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# **1 Introduction**

- 1.1 Brigg North is a key urban extension site in North Lincolnshire. Its development is vital to help achieve the area's housebuilding requirement and in promoting sustainable development.

## **2 What is a development brief?**

- 2.1 A development brief has a number of different purposes. The Good Practice Guidance Planning and Development Briefs: A Guide to Better Practice (DETR, 1998), which was based on research work carried by Llewellyn Davies and Drivers Jonas states that the main functions of development briefs in the planning process where:

- Improving the efficiency of the planning and development process; and
- Improving the quality of development

- 2.2 The research suggested there are three main types of planning brief:

- Those which clarify policies and their application to a specific site;
- Those which seek to promote development of a difficult site or a site in public ownership; and
- Those which provide design guidance responding to particular attributes of a site or its surroundings.

- 2.3 In the case of this development brief for the Brigg North sites, the brief is a mixture of all three types of brief.

## **3 Purpose & Objectives of the Brief**

- 3.1 The purpose of this brief is to promote the development of the Brigg North site. The site is strategically important in terms of allowing for the controlled expansion of the town of Brigg. Hence, the primary objectives of this brief are:

- i) To stimulate interest in the site from potential developers.

The site offers opportunities for a major residential development. It is envisaged that the entire site will be acquired by a single developer and approached as a comprehensive development scheme.

- ii) To establish the Council's expectations for the development of the site.

The clarification of the Council's expectations for this site will be a key step in ensuring

efficiency in the planning process when any planning applications are submitted in respect of this site. The brief sets out both the requirements of development plan policy, as well as the requirements and expectations of other Council departments, utility and service providers, and other statutory agencies.

iii) To identify constraints affecting the site.

There is a need to identify those factors which have, in the past, limited the potential to develop this site and resolve the means of overcoming such constraints. This will reduce uncertainty for a potential developer in terms of the amount of negotiation required over a planning application, and minimise abortive work when detailed proposals are drafted.

## **4 The Briefing Process**

### **Who is Preparing the Brief?**

- 4.1 Formulation of this development brief is being co-ordinated by North Lincolnshire Council's Development Plans Team who have also been responsible for providing all guidance relating to land use policy issues. Specialist inputs will be taken from the Council's highways and transportation and the environment teams.

### **Preparation & Consultation Process**

<b>Stage</b>	<b>Date</b>
Draft Brief Prepared	19th December 2003
Report to Special Planning Committee	6th January 2004
Public Consultation	23rd February - 2nd April 2004
Report to Planning Policy Committee on public consultation and proposed changes to draft Brief. Endorse finalised Brief.	12th November 2004
Public Consultation	22nd November 2004 to 7th January 2005
Publish Adopted Brief	March 2005

### **Stage of Development Process**

- 4.2 The proposed sites are allocated in the North Lincolnshire Local Plan for housing and a new primary school (see Fig 3).

### **Status of Brief**

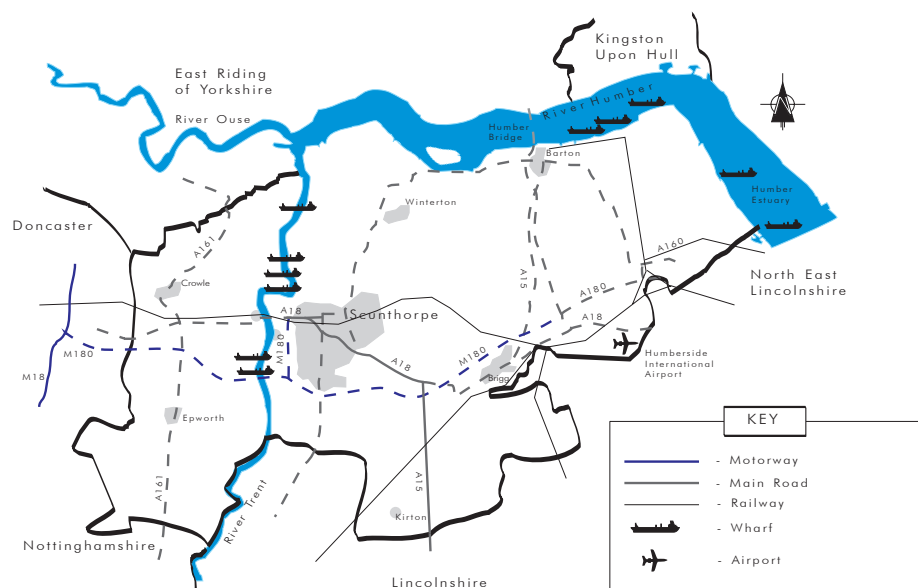
- 4.3 This development brief will become Supplementary Planning Guidance to the adopted North Lincolnshire Local Plan. It will be a material consideration for any planning decisions taken in relation to the sites.

## 5 Site Information

### Location

- 5.1 Brigg is an historic market town with a population of 5,328 and is located on the southern boundary of North Lincolnshire adjacent to the West Lindsey District Council area, 12km east of Scunthorpe and 20km south of the Humber Estuary. The town is adjacent to the M180 which runs from the M18 at Thorne to Barnetby Top before continuing as the A180 to Grimsby and Immingham dock (see Fig. 1).

**Figure 1: Location of Brigg**



- 5.2 The Old River Ancholme flows through the centre of the town, with the canalised New River Ancholme flowing along the western boundary of the town. Both rivers flow into the Humber Estuary at South Ferriby (some 15km to the north).
- 5.3 Brigg is located on a spur of ground which extends westwards from the Lincolnshire Wolds into the Vale of Ancholme. A similar spur extends eastwards from the Lincolnshire edge to form the pinch point where Brigg is situated and hence the crossing point of the River Ancholme.
- 5.4 The town contains 147 retail outlets together with a retail/business centre. There are also post offices, restaurants/cafes, takeaways, public houses, community facilities, places of worship and a library. It also has primary schools and two secondary schools. Other facilities include a medical centre, doctors and dentist surgeries.
- 5.5 The Brigg North site is located to the north of the town centre, between the edge of the built up area and the M180. The site consists of two separate sites adjacent to each other, the first of which, Ancholme Park covers a total of 10.95ha and the second of which Western Avenue covers 7.2ha (see Fig. 2).

### Topography & Landform

- 5.6 From a topography map it can clearly be seen that the Ancholme Park and Western Avenue sites are relatively flat. Therefore landform is not an important consideration.

### Landscape Character

- 5.7 Both sites are located in the Vale of Ancholme Landscape Character area. The sites fall within the flat valley bottom farmland local landscape type<sup>1</sup>. The key characteristics of the Vale of Ancholme are:

- Broad, low-lying arable vale, enclosed slightly by rising ground of the Lincolnshire Wolds scarp slope and less distinctively to the west of the dip slope of the Lincolnshire Edge;
- Intensive large arable fields, with remnant hedgerows and artificially drained soils. Pockets of pasture on heavier clays;
- Variable woodland cover with little on the low-lying clays and coniferous plantations on the blown drift of the coversands;
- Sparsely distributed settlements concentrated on elevated land on the central ridge or edge of floodplain create an overall quiet and rural character;
- Traditional building materials, predominately of local brick.

### Land uses (on site and surrounding)

- 5.8 The Ancholme Park site is bounded to the north by the M180, to the east by Grammar School Road as well as residential development, Brigg St. Mary's RC Primary School and the Vale of Ancholme School. To the south the site is bounded by residential development along Redcombe Lane and to the west by the Ancholme Business Park.
- 5.9 The Western Avenue site is also bounded to the north by the M180 and to the east by open countryside. The southern boundary is Western Avenue and the western is Grammar School Road.
- 5.10 The sites themselves are currently open areas of land. Part of the Ancholme Park housing site is in use as allotments. The Western Avenue site is in agricultural use for arable crop production.

### Geology & Mining

- 5.11 The Brigg area is underlain by clay in the Ancholme Clay Group from the Upper Jurassic period. The clay is overlain by marine or estuarine alluvium, sand and gravel and some high level laminated clays and glacial deposits.
- 5.12 Although records suggest that there is unlikely to be major mining or geological constraints to development within the development site, developers are nevertheless advised to satisfy themselves as to the precise nature of ground conditions.

<sup>1</sup> North Lincolnshire Council (1999), North Lincolnshire Landscape Assessment and Guidelines, NLC, Scunthorpe

## **Biodiversity**

- 5.13 At present, the site consists largely of 2 blocks of arable land, allotments and 3 blocks of under-used land dominated by rough grasses and tall weeds. Thus most of the land is of relatively low ecological value.
- 5.14 However, there are mixed hedgerows, hedgerow trees and drains and a derelict building with some intrinsic interest and evidence of protected species. These linear features may act as wildlife corridors and are thus worthy of retention. Such features should be retained in such a way that they can be positively managed for wildlife, and so that trees in particular do not become a nuisance for new users of the site.
- 5.15 There is considerable scope for incorporating existing features in proposed open space, landscaping and sustainable urban drainage schemes. The Lincolnshire Biodiversity Action Plan gives guidance on the design and management of these elements of the Brief.

## **Flooding**

- 5.16 The Environment Agency's indicative floodplain maps shows that the whole of the Ancholme Park site is located within the fluvial floodplain of the River Ancholme. The extent of potential flooding is a one in one hundred (or a one per cent) chance of flooding each year, ignoring the presence of defences. The potential for flooding of the Western Avenue site was raised at the Public Inquiry into the North Lincolnshire Local Plan in 2002. The Environment Agency stated that the site was not at risk of flooding.

## **Visual Character**

- 5.17 The visual character of the sites varies. The eastern part of the Ancholme Park site is very overgrown and is scrubland. It is not screened from the M180 and is bisected by a belt of trees and hedgerows running alongside the Redcombe drain. The western section of the site has been levelled and scraped, but is still overgrown. This part of the site is screened from the M180 by trees and hedges. It is overlooked by the almost complete housing development off Redcombe Lane.
- 5.18 On the other hand the Western Avenue site is open and in agricultural use (arable production). The site is shielded from the M180 and Western Avenue by belts of mature



*Plate 5.1a: Ancholme Park (East). Looking towards Grammar School Road.*



*Plate 5.1b: Ancholme Park (East). Looking from Grammar School Road flyover.*

and semi-mature trees and shrubs. Grammar School Road is not screened, nor is the eastern boundary of the site. Looking east, the site enjoys views of Wrawby and the Lincolnshire Wolds edge.

### Land Ownerships

- 5.19 Figure 5 shows the land ownerships on both sites. The Ancholme Park site is in split ownership. North Lincolnshire Council owns the western portion of the site, adjacent to the Ancholme Business Park. The eastern portion of the site is owned by 4 separate landowners. The allotment gardens are owned by Brigg Town Council, the land immediately to the north is owned by Mr D.T. Hunt, the land adjacent to the M180 is owned by Mrs J. Willey and the land to the south of the allotments is owned by North Lincolnshire Council. The Western Avenue site is split between 2 owners - D. Albone & Sons and Mr. C.J.Day.

### Access (road, public transport, footpaths and cycleways)

- 5.20 Access to the Ancholme Park site is via the existing Atherton Way, which also serves the business park. Currently the road terminates in a "T" formation. Access to the Western Avenue site currently does not exist.
- 5.21 A local bus service operates along Western Avenue. This service operates between the Springbank Estate and Cary Lane bus station on Thursdays (6 services each way) and Saturdays (4 services each way). During the remainder of the week the nearest public transport to the either site can be found in the centre of Brigg at Cary Lane Bus Station also in the form of bus services. Services, some of which are very limited, from Brigg serve a variety of local and regional destinations (see Fig 6). Cary Lane is some distance from both sites. Brigg railway station is also located in the town centre and is served by a Saturday only service of three trains in each direction between Grimsby, Kirton in Lindsey, Gainsborough, Retford (for the East Coast Main Line), Worksop and Sheffield.



Plate 5.2a: Ancholme Park (West). Looking towards Vale of Ancholme School



Plate 5.2b: Ancholme Park (West) Looking towards Ancholme Business Park

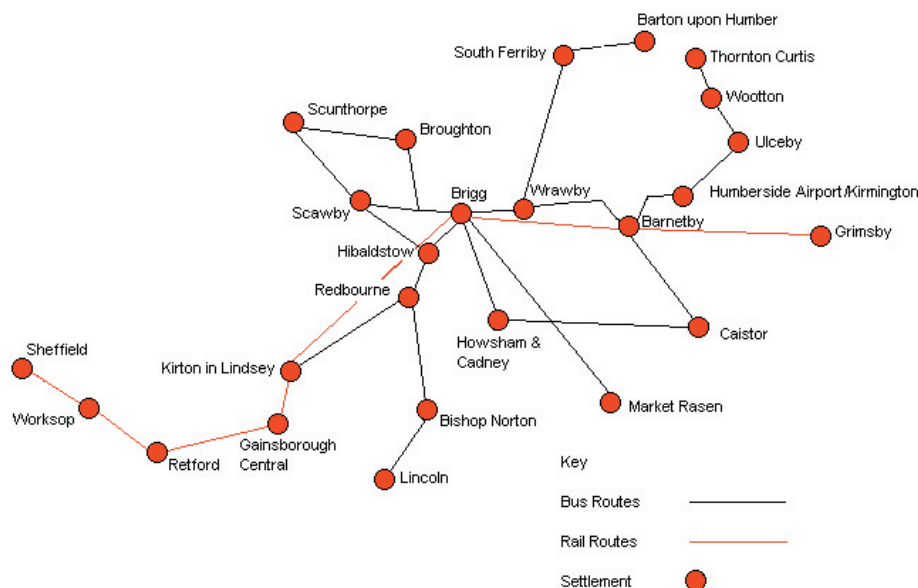


Plate 5.3: Western Avenue site (Looking east from Grammar School Road)



Plate 5.4: Atherton Way (Looking towards town centre)



**Figure 6: Bus & Rail Routes From Brigg**

- 5.22 No formal footpaths or cycleways are present on the Ancholme Park site. A public footpath runs around the western and northern boundaries of the Western Avenue site and an informal path runs from Grammar School Road to Sunningdale Avenue.

### **Utilities (water, electricity, gas, phones)**

- 5.23 To obtain the relevant information regarding the availability and capacity of the utilities infrastructure in the Brigg North area, developers are advised to contact:

- Anglian Water
- Yorkshire Electricity Distribution Ltd
- Transco and
- British Telecommunications PLC.

### **Archaeology (see Appendix 1)**

- 5.24 The Ancholme Park site lies within an area of major archaeological potential at the junction of the former floodplain of the Old River Ancholme and the dry land to the east. Within the wetland zone on the western side of the site there is the potential for archaeological remains to be well preserved in the waterlogged deposits. Internationally important finds of two Bronze Age rivercraft and a wooden trackway have already been discovered beside the Old Ancholme along this stretch of the river at Brigg. Construction work may therefore be expected to encounter other similarly well preserved organic structures and artefacts of this period.
- 5.25 Archaeological assessment would be required in advance of any development in this area. This assessment should comprise a preliminary desk based study to collate all available

archaeological information for both areas, followed by evaluation fieldwork. It is likely that a combination of techniques including auger survey, test pits and trial trenches would be recommended for the evaluation within the western half of the Ancholme Park site.

- 5.26 Within the eastern half of the Ancholme Park site, and the Western Avenue site, there is the potential for riverside settlement on the dry ground. There is evidence of Romano-British activity on the Western Avenue site from recorded finds of a mid 2nd century coin and spindle whorl. Earlier material of prehistoric date comprising a scatter of worked flints is also recorded from this area.
- 5.27 Again an archaeological evaluation would be recommended to ascertain the precise location, extent, character and significance of any archaeological remains within these development areas. In this instance a preliminary geophysical survey followed by sample trial trenching to confirm any results would be appropriate.
- 5.28 With the information provided by the evaluations, it will then be possible to determine whether the development proposals will damage any underlying deposits and what further archaeological work, if any, would be required to safeguard any deposits in advance of, or during, development.
- 5.29 If the evaluation shows that there are archaeological remains of sufficient importance and quality, mitigation measures, where feasible, should be explored to ensure their preservation.
- 5.30 By having the archaeological evaluation completed at an early stage, it is often possible to prevent or minimise the disturbance of such archaeological deposits by a modification in the design of a development, for example relocating buildings away from the areas of importance. If this can be done, it has the advantage of preserving the archaeology intact and so reduces the amount of any additional archaeological work that may be required. Where destruction by development is unavoidable, full detailed excavation followed by post-excavation analysis and publication of the results may be required. This is in line with both the Council's and the Government's policies on the protection of archaeological sites.
- 5.31 It is suggested that the archaeological considerations be taken account of at the earliest opportunity in order to be taken proper account of in detailed plans. Any planning application must be accompanied by the results of the archaeological assessment in accordance with Local Plan Policy HE9.

### **Agricultural Land Quality**

- 5.32 Much of the land in the Vale of Ancholme (which includes the Brigg North site) is grade 3 and occasionally grade 4 and is mainly used for arable crops or pasture.

## 6 Policy Context

- 6.1 The North Lincolnshire Local Plan was adopted in May 2003 and forms the most up to date expression of planning policy in the area. The Local Plan's aim is **"to improve and enhance the environment of North Lincolnshire by enabling development to be undertaken in the most economically, socially and environmentally sustainable way."**
- 6.2 The strategy of the North Lincolnshire Local Plan is to concentrate development in locations where employment, services and facilities can be efficiently provided with minimum adverse impact upon the environment. This means that development will primarily be located in the Scunthorpe and Bottesford Urban Area, Brigg and Barton upon Humber which contain a wide range of employment and housing opportunities as well as retail and service facilities.
- 6.3 By enabling development to be undertaken in the most economically and environmentally sustainable way the Local Plan aims to improve and enhance the environment of North Lincolnshire. The main objectives of the Plan are to:
- facilitate urban and rural regeneration;
  - allocate land for a range of house types, including an adequate supply of affordable housing;
  - promote economic prosperity; maintain vibrant town and village centres;
  - maximise the opportunities for walking, cycling and public transport;
  - minimise the use of finite resources; and
  - reduce pollution and improve the quality of land, air and water.
- 6.4 The adopted North Lincolnshire Local Plan policies relating specifically to this site are H2-25, H2-29 and C1-5.

## 7 Site Constraints/Issues

- 7.1 There are number of key issues/constraints which must be taken into account when examining development solutions for the sites.

### Access

- 7.2 The Ancholme Park site is accessed via the existing Atherton Way. Policy C1-5 states that provision should be made for car and coach parking associated with the new primary school. A footpath/cycleway must also be incorporated into the development to provide a link to Grammar School Road.

- 7.3 A key issue in relation to extending Atherton Way towards Grammar School Road is creating a crossing over the Redcombe Drain.
- 7.4 As previously mentioned the Western Avenue site has no formal road access. Grammar School Road and the roads through the Spingbank estate are not suitable to accommodate the amount of traffic that would be generated via development on the Western Avenue site. Therefore no road links should be provided with Grammar School Road or the Springbank estate.



Plate 7.1: Redcombe Drain

### Open Watercourses

- 7.5 Drainage channels are a constraint on both parts of the Brigg North site. The Ancholme Park site is bisected by the Redcombe Drain, which also forms the southern boundary for the western portion of the site (see plate 7.1). A smaller drain cuts across the south western corner of the site. A drain also runs along the northern boundary of the site. On the Western Avenue site, a drainage ditch runs across the site. The water levels in the ditches will vary depending on the time of year and the amount of water passing through them. They also form natural habitats.

### Flood Risk

- 7.6 As mentioned previously the Ancholme Park site lies within the floodplain of the River Ancholme.

### Noise

- 7.7 The residential allocations are located in close proximity to local industrial units and the M180 motorway, both of which have the potential to impact on any proposed residential development in terms of noise disturbance. For any residential application on this site a noise report will be required. This report should assess the potential for noise disturbance from local industry and road traffic noise to impact on the proposed development and include recommendations for any noise attenuation measures.
- 7.8 Pre-application discussions are encouraged to take place at an early stage and as such any advice or assistance should be sought from Ian Wicks, Environmental Protection Officer (Noise) in the Environmental Health – Pollution Team on (01724) 297619.

### Contaminated Land

- 7.9 It is the developers responsibility to ensure that any potential contaminated land issues are appropriately considered, and to this end the Council would expect that a Phase 1 desktop study along with recommendations for a site investigation to be submitted as minimum requirement.

- 7.10 Guidance on how the Council expects developers to deal with potential contamination issues under the Town and Country Planning Act 1990 can be found in the following document Developing Contaminated Land in Lincolnshire – March 2003 produced by the Lincolnshire Environmental Protection Liaison Group and endorsed by the Lincolnshire Development Control Officers Forum. This document can be found on the Council’s website at [www.northlincs.gov.uk](http://www.northlincs.gov.uk) as a PDF document under Environment and Contamination.
- 7.11 The Council encourages pre-application discussions to take place at an early stage and as such any further advice or assistance should be sought from Liz Hamer, Environmental Protection Officer (Contaminated Land) in the Environmental Health – Pollution Team on (01724) 297633.

## **Protected Species**

- 7.12 At an early stage in the planning process, surveys should be carried out for the following species, at the correct time of year, using standard methods:
- Water vole
  - Badger
  - Bats – derelict buildings, tree roosts, flight lines
  - Barn owl – derelict buildings
  - Reptiles
- 7.13 For many of these species, surveyors will need to be licence holders. Any proposed mitigation for protected species will need to be agreed with North Lincolnshire Council, English Nature and/or DEFRA.

## **8 Site Opportunities**

- 8.1 A number of opportunities exist on the Brigg North site to make a successful, thriving community and place. A successful place is one which is:
- Distinctive
  - Safe and pleasant
  - Easy to get to and move around
  - Welcoming
  - Adaptable
  - Resource efficient

### **Footpaths & Cycleways**

- 8.2 An opportunity exists to integrate walking and cycling into the development area. A network of combined cycle/footpath routes will form an integral part of the development of the site. Another opportunity exists to route the cycle and pedestrian links to allow easy access to the surrounding area, notably to the nearby schools, towards the town centre, the Ancholme Business Park and the recreational pathway alongside the River Ancholme.

### **Roads & Accesses**

- 8.3 As previously mentioned road access to the Brigg North site is a constraint. Therefore this issue of access is crucial to the successful development of the site. The most suitable option will be to extend Atherton Way to meet Grammar School Road and extend an access into the Western Avenue site.
- 8.4 As part of the overall hierarchy of street types, the principal access road should be laid out specifically to maintain low vehicle speeds. Highway design should incorporate the principles of Design Bulletin 32 (HMSO, Second Edition, 1992) and its companion guide 'Places, Streets & Movement' (DETR, September 1998) to promote appropriate low vehicle speeds within layout configurations. Residential access roads should give access to residential developments from which sites can be developed shared surface courts and mews or special residential streets/drives.
- 8.5 Any developer will be required to undertake a comprehensive transport assessment of the development and its likely impact on the local transport network. This assessment should highlight the key transport impacts and suggest appropriate solutions for overcoming them. Discussion should take place with the Council's Highways and Transportation service.

### **Housing**

- 8.6 The Brigg North site provides the opportunity for the development of a mixture of size and type of housing to meet the varied range of housing requirements and to help create a balanced community. Specific provision should be included for the elderly and for young single people, as well as those in need of affordable housing<sup>2</sup>. Proposals for large areas of housing of similar characteristics will not be acceptable.

### **A Sustainable Development**

- 8.7 An opportunity exists to provide homes and school which reflect sustainable principles within their designs. In particular the sustainable use of energy, water, and construction materials. A draft SPG on sustainable design and construction is expected to be published in the near future. Further information on sustainable design and construction of housing and public buildings is available from the Building Research Establishment (BRE) at [www.bre.co.uk](http://www.bre.co.uk).

2 North Lincolnshire Council (2004), Supplementary Planning Guidance - Affordable Housing, NLC, Scunthorpe

## **Public Transport Access**

- 8.8 At present neither site is served by public transport. The provision of public transport is crucial to the success of any development and encouraging the reduction in use of the car. Public transport should be accessible for all, therefore road designs should be able to accommodate low floor buses and bus stops with raised platforms should be provided.

## **Community Facilities**

- 8.9 The majority of community facilities which are required to sustain the Brigg North area can be found within relatively close proximity to the site. There is a Spar convenience store situated on the corner of Springbank and Atkinson Avenue, which can serve the general day to day shopping needs of Brigg North residents. Other shops and services are to be found in Brigg town centre. In terms of leisure provision, Brigg leisure centre is located some distance from the site, but there are opportunities to access playing fields adjacent to the Springbank estate.
- 8.10 Given the distance to other community facilities it may be appropriate to examine the potential of the new primary school to have a dual use as community facility outside of school hours.

## **Open Space**

- 8.11 The provision of high quality public open space is a key component in creating a healthy, balanced community. A neighbourhood park should be provided in the centre of the development and should provide a focus for the development. Small areas of open space should also be provided throughout the Brigg North area for both formal and informal recreation. All areas of open space should be designed with public safety in mind – i.e. should be overlooked at all times of the day and well-lit at night and should incorporate the principles of the Lincolnshire Biodiversity Action Plan for Parks and open spaces.

## **Layout & Design**

- 8.12 The location of the site on the edge of the urban area requires particularly careful attention to layout and design on the development's north and east boundaries to obtain a suitable interface with the rural area beyond. The location provides an opportunity to create a high quality layout and design scheme.

## **Landscaping**

- 8.13 As part of creating a high quality development, landscaping is crucial. This is particularly true given the location of site on the edge of Brigg. The site already contains trees and hedgerows, which provide an opportunity to build on for future planting and landscaping.

# **9 Proposals (see Fig. 7)**

## **Housing**

- 9.1 The Ancholme Park (site H2-25) and Western Avenue (site H2-27) sites represent an "extension" to Brigg. Together the sites can accommodate at least 294 dwellings. Policy H9 of

the North Lincolnshire Local Plan encourages new housing developments to be built at density of at least 30 dwellings per hectare. This allows the most efficient use of the land.

- 9.2 The new homes at Brigg North should cater for all ages and there will be a mix of housing types and sizes from one and two bedrooms homes to family homes and apartments and town houses. These houses should be spread around the site in order to create a mix of dwellings in all parts of the site. This is crucial in creating a balanced, socially inclusive community.
- 9.3 Some of the homes at Brigg North should be affordable to people whose incomes preclude their ability to rent or buy a house on the open market. Policy H12 of the adopted North Lincolnshire Local Plan and the Supplementary Planning Guidance on Affordable Housing demand that 10% to 15% of the dwellings on this site are affordable. North Lincolnshire Council prefers affordable housing to be provided and/or managed by a Registered Social Landlord (RSL) such as an housing association. The Council has a number of preferred RSL partners most of whom are already active in the local area. Further advice is available from the Council's Housing Strategy Co-ordinators.
- 9.4 The affordable housing should be designed to the highest standards in common with all other housing on the site. They should not be distinctly different. Potential RSLs should be involved at the earliest stages of the design process. Also the affordable dwellings should be scattered throughout the site.
- 9.5 The whole development at Brigg North should be built to the highest possible standard and in a manner that will create a clear local identity. The key to creating a well designed development is focusing on how the buildings relate to the each other as opposed to how they relate to the road network. Each street should have a consistent building style which is unique to that particular street in order to give it a character of its own. Therefore, a variety of building grouping, design and choice of materials should be used in the development. It is important to remember that Brigg North is on the urban fringe and this should be a key consideration in the design of the development. The maximum height for development should be two or two and a half storeys.
- 9.6 Special attention should be given to the design of the houses and buildings that are most visible to the public. These are buildings which overlook roundabouts, open space, street corners, the countryside and gateways to the site. These will be landmarks for the new neighbourhood and in turn will help people moving through the area to know where they are and where they are going. Creating landmark buildings on the site are also part of giving Brigg North a distinct local identity.

### **Mix of Dwellings Valleyfield, Midlothian**

Valleyfield shows a good variety in the scale and mix of housing types on one site.

The developer has used a mix of flats, small houses and family homes to create a balanced community.





- 9.7 In relation to the street scene, public and private space should be clearly defined. Homes should benefit from having secure and private garden areas, where practicable. In the case of apartment development, areas of communal garden should be provided. Any boundaries which face roads, streets and open space should be formed by hedgerows, high quality brick walling and well designed, high quality fencing. Fencing may be particularly appropriate for boundaries facing onto roads or streets.
- 9.8 North Lincolnshire Council is committed to sustainable development and is committed to reducing the impact on the environment of its activities. The Council expects housebuilders at Brigg North to be equally conscious of sustainable development and the impact of the development on the environment.
- 9.9 Therefore, housebuilders at Brigg North will be expected to integrate sustainable principles into their housing designs in order to achieve the efficient and sustainable use of energy, water, construction materials and land. Developers should demonstrate that environmental issues have been considered and tackled. The Building Research Establishment “Eco-homes” standard is a widely recognised and straightforward assessment method that considers the broad environmental concerns of climate change, resource use and impact on wildlife, but balances these against the needs for a high quality, safe and healthy internal environment.

## **Access and Movement**

- 9.10 Providing the right access and movement links for a site is crucial for the success of the development. Therefore, the aim is to create a network of roads, streets, footpaths and cycleways, which will provide residents, the neighbouring community and visitors with easy and safe passage around and through the Brigg North site. Opportunities to connect Brigg North with the surrounding area are proposed through a series of gateways to the area (see below paras 9.41 and 9.42).
- 9.11 The principal access into Brigg North will be in the form of a secondary distributor road, which is designed to maintain low vehicle speeds. The secondary distributor road should create an extension of Atherton Way, through to the Ancholme Park housing site and on to the Western Avenue site. In the Western Avenue site, the road should loop around the site. In order to reduce traffic speed this road will include traffic calming measures. Traffic calming measures should also be provided within all streets and communal parking areas.
- 9.12 In order to assist movement around the site, residential development roads will be provided. On the Ancholme Park housing site, this will provide the main access to the housing area and will loop around a landscaped area. On the Western Avenue site, these could be in a grid pattern within the secondary distributor loop and be linked to it via roundabouts.
- 9.13 Access roads will be provided from the residential development roads, which will feed into residential streets, courtyards, shared surface mews and pedestrian streets. Where possible cul-de-sac development should be kept to a minimum. Instead loop roads should be provided. No individual driveways will be permitted off the secondary distributor road. The vehicle access to the school will be taken from Atherton Way.
- 9.14 As part of the construction of extension of Atherton Way, Grammar School Road will be closed to cars. A bus gate will be provided in order for school buses to access the drop off

area in the Vale of Ancholme School. This will help to alleviate the current traffic problems on Grammar School Road. Access to the properties to the north of the M180 will be via the extended Atherton Way and new priority junction at its intersection with Grammar School Road. Where Grammar School Road is closed to cars, provision should be made for cycle and pedestrian access to the Brigg North site at this point.

- 9.15 It is expected that an imaginative as well as sustainable approach to the design and layout of the residential streets will be adopted. The street layouts should respond to the site and its surroundings. Attractive views for residents and those passing through the site should be maximised. To minimise walking and cycling distances all streets should be interconnected.
- 9.16 Housing road layouts should be designed to reduce traffic speed. All development should have safe access to the highway and parking arrangements. All parking should conform to the standards set out in North Lincolnshire Council's Parking Provision Guidelines. In the interests of security and personal safety, all streets should be well lit and overlooked by residential development.
- 9.17 The choice of road layout is vital to help create an identity for the Brigg North site and to help create an integrated community. The use of Home Zones is particularly encouraged. These will allow vehicles, cyclists and pedestrians to share the same space without compromising safety.
- 9.18 It is important that the design and layout allows for servicing and emergency vehicle access. Refuse collection should be an important consideration in relation to location of accesses and roads. They should allow adequate access and egress for refuse collection vehicles, including where necessary, space to turn and reverse. Consultation should take place with the Waste Management Team of North Lincolnshire regarding access requirements for refuse collection vehicles.
- 9.19 Traffic calming should not hinder the movement of emergency vehicles. Access must be permitted from the existing housing area onto the Western Avenue site. This should be achieved by ensuring that one of the proposed secondary gateways is constructed in a manner which would allow emergency vehicles to enter and exit the area. Within the sites consideration should be given to ensuring that these vehicles can use footpaths, cycleways and pedestrian streets where possible. Consultation should take place with Humberside Police, Humberside Fire Brigade and Lincolnshire Ambulance and Hospital Transport NHS Trust regarding the accessibility needs for their vehicles.

### **Connections – Adams Brae Park, West Lothian**

From the early master planning stages of this development, the developers were eager to place an emphasis on maximising connection and accessibility throughout the housing development. All routes now make people feel safe when moving through the layout.



9.20 Cycling and walking should form an integral part of the future development of Brigg North. Priority of movement within the site should be given to the pedestrians and cyclists, rather than to the motor vehicle. The provision of cycleways within the Brigg North development should be carried out in accordance with the hierarchy of measures set out in the national Guidelines for Cycle Audit and Cycle Review. The following measures should be considered and, where feasible implemented in the following order:

1. Traffic reduction – can traffic volumes be reduced sufficiently to achieve the desired improvements in attractiveness and safety for cyclists? E.g. road closures with access for cyclists.
2. Speed reduction – can motor vehicle speeds be reduced and driver behaviour modified to achieve the desired improvements? E.g. traffic calmed environment.
3. Junction Treatment and traffic management – can the problems that cyclists encounter, particularly large roundabouts and accident locations, be treated by specific Junction Treatment and traffic management – can the problems that cyclists encounter, particularly large roundabouts and accident locations, be treated by specific junction treatment or other traffic management solutions, such as contra-flow cycle lanes.
4. Redistribution of the carriageway – can the carriageway be redistributed to give more space to cyclists, perhaps in conjunction with buses?
5. Off-road provision – having considered and, where possible, implemented the above, what, if any, off carriageway facilities, such as cycle tracks, are necessary?

The cycleways and footpaths will also link the site to the existing built up areas. Again in the interests of safety they should be overlooked by dwellings and be well lit.

9.21 The provision of high quality public transport can help to reduce the dependency on the private car for local journeys. As mentioned previously, there is a limited public transport service to the Springbank Estate. Therefore, the provision of services to the Brigg North site should be considered. The provision of a bus gate at the junction of Grammar School Road and the extended Atherton Way could help to facilitate this. It is expected that any bus service would be confined to the secondary distributor road, with bus stops provided at regular intervals in order that residents do not have a distance to walk to the nearest bus stop. Bus laybys should not be provided. However, it is important that the bus stops cater for all sections of the community through the provision of raised kerbs for easy access and high quality waiting facilities. Both the secondary distributor road and residential development roads should be able to accommodate all types of bus, including 12 metre long low floor vehicles.

### **SUDS - Adams Brae Park, Livingston, West Lothian**

A sustainable urban drainage system forms an integral part of the landscaping and open space framework. In this case a pond is integrated in a quality landscaped area.



- 9.22 Information of the design of streets can be found in Design Bulletin 32(2) (DETR), Better Streets, Better Places (ODPM, 2003), Places, Streets and Movement (DETR, 1998) and Estate Roads Design Guide (North Lincolnshire Council).

### Environment

- 9.23 In relation to the disposal of surface water, Sustainable Urban Drainage Systems (SUDS) should be used within the layout of the development. These can help to slow surface water run off and enhance the water features and biodiversity on the Brigg North site. There are 4 general methods which can be used as part SUDS to control run off:
- 1) filter strips and swales
  - 2) filter drains and permeable surfaces
  - 3) infiltration devices
  - 4) basins, ponds and wetlands.
- 9.24 In the case of Brigg North, where surface water drainage is likely to be a major issue, not all of the above methods are likely to be suitable for the site. Therefore a survey of the ground conditions and existing drainage systems should be undertaken in order to establish the most suitable method.
- 9.25 All existing features that contribute to the site's amenity should be retained and where appropriate enhanced. The existing drainage ditches, hedgerows and trees form important habitats for both plants and wildlife. New planting and landscaping will also be an important element of any development on this site, especially given its location on the urban fringe. Materials should be specified which are:
- of demonstrably high quality
  - complementary to each other in terms of colour, texture and scale, detail and extent
  - appropriate to the architectural expression of the buildings
  - sensitive to their setting within the site and the surrounding area

Tree and shrub planting should be of suitable species and sizes for the location.

- 9.26 A comprehensive landscaping strategy should be provided for any development on this site. It should include measures to provide a definitive landscaped/planted barrier between the Ancholme Business Park and the school, measures to reduce the noise levels from the M180, and measures to reduce the impact of development on the open land at the eastern end of the Western Avenue site. Also the strategy should address landscaping within the housing areas to provide an attractive area in which to live and to enhance biodiversity.

### Open Space

- 9.27 Public open space is potentially one of a community's greatest assets. The best open spaces are those that not only cater safely for play, exercise and relaxation, but which also provide an area with a sense of identity and community. It is expected that both formal and informal open space will be provided and be designed to the highest possible standards. Developers should have regard to the Council's Playing Pitch Strategy.

- 9.28 In the case of Brigg North, a neighbourhood park should be created in the Western Avenue portion of the site with a smaller park being created in the Ancholme Way portion of the site. The neighbourhood park should provide a focus for the new community and be able to be used in a number of different ways. It should also be to serve the residents of the existing Springbank Estate.
- 9.29 An evaluation of the proposed development on Western Avenue together with applying the National Playing Fields Association (NPFA) standards, 1,113m<sup>2</sup> of equipped play area and 2,227m<sup>2</sup> of casual/informal play area should be provided.
- 9.30 The park should cater for the recreational needs of all sections of the community. It should incorporate a Local Equipped Area of Play (LEAP) which should be fenced with a 1.2m high bow top fence coated green with provision of two self closing gates and dog grids and to include 3.0m maintenance gate (marked as area D on Fig. 7) which would contain five pieces of play equipment and have a 400 M<sup>2</sup> activity zone together with a buffer zone which will bring the total requirement to 3,600m<sup>2</sup>. A multi-use games area to meet the needs of older children and there should also be areas for relaxation and for the residents to take exercise. A degree of planting and landscaping should be included in the form of shrubs, trees, flowerbeds and possibly some earth bunding, which could form part of the buffer zone.
- 9.31 In relation to access to the Neighbourhood Park, a network of footpaths/cycleways should cross it. In the interests of safety the cycleways should be clearly defined in relation to the footpaths. All paths should be well lit and the park should be overlooked on all sides by housing.
- 9.32 There are also a number of other areas of open space on this part of the Brigg North site, the requirements for which are set out below (marked C, E and F on Fig. 7):
- Area C – this area should be a grassed area with a small number of trees. Seats, litter and dog bins should be provided to form an area of casual open space.
  - Area E – this should be a grassed area with shrub and tree planting aimed at a lower maintenance profile, cutting grass at four cuts per annum to encourage wildlife and provide a transition from the housing development to the agricultural land beyond the site boundary. The area closest to the road should be maintained to a high amenity level to provide adequate safety provision to traffic. Seating could also be provided.
  - Area F – This area should be part of the buffer between the development and the motorway in cut down noise. Some additional screen planting should be provided.
- 9.33 On the Ancholme Park site, a smaller park should be provided to serve the residents in that area (marked B on Fig.7). Again it should be designed to the highest standards. From evaluating the proposed development on this site and using the NPFA standards approximately 369m<sup>2</sup> of equipped play area and 739m<sup>2</sup> of casual/informal play area should be provided. It is proposed that a Local Area of Play (LAP) is provided containing two to three items of play equipment and that there is a minimum of 5m from the activity zone to the nearest residential property. This play area should be fenced with a 1.2m high bow top fence, painted green with the provision of two 1.2m wide self closing pedestrian gates with dog grids and a 3.0m maintenance gate. In order to provide an adequate buffer zone, casual play space can surround this facility.

- 9.34 On the northern part of the site (to the north of the proposed Atherton Way extension), it is envisaged that “village green” area should be provided as a focal point for the community (marked A on Fig. 7). This could include a pond or a water feature, which could be part of a Sustainable Urban Drainage system. Such a water feature may be beneficial to sustaining and enhancing biodiversity. Also it could provide an area of recreation. It is recommended that footpath provision and seating should be provided around the pond and that pathways should be provided leading to the main road infrastructure. The remainder of this area – between the pond and the road – could be landscaped as a large grass area, which could be used for community activities. Seating, litter and dog bins should be provided together with more screened planting of shrubs and trees along the northern and eastern boundaries.
- 9.35 The landscaped area encircled by the proposed residential development road (marked B1 on Fig. 7) should be an informal grassed area with some tree planting.
- 9.36 Open space provision should incorporate the principles of the Lincolnshire Biodiversity Action Plan for parks and open spaces. All areas of open space should be overlooked by housing and where appropriate lit to maximise security and safety.
- 9.37 In relation to the maintenance of the landscaped areas and open space a commuted sum should be provided when the landscape design has been completed and an application submitted (see Appendix 2). For more details on specifications for play provision and landscaping contact Patric Butler, GIS Officer/Public Open Space Co-ordinator on (01724) 297852.

### **Community Facilities**

- 9.38 Part of the remit of this development brief is to identify an area for new primary school. The adopted North Lincolnshire Local Plan allocates an area of land on the western portion of the Ancholme Park site for this purpose. The new primary school will replace the existing Brigg Primary School, which is situated off Glebe Road on a cramped site.
- 9.39 The new school will accommodate the existing pupils as well as new pupils from the Brigg North development and will be designed with this in mind. The Council intends to seek a contribution for both primary and secondary schooling from any future developer as per the Council’s policy related to developer contributions for educational facilities set out in SPG8 “Developer Contributions to Schools” (see Appendix 2). There is potential for the school to have a dual use as a community facility outside of normal school hours in order that the community can derive the greatest benefit from it.
- 9.40 To be in keeping with the rest of the Brigg North development, the school should be of the highest possible design quality and should be a sustainable building. Further information on sustainable design and construction of housing and public buildings is available from the Building Research Establishment (BRE) at [www.bre.co.uk](http://www.bre.co.uk).
- 9.41 As part of the development of the Ancholme Park site, the existing allotment gardens will be redeveloped for housing. The allotments provide a useful facility for the community and should be retained on another site closeby. It is proposed that the allotments are relocated to one of two potential new sites - one adjacent to Atherton Way and the other to the north of the proposed Ancholme Park housing area. Facilities should be provided for the allotment holders such as storage sheds, water pipes for irrigation and electricity to operate gardening

equipment. Discussions should take place with Brigg Town Council, who own the existing allotments site and with the allotment holders themselves to understand their requirements. It is also expected that appropriate tests should be conducted to assess the suitability of the proposed locations for allotment use.

- 9.42 A development of the scale envisaged for Brigg North will potentially impact on local health service provision. Therefore, the developer should liaise closely with the North Lincolnshire Primary Care Trust. This will enable the PCT and the developer to identify whether there is sufficient spare capacity within existing facilities in Brigg to support the development. If this is not the case, an assessment will be required to determine the degree to which the development will impact on local health services and to identify means of addressing this.

## **Site Gateway**

- 9.43 The main gateway to the Brigg North site is located at the junction of Atherton Way and Europa Way. It is important to create a gateway that gives the area an identity and creates a defined boundary between the site and the Ancholme Business Park. This gateway will also have other uses. It should be designed to reduce traffic speed to an acceptable level for a school and residential area and should discourage inappropriate vehicular traffic from entering the area.

- 9.44 There will also be four other places where the Brigg North site will interface with the existing built up area. These are considered to be secondary gateways to the site. These are located at:

- the junction of Grammar School Road and the extended Atherton Way;
- junction between Sunningdale Avenue and the site;
- junction between Western Avenue/Northern Avenue and the site
- junction between Western Avenue/Atkinson Avenue and the site

The secondary gateways are equally as important as the main gateway to the site and should be designed to reflect this. However, they should not create a barrier between the existing housing and the new site. Emergency access should be maintained via one of the secondary gateways. The proposed secondary gateway at the junction of the extended Atherton Way and Grammar School Road should also include provision for a bus gate as described in section 9.14. The other proposed secondary gateways from the Springbank housing estate will provide access for the emergency services, service vehicles, pedestrians and cyclists only. One of the three secondary gateways should be designed in order to allow emergency vehicles to access the proposed development from the Springbank estate and vice versa. The developer in conjunction with the Council and the emergency services should identify an appropriate engineering solution in order to permit this to take place.

## **Site Servicing & Infrastructure Provision**

- 9.45 It is important that any future developer works with the local service and infrastructure providers to ensure that the appropriate facilities are provided to allow the development of the site. In this case, the developer should work closely with Anglian Water PLC, Yorkshire Electricity Distribution Ltd, National Grid Transco PLC and British Telecommunications PLC to ensure that utilities network can be expanded and enhanced to accommodate the proposed development.



- 9.46 The developers should also work closely with the Environment Agency and the Ancholme Internal Drainage Board in relation to the impact of the proposed development on the drainage channel networks in the area.

## 10 Implementation

- 10.1 Given the size and scale of the Brigg North sites is crucial that it is developed in a logical manner. The site should be developed incrementally as set out below:

### Short Term

- Extension of Atherton Way to Grammar School Road and provision of footpaths and cycleway. This initial stage will allow access to be provided to the farms and dwellings to the north of the M180.
- Grammar School Road to be closed to cars and bus gate and pedestrian/cycle only access to be formed.
- Provision of new primary school, associated bus and car parking
- Landscaping and planting to be undertaken adjacent to the M180
- Footpaths to be laid alongside the Redcombe Drain
- Creation of gateway to the site on Atherton Way
- Allotments to be relocated

### Medium Term

- Completion of housing development and open space on the Ancholme Park site.
- Extension of Atherton Way to form principal accesses to the Western Avenue site and provision of internal roads.
- Commencement of housing development on Western Avenue
- Laying out of neighbourhood park and open space/landscaping
- Creation of walking and cycle links to Western Avenue

### Long Term

- Completion of housing development on Western Avenue.





Ref	Site Name	Monu- ment Type	Administration Areas/De- scription	NGR	Period
1783	Prehistoric Timber Causeway, Island Carr	Causeway	Brigg	SE99230749	Late Neolithic to Late Iron Age – 2500 BC to 42 AD
1784	Socketed Axe, Old River Ancholme, 1957	Findspot	Brigg	SE99770727	Bronze Age – 2350 BC to 701 BC
1786	Roman Coin & Spindle Whorl	Findspot	Brigg	TA002084	Roman – 130 AD to 299 AD
1787	Roman Coins	Findspot	Brigg	TA003078	Roman – 199 AD to 299 AD
1789	Dugout Canoe, River Ancholme, 1886	Findspot	Brigg	SE99750737	Bronze Age – 2350 BC to 701 BC
1790	The 'Brigg Raft', River Ancholme, 1888	Findspot	Brigg	SE99300762	Late Bronze Age – 1000 BC to 701 BC
1794	Stone Axe	Findspot	Brigg	SE99310754	Neolithic – 4000 BC to 2351 BC
1796	Polished Hornstone Celt	Findspot	Brigg	SE99310751	Neolithic – 4000 BC to 2351 BC
1799	Mesolithic-Iron Age Occupation, Former Brigg Brickyard	Occupation Site	Brigg	SE99410724	Early Mesolithic to Late Iron Age – 10000 BC to 42 AD
1808	Roman Fibula, 1905	Findspot	Broughton	SE98920747	Roman – 100 AD to 149 AD
2237	Flint Implements, 1975	Findspot	Wrawby	TA003084	Late Neolithic to Early Bronze Age – 3000 BC to 1501 BC
6682	Prehistoric Boat Cleat	Findspot	Brigg	SE99300750	Later Prehistoric – 4000 BC to 42 AD
6690	Flint Arrowhead	Findspot	Brigg	SE99520734	Early Neolithic to Early Bronze Age – 4000 BC to 1501 BC
9481	New River Ancholme	Canal	Brigg, Broughton, Cadney, Hibaldstow, Horkstow, Redbourne, Roxby Cum Risby, Saxby All Saints, Scawby, South Ferriby, Winterton, Worlaby, Bonby	SE97901300	Post Medieval – 1630 AD to 1670 AD

Ref	Site Name	Monu- ment Type	Administration Areas/De- scription	NGR	Period
9482	Old River Ancholme	Non Antiq- uity	Brigg, Broughton, Cadney, Elsham, Hibaldstow, Hork- stow, Appleby, Redbourne, Roxby Cum Risby, Saxby All Saints, Scawby, South Ferriby, Winteringham, Winterton, Worlaby, Wrawby, Bonby,	SE97501270	
9552	Med/Pm Settlement, Brigg	Town	Brigg	TA002073	Medieval to Post Medieval – 1066 AD to 1899 AD
15537	Ring Ditch (Cm), Ne Of Castlethorpe Hall	Ring Ditch	Broughton	SE98990798	
15537	Ring Ditch (Cm), Ne Of Castlethorpe Hall	Ring Ditch	Broughton	SE98990798	
15538	Bronze Knife, E Of Old River Ancholme	Findspot	Brigg	SE99450826	Bronze Age – 2350 BC? to 701 BC?
17747	St Mary's Church (Rc), Barnard Avenue	Roman Catholic Church	Brigg	SE99970744	Modern – 1963 AD to 1964 AD
18097	Post Med Reclamation, Peacock & Bin- nington Foundry, 1990	Non Antiq- uity	Brigg	SE99710730	Post Medieval – 1800 AD to 1899 AD
18398	Three (?) Wooden Stakes, Old Gasworks Site, River Ancholme	Wood	Brigg	SE99730731	Late Bronze Age – 1000 BC
19381	Flint Findspot	Findspot	Broughton	SE99180758	Early Neolithic to Early Bronze Age – 4000 BC to 1501 BC
19382	Flint Findspot	Findspot	Broughton	SE99120808	Early Neolithic to Early Bronze Age – 4000 BC to 1501 BC
19426	Flint Scatter	Flint Scatter	Broughton	SE99030749	Late Mesolithic to Early Bronze Age – 7000 BC to 2201 BC
19427	Mesolithic Flint	Flint Scatter	Broughton	SE99030799	Late Mesolithic – 7000 BC to 4001 BC
19433	Debitage, East Of New River Ancholme	Findspot	Brigg	SE993073	Late Mesolithic to Early Bronze Age – 7000 BC to 2201 BC

## Appendix 2: Potential Developer Contributions

### Affordable Housing

Site Ref	Site Name	Area (ha)	Estimated No. of Dwellings	Density (dwellings per ha)	Brownfield/ Greenfield (%)	Affordable Housing
H2-25	Ancholme Park	2.6	78	30	51/49	7.8 to 11.7
H2-29	Western Avenue	7.2	216	30	0/100	21.6 to 32.4
<b>Totals</b>		<b>9.8</b>	<b>294</b>	<b>30</b>	<b>14/86</b>	29.4 to 44.1

### Education Facilities

#### Primary

Ancholme Park

78 dwellings x pupil ratio of 0.25 = 19.5 Contribution: 19.5 pupils x £5,970 = £116,415

Western Avenue

216 dwellings x pupil ratio of 0.25 = 54 Contribution = 54 pupils x £5,970 = £322,380

Total Primary Contribution = £438,795 or £1,492.50 per house

#### Secondary

Ancholme Park

78 dwellings x pupil ratio of 0.2 = 15.6 Contribution: 15.6 pupils x £8,670 = £135,252

Western Avenue

216 dwellings x pupil ratio of 0.2 = 43.2 Contribution: 43.2 pupils x £8,670 = £374,544

Total Secondary Contribution = £509,796 or £1,734 per house

Overall Contribution: £948,591 or £3,226.50 per house.

### Open Space/Landscaping

A commuted sum for the maintenance of landscaped areas and open space is usually provided when the landscaping design is completed and a planning application submitted to the Council. An estimate is provided below based on the proposals in paragraphs 10.27 to 10.38, which involves the provision of 1 LAP, 1 LEAP, and informal/casual open to quantities shown.

Estimated Commuted Sum for Maintenance for a 10 year period is:

**£8,750 per annum x 10 = £87,500**

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