identifying infrastructure needs to ensure the development is deliverable

Throughout the entire Local Plan process, we have been supportive of the principle of delivering a Link Road from Wrawby Road to Atherton Way. It is now being given high priority by the Local Authority and we believe capital funds have been set aside to deliver the road in conjunction with a funding bid from the Single Growth Fund. The infrastructure is also supported by Greater Lincolnshire LEP who have also identified it as a priority project. As can be seen, the masterplan work we have undertaken allows for the opportunity to deliver a Link Road. However, where we differ from the Local Authority is that in our view the full delivery of the Link Road is not necessary to deliver Sites BRIH-2, 3 and 4. By removing the proposed policy connections with the overall delivery of the Link Road, the implementation of housing sites BRIH-2, 3 and 4 would create more flexibility in terms of the options available to deliver housing in the short term. As such, these three allocations would not need to be reliant upon the overall success of delivering the Link Road although clearly there is strong evidence to suggest that an early delivery would be achievable subject to receiving a successful outcome to the forthcoming funding bid.

The 'stand alone' but comprehensive approach we are advocating for the delivery of Sites BRIH 2, 3 and 4 would be on the basis of the following conditions:

- i. The development in these areas would safeguard an appropriate route so as not to prejudice the creation of the Link Road to be able to physically link from Wrawby Road to Atherton Way at some point in the future.



- ii. The three sites would be reliant on a coordinated planned and phased approach to their delivery.
- iii. Our Transport Assessment prepared in 2010 concluded that subject to a coordinated and comprehensive approach and specific mitigations measures there were no reasons to prevent the three sites together with a highway link between Grammar School Road and Wrawby Road coming forward. Based on more up to date survey work, this information would need further testing but we are confident that a suitable highway phasing strategy could be introduced to allow the release of BRIH-2, 3 and 4 irrespective of the success or timing of the overall Link Road.

Specifically in relation to providing a highway access directly onto Grammar School Road from BRIH-2, our Transportation Consultant provided representations to the HAELA DPD (Pre Submission Second Stage) in February 2009. We consider this evidence is still relevant. It seeks to justify a significant reduction in traffic levels off Grammar School Road as a result of the provision of a new Secondary Link Road between the Spring Bank Estate and Wrawby Road which we continue to promote through BRIH-3 and 4 which we consider would be consistent with connectivity and permeability objectives set out in Manual for Streets.

In 2009, our highway strategy made reference to the potential for a drop off facility for schools and colleges of Atherton Way. We are now aware of a planning application submitted by the Vale of Ancholme School seeking to create a new access arrangement to the north of the school premises and therefore removing traffic movements along Grammar School Road. The redistribution of vehicular trips associated with school traffic appear to be progressed and so this is reasonably consistent with the original highway strategy we advocated in February 2009. With this redistribution and the Secondary Link Road between the Spring Bank Estate and Wrawby Road, the highway evidence suggested a reduction in traffic flows of 236 passenger car units along Grammar School Road. This would be equivalent to traffic movements generated by a new development of 421 dwellings whereas in contrast BRIH-2 would be considerably less than that at around 186 dwellings.

Our position in relation to BRIH-2 is therefore that access to Grammar School Road should be permitted, subject to traffic volumes not increasing materially above current levels, having regard to the redistribution of traffic movements arising from the proposed new access proposed by the Vale of Ancholme School and the potential new road link between the Spring Bank Estate and Wrawby Road.

- iv. Setting out the inter-related phasing of development and timing of delivery.

Based on the information and technical assessment work to date, we have given consideration to the likely build out rate that can be achieved in relation to the



three sites and their relationship with and without the delivery of the completed Link Road. The three scenarios we have reviewed are as follows and references should be made to tables at Appendix 2.

Scenario 1 – Full extent of link road delivered in short term – This assumes that the Local Authority are successful with their funding bid and are able to implement the road on an upfront basis rather than it become an integral part of developing the housing allocations. On this basis, the highway infrastructure will be immediately available to access all parcels of land offering an unconstrained position on development activity in the short term. We understand that this scenario is the basis of the delivery assumptions set within Appendix 2 – Housing Delivery Framework within the HAELA DPD. Should this be the case, we are satisfied with the trajectory rates that are assumed by the Local Authority. However, we note that the capacity is based on a density range between 28 to 35 dwellings to the hectare. The Concept Masterplan we have prepared relates to 40 dwellings to the hectare which is more consistent with the requirement of Core Strategy Policy CS7.

Scenario 2 – Link Road delivered between Grammar School Road and Wrawby Road. This scenario is essentially the approach we are advocating as being suitable and subject to a number of conditions can proceed without being reliant upon the full delivery of the Link Road. Assuming the same dwelling capacity for the three sites set out within Scenario 1, the two points of access (i.e. from Grammar School Road and Wrawby Road) would allow a slightly accelerated delivery rate compared to Scenario 1.

Scenario 3 – Access from Wrawby Road with no access from Grammar School Road but land safeguarded so as not to prejudice full extent of Link Road. This delivery approach to development of sites BRIH 2, 3 and 4 assumes all three sites would initially at least be served off Wrawby Road and assumes that the Link Road would not be delivered in the Plan Period. The evidence of infrastructure delivery would suggest that this is the least likely option to be realised. The estimated trajectory rates show a slower build out rate particularly as Site BRIH-2 would be unable to come forward until BRIH-3 and 4 had been virtually completed.

The three scenarios are set out in Appendix 2 and based on an unconstrained site we have assumed a build out rate of approximately 70 unit completions on average per year. Scenarios 1 & 2 would ensure the delivery of the designated dwelling capacity of these three sites over the Plan Period. However, due to access constraints and the sequential delivery of the site, Scenario 3 would fall short by approximately 179 dwellings.

More specifically in relation to Scenario 2, the phasing schedule identified in our representations at Paragraph 2.6 show the logical sequence of the highway strategy could be implemented in both a planned and comprehensive manner.





## **Conclusion**

Whilst we do not object to the Council's aspirations for delivering the relief road, we have demonstrated that the site allocations BRIH-2, 3 and 4 can be considered independently to BRIH 1 and 5 but in the context of their own comprehensive and co-ordinated development framework. This would allow the early release of the housing delivery irrespective of the ability to deliver the Link Road although the funding and capital programme would seem to suggest that it will come forward in short term. We would not prejudice the opportunity of delivering the Link Road but our approach demonstrates flexibility to allow early release and delivery of much needed housing in the short term.





**SIGNET PLANNING**  
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# Concept Masterplan & Planning Delivery Statement

*A New Community Vision for Brigg*

*Brigg North East  
January 2011 (Revision A)*





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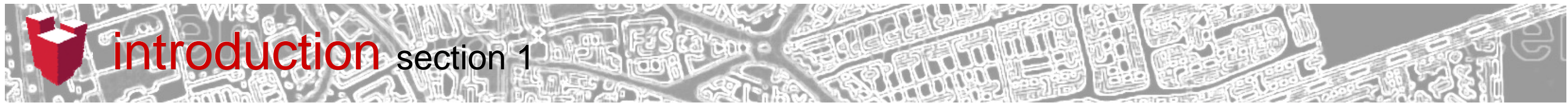
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- 1.1 This statement has been prepared by Signet Planning on behalf of Dan Albone & Sons Ltd in order to promote the delivery of a strategic urban extension on the northern and eastern edge of Brigg as part of their representations to the Housing and Employment Land Allocations DPD (Submission Draft) (November 2010). This statement supersedes the previous version submitted to the Local Authority on 27 September 2010.
- 1.2 The purpose of the statement is to emphasise the commitment of Dan Albone & Sons Ltd to fully embrace the process of evaluating a proposal of this scale in order to demonstrate its suitability and deliverability. It is considered that the extensive level of work that has been provided should enable the local authority to proceed with the necessary degree of confidence to ensure the envisaged future growth of Brigg can be undertaken in a joined up manner to deliver important community, transportation and environmental benefits within an overall joined up and over-arching framework.
- 1.3 The Brigg North site we are promoting generally accords with the housing growth and spatial policies that are emerging through the LDF process. As part of the consultation stage of the Housing and Employment DPD, an objective of this document is to illustrate the work we have undertaken to date to demonstrate the site's suitability, deliverability and availability as well as identify an overall aspirational vision. It is, therefore, intended to give the local authority the necessary degree of confidence required to engage with ourselves and allow a close working and collaborative partnership arrangement to take place in order to deliver a scheme that can integrate and assimilate into the existing community as well as and meet important planning objectives.
- 1.4 The process of evaluating a proposal of this scale is complex and requires a certain level of technical expertise to provide specialist advice. Therefore, to address potential issues that could affect the suitability and deliverability of the site, the following key technical disciplines have been commissioned:
- Transportation - Northern Transport Planning
  - Flood risk - JBA Consulting
  - Drainage - JBA Consulting
  - Ecological - JBA Consulting
  - Masterplanner - Signet Planning
  - Planning - Signet Planning
  - Archaeological - Archeritage
- 1.5 The consultancy team has been assembled to enable key issues to be addressed on an up front basis, but it is appreciated that the process is evolutionary and further specialist appraisal work relating to the site may be required. Nevertheless, the approach undertaken represents the first stage in adopting the principles recognised by the CABE document entitled "Creating Successful Masterplans". At paragraph 2.1.3 it states:
- "The masterplanning process is the only way to plan comprehensively for the scale and nature of change proposed in "sustainable communities – building for the future" (ODPM 2003)...as well as addressing the scale of change, masterplanning provides a means of delivering sustainable communities".**
- 1.6 Our objective has therefore been to commission the services of key technical consultants to seek to identify opportunities and constraints. It also demonstrates a clear commitment from Dan Albone & Sons Ltd that they are keen to instruct this work and share the information with the local authority.
- 1.7 As part of the assessment process, we have also engaged with Integreat Yorkshire which is the Yorkshire Forward's regional centre of excellence for regeneration, renaissance and place making. At their design review meeting held on 15 September 2010, the evolving masterplan was examined by Panel representatives. Following the feedback we received, the illustrative concept masterplan that features within this document has evolved to explore solutions to achieve successful integration of the proposed urban extension into the surrounding environment and existing community. Following an outline of the planning context in the next section, section 3 summarises the technical assessment work that has been undertaken to date. Reference should also be made to the separate detailed reports that have been prepared by the respective consultants and this information has been used to inform and influence the masterplan process. The rationale and current thinking behind the masterplan process is set out within this report at Sections 4, 5 and 6.





# introduction section 1



view from north west (Grammar School Road)



view from southern boundary (Wrawby Road)



view from south east (Brickyard Lane)



2.1 Signet Planning has previously submitted representations on behalf of Dan Albone & Sons Ltd to the various consultation stages of the emerging LDF process. In March 2009 we respond to the Housing and Employment Land Allocations DPD (pre-submission second stage). The key considerations and recommendations that we made were as follows:

- i) The proposal to direct 90% of the future housing growth to Scunthorpe was too large and the proportional balance should be shifted towards favouring further development in the market towns.
- ii) The promotion of a comprehensive masterplan approach to delivering an urban expansion to the north and east of Brigg. The document included an illustrative masterplan showing a phased approach on 21 hectares of land delivering 860 dwellings based on 40 dwellings per hectare. It was confirmed that a comprehensively planned strategic urban extension allocation would not only help deliver important objectives for the District in the plan period, but it would also create a critical mass and scale of development that would provide an opportunity to introduce community benefits and infrastructure provision in a way that would not be possible in individual small scale schemes.

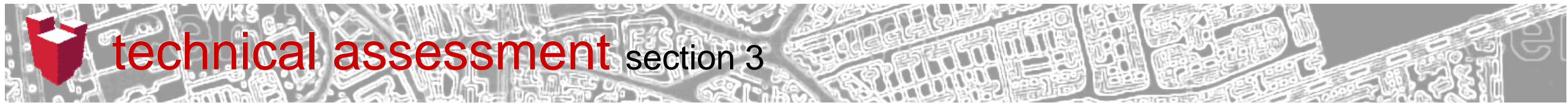
2.2 The Core Strategy Submission Draft Document was released in May 2010 and the representations we submitted remain consistent with the comments made to the DPD. Within the context of promoting the proposed strategic housing allocation for Brigg the key representations we advanced were as follows:

- i) There was strong evidence to conclude that the overall scale of housing provision within the Borough should be reviewed on an upward basis, particularly having regard to the most recent trend data projection.
- ii) Even though the distribution of housing growth to Scunthorpe in the Plan period was proposed to be reduced from 90% to 82% compared to the previous DPD issued in March 2009, we expressed concern that the strategic housing allocation to underpin this strategy was fundamentally flawed due to flood risk issues.
- iii) The increased proportion of housing growth to Brigg from 3% previously identified within the DPD to 7% within the Core Strategy Submission Draft was welcomed but we consider there is additional justification to review the distribution of growth in terms of considering a further reduction to Scunthorpe below the 82% figure at the same time as increasing the proportion to market towns such as Brigg.

- iv) In relation to the market town of Brigg, there are the level of services and facilities available to meet not only the local community as well as a reasonable amount of growth.
- v) Given the merits of the Brigg North site we confirmed it has the capability of not only accommodating the 7% growth identified in the Core Strategy but, given its unconstrained nature, further housing growth for the district could be re-distributed to Brigg thereby counterbalancing the current high risk strategy that is being pursued in relation to promoting the Lincolnshire Lakes project at Scunthorpe.
- vi) A comprehensive approach to the delivery of the Brigg North site would allow the phased release of land in such a way as to allow for the control of the pattern and speed of urban growth as well as the co-ordination of infrastructure and other community and sustainability objectives.

2.3 The next consultation draft of the Housing and Employment Land DPD (Submission Draft) has now been released and this Concept Masterplan and Planning Delivery document forms part of this process (see separate representations).

2.4 The original version of the Concept Masterplan and Planning Delivery Statement (dated September 2010) was circulated to key individuals and organisations within the community. As such, the local ward members were contacted, together with Brigg Town Council and Wrawby Parish Council. As a result of the interest expressed and, at the request of Brigg Town Council, we presented to their committee on 22 November 2010 with Wrawby Parish Council also being present.



# technical assessment section 3

3.1 As recognised within the introduction, it is important that any masterplan approach to the delivery of a strategic housing allocation is well grounded having regard to relevant evidence based work. It is clear that key technical information will have a direct impact on influencing the composition of the spatial masterplan. As such, an important stage in the masterplan process is to identify the key constraints and opportunities relating to the site so that solutions can be explored.

For ease of reference, I summarise the content of these reports as follows:

## *Transportation*

- 3.2 Northern Transport Planning has undertaken detailed transportation assessment work to consider the accessibility of the site, in particular the access and likely traffic impact on the surrounding highway network based on trip data.
- 3.3 Traffic surveys have been undertaken to establish existing traffic flows on Grammar School Road as well as traffic movements generated by the schools and colleges and the existing Springbank housing estate.
- 3.4 In terms of access, the consultants recommend a roundabout to be provided at the junction of Wrawby Road and through a phased construction, a new distributor road from A18 Wrawby Road, east of Church Avenue, passing east of the Springbank Estate to link to Grammar School Road would be proposed.
- 3.5 The new distributor Road would enable traffic movements between the areas of new development and locations east of the town centre to take place without impacting on Grammar School Road or the A18 corridor through the town. Traffic movements between the Springbank Estate and locations east of Brigg will also be possible by the new distributor road with the provision of a new link road to the Estate.
- 3.6 Having regard to the transport strategy objective of removing existing traffic movements from Grammar School Road, there may be an opportunity for the provision of a new 'drop off' facility adjacent to Brigg Primary School off Atherton Way to provide short stay car parking for buses and bus stop facilities for use in connection with all schools and colleges on Grammar School Road. The removal of school traffic, in particular buses along Grammar School Road, would significantly improve the existing highway situation. Whilst some traffic generated within the areas of new residential development will use Grammar School Road, the evidence we have compiled demonstrates that the transportation strategy we envisage is likely to result in a net reduction in traffic flows on Grammar School Road.

3.7 As part of considering a co-ordinated and comprehensive approach to the development of the site it is envisaged that a residential travel plan would perform an important role in reducing the potential impact of the development on the local highway network through the encouragement of alternative modes of transport to the private car.

3.8 In summary, the transport consultant has been able to conclude there is no highway or traffic related reasons to prevent the site coming forward. Indeed, the transportation strategy would relieve traffic congestion which is currently experienced at peak hour times within key areas of the town.

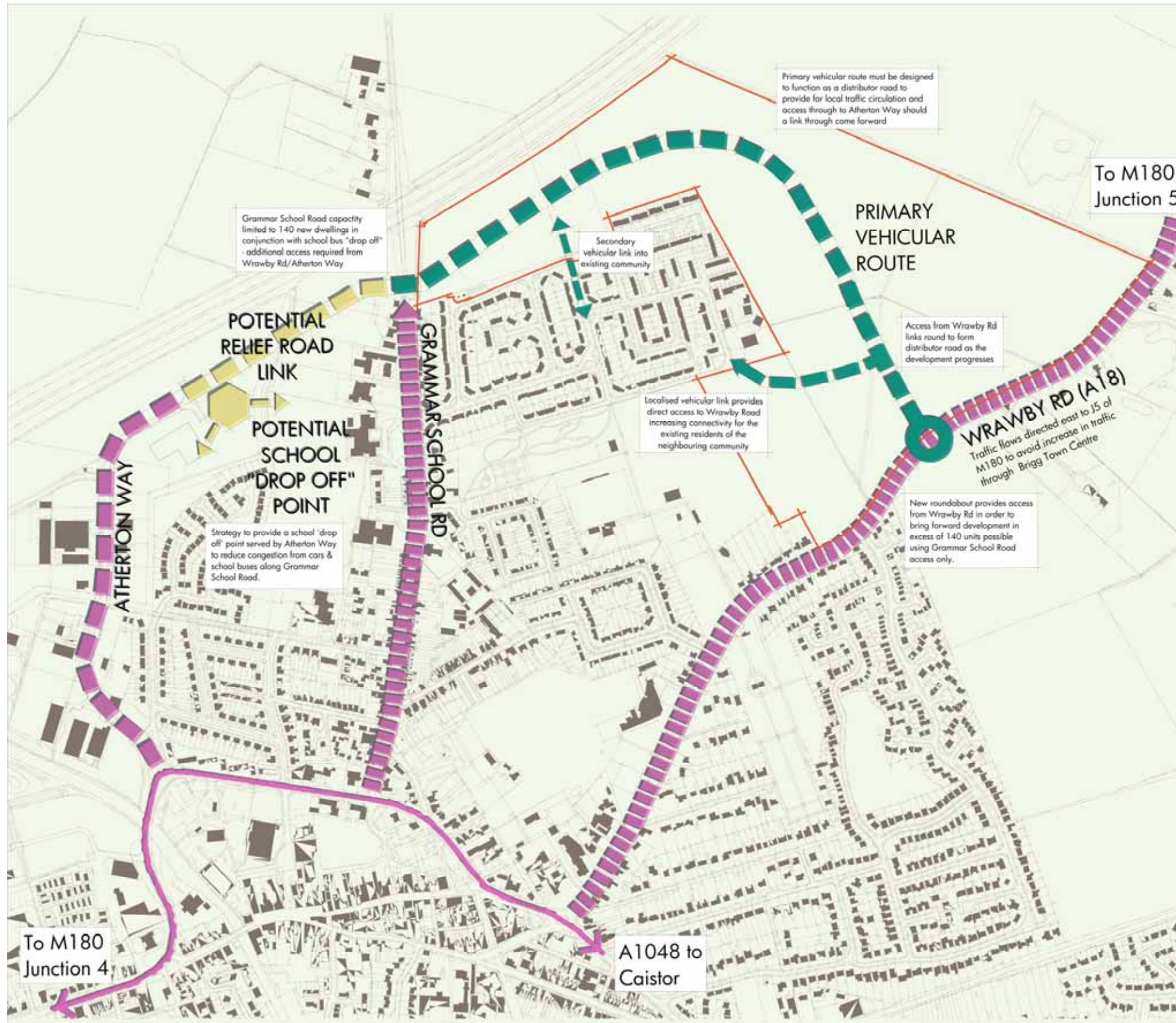
## *Flood Risk*

- 3.9 JBA Consulting has undertaken an initial Flood Risk Assessment of the site and it has been confirmed that the Brigg North site falls primarily within Flood Zone 1 (low risk of flooding from coastal or tidal sources) but a very small area of the site (approximately 0.5%), immediately adjacent to Grammar School Road, falls within Flood Zone 2 (medium risk of flooding from tidal coastal sources). It is also concluded that the risk of flooding from surface water or ground water flooding is not considered to be high.
- 3.10 Provided development does not feature within the Flood Zone 2 area, it is maintained that the site successfully passes the sequential test as required by PPS25 and an exceptions test will not be required.
- 3.11 When creating the spatial masterplan, it is recommended that emergency access to the site should be available at all times. For this reason, there should be at least one access road which does not pass through an area at risk of flooding. The access route to Grammar School Road falls within Flood Zone 2 and Grammar School Road falls within Flood Zone 3, so as part of the phasing scheme emergency access from the site will need to be carefully assessed and the recommendation of JBA Consulting is that access to the Wrawby Road should be provided in the first phase of the development.





## technical assessments section 3



vehicular  
connections



## *Drainage Investigation*

- 3.12 JBA Consulting has undertaken a detailed drainage investigation on the site to consider ground water, foul drainage and surface water drainage.
- 3.13 Whilst further evidence and testing will be required, there are potential strategies and solutions to overcome the drainage issue.
- 3.14 An outline surface water drainage strategy has been produced for the site which incorporates sustainable drainage systems to manage the quantity and quality of run-off. A three stage management process is advised including rainfall collection, ponds and wetlands which could take up approximately one hectare of the site area distributed throughout the site.
- 3.15 It is advised that the management of flows from each of the site controls before discharging flows to local field drainage should be at the restricted rate of 1.4 litres per second per hectare.
- 3.16 Insofar as foul drainage is concerned, the pre-development drainage enquiry from Anglian Water confirms that at present there is sufficient capacity available in the treatment works to accommodate the additional flows likely to be generated from the development.
- 3.17 It is clear that realistic solutions exist to seek to address both foul water and surface water drainage. Whilst further detailed information is clearly required, it is considered that the initial assessment work illustrates that the problems are not insurmountable.

## *Ecology*

- 3.18 An ecology survey was carried out by JBA Consulting to identify the likely ecological constraints and opportunities associated with the potential development of the site.
- 3.19 From the evaluation, it is confirmed that there is no notable or rare plant communities but it is recommended that the hedgerow and trees adjacent to the Brigg field drain should be retained. Nevertheless, if the drain is proposed to be diverted or widened, then a mitigation plan would need to be drawn up before works commence to ensure minimum disturbance and to aid the colonisation of a new habitat.

- 3.20 The ecological report also advises that the use of wetlands in the surface water drainage system may encourage water voles and other native species to breed and so improve the ecological quality of the site.

- 3.21 The ecological consultant is confident that the masterplan framework is able to maintain existing levels of foraging habitats. In addition, within the wildlife and open space corridors together with the wetland features, it is likely that the value of the site to these creatures will increase in value as a result of the development.

## *Archaeology*

- 3.22 A archaeological baseline assessment was carried out by Archeritage with the aim of establishing the known cultural heritage resources within the site and to provide a context for the identification and understanding of any potential cultural heritage resources.
- 3.23 Whilst the site is located within an area containing extensive archaeological sites and find spots dating from the prehistoric to the post-medieval period, it is considered the archaeological potential specifically associated with the site is low relating to the medieval, post-medieval and modern periods. However, the site's known archaeological potential is highest within the field at the north west corner of the site. The flints that have been recovered from this area could indicate that there is a high archaeological potential relating to the pre-historic period.





# site parameters section 4



site parameters





4.1 The next stage in the formation of the development framework was to draw upon the findings of the various technical assessments and analyse the site from an urban design perspective in order to create a set of site parameters which will inform the design of the scheme. The site parameters plan identifies the following as the key considerations:

*Ecology & Drainage*

- Swales which run through the site and along the perimeter and should be integrated into the green infrastructure of the masterplan.
- Hedgerows which run through the site and along the perimeter should be integrated into the masterplan where possible
- Existing trees form the western boundary south of South View Avenue and should be preserved.

*Flood Risk*

- The western most corner of the site is in flood zone 2/3 (0.5%), therefore a secondary access is required in order to provide emergency access.
- The developed portion of the site should remain in flood zone 1 (which is the majority of the site)

*Noise*

- Noise from the M180 will require mitigation therefore reducing the developable area of the site.

*Landscape*

- The eastern boundary of the site is sensitive in terms of views from Wrawby and is in need of reinforcement through additional planting.

*Archaeology*

- The location of the recorded pre-historic find spot identified within the proposed development area.
- Two late Neolithic or early Bronze Age flint scrapers and flint core were found in 1975.

*Transport*

- Grammar School Road is a congested route, particularly at peak school hours and cannot serve the development on its own.
- Wrawby Road is capable of serving the development in conjunction with Grammar School Road,

*Urban Design*

- The relationship of the site to the existing Springbank Estate is varied and needs to be considered in terms of the orientation of new buildings and integration with existing properties. In particular along the northern most road, Western Avenue, dwellings on the western half of the road face out onto the site but on the eastern side the rear elevations/gardens face onto the site.
- Along the eastern boundary of the Springbank estate the interface with the subject site includes dwellings arranged in terraces with the side elevation facing out onto the site, including a number of alleyways which are narrow and unsurveyed presenting secure by design concerns.

4.2 In addition to identifying the 'on site' development parameters a number of potential 'off site' interventions and aspirations have been identified as part of the Masterplan process which may be worthy of further consideration by the local authority, particularly since it is understood these elements are in their control:

- Re-align Western avenue to integrate the existing community and the new housing development.
- Extend Sunningdale Avenue, Northern Avenue and Atkinson Avenue northwards to connect with the potential new highway connecting with Grammar School Road.
- Provide a school bus 'drop off' point at the end of Atherton Way to reduce traffic congestion along Grammar School Road.
- Re-configure the parking area at the eastern end of Western Avenue. The demolition of the garage courtyards could provide parking spaces and a central area of public open space.
- Provide a connection from Horstead Avenue/South View Avenue into the site and through to the A18 Wrawby Road, providing a direct link to the east of Brigg, again reducing the need to use Grammar School Road.



# design approach section 5

5.1 As can be seen from the evidence based approach and the urban design analysis undertaken, the evolving proposals are underpinned by a strong understanding of place and seek to incorporate and enhance the activities of the existing community, as well as ecological and landscape features.

5.2 In addition to an understanding of the site parameters the key destinations/connections have been identified such as local schools, areas of play etc with this providing a solid understanding of current pedestrian movement patterns thus shaping the creation of movement corridors within the proposed development.

5.3 Following feedback from the Integreat Yorkshire Design Review Panel the initial design proposals have evolved, in particular the opportunities to integrate and connect with the neighbouring community have been explored and consideration has been given to the provision and location of facilities which are fundamental to good place making and sustainable communities. It is maintained that this process will continue to evolve as the scheme moves forward, but the current framework seeks to offer bold and aspirational ideas whilst ensuring these thoughts are based on achievable and realistic principles.

5.4 At the conceptual stage, therefore, it is maintained the design approach should focus on:

- Establishing strong connections with existing local facilities such as schools, play areas etc.
- Bring additional benefits to the wider community in terms of improved facilities.
- Bring additional benefits to the wider community in terms of improved connectivity.
- Exploit existing landscape /ecological features
- Protect the existing community from becoming 'fenced in'
- Act as a driver for regeneration within the existing community opening up a series of aspirational potential interventions, including the opportunity of the local authority to consider selective re-modelling of the Springbank Estate, to improve the overall environment and how it relates to the proposed development.

## connections







## design approach section 5



The layout and surfacing of streets should be pedestrian/cyclist friendly.



Parking should be carefully integrated into the scheme.



Open space and pedestrian routes should be overlooked by houses providing natural surveillance and making areas feel safe.



SUDS can be incorporated into the streetscene to green the urban environment.

n.b. These images are illustrative of the design principles and not the overall appearance of the proposed development



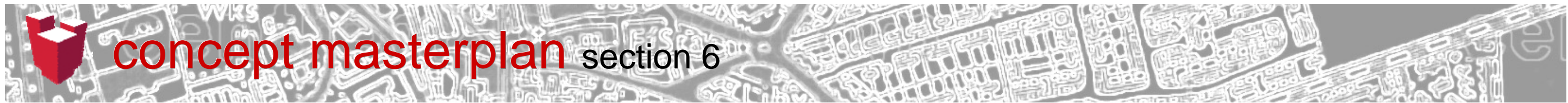


# concept masterplan section 6



concept  
masterplan





## Context

- 6.1 Having regard to the evidence based approach as well as the receipt of feedback from the Integrate Yorkshire Design Review Panel an evolving spatial concept masterplan has been prepared by a qualified masterplanner from Signet Planning.
- 6.2 This work also draws upon detailed site work having regard to introducing urban design principles and the characterisation assessment of the area of Brigg in general.
- 6.3 As previously identified, the concept masterplan should be seen as an evolving process. Aspirational, but nevertheless realistic, ideas are presented to convey a clear long term vision for the future growth potential for Brigg. Within the context of seeking to work within a collaborative spirit with the local authority, the masterplan sets out clear priorities for delivering growth whilst ensuring careful integration into the community. The ideas and overall vision are not intended to impose a top down approach but are essential suggestions to discuss in terms of the beneficial outcomes that could be achieved. There is also recognition that all elements of the masterplan process will eventually need to be tested through widespread community engagement.

## Land Use

- 6.4 The concept masterplan illustrates a residential-led mixed use sustainable development on approximately 37.4 ha of land comprising:
- Approximately **800 dwellings** (20 ha)
  - A **new local centre** comprising two small retail units, live-work units and a community building (0.7 ha),
  - **Green infrastructure** including children's play areas, new playing pitches, green corridors (cycle and pedestrian routes) and wetland/balancing ponds (16.7 ha).

## The Concept Masterplan

- 6.5 In terms of the spatial distribution of the various land uses, the key priority is to structure the development so that new housing does not simply wrap around the existing Spring Bank Housing Estate but instead the development follows the urban grain of the existing community connecting into existing highways where possible.

- 6.6 Therefore, a series of green corridors are proposed which open out into the wider countryside thus ensuring that existing residents are not 'fenced in' with the distribution of new housing therefore appearing as it has evolved organically over time. These areas have also had regard to environmental factors identified by JBA Consulting.
- 6.7 In terms of the location of the local centre, the key factors in determining this are twofold. Firstly, ensuring that the local centre is well related and linked to the existing community and secondly, ensuring that it is well related to the primary site access and therefore could be deliverable in an early phase of the development. On this basis, the local centre is positioned on the south-east corner of the existing Spring Bank Estate, thereby creating strong links to the existing Estate and also a synergy with the existing children's play area, Brigg Town FC and the local sports facilities to the west of the site.
- 6.8 Developing a large site means the economies of scale can deliver important opportunities and community benefits for the town. These are conveyed through the Masterplan assessment work as follows:
- New community facilities that would serve new and existing residents.
  - Improvements to the local Green Infrastructure.
  - New and improved sports facilities including the possibility of an off site new artificial sports pitch (in between the site and Brigg Town FC).
  - Opportunities for the local authority to consider minor remodelling of selective areas of Springbank Estate to maximise the opportunity to 'interweave' and connect the existing community with the new development to ensure a high standard of place making is achieved.
  - Improved connectivity and reduce traffic congestion in Brigg, especially along Grammar School Road, with the new link to Wrawby Road from the Springbank Estate as well as the proposed bus and parent drop off facility at the end of Atherton Way.
  - Delivery of approximately 800 units within a single unconstrained site in a sustainable manner with high quality design at the forefront. Through careful phasing and orchestrating the necessary social, physical and green infrastructure, land would be made available at the right time to deliver the new housing required.
  - The provision of a distributor road linking to Wrawby Road would enable new traffic movements to take place without impacting on to Grammar School Road. This approach would also ensure that a suitable phasing scheme can be agreed to overcome potential emergence access flooding concerns given the status of Grammar School Road being within Flood Zone 3.
  - In the longer term, there would be the potential for a future road link between Grammar School Road and Atherton Way that could further reduce traffic movements along Grammar School Road and within the town centre.





## conclusion/way forward section 7

- 7.1 In conclusion, the consultancy team has produced extensive information and evidence base work to demonstrate that the land to the north and east of Brigg can integrate carefully into the existing market town to deliver important and unique benefits to the community as part of a sustainable urban extension.
- 7.2 This document seeks a positive framework to draw together and provide a common information base that can be used to discuss and agree key principles and a vision for bringing forward this future development opportunity.
- 7.3 The development would achieve the following objectives:
- It would create a sustainable urban extension that would facilitate the growth proposed for Brigg. There is also additional unconstrained expansion land available in this area and it is considered that any further review of housing distribution required within the District that may spread growth away from Scunthorpe can be accommodated on this site.
  - The level of development identified would generate a critical mass and scale of development to provide social infrastructure that would not only meet the needs of the new residents but also benefit the existing community.
  - By carefully phasing the development there is an opportunity to overcome the existing traffic congestion constraint that already exists along Grammar School Road at peak hours due to trips associated with the schools in this location.
  - The technical evidence based approach has demonstrated that there are no insurmountable issues that cannot be addressed, particularly having regard to transportation, flooding, drainage and ecological issues.
  - The phased delivery would provide a logical approach to ensure that this strategic opportunity can provide short, medium and long term benefits that would be delivered in a comprehensive and coherent manner to help maximise its contribution to improving the community.
  - We consider that the site offers an exciting strategic opportunity and would contribute to satisfying the aims and objectives that are emerging through the LDF process.
- We are keen to work with the local authority, relevant stakeholders and statutory consultees on a collaborative basis to achieve the aspirations set out within the concept masterplan. Here the new concept of a 'duty to co-operate' offers great potential and the level of work provided within this report enables your authority to proceed with confidence to ensure that the spatial vision for the area can be undertaken in a joined up and co-ordinated manner within the framework of an outcome and delivery focused approach.
- 7.4 The work within this report and the formal representations submitted by Signet Planning should be used to inform the emerging LDF process and there is significant merit in allocating the site for housing purposes within the Housing and Employment Site Specific DPD.

**Appendix 2: Scenarios show Potential Delivery Rates for Sites BRIH 2, 3 & 4**  
**Based on different Access and Highway Strategies**

**Scenario 1: Full Extent of Link Road Delivered in Short Term**

Site Ref	Site Location	Site Area	Potential Dwelling Capacity	Phase 1 (2014-2019)	Phase 2 (2019-2024)	Phase 3 (2024-2026)
BRIH-2	Land at Western Avenue	5.42	186	37	83	66
BRIH-3	Land at Wrawby Road (Phase 2)	11.53	333	90	163	80
BRIH-4	Land at Wrawby Road (Phase 1)	4.29	152	52	100	0
Total		21.24	671	179	346	146

**Scenario 2: Link Road Delivered between Grammer School Road and Wrawby Road with two initial access points from both roads**

Site Ref	Site Location	Site Area	Potential Dwelling Capacity	Phase 1 (2014-2019)	Phase 2 (2019-2024)	Phase 3 (2024-2026)
BRIH-2	Land at Western Avenue	5.42	186	100	86	0
BRIH-3	Land at Wrawby Road (Phase 2)	11.53	333	90	163	80
BRIH-4	Land at Wrawby Road (Phase 1)	4.29	152	52	100	0
Total		21.24	671	242	349	80

**Scenario 3: Access from Wrawby Road with no access from Grammer School Road**

<b>Site Ref</b>	<b>Site Location</b>	<b>Site Area</b>	<b>Potential Dwelling Capacity</b>	<b>Phase 1 (2014-2019)</b>	<b>Phase 2 (2019- 2024)</b>	<b>Phase 3 (2024- 2026)</b>
BRIH-2	Land at Western Avenue	5.42	186	0	0	7
BRIH-3	Land at Wrawby Road (Phase 2)	11.53	333	90	150	93
BRIH-4	Land at Wrawby Road (Phase 1)	4.29	152	52	100	0
Total		21.24	671	142	250	100