



**North Lincolnshire Council
Local Plan &
Community Infrastructure Levy
Viability Assessment
October 2021**



Contents

1. Executive Summary	Page 2
2. Introduction	Page 8
3 Methodology	Page 11
4. Viability Appraisal Assumptions	Page 23
5. Viability Appraisal Results	Page 37
6. Conclusions	Page 39

Appendix 1 - Heb Surveyors Valuation Report November 2020
(Separate Report)

Appendix 2 – Gleeds Construction Cost Study Report November 2020
(Separate Report)

Appendix 3 – Proposed Local Plan Policies
(Separate Schedule)

Appendix 4 – Typology Viability Assessments
(Separate Schedule)

1 Executive Summary

Purpose of the Study

1.1 The purpose of the Viability Study is to assess the impact of the North Lincolnshire Local Plan 2020 to 2038 to determine if the policies proposed by the plan are viable and deliverable and investigate if any additional viability margin exists to introduce a Community Infrastructure Levy. The study considers the impact of all policies that affect the cost and value of development (e.g. Affordable Housing and Infrastructure Contributions).. The area covered by the study is the North Lincolnshire Council administrative area.

1.2 Para 34 of the National Planning Policy Framework 2021 requires that plans should set out Affordable Housing and Infrastructure contributions expected from development but ensure that the level of these contributions does not undermine deliverability of development. An assessment of the costs and values of each category of development is therefore required to consider whether they will yield a reasonable incentive for a land owner to bring forward their land for development and a return to a developer, thus enabling the identified development to proceed.

1.3 The study includes specific assessment of the viability of different categories of development within the Local Plan area, taking account of policy impacts and policy based developer contributions. If there is any additional return beyond these reasonable allowances, then this is the margin available to make CIL contributions. This information is provided to enable the Council to make informed decisions on deliverability of the plan, including the level of development contributions and infrastructure delivery as well as the option for introducing a Community Infrastructure Levy Charging Schedule.

Methodology

1.4 The viability assessment comprises a number of key stages as outlined below:

EVIDENCE BASE – LAND & PROPERTY VALUATION STUDY

1.5 Collation of an area-wide evidence base of land and property values for both residential and commercial property (see separate HEB report at Appendix 1)

EVIDENCE BASE – CONSTRUCTION COST STUDY

1.6 Collation of an area-wide evidence base of construction costs for both residential and commercial property (see separate Gleeds report at Appendix 2)

1 Executive Summary

IDENTIFICATION OF SUB-MARKETS

1.7 Sub market identification informed by the valuation evidence gathered at stage one above, Large differences in values across a study area indicate the need to define independent sub areas for viability testing purposes and in turn these will inform the potential for differential charging zones for Community Infrastructure Levy Purposes.

POLICY IMPACT ASSESSMENT

1.8 Identification of the policies within the plan, which will have a direct impact on the costs of development and hence the viability of development. Typical policy impacts include affordable housing requirements and sustainable construction requirements. A full schedule of proposed policies and the assessed impacts is attached at Appendix 3.

VIABILITY APPRAISAL

1.9 Viability assessment for both residential and commercial development scenarios based on a series of typologies which reflect the development likely to emerge over the plan period. The assessments are conducted for both greenfield and brownfield development as it is recognised this can result in significant difference in viability.

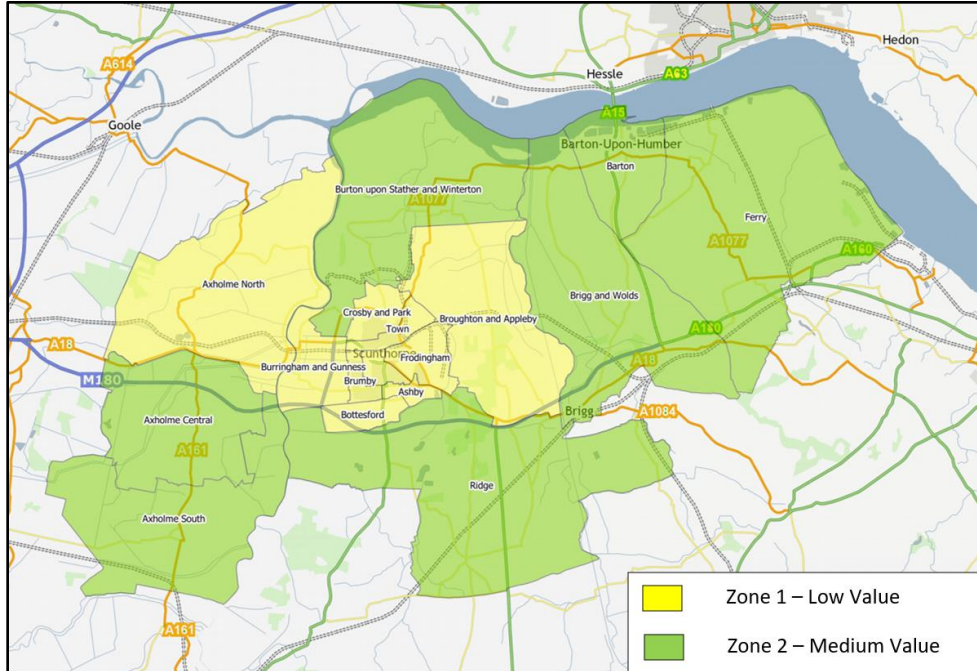
RESULTS

1.10 The viability results for both residential and commercial development typologies have been summarised below. The figures represent the margin of viability per square metre taking account of all development values and costs, plan policy impact costs and having made allowance for a reasonable return to the landowner as well as a return to the developer (with an assumption of 15%-20% profit to be used as a guide for the purposes of plan making in accordance with Viability Planning Practice Guidance 2019). In essence a positive margin confirms whole plan viability, the level of margin indicates the potential for additional CIL charges.

Residential Viability

1.11 The assessment of residential land and property values (see Appendix 1) support the Council's previous viability evidence which identified that there were significant differences in value across the study area with the existence of three clear sub-markets for new residential development that would require application of differential value assumptions in the viability appraisal which might potentially inform differential CIL charging zones. These are illustrated on the map below.

1 Executive Summary



1.12 The following table shows the viability margins for the different residential typologies for greenfield and brownfield development based on 10% Affordable Housing delivery targets and target S106 contributions of £5,000 per dwelling.


Value Zone/Base Land Value	Small Scale 10 Units	Small-Medium Scale 25 Units	Medium Scale 50 Units	Large Scale 100 units	Large Scale 200 units
Low Value					
Greenfield	£24	£24	£17	£21	£21
Brownfield	-£20	-£24	-£28	-£25	-£25
Medium Value					
Greenfield	£115	£110	£103	£109	£109
Brownfield	£70	£62	£58	£63	£63

1.13 The results indicate that brownfield development in the lower value sub-market area may be marginally viable when typical rates of S106 Contributions are imposed. Overall, the testing showed that the North Lincolnshire Local Plan Policies are viable and deliverable for most forms of housing development based on the Council's preferred contribution combination of 10% Affordable Housing and £5,000 per dwelling S106 contribution.

1 Executive Summary

Commercial Viability

1.15 The initial assessment of commercial land and property values indicate that there are no significant differences in values to justify differential sub-markets based on assumptions or differential CIL charging zones. The commercial category viability results are set out below but demonstrate that only retail development is considered viable in the context of being able to deliver development contributions or potentially accommodate CIL charges.

 Maximum Commercial CIL Rates per sq m		
Charging Zone/Base Land Value	General Zone	
	Greenfield	Brownfield
Industrial (B2,B8)	-£207	-£261
Office(E)	-£957	-£977
Hotel(C1)	-£125	-£147
Residential Institution (C2)	-£756	-£772
Community(F1)	-£2,154	-£2,173
Agricultural	-£524	
Food Supermarket Retail (E)	£415	£377
General Retail (E)	£114	£95

1.16 It can be seen that food retail and general retail development are deemed economically viable based on the assumptions of the study.

1.17 It should be stressed that whilst the generic appraisals showed that most forms of commercial and employment development are not viable based on the test assumptions, this does not mean that this type of development is not deliverable. For consistency a full developer's profit allowance was included in all the commercial appraisals. In reality many employment developments are undertaken direct by the operators. If the development profit allowance is removed from the calculations, then much employment development would be viable and deliverable. In addition, it is common practice in mixed use schemes for the viable residential element of a development to be used to cross subsidise the delivery of the commercial component of a scheme.

1 Executive Summary

Conclusions

1.18 The study demonstrates that most of the development proposed by the Local Plan is viable and deliverable taking account of the cost impacts of the policies proposed by the plan including infrastructure and the requirements for viability assessment set out in the NPPF (2019) and associated viability practice guidance (2019).

1.19 In view of the marginal viability of residential development identified in the typology tests in the lower value area, it is considered that there is insufficient viability margin to incorporate CIL charges beyond the £5000 per dwelling S106 contribution sought by the Council.

1.20 This study is not intended to represent a detailed viability assessment of every individual site. The study applies Local Plan policy requirements in respect of affordable housing and considers a number of more general planning policy cost impacts and identified site mitigation factors based on generic allowances. The purpose of the study is to determine if the policies within the plan are deliverable and whether additional viability margin exists to accommodate CIL charges, taking account of those policies including the provision of affordable housing. In line with the Government's viability practice guidance, it will be for applicants to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage.

1.21 It should be noted that this study should be seen as a strategic overview of viability rather than as any specific interpretation of North Lincolnshire Council policy on the viability of any individual site or application of planning policy to affordable housing, CIL or developer contributions. In line with the Government's viability practice guidance, it will be for applicants to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The conclusions and recommendations in the report do not necessarily reflect the views of North Lincolnshire Council.

2 Introduction

2.1 The purpose of the study is to assess the overall viability of residential and non-residential development in North Lincolnshire to determine whether the policies proposed by the Plan are viable and deliverable taking account of the infrastructure requirement. The study will also identify an appropriate balance between levels of Affordable Housing and Infrastructure contributions taking account of development viability to ensure the plan is deliverable.

2.2 In order to provide a robust assessment, in line with the Government's viability practice guidance, the study uses generic development typologies to consider the cost and value impacts of the emerging local plan policies and determine whether any additional viability margin exists to accommodate a Community Infrastructure Levy. The development viability assessments take account of policies in the Local Plan, affordable housing requirements, National Housing Standards and current construction requirements to determine whether the overall Local Plan is deliverable and will not hinder the delivery of development in the plan period.

The NPPF and Relevant Guidance

2.3 The National Planning Policy Framework 2021 maintains the importance of viability assessment in considering appropriate Development Plan policy. Para 34 states :-

"Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan."

2.4 Further advice is set out in paragraph 58 which states:

"Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available".

2.5 In tandem with the launch of the revised NPPF, the Government published new Planning Practice Guidance on Viability in July 2018 (updated May and September 2019). With respect to 'Viability and Plan Making', the guidance states :-

2 Introduction

How should plan makers set policy requirements for contributions from development?

“Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure).

These policy requirements should be informed by evidence of infrastructure and affordable housing need, and a proportionate assessment of viability that takes into account all relevant policies, and local and national standards, including the cost implications of the Community Infrastructure Levy (CIL) and section 106. Policy requirements should be clear so that they can be accurately accounted for in the price paid for land. To provide this certainty, affordable housing requirements should be expressed as a single figure rather than a range. Different requirements may be set for different types or location of site or types of development.

How should plan makers and site promoters ensure that policy requirements for contributions from development are deliverable?

The role for viability assessment is primarily at the plan making stage. Viability assessment should not compromise sustainable development but should be used to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan.

It is the responsibility of plan makers in collaboration with the local community, developers and other stakeholders, to create realistic, deliverable policies. Drafting of plan policies should be iterative and informed by engagement with developers, landowners, and infrastructure and affordable housing providers.

Policy requirements, particularly for affordable housing, should be set at a level that takes account of affordable housing and infrastructure needs and allows for the planned types of sites and development to be deliverable, without the need for further viability assessment at the decision making stage.

It is the responsibility of site promoters to engage in plan making, take into account any costs including their own profit expectations and risks, and ensure that proposals for development are policy compliant. Policy compliant means development which fully complies with up to date plan policies. A decision maker can give appropriate weight to emerging policies. The price paid for land is not a relevant justification for failing to accord with relevant policies in the plan. Landowners and site purchasers should consider this when agreeing land transactions”

2 Introduction

Should every site be assessed for viability in plan making?

“Assessing the viability of plans does not require individual testing of every site or assurance that individual sites are viable. Plan makers can use site typologies to determine viability at the plan making stage. Assessment of samples of sites may be helpful to support evidence. In some circumstances more detailed assessment may be necessary for particular areas or key sites on which the delivery of the plan relies.”

What is meant by a typology approach to viability?

“A typology approach is a process plan makers can follow to ensure that they are creating realistic, deliverable policies based on the type of sites that are likely to come forward for development over the plan period.

In following this process plan makers can first group sites by shared characteristics such as location, whether brownfield or greenfield, size of site and current and proposed use or type of development. The characteristics used to group sites should reflect the nature of typical sites that may be developed within the plan area and the type of development proposed for allocation in the plan.

Average costs and values can then be used to make assumptions about how the viability of each type of site would be affected by all relevant policies. Plan makers may wish to consider different potential policy requirements and assess the viability impacts of these. Plan makers can then come to a view on what might be an appropriate benchmark land value and policy requirement for each typology.

Plan makers will then engage with landowners, site promoters and developers and compare data from existing case study sites to help ensure assumptions of costs and values are realistic and broadly accurate. Market evidence can be used as a cross-check but it is important to disregard outliers. Information from other evidence informing the plan (such as Strategic Housing Land Availability Assessments) can also help to inform viability assessment. Plan makers may then revise their proposed policy requirements to ensure that they are creating realistic, deliverable policies.”

Why should strategic sites be assessed for viability in plan making?

“It is important to consider the specific circumstances of strategic sites. Plan makers can undertake site specific viability assessment for sites that are critical to delivering the strategic priorities of the plan. This could include, for example, large sites, sites that provide a significant proportion of planned supply, sites that enable or unlock other development sites or sites within priority regeneration areas. Information from other evidence informing the plan (such as Strategic Housing Land Availability Assessments) can help inform viability assessment for strategic sites.”

3 Methodology

The Process

There are a number of key stages to Viability Assessment which may be set out as follows.

1) Evidence Base – Land & Property Valuation Study

3.1 Establish an area wide evidence base of land and property values for development in each sub-market area. The evidence base relies on the area wide valuation study undertaken by Heb Surveyors in 2020.

2) Evidence Base – Construction Cost Study

3.2 Establish an area wide evidence base of construction costs for each category of development relevant to the local area. The study will also indicate construction rates for professional fees, warranties, statutory fees and construction contingencies. The evidence base relies on the Construction Cost Study by Gleeds undertaken in 2020.

3) Identification of Sub Market Areas

3.3 The Heb Valuation Evidence considered the existence of potential sub-markets within the study area which might inform the application of differential value assumptions in the Whole Plan testing or inform the creation of differential Charging Zones as part of the progression of a Community Infrastructure Levy Charging Schedule.

4) Policy Impact Assessment

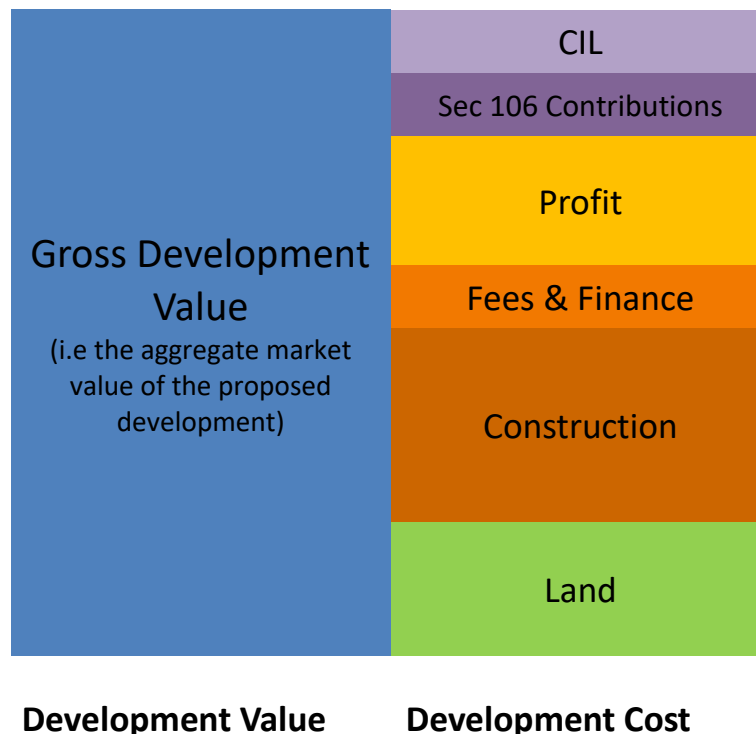
3.4 The study establishes the policies of the emerging Local Plan that have a direct impact on the cost of development and apportion appropriate allowances based on advice from cost consultants, Gleeds, to be factored in the viability assessment. A schedule of proposed policies has been prepared with an indication of how the impact is considered in the viability study which can be viewed at Appendix 3.

5) Viability Appraisal - Generic CIL Tests

3.5 The study employs a bespoke model to assess development viability in accordance with best practice guidance. The generic tests are based on a series of development typologies to reflect the type of development likely to emerge over the plan period. The purpose of these tests is two-fold – it will firstly assess the cumulative impact of the policies set out in the plan. Secondly the model will identify the level of additional margin, beyond a reasonable return for the landowner and developer, which may be available for the introduction of CIL.

3 Methodology

The Development Equation



3.7 The appraisal model is illustrated by the above diagram and summarises the 'Development Equation'. On one side of the equation is the development value i.e. the sales value which will be determined by the market at any particular time. The variable element of the value in residential development appraisal will be determined by the proportion and mix of affordable housing applied to the scheme. Appropriate discounts for the relevant type of affordable housing are factored into this part of the appraisal.

3.8 On the other side of the equation, the development cost includes the 'fixed elements' i.e. construction costs, fees, finance and developers profit. Developers profit is usually set as a minimum % return on gross development value generally set by the lending institution at the time. The Government's practice guidance on viability suggests that an assumption of 15-20% of gross development value (GDV) may be considered a suitable return to developers in order to establish the viability of plan policies. The more flexible elements are the cost of land and the amount of developer contribution (CIL and Section 106 Planning Obligations) sought by the Local Authority.

3.9 Economic viability is assessed using an industry standard Residual Model approach. The model subtracts the Land Value and the Fixed Development Costs from the Development Value to determine the viability or otherwise of the development and any additional margin available for CIL. This is consistent with the Government's viability practice guidance which adopts a standardised approach to viability based on a residual land valuation approach.

3 Methodology

Viability Assessment Model

3.10 The NCS model is based on standard development appraisal methodology, comparing development value to development cost. The model factors in a reasonable return for the landowner with the established threshold value, a reasonable profit return to the developer and the assessed cost impacts of planning policies to determine if there is a positive or negative residual output. Provided the margin is positive (ie Zero or above) then the development being assessed is deemed viable. The principles of the model are illustrated below.

Development Value (Based on Floor Area) Eg 10 x 3 Bed 100sqm Houses x £2,200per sqm	£2,200,000
Development Costs	
Benchmark Land Value (BLV_	£400,000
Construction Costs	£870,000
Abnormal Construction Costs (Optional)	£100,000
Professional Fees (% Costs)	£90,000
Legal Fees (% Value)	£30,000
Statutory Fees (% Costs)	£30,000
Sales & Marketing Fees (% Value)	£40,000
Contingencies (% Costs)	£50,000
Section 106 Contributions/Policy Impact Cost Assumptions	£90,000
Finance Costs (% Costs)	£100,000
Developers Profit (% Return on GDV)	£350,000
Total Costs	£2,150,000
Output	
Viability Margin	£50,000
Potential CIL Rate (CIL Appraisal only)	£50 sqm

3.11 The model will calculate the gross viability margin. If this margin is positive then the combination of policies and development contributions being tested may be deemed viable. The level of positive margin indicates additional amount available for further contributions or CIL charges. If considering CIL, the maximum rate of CIL that could be levied without rendering the development economically unviable is calculated by dividing the gross margin by the floorspace of the development being assessed.

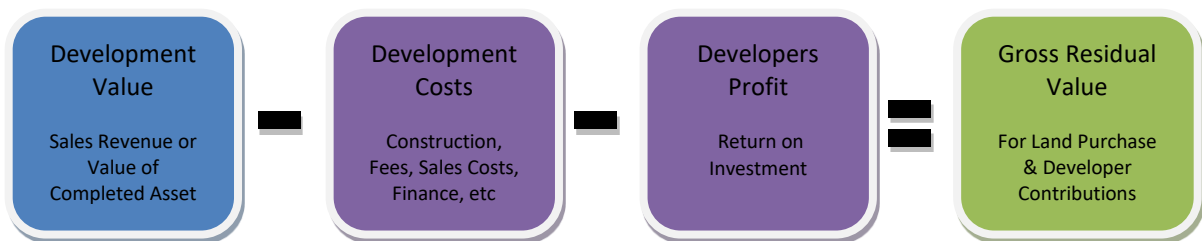
3 Methodology

3.12 It is important to note that the model applies % proportions and further % tenure splits to the housing scenarios to reflect affordable housing discounts which will generate fractional unit numbers. The model automatically rounds to the nearest whole number and therefore some results appear to attribute value proportions to houses which do not register in the appraisal. The fractional distribution of affordable housing discounts is considered to represent the most accurate illustration of the impact of affordable housing policy on viability.

Land Value Assumptions

3.13 It is generally accepted that developer contributions (Affordable Housing, CIL and S106), will be extracted from the residual land value (i.e. the margin between development value and development cost including a reasonable allowance for developers profit). Within this gross residual value will be a benchmark land value (i.e. the minimum return at which a reasonable landowner would be willing to sell their land) and a remaining margin for contributions.

Stage 1 – Residual Valuation



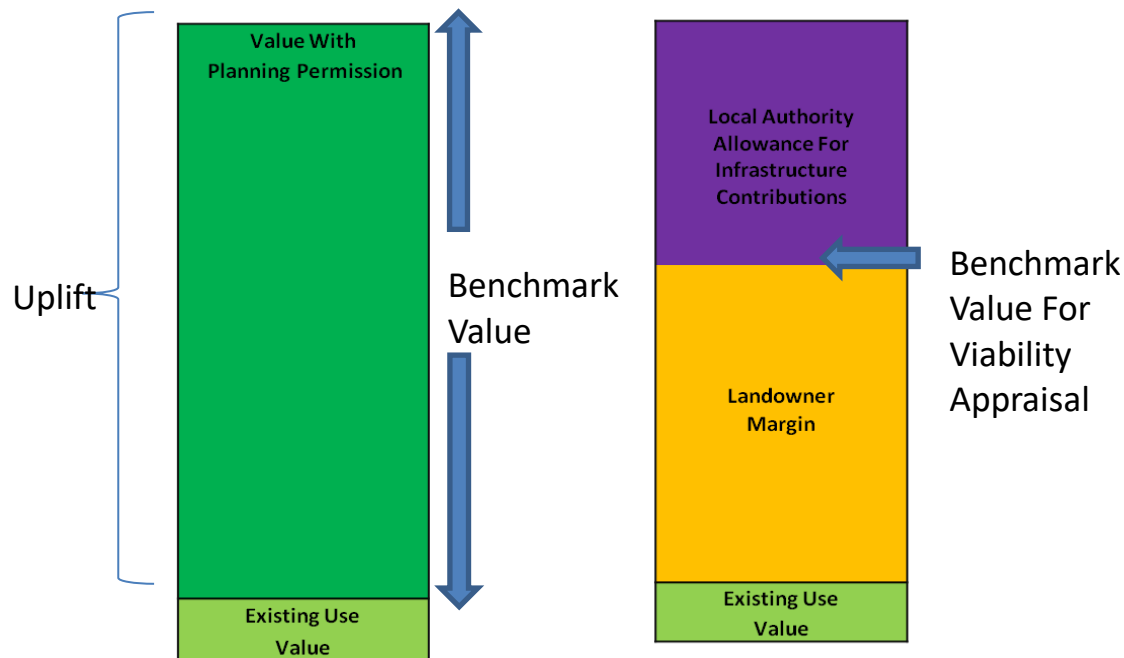
3.14 The approach to assessing the land element of the gross residual value is therefore the key to the robustness of any viability appraisal. There is no single method of establishing benchmark land values for the purpose of viability assessment in planning but the NPPF and CIL viability practice guidance does provide a clear steer on the appropriate approach.

Stage 2 – Establishing Benchmark Land Value



3 Methodology

Land Value Benchmarking



3.15 The above diagram illustrates the principles involved in establishing a robust benchmark for land value. Land will have an existing use value (EUV) based on its market value. EUV is the value of the land in its existing use. Existing use value is not the price paid and should disregard hope value. Existing use values will vary depending on the type of site and development types. EUV can be established in collaboration between plan makers, developers and landowners by assessing the value of the specific site or type of site using published sources of information such as agricultural or industrial land values, or if appropriate capitalised rental levels at an appropriate yield (excluding any hope value for development).

3.16 The Gross Residual Value of the land for an alternative use (e.g residential use) represents the difference between development value and development cost after a reasonable allowance for development profit, assuming planning permission has been granted. The gross residual value does not make allowance for the impact of development plan policies on development cost and therefore represents the maximum potential value of land that landowners may aspire to.

3.17 In order to establish a benchmark land value for the purpose of CIL viability appraisal, it must be recognised that Local Authorities will have a reasonable expectation that, in granting planning permission, the resultant development will yield contributions towards infrastructure and affordable housing. The cost of these contributions will increase the development cost and therefore reduce the residual value available to pay for the land.

3 Methodology

3.18 The appropriate benchmark value will therefore lie somewhere between existing use value and gross residual value based on alternative planning permission. This will of course vary significantly dependent on the category of development being assessed.

3.19 The key part of this process is establishing the point on this scale that balances a reasonable return to the landowner beyond existing use value and a reasonable margin to allow for infrastructure and affordable housing contributions to the Local Authority.

Benchmarking and Threshold Land Value Guidance

3.20 In July 2018 the Government published national planning practice guidance on viability (Planning Practice Guidance for Viability) which has since been updated several times. The guidance states the following:

“How should land value be defined for the purpose of viability assessment?”

To define land value for any viability assessment, a benchmark land value should be calculated on the basis of the existing use value (EUV) of the land, plus a premium for the landowner.

The premium for the landowner should reflect the minimum return at which it is considered a reasonable landowner would be willing to sell their land. The premium should provide a reasonable incentive, in comparison with other options available, for the landowner to sell land for development while allowing a sufficient contribution to fully comply with policy requirements. Landowners and site purchasers should consider policy requirements when agreeing land transactions. This approach is often called ‘existing use value plus’ (EUV+).

In order to establish benchmark land value, plan makers, landowners, developers, infrastructure and affordable housing providers should engage and provide evidence to inform this iterative and collaborative process.

What factors should be considered to establish benchmark land value?

Benchmark land value should:

- *be based upon existing use value*
- *allow for a premium to landowners (including equity resulting from those building their own homes)*
- *reflect the implications of abnormal costs; site-specific infrastructure costs; and professional site fees*

Viability assessments should be undertaken using benchmark land values derived in accordance with this guidance. Existing use value should be informed by market evidence of current uses, costs and values. Market evidence can also be used as a cross-check of benchmark land value but should not be used in place of benchmark land value. There may be a divergence between benchmark land values and market evidence; and plan makers should be aware that this could be due to different assumptions and methodologies used by individual developers, site promoters and landowners.

This evidence should be based on developments which are fully compliant with emerging or up to date plan policies, including affordable housing requirements at the relevant levels set out in the plan. Where

3 Methodology

this evidence is not available plan makers and applicants should identify and evidence any adjustments to reflect the cost of policy compliance. This is so that historic benchmark land values of non-policy compliant developments are not used to inflate values over time.

In plan making, the landowner premium should be tested and balanced against emerging policies. In decision making, the cost implications of all relevant policy requirements, including planning obligations and, where relevant, any Community Infrastructure Levy (CIL) charge should be taken into account.

Where viability assessment is used to inform decision making under no circumstances will the price paid for land be a relevant justification for failing to accord with relevant policies in the plan. Local authorities can request data on the price paid for land (or the price expected to be paid through an option or promotion agreement).

What is meant by existing use value in viability assessment?

Existing use value (EUV) is the first component of calculating benchmark land value. EUV is the value of the land in its existing use. Existing use value is not the price paid and should disregard hope value. Existing use values will vary depending on the type of site and development types. EUV can be established in collaboration between plan makers, developers and landowners by assessing the value of the specific site or type of site using published sources of information such as agricultural or industrial land values, or if appropriate capitalised rental levels at an appropriate yield (excluding any hope value for development).

Sources of data can include (but are not limited to): land registry records of transactions; real estate licensed software packages; real estate market reports; real estate research; estate agent websites; property auction results; valuation office agency data; public sector estate/property teams' locally held evidence.

How should the premium to the landowner be defined for viability assessment?

The premium (or the 'plus' in EUV+) is the second component of benchmark land value. It is the amount above existing use value (EUV) that goes to the landowner. The premium should provide a reasonable incentive for a land owner to bring forward land for development while allowing a sufficient contribution to fully comply with policy requirements.

Plan makers should establish a reasonable premium to the landowner for the purpose of assessing the viability of their plan. This will be an iterative process informed by professional judgement and must be based upon the best available evidence informed by cross sector collaboration. Market evidence can include benchmark land values from other viability assessments. Land transactions can be used but only as a cross check to the other evidence. Any data used should reasonably identify any adjustments necessary to reflect the cost of policy compliance (including for affordable housing), or differences in the quality of land, site scale, market performance of different building use types and reasonable expectations of local landowners. Policy compliance means that the development complies fully with up to date plan policies including any policy requirements for contributions towards affordable housing requirements at the relevant levels set out in the plan. A decision maker can give appropriate weight to emerging policies. Local authorities can request data on the price paid for land (or the price expected to be paid through an option or promotion agreement).

3 Methodology

NCS Model Approach to Benchmark Land Values

3.21 The NCS model has given careful consideration to how the Benchmark Land Value (i.e. the premium over existing use value) should be established in the light of the NPPF 2021 and Viability Practice Guidance 2019.

3.22 We first adopt an appropriate existing use value (EUV) for either greenfield or brownfield land dependent on the type of site being assessed. These EUV's are obtained from comparable market evidence of land sales for the relevant land use in the local area.

3.23 In determining the appropriate premium to the landowner above existing use value in the 'Existing Use Value Plus' approach, we have concluded that adopting a fixed % over existing value is inappropriate because the premium is tied solely to existing value – which will often be very low - rather than balancing the need for a reasonable incentive for a landowner to bring forward land for development as required by the NPPF.

3.24 We believe that the uplift in value resulting from planning permission should effectively be shared between the landowner (as a reasonable return to incentivise the release of land) and the Local Authority (as a margin to enable infrastructure and affordable housing contributions). The % share of the uplift will vary dependent on the particular approach of each Authority. Generally, if a landowner believes the Local Authority is gaining an unreasonably large share of the land value uplift he is unlikely to release the site and will wait for a change in planning policy. We therefore consider that a 50:50 split is a reasonable approach to determining the 'premium' over existing use value under the terms of the statutory guidance and will generate base land values that are fair to both landowners and the Local Authority.

The Benchmark Land Value is established as follows :-

$$\begin{array}{lcl} \text{Existing Use Value} + \% \text{ Share Of Uplift from Planning Permission} & = & \text{Benchmark Land Value} \\ \text{EUV} + \text{Premium to Landowner} & = & \text{Benchmark Land Value} \end{array}$$

3.25 The resultant benchmark values are then checked against market comparable evidence of land transactions in the Authority's area by our valuation team to ensure they are realistic. This is consistent with the Government's viability practice guidance which confirms that market evidence can be used as a 'cross-check'. We have continued to adopt the EUV + Premium (%Uplift) approach at CIL and Local Plan Examination since the new NPPF and NPPG on Viability emerged in 2018. We believe this is a robust approach which is demonstrably fair to landowners and more importantly an approach which has been accepted at CIL and Local Plan Examinations we have undertaken. The Inspector in the Rushcliffe CIL Examination report in June 2019, commented :-

3 Methodology

“The BLV rates used in the VA are criticised as being too low when compared with comparable actual land transactions. I note that the example transactions provided in the representations predate the issue of the revised Framework and Planning Practice Guidance on viability. The new guidance advocates the ‘Existing Use Value plus Premium’ approach. The VA adopts this approach and uses a 50% split in the uplifted land value to determine the appropriate premium. In my view this reflects the latest government guidance and is satisfactory. It is the case that CIL is intended to take value from the development process by encouraging land value to reflect the cost of infrastructure in development. That means that pressure must be brought to bear on the landowner’s expectations.”

Worked Example of EUV+ Illustrating Fixed% over Existing Use vs % Share of Uplift

3.26 A landowner owns a 1 Hectare field at the edge of a settlement. The land is proposed to be allocated for residential development. Agricultural value is £20,000 per Ha. The Gross Residual Value of the land with residential planning permission is £1,000,000. Land sales in the area range from £400,000 per Ha to £1 Million per Ha. For the purposes of viability assessment what should this Greenfield site be valued at?

Using a fixed 20% over EUV the land would be valued at £24,000 ($£20,000 + 20\%$)

Using % Share of Uplift in Value the land would be valued at £510,000 ($£20,000 + 50\%$ of the uplift between £20,000 and £1,000,000) – realising a market return for the landowner but reserving a substantial proportion of the uplift for infrastructure contribution.

In our view the % share of uplift method is more realistic to market circumstances than the application of a fixed premium over EUV.

3.27 Whilst comparable evidence of policy compliant local land sales with planning permission is useful as a sense check, in our view it is difficult to find two sites that are directly comparable in view of the various factors that will influence the purchase price of land including precise location, abnormal site development cost, lower build cost rates enjoyed by volume housebuilders and the particular business decision of the purchaser.

3 Methodology

Existing Use Value Benchmarks

3.28 The above section explains the approach to establishing the ‘premium’ over Existing Use Value (EUV) under the terms of statutory guidance. With respect to EUV, Planning Practice guidance states :-

“Existing use value (EUV) is the first component of calculating benchmark land value. EUV is the value of the land in its existing use. Existing use value is not the price paid and should disregard hope value. Existing use values will vary depending on the type of site and development types. EUV can be established in collaboration between plan makers, developers and landowners by assessing the value of the specific site or type of site using published sources of information such as agricultural or industrial land values, or if appropriate capitalised rental levels at an appropriate yield (excluding any hope value for development).”

3.29 In generic typology testing, of the type used to support plan wide viability assessment, it will not be possible to allocate a value relevant to a specific site so a value for the ‘type’ of land testing is considered appropriate in the context of the above guidance. The assessment considers ‘greenfield’ and ‘brownfield’ existing use values as the basic alternative types.

3.30 Greenfield existing use value is based on agricultural land value to reflect the type of land from which most greenfield developments will emerge. A greenfield scenario will represent the best case for viability margin as it represents the highest uplift in value resulting from planning permission.

3.31 Brownfield existing use value is more difficult to assess as it will cover a range and type of existing, usually commercial, uses. The brownfield position recognises that existing sites proposed for redevelopment will have an established value. On the assumption that most brownfield development will emerge from lower value brownfield uses, the brownfield existing use value is based on industrial use.

3.32 The viability testing firstly assesses the gross residual value (the maximum potential value of land based on total development value less development cost with no allowance for affordable housing or infrastructure contributions. This is then used to apportion the share of the potential uplift in value to the greenfield and brownfield benchmarks.

3.33 For the commercial development testing, industrial value is still used as the brownfield existing use value base. This is considered to represent a reasonable approach to land value scenarios in that change from a high value use (e.g. retail) to a low value use (e.g. industrial) is unlikely. Actual market evidence will not always be available for all categories of commercial development. In these circumstances the valuation team make reasoned assumptions.

Residential

Benchmark 1	Greenfield	Agricultural – Residential (Maximum Contribution Potential)
Benchmark 2	Brownfield	Industrial – Residential

3 Methodology

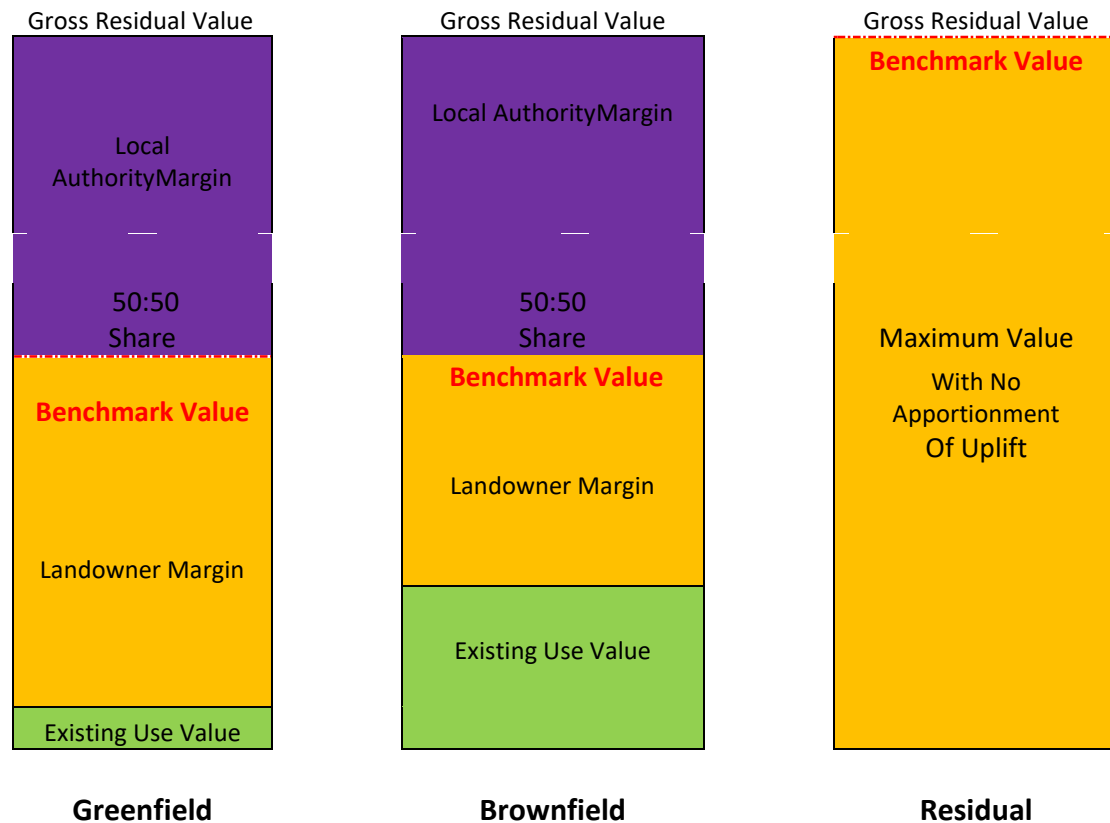
Commercial

Benchmark 1 Greenfield

Benchmark 2 Brownfield

Agricultural – Proposed Use (Maximum Contribution Potential)

Industrial – Proposed Use



3.34 The above diagram illustrates the concept of Benchmark Land Value. The level of existing use value for the three benchmarks is illustrated by the green shading. The uplift in value from existing use value to proposed use value is illustrated by the blue and gold shading. The gold shading represents the proportion of the uplift allowed to the landowner for profit. The blue shading represents the allowance of the uplift for developer contributions to the Local Authority. The Residual Value assumes maximum value with planning permission with no allowance for planning policy cost impacts. This benchmark is used solely to generate the brownfield and greenfield benchmark land values.

4 Appraisal Assumptions

Development Categories

4.1 In order to ensure that the study is sufficiently comprehensive to inform a Differential Rate CIL system, all categories of development in the Use Classes Order have been considered to reflect typical developments in the North Lincolnshire Local plan area, as follows :-

Residential - Based on varying residential development scenarios and factoring in the affordable housing requirements of the Authority. Land values are assessed based on house type plots. Sales values are assessed on per sqm rates.

Commercial - The following categories are considered. Land Values and Gross Development Values are assessed on sqm basis.

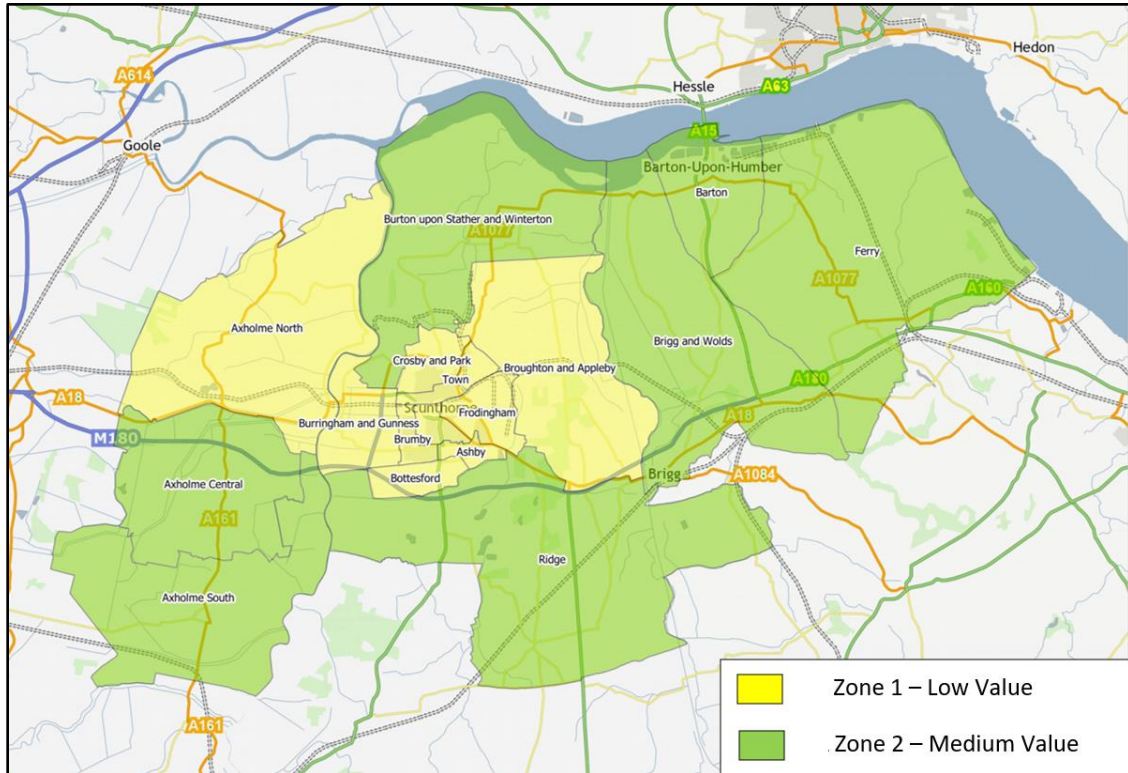
Industry (B2, B8)
Offices (E)
Food Supermarket Retail (E)
General Retail (E)
Hotels (C1)
Residential Institutions (C2)
Institutional and Community (F1)
Agricultural

Sub Market Areas and Potential Charging Zones

4.2 The Heb valuation study considered evidence of residential land and property values across North Lincolnshire and concluded that there were significant distinctions between sales prices to warrant differential value assumptions being made in the Viability Assessment and that a differential zone approach should be taken to CIL going forwards. The evidence supported two distinct sub-market areas which have been nominated as low and medium value zones and are illustrated on the map below.

4.3 The variations in commercial values were not considered significant enough across the area to justify the application of differential assumptions based on sub-market areas and indicated that a single zone approach should be taken to commercial CIL charging.

4 Appraisal Assumptions



4 Appraisal Assumptions

Affordable Housing

4.4 A series of residential viability tests have been undertaken, reflecting the affordable housing requirements of the emerging Local Plan. The following extract from a generic sample residential viability appraisal model illustrates how affordable housing is factored into the residential valuation assessment. The relevant variables (e.g. unit numbers, types, sizes, affordable proportion, tenure mix etc.) are inputted into the appropriate cells. The model will then calculate the overall value of the development taking account of the relevant affordable unit discounts.

DEVELOPMENT SCENARIO	Mixed Residential Development				Apartments	10
BASE LAND VALUE SCENARIO	Greenfield to Residential				2 bed houses	20
DEVELOPMENT LOCATION	Urban Zone 1				3 Bed houses	40
DEVELOPMENT DETAILS	100	Total Units			4 bed houses	20
Affordable Proportion	30%	30	Affordable Units		5 bed house	10
Affordable Mix	30%	Intermediate	40%	Social Rent	30%	Affordable Rent
Development Floorspace	6489	Sqm Market Housing	2,163	Sqm Affordable Housing		
Development Value						
Market Houses						
7	Apartments	65	sqm	2000	£ per sqm	£910,000
14	2 bed houses	70	sqm	2200	£ per sqm	£2,156,000
28	3 Bed houses	88	sqm	2200	£ per sqm	£5,420,800
14	4 bed houses	115	sqm	2200	£ per sqm	£3,542,000
7	5 bed house	140	sqm	2200	£ per sqm	£2,156,000
Intermediate Houses						
		60%	Market Value			
3	Apartments	65	Sqm	1200	£ per sqm	£210,600
5	2 Bed house	70	Sqm	1320	£ per sqm	£415,800
2	3 Bed House	88	Sqm	1320	£ per sqm	£209,088
Social Rent Houses						
		40%	Market Value			
4	Apartments	65	sqm	800	£ per sqm	£187,200
6	2 Bed house	70	sqm	880	£ per sqm	£369,600
2	3 Bed House	88	sqm	880	£ per sqm	£185,856
Affordable Rent Houses						
		50%	Market Value			
3	Apartments	65	sqm	1000	£ per sqm	£175,500
5	2 Bed house	70	sqm	1100	£ per sqm	£346,500
2	3 Bed House	88	sqm	1100	£ per sqm	£174,240
100	Total Units					
Development Value						£16,459,184

It is important to note that the model applies % proportions and further % tenure splits to the housing scenarios which will generate fractional unit numbers. The model automatically rounds to the nearest whole number and therefore some results appear to attribute value proportions to houses which do not register in the appraisal. The fractional distribution of affordable housing discounts is considered to represent the most accurate illustration of the impact of affordable housing policy on viability.

4 Appraisal Assumptions

4.5 A series of viability assessments have been undertaken reflecting a range of delivery targets from 10-20%, taking account of alternative infrastructure contribution requirements. The transfer values in terms of % of open market value are set out for each tenure type. The transfer value equates to the assumed price paid by the registered housing provider to the developer and is assessed as a discounted proportion of the open market value of the property in relation to the type (tenure) of affordable housing. All of the tests comply with The NPPF requirement for at least 10% of the total homes to be delivered for affordable home ownership. The test also takes account of the new First Homes policy that require 25% of the affordable homes to be secured as first homes and offered at 70% of Open Market Value (for instance the 10% Affordable Housing target test assumes all Affordable dwellings will be First Homes and the 20% test assumes half of the Affordable dwellings will be First Homes and half will be Affordable Rent Tenure.)

Affordable Housing				
Affordable Housing Delivery	Proportion %	Tenure Mix %		
		Intermediate/ First Homes	Social Rent	Affordable Rent
Low	10%-20%	50%-100%		50-100%%
Medium	10%-20%	50%-100%		50-100%
% Open Market Value		70%	40%	50%

4.6 The affordable assumptions were applied to all residential scenario testing. For the smaller unit number tests the proportional and tenure splits result in fractions of unit numbers. In these cases the discounts may be considered to equate to the impact of off-site contributions.

Development Density

4.7 Density is an important factor in determining gross development value and land value. Density assumptions for commercial development will be specific to the development category. For instance the floorplate for industrial development is generally around 50% of the site area to take account of external servicing, storage and parking, Offices will vary significantly dependent on location, town centre offices may take up 100% of the site area whereas out of town locations where car parking is a primary consideration, the floorplate may be only 25% of the site area. Food retailing generally has high car parking requirements and large site areas compared to floorplates.

The land : floorplate assumptions for commercial development are as follows:-

Industrial	2:1
Offices	2:1
General Retail	1.5:1 (shopping parades, local centres etc.)
Food retail	3:1
Hotels	2:1

4 Appraisal Assumptions

Residential Institutions 1.5:1
Community Uses 1.5:1

4.9 Residential densities vary significantly dependent on house type mix and location. Mixed housing developments may vary from 10-50 dwellings per Hectare. Town Centre apartment schemes may reach densities of over 150 units per Hectare. We generate plot values for residential viability assessment related to specific house types. The plot values allow for standard open space requirements per Hectare. The densities adopted in the study reflect the assumptions of the Local Authority on the type of development that is likely to emerge during the plan period.

4.10 The Local Plan contains the following net density targets at Policy H2

- Scunthorpe town centre: 45-70 dwellings per hectare.
- Within Scunthorpe Urban Area: 40-45 dwellings per hectare.
- Strategic Site Allocation – Lincolnshire Lakes: 30-35 dwellings per hectare.
- Principal Towns: 40-45 dwellings per hectare.
- Larger Service Centre: 30-40 dwellings per hectare.
- Larger Rural Settlements, Smaller Rural Settlements: 30-35 dwellings per hectare
- Rural Hamlets and Villages and in the Open Countryside: 20-30 dwellings per hectare.

The following plot type density assumptions for house types related to plot values are considered to be consistent with the above mixed housing targets :-

Apartment	100 units per Ha
2 Bed House	40 units per Ha
3 Bed House	35 units per Ha
4 Bed House	25 units per Ha
5 Bed House	20 units per Ha

House Types and Mix

4.11 The study uses the following standard house types as the basis for valuation and viability testing as unit types that are compliant with the minimum sized required by National Housing standards.

Apartment	50 sqm
2 Bed House	75 sqm
3 Bed House	90 sqm
4 Bed House	120 sqm
5 Bed House	150 sqm

4 Appraisal Assumptions

4.12 Housing values and costs are based on the same gross internal area. However apartments will contain circulation space (stairwells, lifts, access corridors) which will incur construction cost but which is not directly valued. We make an additional construction cost allowance of 15% to reflect the difference between gross and net floorspace.

Residential Development Scenarios

4.13 The study tests a series of residential development scenarios to reflect general types of development that are likely to emerge over the plan period.

4.14 For residential development, eight principal scenarios were considered. The list does not attempt to cover every possible development but provides an overview of residential development in the plan period.

1. Small Scale	(2, 3, & 4 Bed Housing)	10 Units
2. Small-Medium Scale	(2, 3, & 4 Bed Housing)	25 Units
3. Medium Scale	(2 & 3 Bed Housing)	50 Units
4. Large Scale	(2, 3 & 4 Bed Housing)	100 Units
5. Large Scale	(2, 3 & 4 Bed Housing)	200 Units

Commercial Development Scenarios

4.15 The CIL appraisal tests all forms of commercial development broken down into use class order categories. A typical form of development that might emerge during the plan period, is tested within each use class.

4.16 The density assumptions for commercial development will be specific to the development category. For instance the floorplate for industrial development is generally around 50% of the site area to take account of external servicing, storage and parking. Offices will vary significantly dependent on location, town centre offices may take up 100% of the site area whereas out of town locations where car parking is a primary consideration, the floorplate may be only 25% of the site area. Food retailing generally has high car parking requirements and large site areas compared to floorplates.

4.17 The viability model also makes allowance for net:gross floorspace. In many forms of commercial development such as industrial and retail, generally the entire internal floorspace is deemed lettable and therefore values per sqm and construction costs per sqm apply to the same area. However in some commercial categories (e.g. offices) some spaces are not considered lettable (corridors, stairwells, lifts etc.) and therefore the values and costs must be applied differentially. The net:gross floorspace ratio enables this adjustment to be taken into account.

4 Appraisal Assumptions

4.18 The table below illustrates the commercial category and development sample testing as well as the density assumptions and net:gross floorspace ratio for each category.

Commercial Development Sample Typology				
Unit Size & Land Plot Ratio				
	Unit Size Sqm	Plot Ratio %	Gross:Net	Sample
Industrial	1000	200%	1.0	Factory Unit
Office	1000	200%	1.2	Office Building
Food Retail	3000	300%	1.0	Supermarket
General Retail	300	150%	1.0	Roadside Type Shop Unit
Residential Inst	4000	150%	1.2	Care Facility
Hotels	3000	200%	1.2	Mid Range Hotel
Community	200	150%	1.0	Community Centre
Leisure	2500	300%	1.0	Bowling Alley
Agricultural	500	200%	1.0	Farm Store

Sustainable Construction Standards

4.19 The former Code for Sustainable Homes has now been replaced by changes to the Building Regulations based on the National Housing Standards. The cost rates employed reflect current Building Regulation requirements.

4.20 The Commercial Viability assessments are based on BREEAM 'Excellent' construction rates.

Construction Costs

4.21 The construction rates will reflect allowances for external works, drainage, servicing preliminaries and contractor's overhead and profit. The viability assessment will include a 5% allowance for construction contingencies.

4.22 The following residential construction rates are adopted in the study to reflect National Housing Standards and the water efficiency standards of North Lincolnshire Council.

4 Appraisal Assumptions

Residential Construction Cost Sqm		
Apartments	1410	sqm
2 bed houses	961	sqm
3 Bed houses	961	sqm
4 bed houses	961	sqm
5 bed houses	961	sqm

Commercial Construction Cost Sqm	
722	Factory Unit
1500	Office Building
1080	Supermarket
949	Roadside Retail Unit
1307	Care Facility
1475	Mid Range Hotel
2547	Community Centre
936	Farm Store
1491	Car Showroom
936	Repair Garage

Abnormal Construction Costs

4.23 Most development will involve some degree of exceptional or 'abnormal' construction cost. Brownfield development may have a range of issues to deal with to bring a site into a 'developable' state such as demolition, contamination, utilities diversion etc. Plan Viability Assessment is based on generic tests and it would be unrealistic to make assumptions over average abnormal costs to cover such a wide range of scenarios. In reality abnormal cost issues like site contamination are reflected in reductions to land values so making additional generic abnormal cost assumptions would effectively be double counting costs unless the land value allowances were adjusted accordingly.

4.24 It is considered better to bear the unknown costs of development in mind when setting development contributions rates and not fix affordable housing or infrastructure contribution rates at the absolute margin of viability.

Policy Cost Impacts & Planning Obligation Contributions

4.25 The study seeks to review the viability of the emerging Local Plan taking account of key policy requirements, affordable housing and infrastructure requirements. The study also considers the potential for CIL in the context of the overall viability of the Local Plan Viability as a whole and therefore firstly assesses the potential cost impacts of the policies in the plan to determine appropriate cost assumptions in the viability assessments and broadly determine if planned development is viable. A schedule of Policies is attached at Appendix 3 which annotates each policy with the cost impact assumption considered in the viability study.

4.26 Costs have been factored into the viability appraisals to reflect the impact of relevant development plan policy and the residual use of planning obligations for site specific mitigation. In order to assess the appropriate balance between Affordable Housing Targets and Infrastructure contributions three alternative S106 contribution targets have been tested. The typology test models are attached at Appendix 4.

4 Appraisal Assumptions

4.27 Based on historic evidence of planning obligation contributions over the last five years (excluding Affordable Housing which is factored in separately) a sum of £3951 per dwelling has been collected against similar infrastructure targets to those proposed by the emerging Local Plan. As such this forms the base level for the tests. The additional residential tests are set out below and have also taken into consideration North Lincolnshire Infrastructure Delivery Plan 2020-2038:-

Infrastructure Contributions per dwelling including S106 and policy impacts set out below

Residential Test 1	£3,951 per dwelling
Residential Test 2	£5,000 per dwelling
Residential Test 3	£7,000 per dwelling

Commercial Test	£10 per sqm
------------------------	--------------------

4.28 Whilst the typology tests account for the broader impacts of the policies proposed in the plan the following assumptions are made with respect to specific policy impacts

BIODIVERSITY & GEODIVERSITY – Policy DEQ3

An allowance of £500 per dwelling has been made within the above per dwelling allowances for 10% biodiversity net gain. This is broadly based on the study undertaken by Defra in 2018 Biodiversity Net Gain’ which estimates £17,757 of cost per Ha to achieve the requirement.

SUSTAINABLE DRAINAGE SYSTEMS – Policy DEQ6

The requirements for Sustainable Surface Water Drainage Systems (SuDS) is now a standard requirement for residential development and the cost is considered to be reflected in the adopted construction cost rates.

CLIMATE CHANGE & LOW CARBON LIVING – Policy DEQ7

The policy is considered to reflect general Build Regulation requirements and these are reflected in the construction cost rates adopted in the study.

The higher optional water standard of 110 lpd is considered to be covered by the adopted construction cost rates (equivalent of former CoSH Code 4) and do not require any additional allowance.

BREEAM Standards

The construction costs for commercial development make allowance for BREEAM ‘Excellent’ rating including additional professional fees.

4 Appraisal Assumptions

SPACE STANDARDS

The residential unit sizes adopted in the appraisals comply with National Space Standards. The Council has not set its own space standards within the adopted Local Plan.

OLDER PEOPLE – Policy H4

An allowance for the stated requirement for 100 units of specialist elderly housing has been made in the strategic site tests, factoring in the additional costs of meeting Cat2 and Cat 3 Adaptable and Accessible Dwelling standards.

HEALTH CARE PROVISION – Policy CSC2

OPEN SPACE AND RECREATION – Policy CSC3

EDUCATIONAL FACILITIES – Policy CSC8

The impact of these policies is reflected in the £5000 per dwelling S106 allowance referred to in paragraph 4.27 above.

4.29 It is considered that the North Lincolnshire Plan does not contain any other policies which would have a significant impact on development cost as set out in the Schedule at Appendix 3.

Developers Profit

4.30 Developer's profit is generally fixed as a % return on gross development value or return on the cost of development to reflect the developer's risk. The Government's viability practice guidance suggests that an assumption of 15-20% of gross development value (GDV) may be considered a suitable return to developers in order to establish the viability of plan policies. In current market conditions, and based on the assumed lending conditions of the financial institutions, a 20% return on GDV is used in the residential viability appraisals to reflect speculative risk on the market housing units. However it must be acknowledged that affordable housing does not carry the same speculative risk as it effectively pre-sold.

4.31 The profit allowance on the affordable housing element has been set at a 'contactor only' profit of 6% in line with HCA viability toolkit guidance. It should also be recognised that a 'competitive profit' will vary in relation to prevailing economic conditions and will generally reduce as conditions improve, generally remaining within a 15-20% range for speculative property.

4.32 In the generic commercial development assessments, a 17% profit return is applied to reflect reduced risk of development that is likely to be pre-let or pre-sold. If it is considered that industrial and other forms of commercial are likely to be operator rather than developer led, this allowance may be further reduced to a 5-10% allowance to reflect an allowance for operational/opportunity cost rather than a traditional development risk.

4 Appraisal Assumptions

Property Sales Values

4.31 The sale value of the development category will be determined by the market at any particular time and will be influenced by a variety of locational, supply and demand factors as well as the availability of finance. The study uses up to date comparable evidence to give an accurate representation of market circumstances.

4.34 A valuation study of all categories of residential and commercial property has been undertaken by HEB Chartered Surveyors in 2020. A copy of the report is attached at Appendix I.

Residential Sales Values					
Sub-Market Area	Sales Value £sqm				
	Apartment	2 Bed	3 Bed	4 Bed	5 Bed
Low	1,550	1,825	1,750	1,750	1,675
Medium	1,550	2,050	2,000	2,000	1,900

Commercial Sales Values Sqm	
	Charging Zones
	Area Wide
Industrial	800
Office	1250
Food Retail	2750
Other Retail	1700
Residential Inst	1200
Hotels	2500
Community	1077
Agricultural	400
Car Sales	1500
Vehicle Repairs	800

Land Value Allowances - Residential

4.35 Following the land value benchmarking 'uplift split' methodology set out in Section 3 the following greenfield and brownfield existing residential land use value assumptions are applied to the study. The gross residual value (the maximum potential value of land assuming planning permission but with no planning policy, affordable housing sec 106 or CIL cost impacts). An example for Large Scale Housing in the Medium Value Sub-Market area is illustrated in the table below.

4 Appraisal Assumptions

Land Value	£20000	Existing Greenfield (agricultural) Per Ha Brownfield (equivalent general commercial) Per Ha Gross Residual Residential Value per Ha	Uplift	50%
	£247,000			
	£1,242,746			

4.36 50% of the uplift in value between existing use and the gross residual value of alternative use with planning permission is applied to generate benchmarked land values per Ha. These land values are then divided by the assumed unit type densities to generate the individual greenfield and brownfield plot values to be applied to the appraisals.

	EUV	+	50% of Uplift in Value	=	Threshold Land Value
Greenfield	£20,000	+	50% (£1,242,746 - £20,000)	=	£631,731 per Ha
Brownfield	£247,000	+	50% (£1,242,746 - £247,000)	=	£744,873 per Ha

Density Assumptions	Apt	2 Bed	3 Bed	4 Bed	5 Bed
	100	40	35	25	20
LAND VALUES (Plot Values)					
	Apt	2 Bed	3 Bed	4 Bed	5 Bed
Greenfield	£6314	£15784	£18039	£25225	£31659
Brownfield	£7449	£18622	£21282	£29795	£37244

4.37 The complete set of gross residual residential values for all the residential tests from which the benchmarked threshold land value allowances were derived, is set out in the table below.

Gross Residual Land Value per Ha	Zone 1	Zone 2
Small Scale 10 Units	670633	1250271
Small-Medium Scale 25 Units	673114	1251216
Medium Scale 50 Units	686393	1269251
Large Scale 100 Units	658489	1242746
New Settlement 2000 Units	658489	1242746

4 Appraisal Assumptions

Land Value Allowances - Commercial

4.38 The approach to commercial land value allowances is the same in principle. Obviously there will be a broad spectrum of residual land values dependent on the commercial use. A number of residual land calculations for commercial categories actually demonstrate negative values – which is clearly unrealistic for the purpose of viability appraisal. Therefore where residual values are less than market comparable evidence the market comparable is used as the minimum gross residual figure. In the North Lincolnshire assessments only retail gross residual values exceeded these market comparable benchmarks.

4.39 The following provides an example threshold land value allowances food supermarket retail

	EUV	+	50% of Uplift in Value	=	Threshold Land Value
Greenfield	£20,000	+	50% (£3,157,109 - £20,000)	=	£1,588,555 per Ha
Brownfield	£247,000	+	50% (£3,157,109 - £247,000)	=	£1,702,055 per Ha

4.40 The greenfield and brownfield land value threshold allowances are all set out within the commercial viability appraisals but in summary the gross residual values on which they are based may be summarised as follows :-

Commercial Residual Land Values	Area Wide
Industrial Land Values per Ha	
Residual Land Value per Ha	2470000
Office Land Values per Ha	
Residual Land Value per Ha	247000
Food Retail Land Values per Ha	
Residual Land Value per Ha	3157109
General Retail Land Values per Ha	
Residual Land Value per Ha	1682598
Residential Institution Land Values per Ha	
Residual Land Value per Ha	247000
Hotel Land Values per Ha	
Residual Land Value per Ha	700000
Community Use Land Values per Ha	
Residual Land Value per Ha	247000
Agricultural Land Values per Ha	
Comparable Land Value per Ha	20000

4 Appraisal Assumptions

Fees, Finance and Other Cost Allowances

4.41 The following 'industry standard' fee and cost allowances are applied to the appraisals.

Residential Development Cost Assumptions					
Professional Fees			8.0%	Construction Cost	
Legal Fees			0.5%	GDV	
Statutory Fees			1.1%	Construction Cost	
Sales/Marketing Costs			2.0%	Market Units Value	
Contingencies			5.0%	Construction Cost	
Planning Obligations			£3951-£7000	£ per Dwelling	
			10	£ per sqm Commercial	
Interest	5.0%	12	Month Construction	3-6	Mth Sales Void

4 Appraisal Assumptions

Strategic Site Testing

4.42 The Local Plan proposes a major strategic site at Lincolnshire Lakes under Policy SS7 of the proposed Local Plan. An assessment of the viability of the two major elements of this scheme (Northern and Southern Allocations) has been undertaken based on the following assumptions :-

Lincolnshire Lakes North

36.42 Ha Net Developable Area

1275 Dwellings Total Floor Area 114,750sqm

700sqm Retail

Affordable Housing 10%

60 Specialist Units for Older People

£7740 per dwelling Cat3 Cost

Sales Value

£2,000 sqm

Construction Cost

£961sqm

Private Sector S106 Contributions

Highways (Note Where Infrastructure Required for Both allocations Pro Rata Split based on dwellings of North 59% South 41%)

South of Burringham Road Flyover

£5,000,000

East/West Link Road

£5,945,799

Scotter Road Upgrade

£453,000

New Junction to Burringham Road

£647,000 x 59% £381,730

B1450 Burringham Rd/Scotter Rd Capacity Upgrade

£1,000,000

Scotter Road/Brumby Road Upgrade

£324,000

3 FE Primary School

£10,152,097

(£8851 per market dwelling)

Blue and Green Infrastructure 1275 x £2127 =

£2,711,925

Total

£25,968,551

4 Appraisal Assumptions

Lincolnshire Lakes South

25 Ha Net Developable Area

875 Dwellings Total Floor Area 78,750sqm

500sqm Retail

Affordable Housing 10%?

40 Specialist Units for Older People

Sales Value

Construction Cost

£7740 per dwelling Cat3 Cost

£2,000 sqm

£961sqm

Private Sector S106 Contributions

Highways (Note Where Infrastructure Required for Both allocations Pro Rata Split based on dwellings of North 59% South 41%)

New Junction to Burringham Road

£647,000 x 41% £265,270

Scotter Road/Moorwell Road Capacity Upgrade

£648,000

2 FE Primary School

£6,983,439

(£8851 per market dwelling)

Blue and Green Infrastructure 875 x £2127 =

£1,861,125

Total

£9,757,834

5 Viability Appraisal Results

5.1 The results of the Typology Viability Testing are set out in the tables below. In order to test the balance between Affordable Housing and Infrastructure provision, a series of tests have been undertaken based on the standard policy impacts proposed by the Plan and the following variables :-

Affordable Housing Targets

Residential Test 1	10% Provision
Residential Test 2	15% Provision
Residential Test 3	20% Provision

Infrastructure Contributions

Residential Test 1	£3,951 per dwelling
Residential Test 2	£5,000 per dwelling
Residential Test 3	£7,000 per dwelling

5.2 Any positive figures confirm that the category of development tested is economically viable in the context of Whole Plan viability and the impact of planning policies. The level of positive viability indicates the potential additional margin for CIL charges in £ per sqm.

5.3 Each category of development produces a greenfield and brownfield result. These results reflect the benchmark land value scenario. The first result assumes greenfield development which generally represents the highest uplift in value from current use and therefore will produce the highest potential CIL Rate. The second result assumes that development will emerge from low value brownfield land.

5 Viability Appraisal Results

10% Affordable Housing Assessment Results

Infrastructure Contribution £3951 per Dwelling

Value Zone/Base Land Value	Small Scale 10 Units	Small-Medium Scale 25 Units	Medium Scale 50 Units	Large Scale 100 units	Large Scale 200 units
Low Value					
Greenfield	£37	£38	£31	£34	£34
Brownfield	-£7	-£10	-£14	-£12	-£12
Medium Value					
Greenfield	£128	£124	£118	£122	£122
Brownfield	£83	£75	£72	£76	£76

Infrastructure Contribution £5000 per Dwelling

Value Zone/Base Land Value	Small Scale 10 Units	Small-Medium Scale 25 Units	Medium Scale 50 Units	Large Scale 100 units	Large Scale 200 units
Low Value					
Greenfield	£24	£24	£17	£21	£21
Brownfield	-£20	-£24	-£28	-£25	-£25
Medium Value					
Greenfield	£115	£110	£103	£109	£109
Brownfield	£70	£62	£58	£63	£63

Infrastructure Contribution £7000 per Dwelling

Value Zone/Base Land Value	Small Scale 10 Units	Small-Medium Scale 25 Units	Medium Scale 50 Units	Large Scale 100 units	Large Scale 200 units
Low Value					
Greenfield	-£1	-£1	-£10	-£4	-£4
Brownfield	-£46	-£49	-£55	-£49	-£49
Medium Value					
Greenfield	£89	£85	£76	£84	£84
Brownfield	£45	£37	£31	£39	£39

5 Viability Appraisal Results

15% Affordable Housing Assessment Results

Infrastructure Contribution £3951 per Dwelling

Value Zone/Base Land Value	Small Scale 10 Units	Small-Medium Scale 25 Units	Medium Scale 50 Units	Large Scale 100 units	Large Scale 200 units
Low Value					
Greenfield	£12	£12	£4	£9	£9
Brownfield	-£35	-£38	-£44	-£39	-£39
Medium Value					
Greenfield	£103	£99	£91	£98	£98
Brownfield	£56	£51	£43	£50	£50

Infrastructure Contribution £5000 per Dwelling

Value Zone/Base Land Value	Small Scale 10 Units	Small-Medium Scale 25 Units	Medium Scale 50 Units	Large Scale 100 units	Large Scale 200 units
Low Value					
Greenfield	-£2	-£2	-£11	-£5	-£5
Brownfield	-£49	-£52	-£59	-£52	-£52
Medium Value					
Greenfield	£89	£85	£76	£84	£84
Brownfield	£42	£37	£28	£36	£36

Infrastructure Contribution £7000 per Dwelling

Value Zone/Base Land Value	Small Scale 10 Units	Small-Medium Scale 25 Units	Medium Scale 50 Units	Large Scale 100 units	Large Scale 200 units
Low Value					
Greenfield	-£29	-£29	-£40	-£31	-£31
Brownfield	-£76	-£79	-£88	-£78	-£78
Medium Value					
Greenfield	£63	£58	£47	£58	£58
Brownfield	£16	£10	-£1	£10	£11

5 Viability Appraisal Results

20% Affordable Housing Assessment Results

Infrastructure Contribution £3951 per Dwelling

Value Zone/Base Land Value	Small Scale 10 Units	Small-Medium Scale 25 Units	Medium Scale 50 Units	Large Scale 100 units	Large Scale 200 units
Low Value					
Greenfield	-£17	-£17	-£28	-£19	-£19
Brownfield	-£67	-£70	-£78	-£70	-£69
Medium Value					
Greenfield	£75	£71	£60	£71	£71
Brownfield	£26	£20	£10	£20	£20

Infrastructure Contribution £5000 per Dwelling

Value Zone/Base Land Value	Small Scale 10 Units	Small-Medium Scale 25 Units	Medium Scale 50 Units	Large Scale 100 units	Large Scale 200 units
Low Value					
Greenfield	-£32	-£32	-£44	-£34	-£34
Brownfield	-£82	-£85	-£94	-£84	-£84
Medium Value					
Greenfield	£60	£56	£44	£56	£56
Brownfield	£11	£5	-£6	£6	£6

Infrastructure Contribution £7000 per Dwelling

Value Zone/Base Land Value	Small Scale 10 Units	Small-Medium Scale 25 Units	Medium Scale 50 Units	Large Scale 100 units	Large Scale 200 units
Low Value					
Greenfield	-£61	-£61	-£74	-£61	-£61
Brownfield	-£110	-£114	-£125	-£112	-£111
Medium Value					
Greenfield	£32	£27	£14	£29	£29
Brownfield	-£18	-£23	-£37	-£22	-£22

5 Viability Appraisal Results

5.4 The results of the residential viability demonstrate that housing is deliverable in North Lincolnshire based on a sensible combination of the policy impacts within the emerging Local Plan but if significant levels of Affordable Housing in combination with S106 contributions is desired then there will not be significant additional margin to accommodate CIL charges.

5.5 At 10% Affordable Housing, Greenfield development in low and medium value areas would be viable at S106 contribution levels up to £5000 per dwelling. In the low value areas, Brownfield development viability would be marginal at any of the levels of S106 contribution tested. In the Medium value areas, however all levels of S106 contribution up to £7000 per dwelling would be viable for both Greenfield and Brownfield development.

5.7 At 15% Affordable Housing, Greenfield development in low and medium value zones would be viable at S106 contribution levels up to £3951 per dwelling. In the low value areas, Brownfield development viability would be significantly negative at any of the levels of S106 contribution tested. In the Medium value areas, however all levels of S106 contribution up to £7000 per dwelling would be viable for Greenfield development and up to £5000 per dwelling for Brownfield development.

5.8 At 20% Affordable Housing, both Greenfield and Brownfield development in low value areas zones would not be viable at any level of S106 contribution tested. Only Greenfield development in the Medium Value zones demonstrates significant viability at the three levels of S106 contribution tested. Brownfield Development in the Medium Value areas demonstrates viability up to £3951 per dwelling.

 Maximum Commercial CIL Rates per sq m		
Charging Zone/Base Land Value	General Zone	
	Greenfield	Brownfield
Industrial (B2,B8)	-£207	-£261
Office(E)	-£957	-£977
Hotel(C1)	-£125	-£147
Residential Institution (C2)	-£756	-£772
Community(F1)	-£2,154	-£2,173
Agricultural	-£524	
Food Supermarket Retail (E)	£415	£377
General Retail (E)	£114	£95

5 Viability Appraisal Results

5.9 Most of the above commercial use class appraisals indicated negative viability and therefore no margin to introduce additional contribution requirements or CIL charges. Only retail development indicated significant positive viability based on the assumptions of the assessment.

5.10 These results are typical of our experience of most Local Authorities' commercial viability assessments. In order for viability assessment to be consistent between residential and commercial development, full development profit allowances are contained within all appraisals (assuming all development is delivered by third party developers requiring a full risk return). In reality much commercial development is delivered direct by business operators who do not require the 'development profit' element. As such many commercial categories of development are broadly viable and deliverable despite the apparent negativity of the results. In addition, it is common practice in mixed use schemes for the viable residential element of a development to be used to cross subsidise the delivery of the commercial component of a scheme.

Strategic Site Testing

5.11 The results of the Lincolnshire Lakes Northern and Southern Allocation Viability assessment are as follows :-

Lincolnshire Lakes North - 1275 Dwellings

10% Affordable Housing
£25,968,511 S106 Contribution

Positive Viability Margin £4,534,693

Lincolnshire Lakes South North - 875 Dwellings

10% Affordable Housing
££9,757,834 S106 Contribution

Positive Viability Margin £11,281,927

5.12 The positive viability margin for both phases of the Lincolnshire Lakes strategic site demonstrate that the proposed affordable housing and S106 infrastructure contributions are viable and the sites are deliverable within the plan period.

6 Conclusions

6.4 At 20% Affordable Housing, both Greenfield and Brownfield development in low value areas zones would not be viable at any level of S106 contribution tested. Only Greenfield development in the Medium Value zones demonstrates significant viability at the three levels of S106 contribution tested. Brownfield Development in the Medium Value areas demonstrates viability up to £3951 per dwelling.

6.5 The Local Plan is based on a primarily 'Greenfield' housing strategy as illustrated by the projected greenfield and brownfield dwellings in the sub-market areas over the plan period.

Estimated Dwellings in Plan Period		
	Greenfield	Brownfield
Low Zone	3110	150
Medium Zone	1790	285

6.6 From the various combinations of Affordable Housing and S106 contribution that have been tested and taking account of the primarily Greenfield delivery strategy of the Plan, the following table illustrates the proposed balance between Affordable Housing delivery at 10% and S106 Infrastructure contributions at £5,000 per dwelling.


Value Zone/Base Land Value	Small Scale 10 Units	Small-Medium Scale 25 Units	Medium Scale 50 Units	Large Scale 100 units	Large Scale 200 units
Low Value					
Greenfield	£24	£24	£17	£21	£21
Brownfield	-£20	-£24	-£28	-£25	-£25
Medium Value					
Greenfield	£115	£110	£103	£109	£109
Brownfield	£70	£62	£58	£63	£63

6.7 As such, whilst the viability assessment indicates that viability of brownfield housing in the low value sub-market zone may be marginal, since this represents less than 3% of overall delivery, it is not considered significant in the context of Local Plan delivery. Nevertheless, the Council may need to consider relaxation to contribution targets for low value brownfield development at individual application stage based on viability assessment at the time. Overall, the testing showed that the North Lincolnshire Local Plan Policies are viable and deliverable for most forms of housing development based on the Council's preferred contribution combination of 10% Affordable Housing and £5,000 per dwelling S106 contribution.

6 Conclusions

Key Findings – Commercial Viability Assessment

6.8 The initial assessment of commercial land and property values indicate that there are no significant differences in values to justify differential sub-markets based on assumptions or differential CIL charging zones. The commercial category viability results are set out below but demonstrate that only retail development has a significant viability margin.

 Maximum Commercial CIL Rates per sq m		
Charging Zone/Base Land Value	General Zone	
	Greenfield	Brownfield
Industrial (B2,B8)	-£207	-£261
Office(E)	-£957	-£977
Hotel(C1)	-£125	-£147
Residential Institution (C2)	-£756	-£772
Community(F1)	-£2,154	-£2,173
Agricultural	-£524	
Food Supermarket Retail (E)	£415	£377
General Retail (E)	£114	£95

6.9 It should be stressed that whilst the generic appraisals showed that most forms of commercial and employment development are not viable based on the test assumptions, this does not mean that this type of development is not deliverable. For consistency a full developer's profit allowance was included in all the commercial appraisals. In reality many employment developments are undertaken direct by the operators. If the development profit allowance is removed from the calculations, then much employment development would be viable and deliverable. In addition, it is common practice in mixed use schemes for the viable residential element of a development to be used to cross subsidise the delivery of the commercial component of a scheme.

6 Conclusions

Key Findings - Strategic Site Assessment

6.10 The viability assessments undertaken for the North and South areas of the Lincolnshire Lakes strategic site tested the site specific affordable housing and S106 infrastructure contributions that are proposed by the Local Plan. The positive viability margin illustrated by both assessments confirms that the site is viable and deliverable within the plan period.

Whole Plan Viability Appraisal Conclusions

6.11 The study demonstrates that most of the development proposed by the Local Plan is viable and deliverable taking account of the cost impacts of the policies proposed by the plan and the requirements for viability assessment set out in the NPPF (2021) and associated viability practice guidance (2019). It is further considered that based on the proposed policy combination of Affordable Housing and S106 contributions, insufficient additional margin exists, beyond a reasonable return to the landowner and developer to accommodate CIL charges for residential development.

6.12 This study is not intended to represent a detailed viability assessment of every individual site. The study applies Local Plan policy targets in respect of affordable housing and infrastructure contributions and considers a number of more general planning policy cost impacts and identified site mitigation factors based on generic allowances. The purpose of the study is to determine the viability and deliverability of policies proposed by the plan and the appropriate contribution balance of affordable housing and infrastructure contributions. In line with the Government's viability practice guidance, it will be for applicants to demonstrate whether particular circumstances justify the need for further viability assessment at the application stage.

6.13 In conclusion, this assessment has been undertaken with due regard to the requirements of the NPPF (2021) and the associated Viability Planning Practice Guidance (2019). It demonstrates that based on the proposed policy impacts of the emerging Local Plan, the delivery of residential development in North Lincolnshire is economically viable. In this regard, it is relevant to note that the Local Plan strategy housing allocations are based primarily on Greenfield sites and the Council anticipates few large-scale brownfield sites coming forward on a speculative basis. For non-residential uses, this assessment demonstrates that only supermarket food and general retail uses are able to support a CIL contribution should the Authority wish to progress a CIL Charging schedule.

6 Conclusions

6.13 It should be noted that this study should be seen as a strategic overview of viability rather than as any specific interpretation of North Lincolnshire Council policy on the viability of any individual site or application of planning policy to affordable housing, CIL or developer contributions. In line with the Government's viability practice guidance, it will be for applicants to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The conclusions and recommendations in the report do not necessarily reflect the views of North Lincolnshire Council.

Heb Surveyors Valuation Report November 2020

PROPERTY DEVELOPMENT VIABILITY REVIEW

VALUATION STUDY

AS PART OF EVIDENCE BASE

**FOR AND ON BEHALF OF
NORTH LINCOLNSHIRE COUNCIL**



**REPORT PREPARED BY
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Registered Valuers**

15 NOVEMBER 2020

CONTENTS

	Page No
Terms of Reference	3
The Evidence Base	4
North Lincolnshire	5
Local Property Market Overview	5
Procedure & Methodology	6
Evidence Dates	8
Basis of Valuation	8
Potential CIL Charging Zones (Sub-Markets)	9
Sector Specific Valuation Commentary	9
Limitation of Liability	14

Appendices

Appendix I	-	North Lincolnshire Sub-Markets Map	15
Appendix II	-	North Lincolnshire Indicative Residential & Commercial Values Adopted	16
Appendix III	-	Additional Valuation Evidence Data Tables	18

TERMS OF REFERENCE

We are instructed to prepare a report identifying typical land and property values for geographical locations within North Lincolnshire.

The purpose of the report is to provide assistance with the production of an area wide test of property development viability.

These typical land and sale prices are to reflect 'new build' accommodation and test categories have been assessed as use categories reflecting the broad divisions of common development land use types specifically:-

- 1) Residential (houses)
- 2) Residential (apartments)
- 3) Other residential institutions
- 4) Food retail (supermarkets)
- 5) General retail
- 6) Offices (Cat A fit out)
- 7) Industrial / Warehouse
- 8) Institutional and community use
- 9) Leisure
- 10) Agricultural
- 11) Sui Generis (see later notes)

It should be noted that although food / supermarket retail falls under an A1 use, we have specifically assessed it as a separate category since it generally commands a much higher value than other retail categories. We have provided valuation guidance however it is up to each Authority to decide whether they wish to assess as a separate category, or adopt a general retail approach, more reflective of all retail uses.

We have assessed evidence from across the administrative area to consider whether separate value zones (sub-markets) may be evident, or whether a single zone approach can be applied.

THE EVIDENCE BASE

Our evidence takes an area-based view, by a broad sample of value to establish a fair 'tone' for the study area.

The purpose of this report is to provide a bespoke valuation Evidence Base, specifically for reviewing property development viability in North Lincolnshire.

Whilst it is possible to assemble an evidence base from many different (and in some instances existing) information sources, we believe there is an inherent danger in this approach. The underlying assumptions for valuation or costs assessment in each data source may be different and a 'mix and match' approach may be flawed when comparable evidence is scrutinised.

We consider our approach herein to be far reaching and sufficiently robust to be suitable for a CIL or Local Plan Examination if required, (as evidenced by previous Inspector approval elsewhere).

The valuation evidence obtained to produce this report takes the form of an area wide approach as recommended by guidance and allows for economic viability of development to be considered as a whole, whereby all categories of development are assessed. Land and property valuation evidence has been assembled for the following categories:-

- Residential– land values per hectare, and development value based on dwelling type.
- Commercial – land values per hectare and completed development values in the following categories:-

Food Retail (supermarket)

General Retail

Industrial / Warehouse

Hotels

Institutional and Community

Offices

Residential Institutions

Leisure

Agricultural

Sui Generis (sample based on North Lincolnshire recent planning history)

Valuation methodology has consisted primarily of collecting recent comparable transactions within all of the identified development categories prior to full analysis (more fully outlined under 'Procedure and Methodology').

Where evidence may be unavailable, for example new build stock, more unusual use classes and especially within certain locations, reasoned valuation assumptions have been taken.

The key to our approach is to assess at what value land and property may reasonably transact rather than simply following a quasi-scientific residual method which may not fully reflect the real world realities of a functioning property market. Where appropriate, residual valuations have been undertaken to incorporate and verify figures.

It should be noted that there will inevitably be scope for anomalies to be identified within the charging area. This is to be expected. This approach and methodology is deemed appropriate whereby it is accepted that inevitably valuation at an area-wide level cannot be taken down to a 'micro economic' "street by street" level.

We have not sought to identify either a "best" or "worst" case position - the values identified herein provide a fair and reasonable 'tone' across the Borough.

NORTH LINCOLNSHIRE

North Lincolnshire is a unitary authority with a population of some 168,000 people (2011 Census).

The location is served by the M180 motorway and A180, A159 and A15 trunk roads in turn leading to the Humber Bridge.

The City of Hull is to the immediate North across the Humber estuary, with Doncaster to the west and Lincoln to the south.

The authority covers a total area of 327 square miles.

The study area is dominated by the Scunthorpe urban area, with other larger towns including Brigg and Barton-Upon-Humber. Elsewhere a much more rural landscape prevails.

LOCAL PROPERTY MARKET OVERVIEW

The location is well served by the road network. Doncaster / Sheffield and Humberside airports provide further connectivity.

Notwithstanding this, the location is typically perceived as distant from major economic hubs. This impacts on property prices, both commercial and residential.

The commercial property market is dominated by Scunthorpe, outside of this location and the other large towns commercial activity mainly consists of localised convenience retail.

The housing market is largely limited to the towns and villages, with an uplift in values generally noticeable in the more rural areas.

PROCEDURE & METHODOLOGY

Inevitably our methodology has varied to some extent with each property sector addressed, primarily due to the differing valuation techniques appropriate and required for that property type. More specific clarification is given within the chapter outlining methodology for each specific market category.

Wherever possible we have incorporated an assessment of the transactional market comparison information that is available, adapting it through justifiable assumptions where necessary. This market sampling can then be used to confirm validity of our residual valuations.

It should be appreciated that it has not always been possible to find a definitive piece of evidence for every property type in each potential sub-market and where appropriate, reasoned assumptions have been taken.

With regards to our built property sales valuations, our methodology varies slightly between commercial property and residential property.

With commercial property we have scrutinised and adopted evidence from actual sales transaction evidence where possible, this is backed up where appropriate by market rent capitalisation whereby rental evidence (and estimated market rental levels) are capitalised through multiplication reflecting appropriate investment yield profiles to produce a capital value.

Our residential sales values are based solely upon actual market comparable evidence, due to the fact that housing tends to offer a much more 'uniform' product, with more easily identifiable sales value market evidence being available.

Members of our professional team have made a number of visits to appropriate locations within the study area to back up our extensive desktop research.

For the purposes of this report we have identified, assembled and fully analysed substantial amounts of individual comparable market evidence. Clearly it would be impractical to tabulate and include *all* of the information obtained within this report, however we will be happy to provide more detailed evidence on any aspect of our comparable database upon request.

For reasons of simplicity in reporting we have focussed on publishing data primarily for those categories that are critical for Local Plan delivery. We should make clear however that we have also obtained and analysed market transactional data and valuation evidence for *all* other uses.

As well as our desktop and field research, we have carried out interviews with property agents and developers active within the area, both in terms of collecting further market evidence but also to establish general 'market sentiment' for each use category.

All of the above information has been analysed, considered then distilled into the tabulated figures appended to this report which confirm our opinion as to appropriate indicative values in each category.

It should be borne in mind that as with any study where artificial boundaries are imposed, certain anomalies may arise.

There is inevitably a limit to the scale with which this study can be reduced to, and accordingly it is entirely feasible that certain 'hot' or 'cold' spots may exist above or below the overall tone identified for the Borough as a whole. Similarly, within the authority an individual site, building or piece of market evidence could fall outside the established 'tone'.

A typical example would be in a particularly rural area where there is generally not strong office demand however an individual, bespoke, high quality office barn conversion could easily out-perform the 'average and typical' figures quoted herein.

In addition to the above market research, we have sought comparable market evidence from a variety of data points including:-

- Focus System – a nationwide subscription database covering commercial property issues
- EGI – a further subscription database covering commercial property uses
- heb's own residential and commercial database of transactions
- Land Registry – subscription data tables to establish residential sale values by area
- RICS Commercial Market Survey (quarterly)
- RICS Rural Land Survey 2017 (H2)
- Contact and discussions with regional house builders, Estate Agents and Commercial Developers
- Contact / interview of commercial property agents active within the study area

We have further sought local market information and 'market sentiment' from local **Stakeholders** including Chevin Homes, Persimmon Homes, Rippon Homes, Keepmoat Homes, Strata Homes, Peter James Homes, Harron Homes, Minster Property Group, Qudos Homes, Inside Land, Larkfleet Homes, Keigar Home, Birches Homes, Woodall Homes, and Gleeson Homes.

The above parties were contacted with a view to discussing an appropriate value tone for North Lincolnshire, although some potential Stakeholders did not respond or were unable to fully engage in consultations. We are grateful to those parties able to respond and give comment, opinion and data.

On occasion it has been appropriate to value on the basis of 'alternative use'. An example of this might be a clinical use, where in real market situations a clinical use will typically acquire an office building by way of a 'subject to planning' deal. After an allowance has been made for alteration, the values would typically be broadly similar.

The figures reported herein may appear to be somewhat "irregular". This is primarily due to the fact that in practice the property market still operates largely through imperial measurements which we have been obliged to convert to metric for the purposes of this report. By way of example '£60 per sq ft' becomes '£645.83 per sq m'.

EVIDENCE DATES

As with any property valuation the date of comparable evidence is critical in terms of achieving a realistic outcome to the study. For this reason, we have strived to obtain the most up to date information available.

The majority of our comparable evidence was obtained from January 2020 to November 2020.

We are happy to discuss any individual piece of market evidence upon request, to provide full details including data information where appropriate.

BASIS OF VALUATION

Unless stated otherwise (for example land value “benchmarking”), we have prepared our valuation figures on the basis of Market Value which is defined in the valuation standards published by the Royal Institution of Chartered Surveyors as:-

“The amount for which a property should exchange at the date of valuation between a willing buyer and willing seller in an arms-length transaction after proper marketing wherein the parties had both acted knowledgeably, prudently and without compulsion”.

POTENTIAL CIL CHARGING ZONES (Sub-Markets)

We have assessed Land Registry house price data available (applied to individual wards) and can confirm that a two zone approach for viability testing is appropriate.

The median house price figure (Year-End Dec 2019) for North Lincolnshire as a whole was £150,000.

We therefore adopted as appropriate sub-market viability test zones:-

Zone 1 – Ashby, Axholme North, Bottesford, Broughton & Appleby, Brumby, Burringham & Gunness, Crosby & Park, Frodingham, Kingsway with Lincoln Gardens and being Wards where the median figure is *below* the North Lincolnshire median figure of £150,000.

Zone 2 – Axholme Central, Axholme South, Barton, Brigg & Wolds, Burton upon Stather & Winterton, Ferry and Ridge, being those wards with a median house price figure *above* the North Lincolnshire median figure of £150,000.

The sub-market map based on the house price data from the Land Registry is shown at *Appendix I*.

With specific reference to commercial property, we were unable to identify what we would consider to be sufficient location specific data to warrant a sub-division of commercial zones.

Although there will undoubtedly be both ‘hot’ and ‘cold’ spots within the Borough, sufficient evidence across all commercial uses does not exist to accurately and fairly delineate where zone boundaries should be drawn.

By way of example although a case can be made for a higher value High Street retail zone in central Scunthorpe, most new build retail development is likely to emerge from the roadside retail / neighbourhood centre category, in more peripheral roadside locations. Other commercial uses are likely to show a more uniform value pattern across the area.

In simple terms, any delineation of commercial zones would inevitably become based on an arbitrary judgment as to where boundaries should be drawn, which we would not be confident to be able to fully justify at Examination for all commercial use categories. With this in mind we recommend a single commercial zone with rates set so as to not unduly threaten commercial development as a whole across the whole study area.

SECTOR SPECIFIC VALUATION COMMENTARY

1) Residential (houses and apartments)

New Build Residential Values Per sq m

Local government contributions are applied to proposed and future *new build* housing within an authority.

It therefore follows that the methodology used to determine viability is collated from the existing new / nearly new homes market wherever possible. An extensive survey of this market was conducted within the North Lincolnshire.

Wherever possible we have attempted to favour 'new build' evidence since this generally attracts a premium over and above existing stock, and more particularly over Land Registry average figures where the results may be skewed by an unknown sample size and where no reference is available to the size, number of bedrooms and quality of the constituent properties.

New home developments are predominantly built by larger volume developers and tend to offer a relatively uniform size style and specification across any geographical area. It also follows that the majority of proposed developments that will attract future policy contributions will constitute similar construction and styles.

Having established like for like comparable evidence, this was further analysed and tabulated to specify new home types, i.e. apartments and 2, 3,4 and 5 bed houses.

Market research was therefore focused on the above criteria by identifying new or 'nearly new' home developments where possible in the location or surrounding comparable locations, that were under construction or recently completed. Data for individual house types on these developments was analysed and sale prices achieved obtained from developer / house builders, Land Registry Data, or other sources.

Where necessary, additional supporting information was gathered on each development using asking prices with an assumed reduction made according to negotiated discounts as provided by the developer, local agents and professional judgement / assessment of the results. Where new home data was found lacking, nearly new or 'modern' transactions and asking prices were analysed and adapted.

It is important to stress they we have sought to provide a fair "tone" for each submarket, rather than a "best case" figure.

During consultations with stakeholders (see notes at Appendix III) it was generally agreed that new build house sales for the location ranged from **£1,615 – £2,200 Sq M**, and that accordingly our adopted values (and sub-markets) represented a fair tone for the study area.

By way of a further "sense-check" we can confirm that the current **Zoopla Price Index** (as October 2020) suggests the following typical selling prices (£/SqM) at sample locations within the study area:

Scunthorpe	£1,540
Crowle	£1,560
Barton upon Humber	£1,593
South Killingholme	£1,593
Messingham	£1,636
Kirton In Lindsey	£1,593

NB: This represents all house types and specifications – we would always expect a new build premium above this level.

As outlined in our methodology above, further evidence was obtained by our valuation team to confirm these figures as being appropriate, and where necessary adjust to reflect likely new build prices.

A summary of these findings is tabulated and appended.

2) Hotels

We consider the most likely scenario for hotel development within North Lincolnshire is from the budget sector of the hotel market, for example Premier Inn and Travel Lodge. We consider it unlikely that a 5 star or hotel spa complex will be constructed, and our evidence is therefore based from the budget sector.

Obtaining substantial amounts of 'clean' hotel value data is often problematic due to the fact that developers are commonly subject to confidentiality clauses. Furthermore, hotel transaction are often complicated by the presence of management contracts or other arrangements not comprising straight forward lease / sale arrangements.

From our market knowledge and consultees' opinions, it is known that the budget sector hotel operators will typically pay in the region of £3,000 per room per annum which when capitalised at a rate of 7% produces a maximum sale value per room of £42,000.

It has been established that a typical budget hotel room extends to approximately 17 sq m, which equates to an overall net sales value per sq m in the region of £2,500.

3) Food Retail (Supermarket)

The major supermarket retailers are all represented within the location.

The major operators all operate from large format stores, with the discount / metro food market retailers including Metro formats, Aldi, Lidl and Iceland are represented within the area, typically occupying store sizes of between 930 sq m to 1,500 sq m.

In terms of valuations, our food retail valuations are based on the comparable / comparison and investment methods.

From our market knowledge we are aware that there has been a 'cooling off' in demand for new sites from the supermarket occupiers which in turn has begun to depress values from peak levels. From a typical 'peak' value of c.£3.7M per hectare, land values are increasingly falling back towards c.£2.5M per hectare.

For supermarket / food retail outlets, we have appraised a typical food store format of 3,000 sq m – (32,000 sq ft) with a site area of 1 hectare – (2.5 acres).

The sales figures that we have quoted within our report are based on a rental level per sq m multiplied by the appropriate capitalisation level to provide a gross sales figure per m².

We have utilised a figure of £161.50 SqM / £15.00 per sq ft with a capitalisation yield of 5.75%. This yield is appropriate bearing in mind food stores will most likely be occupied by one of the major supermarket brands such as Tesco, Sainsburys, Asda or Morrisons, by way of an institutional lease.

Supermarket land sale information is often difficult to obtain. Typically, confidentiality clauses may relate to transactions. Furthermore, supermarket sites are often pieced together by way of a lengthy site assembly process. Often smaller, key parts of potential sites are purchased at a premium, not reflective of a more realistic 'per hectare' figure for the site as a whole. Similarly, rental and sales deal information is often subject to confidentiality clauses. In addition, supermarket transactions are relatively scarce compared to say residential or industrial sales.

In this respect our comparable information has been drawn from a relatively wide geographical area, not always specific to the location.

This is fully justifiable in valuation terms. Typically, food store values are driven by the availability of planning consent (triggering competitive bidding) rather than exact location specifics. This tends to level values to a similar tone, region wide. Accordingly, we have considered some evidence from outside the study area.

The most relevant aspects of our evidence are tabulated at *Appendix III*. Typically, superstore rental evidence ranges from between £160 to £270 per sq m with investment yields often below 5%.

In this respect our rental / sales value can be seen as a conservative assessment.

4) General Retail

Established retail is dominated by Scunthorpe town centre, with further offerings in the smaller towns and villages. Any new developments are likely to be distributed across the location, primarily constituting roadside retail and convenience shopping.

Our retail valuations are primarily based on the capital / comparison and investment methods.

For the purpose of this report, we have categorised other retail as all other retail except supermarket food stores. Other retail therefore encompasses high street retail, edge of town and out of town retail as well as restaurants and drive through and so forth. In practice, High Street development will be mainly limited to re-development of existing buildings, therefore limiting potential for CIL charging (which is only levied on new, additional floor area).

In terms of producing a sales value per m², we have again utilised a rental level per sq m and capitalised this using appropriate yield to arrive at a sales value per m². However, town centre retail units are valued on a Zoned Area basis as opposed to arterial road, edge of town or out of town retail, which use an overall rental per sq m.

Our figure is one consistent with retail rents for edge of centre and arterial road retail and can therefore be applied across all geographical retail locations.

We have then considered rentals for arterial roadside retail units within the study area, which using comparable evidence produces a rental in the region of £130 per sq m (£12.50 per sq ft), capitalised at a yield of 7.5%.

All of the above methodology has been considered then applied to the 'test' assumed property, i.e. a 300 sq m roadside unit. We believe that this is the most likely form of new retail development to emerge. Established "high street" retail is seldom developed from new (more typically a refurbishment of long established existing stock), and even if it were, the established high street location would not attract (by example) CIL since there would be little or no increase in floor area.

On a similar basis to supermarket evidence, roadside retail transactional levels tend to be similar over a wide geographical area, since values are generally driven by availability of retail planning. Similarly, the established national multiple occupiers all typically have a set rental rate payable across any given region. Accordingly, some appropriate available evidence has been drawn from outside the immediate area.

We believe the figures adopted can be considered as being 'safe' and conservative. Within the general retail category other occupier types for example drive through restaurants, bulky goods warehouse style retail can command significantly higher figures than those specified, often to a similar level to supermarket retail. To assess a fair 'tone' for the category and the area as a whole we have been more conservative in our assessments.

5) Offices (Cat "A" fit out)

Our research has confirmed that the market for offices in North Lincolnshire is limited, especially outside of Scunthorpe and with speculative development non-existent.

The level of comparable information available for office sales is limited in the subdued market, particularly with reference to new build accommodation.

Our offices valuations are primarily based upon the comparable – capital comparison methodology. Where appropriate, rental evidence has been capitalised through the adoption of investment yields.

With regards to the valuation figures quoted we have made the following assumptions:-

1. That land values are given for cleared sites, free from contamination and generally ready for development without undue remedial works and with services connected or easily available.
2. Office values quoted are for a newly constructed, grade "A" office development, capable of sub division if required into units of 2,500 sq ft – 5,000 sq ft (this size range will exclude abnormally high premium prices for small units, whilst not unduly discounting for quantum).

It should be remembered that the figures quoted should be considered as a mean for the area and inevitably anomalies could arise.

6) Industrial / Warehouse

Regional demand for industrial and warehouse space tends to be focused toward the nearby larger conurbations (Lincoln, Hull, Grimsby and Doncaster). Notwithstanding this, demand is more robust than the office market and has held up well through the current pandemic.

Our methodology is again based largely on the capital comparison and investment methods, through assessment of transactional evidence.

When preparing our figures, we have assumed:-

1. The land is cleared and ready for development without unduly onerous remediation being required, with sites generally serviceable and appropriate planning in place.
2. Our appraisal assumes a new build industrial/warehouse development of c.10,000 sq ft and capable of division into units of approximately 5,000 sq ft (to avoid premium or discount for quantum) with say 5% office content.

7) Agriculture

The valuation figures have been obtained through various data points and information referenced previously in this report, primarily the RICS rural land market survey.

Agricultural land continues to perform well and prices for generally remain buoyant driven by increasing demand and restricted supply. Our research for the region suggests an average value for all types of farmland of approximately £20,000 per hectare.

Our report has allocated an average figure across the whole of the region, which should be considered as being for guidance and information purposes only.

We do not believe it appropriate within the scope of this report to provide more detailed, area specific banding.

The valuation of agricultural land is extremely site specific, down to a 'field by field' basis. The quality of soil for each individual plot of land is paramount, with other factors being taken into account for example the existence of sporting rights. Accordingly, to give a truly accurate reflection on values across the area with this estate analysis down to a micro level which we do not believe is desirable or appropriate for the purposes of this report.

With regards to unit sale values, we have assumed that the theoretical valuation applies to a "barn" of simple warehouse type construction for example a 500 sq m farm store. Obviously, our figures would need adjusting for anything more specific and bespoke for example cold storage, milking facilities etc.

New build agricultural buildings rarely appear individually on the open market as they are typically sold as part of larger farm sales.

Our valuation assumes that the market value will in effect be the cost of constructing such a building from new, since an agricultural occupier is unlikely to purchase a building on an adjoining farm, when he is permitted under simplified planning regulations to construct accommodation on his own site. By default, therefore the market value can be typically defined as the cost of construction.

Limitation of Liability

For limitation of liability this report is provided for the stated purpose and is for the sole use of the named client North Lincolnshire Council, and no responsibility is accepted for any third parties relying on the report at their own risk.

We shall be pleased to discuss any aspect of this report

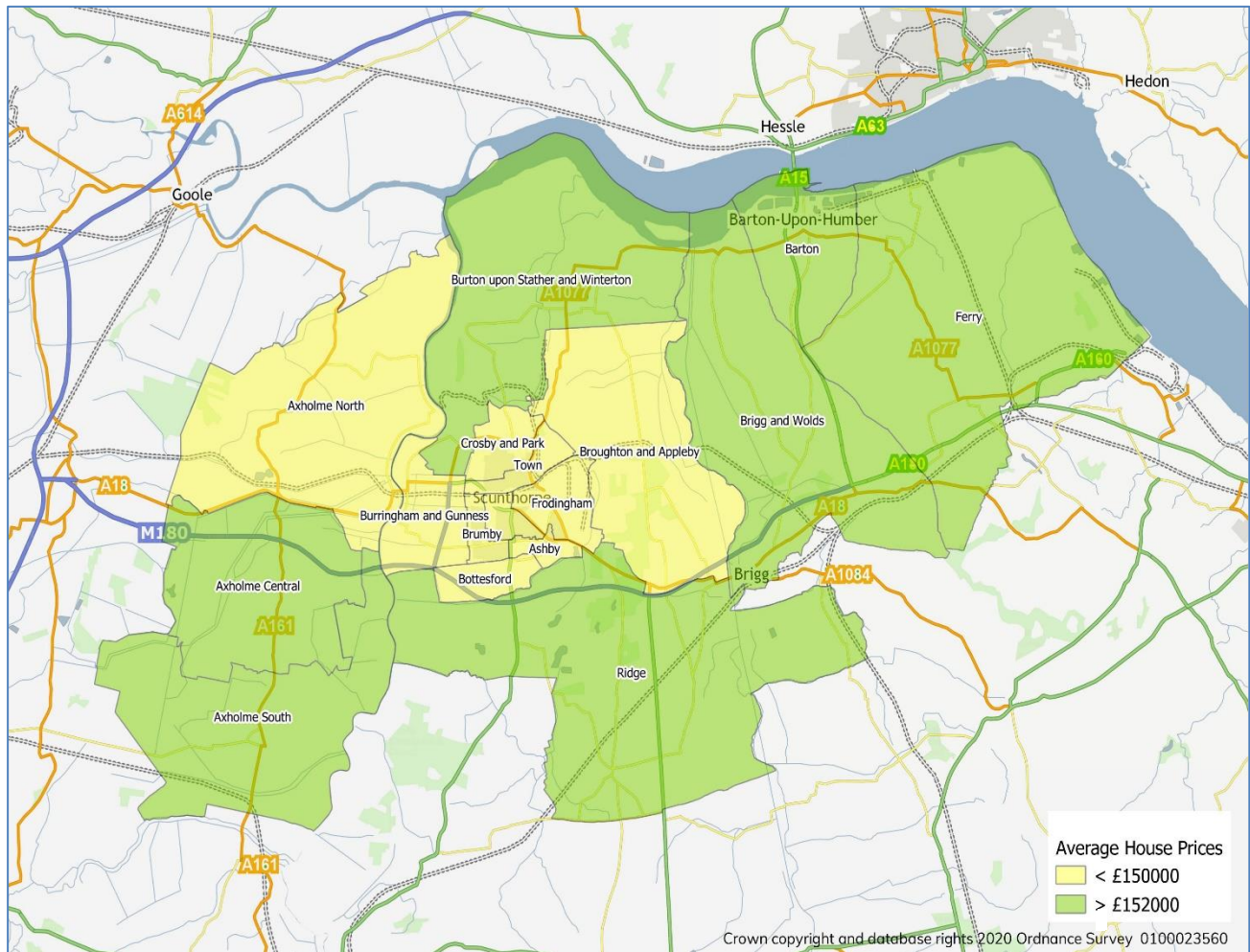
Yours faithfully

heb

heb Chartered Surveyors

APPENDIX I

NORTH LINCOLNSHIRE SUB-MARKETS MAP



APPENDIX II

NORTH LINCOLNSHIRE INDICATIVE RESIDENTIAL VALUES - £ PER SQ M

Sales Values					
Sub-Market Zone	Sales Value £sqm				
	Apartment	2 Bed	3 Bed	4 Bed	5 Bed
1	1,550	1,825	1,750	1,750	1,675
2	1,550	2,050	2,000	2,000	1,900

NORTH LINCOLNSHIRE COUNCIL INDICATIVE COMMERCIAL VALUES

Sales Values Sqm		
Industrial		800
Office		1250
Food Retail		2750
Other Retail		1700
Residential Inst		1200
Hotels		2500
Community		1077
Leisure		1350
Agricultural		400
Sui Generis	Car Sales	1500
Sui Generis	Vehicle Repairs	800

NORTH LINCOLNSHIRE COUNCIL INDICATIVE COMMERCIAL LAND VALUES

Sales Values	
Industrial Land Values £ per Ha	247,000
Office Land Values £ per Ha	247,000
Food Retail Land Values £ per Ha	3,000,000
General Retail Land Values £ per Ha	1,500,000
Residential Institution Land Values £ per Ha	247,000
Hotel Land Values £ per Ha	700,000
Community Use Land Values £ per Ha	247,000
Leisure Land Values £ per Ha	350,000
Agricultural Land Values £ per Ha	20,000
Sui Generis Land Values £ per Ha	
Car Sales	500,000
Sui Generis Land Values £ per Ha	
Vehicle Repairs	270,000

APPENDIX III

ADDITIONAL VALUATION EVIDENCE DATA TABLES

DEVELOPMENT	DEVELOPER	Price £ / Sq M	Notes
Romans Court, Scunthorpe	Gleeson Homes	£1,927 - £2,196	Prices confirmed by Gleeson, & HEB "tone" confirmed as appropriate
The Swale, Gainsborough	Beal Homes	£1,670 - £2,045	Location borders study area
Yaddlethorpe Grange, Scunthorpe	HG Homes	£1,526 - £1,777	
Romans Walk, Caistor	Cannon Kirk Homes	£1,634 - £1,691	Location borders study area
East Lane, Corringham	Ongo Homes	£2,019 - £2188	Location borders study area
Wessex Way, Ingham	Private	Various, c. £2,349	Location borders Lincoln – stronger market
Willow Farm, Hibaldstow	Keigar Homes	£1,684 - £1,813	
Brigg Road North Kelsey	Private	£1,970 - £2,404	Location borders study area. High-spec scheme

All prices / SqM reflect adjustments for garages where present and 5% deduction from quoting prices for incentives and buyer negotiation.

LAND REGISTRY SALES DATA – NEW BUILD

Date	Type	Address	Town	Price Paid	SqM	£/SqM
24/07/2020	D	56 CANBERRA VIEW	BARTON-UPON-HUMBER	£317,500	2195.9	£1,556
20/03/2020	S	10 CHURCHILL ROAD	SCUNTHORPE	£185,450	1227.1	£1,627
20/03/2020	S	6 CAMROSE COURT	SCUNTHORPE	£157,175	936.5	£1,807
16/03/2020	S	24 CHURCHILL ROAD	SCUNTHORPE	£163,045	1151.7	£1,524
13/03/2020	S	14 CHURCHILL ROAD	SCUNTHORPE	£164,950	1151.7	£1,542
13/03/2020	S	12 CAMROSE COURT	SCUNTHORPE	£164,367	1151.7	£1,536
13/03/2020	T	7 CHURCH VIEW, CROWLE	SCUNTHORPE	£165,000	1087.2	£1,634
28/02/2020	T	23 BEEHCROFT DRIVE, KIRTON LINDSEY	GAINSBOROUGH	£139,950	839.6	£1,794
25/02/2020	D	7 CERES GROVE	SCUNTHORPE	£151,995	818.1	£2,000
21/02/2020	S	2 FERMONT COURT	SCUNTHORPE	£119,950	667.4	£1,935
21/02/2020	S	33 BAYLEAF LANE	BARTON-UPON-HUMBER	£184,950	1216.3	£1,637
21/02/2020	S	68 BAYLEAF LANE	BARTON-UPON-HUMBER	£189,950	1119.5	£1,826
21/02/2020	S	21 WHEAT LANE, HIBALDSTOW	BRIGG	£159,950	904.2	£1,904

Date	Type	Address	Town	Price Paid	SqM	£/SqM
14/02/2020	D	70 BAYLEAF LANE	BARTON-UPON-HUMBER	£209,950	1216.3	£1,858
07/02/2020	T	9 CHURCHILL ROAD	SCUNTHORPE	£136,532	796.5	£1,845
07/02/2020	S	66 BAYLEAF LANE	BARTON-UPON-HUMBER	£189,950	1119.5	£1,826
31/01/2020	S	62 BAYLEAF LANE	BARTON-UPON-HUMBER	£179,950	1119.5	£1,730
31/01/2020	T	7 WHEAT LANE, HIBALBSTOW	BRIGG	£142,500	807.3	£1,900
24/01/2020	D	6 BEEHCROFT DRIVE, KIRTON LINDSEY	GAINSBOROUGH	£339,950	1894.5	£1,932
24/01/2020	D	33 BEEHCROFT DRIVE, KIRTON LINDSEY	GAINSBOROUGH	£242,950	1453.1	£1,800
24/01/2020	D	35 BEEHCROFT DRIVE, KIRTON LINDSEY	GAINSBOROUGH	£224,950	1313.2	£1,844
23/01/2020	S	5 BENTLEY COURT	SCUNTHORPE	£122,960	667.4	£1,983
17/01/2020	D	56 BAYLEAF LANE	BARTON-UPON-HUMBER	£224,950	1141	£2,122
17/01/2020	D	8 WHEAT LANE, HIBALBSTOW	BRIGG	£199,950	1033.3	£2,083
06/01/2020	S	7 FRANCIS GARDENS, SCAWBY	BRIGG	£175,000	1054.9	£1,786
18/12/2019	D	4 BENTLEY COURT	SCUNTHORPE	£259,262	1539.3	£1,813
18/12/2019	T	7 JUNO CLOSE	SCUNTHORPE	£122,995	775	£1,708
18/12/2019	D	22A HOPFIELD, HIBALDSTOW	BRIGG	£209,950	1108.7	£2,038
16/12/2019	D	12 CHURCHILL ROAD	SCUNTHORPE	£188,965	1087.2	£1,871
16/12/2019	T	9 JUNO CLOSE	SCUNTHORPE	£129,995	775	£1,805
13/12/2019	S	58 BAYLEAF LANE	BARTON-UPON-HUMBER	£164,950	904.2	£1,964
13/12/2019	D	31 BEEHCROFT DRIVE, KIRTON LINDSEY	GAINSBOROUGH	£249,950	1377.8	£1,953
12/12/2019	S	16 CHURCHILL ROAD	SCUNTHORPE	£170,105	1151.7	£1,590
12/12/2019	D	21 HIGH STREET, BROUGHTON	BRIGG	£315,000	1550	£2,188
12/12/2019	D	6 WHEAT LANE, HIBABLDSTOW	BRIGG	£274,950	1496.2	£1,978
11/12/2019	D	9 CAMROSE COURT	SCUNTHORPE	£191,355	1087.2	£1,895
10/12/2019	S	8 JUNO CLOSE	SCUNTHORPE	£106,995	645.8	£1,783
09/12/2019	D	24 HOPFIELD, HIBALBSTOW	BRIGG	£209,950	1108.7	£2,038
06/12/2019	S	60 BAYLEAF LANE	BARTON-UPON-HUMBER	£132,500	645.8	£2,208
29/11/2019	T	6 FERMONT COURT	SCUNTHORPE	£120,900	667.4	£1,950
29/11/2019	T	11 JUNO CLOSE	SCUNTHORPE	£114,995	667.4	£1,855
29/11/2019	D	24 BRAMBLELEAF CLOSE	BARTON-UPON-HUMBER	£279,950	1485.4	£2,029
29/11/2019	D	29 BEEHCROFT DRIVE, KIRTON LINDSEY	GAINSBOROUGH	£234,950	1356.3	£1,865
26/11/2019	S	3 JUNO CLOSE	SCUNTHORPE	£122,995	764.2	£1,732
25/11/2019	S	5 JUNO CLOSE	SCUNTHORPE	£108,995	645.8	£1,817

Date	Type	Address	Town	Price Paid	SqM	£/SqM
22/11/2019	S	12 CERES GROVE	SCUNTHORPE	£129,995	818.1	£1,710
22/11/2019	D	2 WHEAT LANE, HIBALDSTOW	BRIGG	£259,950	1367	£2,047
22/11/2019	S	23 WHEAT LANE, HIBALDSTOW	BRIGG	£129,950	656.6	£2,130
21/11/2019	S	10 CERES GROVE	SCUNTHORPE	£114,995	645.8	£1,917
15/11/2019	S	1 CHURCHILL ROAD	SCUNTHORPE	£162,780	1151.7	£1,521
15/11/2019	T	7 BENTLEY COURT	SCUNTHORPE	£134,950	796.5	£1,824
15/11/2019	D	1 WHEAT LANE, HIBALDSTOW	BRIGG	£259,950	1367	£2,047
11/11/2019	T	11 CHURCHILL ROAD	SCUNTHORPE	£123,745	667.4	£1,996
08/11/2019	D	29 BAYLEAF LANE	BARTON-UPON-HUMBER	£264,950	1345.5	£2,120
08/11/2019	D	1 BRAMBLELEAF CLOSE	BARTON-UPON-HUMBER	£214,450	1108.7	£2,082
08/11/2019	S	25 WHEAT LANE, HIBALDSTOW	BRIGG	£129,950	656.6	£2,130
04/11/2019	S	8 CAMROSE COURT	SCUNTHORPE	£155,750	936.5	£1,790
04/11/2019	S	11 WHEAT LANE, HIBALDSTOW	BRIGG (Affordable Housing)	£78,125	656.6	£1,281
04/11/2019	T	15 WHEAT LANE, HIBALDSTOW	BRIGG (Affordable Housing)	£78,125	688.9	£1,221
04/11/2019	T	17 WHEAT LANE, HIBALDSTOW	BRIGG (Affordable Housing)	£78,125	796.5	£1,056
04/11/2019	S	19 WHEAT LANE, HIBALDSTOW	BRIGG (Affordable Housing)	£78,125	656.6	£1,281
01/11/2019	S	6 JUNO CLOSE	SCUNTHORPE	£120,995	764.2	£1,704
01/11/2019	D	25 CHRISTOPHERS MEAD WEST BUTTERWICK	SCUNTHORPE	£245,000	1496.2	£1,763
01/11/2019	D	31 BAYLEAF LANE	BARTON-UPON-HUMBER	£284,950	1485.4	£2,065
01/11/2019	D	5 BRAMBLELEAF CLOSE	BARTON-UPON-HUMBER	£264,950	1345.5	£2,120
31/10/2019	S	15 JUNO CLOSE	SCUNTHORPE	£106,995	667.4	£1,726
31/10/2019	T	21 BEEHCROFT DRIVE, KIRTON LINDSEY	GAINSBOROUGH	£127,500	732	£1,875
28/10/2019	T	19 BEEHCROFT DRIVE, KIRTON LINDSEY	GAINSBOROUGH	£182,500	1054.9	£1,862
28/10/2019	D	14 LANCASTER DRIVE, SOUTH KILLINGHOLM	IMMINGHAM	£134,000	732	£1,971
25/10/2019	T	27 BEEHCROFT DRIVE, KIRTON LINDSEY	GAINSBOROUGH	£177,950	1033.3	£1,854
22/10/2019	D	9 WHEAT LANE, HIBALDSTOW	BRIGG	£127,500	656.6	£2,090
Available	F	10 ST JAMES CT	SCUNTHORPE	£114,000	63.5	£1,638
Apartments	F	PINTAIL CLOSE	SCUNTHORPE	£90,000	51.6	£1,657
	F	GADWALL WAY	SCUNTHORPE	£88,000	60	£1,393
	F	LINEA, DUNSTALL STREET	SCUNTHORPE	£70,000	45	£1,478

Additional Stakeholder Commentary

Developer / Stakeholder	Comments / Market Sentiment
Dan Stack, Chevin Homes	Sales rates in study area likely to range from £1,722 - £1,991 sq m, max values at £2,153 sq m
Paula Fisher, Rippon Homes	Involved in several developments around the study area. Values £1,722-£2,152
Shaun Fielding, Keepmoat Homes	Location sits between Keepmoat territories, but HEB numbers seem reasonable
Paul Robinson, Strata Homes	HEB numbers adopted "fair and reasonable" Has recently appraised a Development nearby at £1,991 - £2,100 sq m. (Note: PR has now left Strata)
Simon Gardner, Peter James Homes	No recent developments in location, but HEB numbers seem reasonable
Brett Casswell, Minster Property Group	Active across Lincolnshire – HEB numbers are "fair and reflective"
Tom Strawson, Qudos Homes	HEB numbers are "accurate" – currently selling at £1,722 - £2,100 sq m
Gareth Staff, Inside Land	No current developments in study area, but HEB values "appropriate"
David Morris, Larkfleet Homes	Active across Lincolnshire. HEB values are "appropriate" – range £1,722 - £2,100 sq m . Sites at Kirton In Lindsey and Laceby pending, appraised at c. £1920 sq m.
Garry Whall, Keigar Homes	Market is currently buoyant, with good sales but pressure on ceiling prices
Chris Bex, Birches Homes	No recent schemes – last appraisal in area was based on £1,884 sq m
Dean Trowbridge, Woodall Homes	Currently assessing opportunities in location. Price ranges £1,722 - £2,100 sq m
Ben Parkins, Gleeson Homes	Selling in Scunthorpe - £1,927 - £2,196 sq m being achieved

**Gleeds
Construction Cost Study
November 2020**

Whole Plan Viability Assessment

Construction Cost Study

North Lincolnshire Council
Gleeds Cost Management Limited
NTCM4048

Version: 1
Date: 03/11/2020

DOCUMENT CONTROL

Project name	Whole Plan Viability Assessment	Project number	NTCM4048
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Contents

Executive Summary

1.0	Project Description	6
2.0	Basis of Cost Study	6
2.1	Base Date	8
2.2	Procurement	8
2.3	Scope of Development Types	8
2.4	Basis of Costs	8
2.5	Assumptions/Clarifications	9
2.6	Exclusions	10
3.0	Detailed Construction Cost Study	12

Executive Summary

1. The Project

This Cost Study provides an estimate of construction costs over a range of development categories, to support a Whole Plan Viability Assessment.

2. Allowances

The Estimate includes on-cost allowances for the following:

- Consultants
- Building Regulations and Planning fees
- NHBC Insurance where applicable

3. Basis of Estimate

The basis of the Estimate is in Section 2 of this report.

4. Detailed Construction Cost Study

The detailed Cost Study is given in Section 3 of this report.

5. Risk Allowance

A Risk Allowance of 5% of construction cost is recommended

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1

Project Description

1.0 Project Description

NCS have been appointed by North Lincolnshire Council for the production of the Council's Whole Plan Viability Assessment, through to adoption.

Gleeds are acting as part of the NCS team, to provide indicative construction costs, over the range of development categories, to inform the Appraisal.

The range of development categories are as agreed with NCS.

2

Basis of Cost Study

2.0 Basis of Cost Study

2.1 Base Date

Rates for Construction Costs in the Estimate have been priced at a Base Date of 4th quarter (October to December) 2020. Allowances must be made for inflation beyond this date dependent on the mid-point date of construction.

2.2 Procurement

The costs included in this Estimate assume that procurement is to be achieved on a single stage competitive tender basis, from a selected list of Contractors.

2.3 Scope of Development Types

The scope of development types within the various categories varies between categories, this is reflected within the range of construction values stated for a particular category.

For the purposes of undertaking the Viability Appraisal, average rates for construction have been given for each development category; the range of values have also been stated.

2.4 Basis of Costs

The following benchmarking data was used in the preparation of the estimate:

1. Analysis of construction costs over a range of projects within the Gleeds Research and Development Data Base.
2. Where insufficient data is available within any particular category cross-reference is also made to BCIS construction cost information.
3. The rates adopted in the study are based on research of local construction projects to the region, the costs associated with these and Gleeds own national database of construction costs by construction type. The report recognises that different types of construction company incur different levels of costs due to differences in buying power, economies of scale etc. The rates assume that substantial new residential development (House and Bungalows) will be undertaken primarily by regional and national house builders and the adopted rates reflect this. The adopted rates therefore tend to fall below median BCIS construction rates which cover building cost information from all types of construction company to individual builders, BCIS does not capture data from regional and national housebuilders. This is considered to be a more realistic approach than the adoption of median general rates, to reflect the mainstream new build residential development particularly since smaller schemes undertaken by smaller scale construction companies will enjoy exemption from zero carbon and affordable housing requirements.

All construction costs have been adjusted for Location Factor (North Lincolnshire Council).

Note: the cost allowances are based on current building regulations.

2.5 Assumptions/Clarifications

The following assumptions/clarifications have been made during the preparation of this Estimate:

- The costs included in this Estimate assume that competitive tenders will be obtained on a single stage competitive basis.
- There are no allowances in the Estimates for Works beyond the site boundary.
- All categories of development are assumed to be new build unless stated otherwise.
- It is assumed development takes place on green or brown field prepared sites, i.e. no allowance for demolition etc.
- All categories of development include an allowance for External Works inc drainage, internal access roads, utilities connections (but excluding new sub-stations), ancillary open space etc
- Site abnormal and facilitating works have been excluded and are shown separately.

Access Standards

Category 2

Costs in respect of meeting Category 2 Standards have been considered within the report.

Category 2 dwellings are in essence very similar to Lifetime Homes with a couple of minor enhancements such as step free access, a minimum stair width of 850mm and amendments to WC layouts to ensure no obstructed access.

The design solutions (And therefore cost) of meeting Category 2 standards will vary from site to site and will potentially range from relatively small on a good site with some innovative design to between 1% and 2% on a less favourable site which includes apartments. There is potentially a more significant impact on the cost of apartments due to the requirement for a lift but again this can be minimised through design, the accessible units may be allocated on the ground floor for example thus negating the need for a lift.

Some of the requirements impact on actual size of the dwelling, our costs are provided on a £/m² basis so any increase in dwelling size is automatically picked up within the rate.

For the purpose of the assessment we would recommend an uplift of 1% across the board (Except bungalows) on all residential costs be applied in order to meet Category 2 standards.

Category 3 Adaptable

Costs in respect of meeting Category 3 Adaptable Standards have been considered within the report.

Category 3 dwellings are suitable or potentially suitable through adaptation, to be occupied by wheelchair users. Issues which need to be considered include wheelchair storage space, maximum inclines of ramps, provision of services for power assisted doors (Developments with communal entrances), room sizes, provision for a through floor lift including power, kitchen design, bedroom ceilings being capable of taking the load of a hoist, door entry system connected to main bedroom and lounge.

The design solutions (And cost) for meeting category 3 standards will also vary from site to site, some of the requirements will be dealt with by increasing the area of the dwellings, the cost of this will therefore be picked up in the GIFA used and will not affect the overall £/m².

There are some specific requirements that will directly impact on costs such as power for assisted doors, provision for through floor lifts, door entry systems, kitchen designs and ceiling loadings. For the purpose of this assessment we would recommend an uplift of 9% be applied in order to meet category 3 adaptable standards for houses, 6% for apartments and 2% for bungalows.

2.6 Exclusions

The Order of Cost Study excludes any allowances for the following:

- Value Added Tax
- Finance Charges
- Unknown abnormal ground conditions including:
 - Ground stabilisation/retention
 - Dewatering
 - Obstructions
 - Contamination
 - Bombs, explosives and the like
 - Methane production
- Removal of asbestos
- Surveys and subsequent works required as a result including:
 - Asbestos; traffic impact assessment; existing buildings
 - Topographical; drainage/CCTV; archaeological
 - Subtronic
- Furniture, fittings and equipment
- Aftercare and maintenance
- Listed Building Consents
- Service diversions/upgrades generally
- Highways works outside the boundary of the site

3

Detailed Construction Cost Study

3.0 Detailed Construction Cost Study

Development Type, to achieve Breeam Excellent	Construction Cost (£/m²)		
	Min	Max	Median
Residential, Bungalows	1,050	1,219	1,105
Additional cost for Cat 2 accessible dwellings			-
Additional cost for Cat 3 wheelchair adaptable			22
Residential, 2-5 bed	913	1,060	961
Additional cost for Cat 2 accessible dwellings			10
Additional cost for Cat 3 wheelchair adaptable			86
Low Rise Apartments	1,284	2,020	1,410
Additional cost for Cat 2 accessible dwellings			14
Additional cost for Cat 3 wheelchair adaptable			85
High Rise Apartments	1,227	3,107	1,624
Additional cost for Cat 2 accessible dwellings			16
Additional cost for Cat 3 wheelchair adaptable			97
Office to residential conversion	586	1,521	1,341
Care Homes	1,184	1,713	1,307
Extra Care (Sheltered Housing)	1,010	1,863	1,171
General Retail, shell finish	693	1,004	949
Food Retail supermarket, shell finish	807	1,330	1,080
Retail Refurbishment	528	896	633

Food Retail Refurbishment	614	1,210	724
Hotels, 2,000m ² mid-range, 3* inc. F&Ftgs	1,420	1,814	1,475
Offices, Cat A fit-out	1,268	2,474	1,500*
Industrial, general shell finish	540	1,006	722
Institutional / Community D7 (museums, library, public halls, conference)	2,162	2,809	2,547
Leisure D5 (cinema, bowling alleys, shell)	901	1,015	957**
Agricultural shells	355	1,111	716
SUI Generis			
Vehicle Repairs	1,139	1,663	1,334
Vehicle Showrooms	1,352	1,998	1,491
Builders Yard	493	1,371	936

Note:

- * Offices, Cat A are based on speculative office development, of cost-efficient design
- ** Leisure D5 development is based on shell buildings (bowling alleys, cinemas and the like) and exclude tenant fit-out

On-costs

Professional fees		
- Consultants (excluding legals)	7.25%	
- Surveys etc	<u>0.75%</u>	8%
Planning / Building Regs		
Statutory Fees		0.6%
NHBC / Premier warranty (applies only to Residential and Other Residential)		
		0.5%
Contingency / Risk Allowance		5%

Abnormal Site Development Costs, North Lincolnshire Council Areas.**Budget Cost
£/Hectare**

Abnormal Costs, by their very nature, vary greatly between different sites.

Budget figures are given, for typical categories relevant to the study area.

The Budgets are expressed as costs per hectare of development site.

Archaeology

12,000

Typically, Archaeology is addressed by a recording / monitoring brief by a specialist, to satisfy planning conditions.

Intrusive archaeological investigations are exceptional and not allowed for in the budget cost.

Site Specific Access Works

24,000

New road junction and S278 works; allowance for cycle path linking locally with existing

Major off-site highway works not allowed for.

Site Specific Biodiversity Mitigation / Ecology

Allow for LVIA and Ecology surveys and mitigation and enhancement allowance.

24,000

Flood Defence Works

Allowance for raising floor levels above flood level, on relevant sites

30,000

Budget £2,200 per unit x 35 units, apply to 1 in 3 sites.

Utilities, Gas, Electric

Allowance for infrastructure upgrade

90,000

Land Contamination

Heavily contaminated land is not considered, as remediation costs will be reflected
In the land sales values 30,000

Allow for remediation/removal from site of isolated areas of spoil with elevated levels
Of contamination

Ground Stability

Allow for raft foundations to dwellings on 25% of sites

Budget £2,400 x 35 units x 25% 21,000

Proposed Local Plan Policy Schedule Illustrating Policy Impact Assumptions

Policy	Cost implication for development ?
<p>POLICY SS1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT :</p> <p>1. Creating and delivering sustainable growth; growth that is not for its own sake, but which brings benefits for all sectors of the community, for both existing and new residents; lies at the heart of the spatial strategy for North Lincolnshire, with all new development contributing towards sustainable development. When considering development proposals the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.</p> <ul style="list-style-type: none"> a. The council will work proactively with applicants jointly to find solutions which mean that proposals can be approved, wherever possible, and to secure development that improves the economic, social and environmental conditions in North Lincolnshire. b. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise. c. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the council will grant permission unless material considerations indicate otherwise taking into account whether: <ul style="list-style-type: none"> i. Any adverse impacts significantly and demonstrably outweigh the benefits, when assessed against the NPPF, taken as a whole; or ii. Specific policies in the NPPF or Local Plan indicate that development should be restricted. 	Land use matter only
<p>POLICY SS2: SPATIAL STRATEGY FOR NORTH LINCOLNSHIRE –</p> <p>1. The spatial vision, objectives and development needs for North Lincolnshire will be delivered through the spatial strategy outlined below, and on the key diagram. The spatial strategy will deliver growth in a sustainable and balanced manner that meet the area's objectively assessed needs for new homes, jobs and infrastructure, whilst ensuring the natural and built environment is protected and enhanced.</p> <p>2. The spatial strategy for North Lincolnshire will:</p> <ul style="list-style-type: none"> a. Deliver at least 7128 new homes (396 dwellings per annum) to meet the needs of the existing and future population in sustainable and balanced communities. b. Support the creation of 11,500 new jobs in our priority sectors and encouraging innovation. c. Develop at least 131.7ha of employment land in key locations that supports the delivery of housing growth, and provides opportunities for our priority sectors to grow, and meets the requirements of the commercial property market. Amongst these areas are South Humber Gateway; Scunthorpe; Humberside Airport; and strategic locations on Transport Corridors. 	Land use matter only

d. Deliver and support the regeneration, enhancement and diversification of the area's town, district and local centres as key hubs for retail, leisure and services for our communities.

e. Ensure the delivery of sufficient physical, social and environmental infrastructure to support the area's ambitions for housing and economic growth and meet identified needs.

f. Support thriving rural communities and a vibrant countryside through the protection and enhancement of local services, creating opportunities for rural economic diversification and the promotion of tourism.

g. Support the protection and enhancement of the area's world-class natural and built environment to ensure its continued attractiveness, securing nature's recovery and enabling safe environments and communities.

h. Support and develop North Lincolnshire's visitor economy and make it a destination of choice.

3. Decisions on investment in services and facilities, and on the location and scale of new development will be guided by the settlement hierarchy set out below:

Major Sub-Regional Centre - Scunthorpe & Bottesford Urban Area

a. To maintain and strengthen its role as a key sub-regional centre, the Scunthorpe and Bottesford urban area will be the priority focus for growth in North Lincolnshire.

b. It will be the focus for the large-scale residential development through the provision of allocations in this plan, including sustainable urban extensions. Non-allocated sites within the defined development limit will also contribute accordingly. Appropriate use will be made of previously developed land and greenfield sites. Major opportunities for employment will be provided in key locations within the urban area, whilst it will be the main centre for higher order services and facilities, retail, cultural activities, leisure, and commercial development. Opportunities for regeneration will be supported where they contribute to the spatial vision and objectives.

Principal Towns - Barton upon Humber & Brigg

c. To maintain and enhance their roles as key service centres for North Lincolnshire, Barton upon Humber and Brigg will be a focus for growth including new housing, employment, retail, cultural facilities, leisure and service provision. Most of this growth will be through site allocations in this plan. Non-allocated sites within the defined development limit will also contribute accordingly where it meets the policies of this plan. All development should reflect the historic nature of each town, alongside existing environmental constraints such as flood risk.

Large Service Centres - Barnetby-le-Wold; Barrow upon Humber; Belton (including Westgate & Woodhouse); Broughton; Crowle; Epworth; Goxhill; Haxey; Hibaldstow; Kirton in Lindsey; Messingham; Ulceby; & Winterton

To maintain and enhance their role as large service centres, that provide local employment opportunities, and key services and facilities for their surrounding areas, these settlements will be the focus for an appropriate level of growth. This will be through the provision of allocated sites within this plan, and through non-allocated sites within their defined development limits. Any development should reflect the character and nature of each settlement, together with infrastructure capacity.

<p>Larger Rural Settlements - Burton upon Stather; Ealand; East Halton; Gunness; Keadby; New Holland; Owston Ferry; Scawby; South Ferriby; South Killingholme; West Butterwick; Westwoodside; Winteringham; Wrawby; & Wroot</p> <p>e. Larger rural settlements will accommodate an appropriate level of development that supports their function. Sites of an appropriate scale and nature will be allocated in the plan. Non-allocated sites within the defined settlement development limit will also be supported. All development should take into account the nature and character of these settlements.</p> <p>Smaller Rural Settlements – Alkborough; Althorpe; Appleby; Bonby; Burringham; East Butterwick; Eastoft; Elsham; Flixborough; Garthorpe & Fockerby; Howsham; Kirmington; Luddington; North Killingholme; Redbourne; West Halton; Wootton & Worlaby</p> <p>f. These settlements will accommodate small-scale development of a limited nature, within their defined settlement developments, that supports their vitality and viability. Small sites will have a role to play. All development should reflect the character and nature of these villages and give due consideration to the availability and capacity of infrastructure to support its growth. All proposals will be considered on their merits.</p> <p>Rural Hamlets & Villages – Amcotts; Barrow Haven; Beltoft; Cadney; Carrhouse; Cleatham*; Castlethorpe; Coleby; Croxton*; Derrythorpe; Dragonby; East Lound; Eastoft Carr*; Goxhill South End; Graizelound; Greetwell; Gunthorpe; Haxey Carrs*; Holme*; Horkstow; Kelfield*; Low Burnham; Manton; Melton Ross; Messingham Ings*; New Barnetby; Normanby; Roxby cum Risby; Sandtoft; Santon; Saxby all Saints; Thealby; Thornton Curtis; Ulceby Skitter; Walcott; Whitton & Wressle. (* no development limit)</p> <p>g. Development will be limited to infill in those rural hamlets and villages that have defined development limits, provided that it is line with all relevant policies of the plan.</p>	
<p>POLICY SS3: DEVELOPMENT PRINCIPLES</p> <p>1. It is essential for new development, irrespective of its location, to make a positive contribution to North Lincolnshire and support the delivery of sustainable communities and places, where residents are safe, well, prosperous and connected. All proposals for development in North Lincolnshire should reflect the following key principles (unless in practical terms they are not considered relevant by the case officer):</p> <ul style="list-style-type: none"> a. Be of a high standard of design that is sympathetic and appropriate to the area's character, significance and setting in respect of its scale, massing, layout, function and materials. Development should create and reinforce locally distinctive and sustainable communities. b. Create safe, secure and inclusive environments for local people and visitors alike by including design and security measures that reduce actual and perceived opportunities for crime and anti-social behaviour. c. Promote and encourage the effective use of previously developed (brownfield) land (providing, it is remediated where necessary and not of high environmental value, and contamination is not allowed to migrate into the water system), whilst demonstrating the efficient use of land and resources by ensuring development is built at appropriate densities. d. Minimise the use of non-renewable and unsustainable finite resources, including energy, water and materials, during both 	<p>Land use matter only</p>

<p>construction and use. Waste reduction will be encouraged and appropriate reuse and recycling of materials, including appropriate storage space and segregation facilities for recyclable and non-recyclable waste and prioritising the use of local materials.</p> <p>e. Minimise the impacts arising from climate change and mitigate against its effect, including, reducing flood risk.</p> <p>f. Provide high standards of amenity and privacy, by ensuring the impacts of development on adjacent and nearby properties are minimised. These impacts include noise, odour, fumes, dust or other nuisance, or the effects of overlooking or overshadowing.</p> <p>g. Aim to achieve the high standards of sustainable construction and design in accordance with current Building Regulations and integrated water management. This could include renewable and low carbon technologies, measures to reduce the consumption of resources including water use and separate surface water and foul drainage, even where an existing combined system exists in accordance with the principles of the Non Statutory Technical Standards for Sustainable Drainage.</p> <p>h. Plan positively and enhance local landscape characteristics, natural capital, geological conservation interests and soils, and avoid, remedy or mitigate any impacts on natural capital features and open spaces.</p> <p>i. Plan positively to enhance the natural environment through the design of the development and through the provision of measurable net gains to biodiversity.</p> <p>j. Consider built heritage and heritage assets from the earliest stages in the design process, in particular in terms of scale, density, layout and access.</p> <p>k. Ensure that development makes provision for good quality, accessible open spaces and green infrastructure, with existing spaces being retained and enhanced.</p> <p>l. Take account of existing and/or planned infrastructure, and contribute towards the provision of additional infrastructure to ensure that development is well served by physical, social and environmental infrastructure.</p> <p>m. Reduce the need to travel and minimise car use, and wherever possible, improve opportunities for walking, cycling and public transport.</p> <p>n. Contribute towards healthy communities and places, and consider the health impacts of development and the needs of existing and future users.</p> <p>o. New developments should consider the amenity value of existing walking and cycling routes and green infrastructure networks, to ensure that the usability and attractiveness of these assets for active travel and leisure is preserved or enhanced.</p>	
<p>POLICY SS4: NEIGHBOURHOOD PLANNING IN NORTH LINCOLNSHIRE</p> <p>1. North Lincolnshire Council will:</p> <p>a. actively encourage local communities to develop a Neighbourhood Plan, where appropriate;</p> <p>b. be proactive in providing appropriate information to communities about neighbourhood planning;</p>	<p>Land use matter only</p>

<p>c.constructively engage with local communities throughout the process including when considering the recommendations of the independent examiner of a Neighbourhood Development Plan or Order proposal;</p> <p>d.fulfil its duties and take decisions as soon as possible within statutory time periods where these apply;</p> <p>e.set out a clear and transparent decision-making timetable and share this with those wishing to prepare a Neighbourhood Plan or an Order; and</p> <p>f. following a positive referendum result in the neighbourhood area, 'make' the Neighbourhood Plan part of the North Lincolnshire Development Plan.</p> <p>2. When developing a Neighbourhood Plan local communities will:</p> <p>a.ensure the membership of the neighbourhood forum reflects the character and diversity of the local population</p> <p>b.decide on the timeframe for plan production;</p> <p>c.establish a dialogue with a range of organisations, partners and stakeholders;</p> <p>d.establish a robust programme of community engagement and a proportionate evidence base; and</p> <p>e.ensure it meets the specified 'basic conditions' set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004.</p>	
<p>POLICY SS5: OVERALL HOUSING PROVISION</p> <p>1. Between 2020 and 2038, North Lincolnshire's housing requirement is for 7,128 new dwellings to be provided (396 new dwellings per year):</p> <p>2. Of these new dwellings, around 2,909 will be provided from sites that already have planning permission or are under construction.</p> <p>3. It is anticipated that the sites will be delivered in accordance with the housing delivery trajectory in Appendix 7.</p> <p>4. A rolling five year supply of deliverable housing sites will be maintained. To provide flexibility in the delivery of housing the council will allocate an additional 198 dwellings within the first five years of the plan period. This equates to 7,326 dwellings over the plan period.</p>	<p>Land use matter only</p>
<p>POLICY SS6: SPATIAL DISTRIBUTION OF HOUSING SITES</p> <p>1.The delivery of new dwellings will be distributed as follows</p>	<p>Land use matter only</p>

	Settlement	Housing Growth	Total Dwellings	
Major Sub-Regional Centre	Scunthorpe & Bottesford Urban Area (including Lincolnshire Lakes)	51.3%	3758	
Principal Towns	Barton upon Humber	8%	583	
	Brigg	14.3%	1045	
Large service centres	Barnetby le Wold	1.0%	75	
	Barrow upon Humber	2.4%	178	
	Broughton	1.4%	100	
	Crowle	2.3%	169	
	Epworth	0.8%	57	
	Goxhill	1.6%	115	
	Haxey	1.0%	75	
	Hibaldstow	1.1%	77	
	Kirton in Lindsey	5.1%	371	
	Messingham	0.4%	32	
	Ulceby	1.8%	131	
	Winterton	4.0%	290	
Larger rural settlements	Belton	0.7%	49	
	Ealand	0.6%	46	
	East Halton	0.4%	26	
	Keadby	0.3%	23	
	Scawby	0.4%	30	
	South Killingholme	0.3%	21	
	Westwoodside	0.4%	26	
	Wrawby	0.5%	36	
	Wroot	0.2%	13	
	Total	100%	7326	
<p>2 Residential development in Smaller Rural Settlements, Rural Hamlets & Villages and in the open countryside outside the development limits, will be strictly limited. Consideration will be given to development, which relates to agriculture, forestry or to meet a special need associated with the countryside. All development should not have an adverse impact on the environment or landscape.</p>				
<p>POLICY SS7: STRATEGIC SITE ALLOCATION – LINCOLNSHIRE LAKES</p> <p>–</p> <p>Vision</p> <p>1. By 2038, the first phase of Lincolnshire Lakes will deliver 2150 dwellings by creating three sustainable villages in a waterside setting, to transform the western gateway to Scunthorpe and bring regeneration, in addition to providing much needed homes for North Lincolnshire. 25ha of new employment, leisure and community land within the strategic mixed use area and district centre will be developed to provide jobs and promote thriving, sustainable communities at Lincolnshire Lakes.</p> <p>Masterplanning and Design</p> <p>2. Development will be required to be comprehensively masterplanned and phased appropriately to ensure the necessary infrastructure is provided, alongside residential</p>				This policy has been tested as a part of the strategic allocation scenario within the plan wide viability

development, to enable the new communities to flourish. Each allocation will deliver attractive, high quality design incorporating sustainable development principles, adopting sustainable construction methods, and using appropriate densities within the Lincolnshire Lakes area. Any application will be required to provide a comprehensive masterplan, including linkages to adjacent sites, and supply design codes in accordance with Policy DM1 Design codes, will be utilised to ensure distinctive, high quality design outcomes for the development. This will be provided through the Lincolnshire Lakes Supplementary Planning Document (SPD) that will update the existing Lincolnshire Lakes Strategic Design Guide.

Flood Risk and Drainage

3. All proposals will be required to submit a Flood Risk and Drainage Assessment in accordance with the site-wide Lincolnshire Lakes Flood Risk Assessment and Lincolnshire Lakes Drainage Strategy. In order to meet the minimum acceptable flood risk standard, the minimum floor level of proposed new development should be no lower than the 0.5% AEP plus Climate change flood level, plus 300mm freeboard allowance. Minimum floor levels for proposed new development should be checked against updated flood levels for the 0.1% AEP plus climate change event. An Integrated Flood Evacuation Plan will be prepared and implemented by the council, for the Lincolnshire Lakes development and the existing surrounding villages, through negotiations with individual developers and emergency planners. The plan will require a safe access route to be provided between the villages and Burringham and Gunness and the Lincolnshire Lakes development. The drainage of new development shall be designed to reduce surface water run-off rates to include the implementation of Sustainable Drainage Systems (SUDS), unless it can be demonstrated that it is not technically feasible. Surface Water should be managed in accordance with the Drainage Hierarchy, with methods to re-use and recycle water at source, employed where feasible to achieve high water efficiency in accordance with Policy DQE5: Managing Flood Risk and Policy DQE6: Sustainable Drainage Systems in this Plan.

Blue and Green Infrastructure

4. The Lincolnshire Lakes area will incorporate an interconnected network of good- quality, multi-functional green infrastructure, including an adequate supply of different types of open space, in accordance with Policy DQE11: Green Infrastructure Network, Policy CSC3: Protection and Provision of Open Space, Sports and Recreation Facilities and Policy DQE3: Biodiversity and Geodiversity in this Plan.
5. Planning applications should also assess the specific impact of development proposals on biodiversity and associated opportunities for ecological protection and enhancement within each strategic allocation and surrounding area to provide biodiversity net gain. Planning applications should include proposals for biodiversity mitigation and enhancement should take into account Biodiversity Opportunity Mapping and demonstrate how linkages will be made within the strategic allocation and into the greater wildlife network.
6. Existing trees, hedgerows (where practicable), drains and ditches should be retained and be integrated into the new development and landscape structure to provide for ecological protection and enhancement. Adjacent areas of biodiversity interest and amenity importance must be protected, enhanced, and integrated into the new development.

Transport

- 7 The council will support the de-trunking of the M181 and the creation of the M181 Southern and Northern junctions to provide connectivity to Scunthorpe and the M180. The existing B1450 Burringham Road, will be upgraded to increase capacity. This will include widening, improvement works to the Scotter Road junction

<p>and new connection to the southern terminating junction. A new east/west link road will be required to provide connectivity between the existing urban area, new villages and strategic highway network at the northern junction. A new Primary Route linking the northern and southern allocation is required. Off-site highway works will be required to improve the junctions of Scotter Road with Brumby Wood Lane, South Park Industrial Estate and Moorwell Road. All new development will be required to provide footways and cycleways to promote sustainable transport that connect into the wider sustainable transport network.</p> <p>Housing</p> <p>8. The Lincolnshire Lakes will deliver an appropriate mix of house types and tenures to reflect the housing need in accordance with Policy H2. Development will comprise of:</p> <ul style="list-style-type: none"> a. 1,275 dwellings in Northern Strategic Allocation b. 875 dwellings in Southern Strategic Allocation c. 25.15ha of employment, and supporting community and leisure land in the Strategic Mixed Used Area <p>9. All development at Lincolnshire Lakes will be required to accord with the principles of this policy and all other relevant policies in this Plan, including Policy DQE3: Biodiversity and Geodiversity.</p>	
<p>POLICY SS7-1: NORTHERN STRATEGIC ALLOCATION</p> <p>10. - The Northern Strategic Allocation should be designed in a way to create an attractive and landscaped transition between the urban area and new villages. To achieve this, proposals are required to meet the following development requirements:</p> <ul style="list-style-type: none"> a.A minimum of 1,275 high quality sustainable dwellings in accordance with policy DM1. b.Two local centres which will act as the focus for community activity including a minimum of one small convenience store each (up to 700sqm) and allowances for other commercial, business, service and community uses to facilitate vibrant and viable communities. These uses shall comprise of restaurants or cafes, professional services, a creche and public house. The local centre must also include a building suitable to be used as a health centre and community hall. c.A new three form entry primary school and associated playing pitches will be provided of a scale which will meet the expected requirement for school places generated by the new housing development. The primary school should be readily accessible to public transport, walking and cycling routes. d.A minimum of 40ha of land for blue/green infrastructure as allocated in inset map 87. e.Lakes, ponds and wetlands providing a minimum of 35,150 cubic metres of surface water attenuation in addition to habitat creation, biodiversity enhancement and recreational opportunities. The creation of small ponds and wetlands to provide for biodiversity enhancement through new habitat creation will be encouraged. Areas of new habitat creation should include specific provision for water vole. f. New areas of woodland, acid grassland, neutral grassland, ditches, swales, wetland and ponds should be established to provide for biodiversity enhancement through new habitat 	<p>This policy has been tested as a part of the strategic allocation scenario within the plan wide viability</p>

creation.

g.Strategic Green linkages will need to be integrated within the strategic allocation including Warping drain and the eastern stretch of Brumby Common Lane.

h.Small scale opportunities to deliver ecological enhancements within the built environment should be provided. New habitat creation may take the form of, but not be limited to; green and brown walls and roofs, bird and bat habitat boxes, bird and bat bricks, bat lofts, hibernacula, stone and log piles. These should be concentrated near areas of woodland and wetland.

11. Development in northern strategic allocation should conform to the following masterplanning principles:

a.Access should be delivered from the De-Trunked M181 Northern Junction with secondary access and Scotter Road South following upgrades to its junction with Brumby Common Lane with linkages through the East-West link road. Access to the southern portion should be delivered from the De-Trunked M181 Southern Junction and the B1450 Burringham Road with links through the allocation on the primary route.

b.A non-motorised user route should be created utilising the former Brumby Common Lane running east/west through the site and utilize the former M181 overbridge to allow access to the Strategic Mixed Use Area.

c.Dwellings adjacent to the lakes and other areas of the public realm (including, ponds, swales and parks) should be designed so they front the waterside or green space to maximise opportunities for natural surveillance in addition to promoting the scenic value and providing a high quality housing environment for North Lincolnshire.

d. Higher density housing should be located in the centre of the village and within the surroundings of the Local Centre, with lower densities allowed towards the village fringe.

e. Buildings and plots should be suitably spaced so that fingers of green infrastructure and SuDs features can permeate the built form.

f. Strategic Green Infrastructure is required to maintain clear separation distances between the new villages and existing development.

g. Landscaping buffers should be created to the northern, eastern and western fringe of the allocation.

h. Existing woodland (Brumby Grove and Brumby Common), mature trees and hedgerows should be retained within the new development, sensitively arranged to create a parkland character.

i. Biodiversity enhancement, such as bat lofts, in the built environment should be concentrated near areas of woodland and wetland.

j. Local Centres must be designed to function as Focal Points with appropriate establishments included to fulfil this role.

k. Design features should be incorporated the Primary Route road network to create a sense of arrival at Lincolnshire Lakes at key gateways.

POLICY SS7-2: SOUTHERN STRATEGIC ALLOCATION –

12. The Southern Strategic Allocation should be designed in a way to create an attractive and seamless transition between the urban area and new villages. To achieve this, proposals are required to meet the following development requirements:
- a. A minimum of 875 high quality sustainable dwellings in accordance with policy DM1.
 - b. A local centre which will act as the focus for community activity including a minimum of one small convenience store (retail up to 500sqm) and allowances for other commercial, business, service and community uses to facilitate vibrant and viable communities. These uses shall comprise of restaurants or cafes), professional services, a creche and public house. The local centre must also include a building suitable to be used as a health centre and community hall.
 - c. A new two form entry primary school and associated playing pitches will be provided of a scale which will meet the expected requirement for school places generated by the new housing development. The primary school should be readily accessible to public transport, walking and cycling routes.
 - d. A minimum of 70ha of land for blue/green infrastructure as allocated in inset map 87.
 - e. Lakes, ponds and wetlands providing a minimum of 95,050 cubic metres of surface water attenuation in addition to habitat creation, biodiversity enhancement and recreational opportunities. The creation of small ponds and wetlands to provide for biodiversity enhancement through new habitat creation is encouraged.
 - f. New areas of woodland, acid grassland, neutral grassland, ditches, swales, wetland and ponds should be established to provide for biodiversity enhancement through new habitat creation.
 - g. Strategic Green linkages will need to be integrated within the strategic allocation. Small scale opportunities to deliver ecological enhancements within the built environment should be provided. New habitat creation may take the form of, but not be limited to, green and brown walls and roofs, bird and bat habitat boxes, bird and bat bricks, bat lofts, hibernacula, stone and log piles. These should be concentrated near areas of woodland and wetland.
13. Development in northern strategic allocation should conform to the following masterplanning principles:
- a. Access should be delivered from the De-Trunked M181 Southern Junction and the B1450 Burringham Road with secondary access and links through to Scotter Road South along the primary route.
 - b. A non-motorised user route should be created utilising the former B1450 Burringham Road M181 overbridge to allow non-motorised traffic to travel from the Southern Strategic Allocation to the future development area to the west.
 - c. Dwellings adjacent to the lakes and other areas of the public realm (including, ponds, swales and parks) should be designed so they front the waterside or green space to maximise opportunities for natural surveillance in addition to promoting the scenic value and providing a high quality housing environment for North Lincolnshire.
 - d. Higher density housing should be located in the centre of the

This policy has been tested as a part of the strategic allocation scenario within the plan wide viability

<p>village and within the surroundings of the Local Centre, with lower densities allowed towards the village fringe.</p> <p>e. Buildings and plots should be suitably spaced so that fingers of green infrastructure and SuDs features can permeate the built form.</p> <p>f. Strategic Green Infrastructure is required to maintain clear separation distances between the new villages and existing development.</p> <p>g. Landscaping buffers should be created to the southern, eastern and western fringe of the allocation.</p> <p>h. Biodiversity enhancement, such as bat lofts, in the built environment should be concentrated near areas of woodland and wetland.</p> <p>i. Local Centres must be designed to function as Focal Points with appropriate establishments included to fulfil this role.</p> <p>j. Design features should be incorporated the Primary Route road network to create a sense of arrival at Lincolnshire Lakes at key gateways.</p>	
<p>POLICY SS7-3: STRATEGIC MIXED USE ALLOCATION –</p> <p>The Strategic Mixed Use Area and District Centre will accommodate up to 25.15ha of employment land, with supporting community and leisure uses. The following mixture of uses will be supported within this allocation:</p> <p>Strategic Mixed Use Area Land Uses</p> <ul style="list-style-type: none"> a. Business b. Advanced Manufacturing c. Hotel and Public House <p>District Centre Land Uses</p> <ul style="list-style-type: none"> d. Restaurant or Café e. Financial and Professional Services f. Hot Food Takeaway g. Gymnasium h. Health Centre i. Creche j. Retail (E(a)) of which no more than shall exceed 1,800sqm of retail floorspace for the sale of convenience goods and 1,900sqm retail floorspace for the sale of comparison goods. k. A minimum of 7ha of land for blue/green infrastructure as allocated on inset map 87. l. New areas of woodland, acid grassland, neutral grassland, ditches, swales, wetland and ponds should be established to provide for biodiversity enhancement through new habitat creation. m. The creation of small ponds and wetlands to provide for biodiversity enhancement through new habitat creation is encouraged. n. Areas of new habitat creation should include specific provision 	<p>This policy has been tested as a part of the strategic allocation scenario within the plan wide viability</p>

<p>for water vole.</p> <p>o. Strategic Green linkages will need to be integrated within the strategic allocation.</p> <p>p. Small scale opportunities to deliver ecological enhancements within the built environment should be provided. New habitat creation may take the form of, but not be limited to; green and brown walls and roofs, bird and bat habitat boxes, bird and bat bricks, bat lofts, hibernacula, stone and log piles and ponds. These should be concentrated near areas of woodland and wetland.</p> <p>15. The flood mitigation solution must also include a fully considered geotechnical assessment demonstrating that the proposed flood mitigation solution is deliverable within the allocation boundary.</p> <p>16. Access should be delivered from the De-trunked M181 Northern Junction.</p>																
<p>POLICY SS8: EMPLOYMENT LAND REQUIREMENT (INCLUDING STRATEGIC EMPLOYMENT SITES)</p> <p>1. Over the period 2020 to 2038 provision will be made to deliver around 131.7 hectares of employment land.</p> <p>2. The employment land requirement will be provided for in line with the overall Development Strategy identified in Policy SS2 and will be delivered by the sites allocated under Policy EC1 Employment Land Supply.</p> <p>3. In addition to the Employment Sites listed under EC1 the following Strategic Employment sites have also been identified: -</p> <p>STRATEGIC ALLOCATIONS</p> <table><tr><th>Location</th><th>Site Reference</th><th>Policy Name</th><th>Land-use</th><th>Strategic Allocation site areas ha</th></tr><tr><td>South Humber Bank</td><td>SS10</td><td>South Humber Bank</td><td>E(g), B2, B8 Estuary Related including energy generation</td><td>900</td></tr><tr><td>North Killingholme</td><td>SS9</td><td>North Killingholme Airfield</td><td>E(g), B2, B8</td><td>138</td></tr></table> <p>Where the proposal is for business development under E(g) Use Class (i.e. offices, research and development, or other industrial processes), the local planning authority may seek to apply conditions limiting the ability to change use to other uses within Use Class E without the need for planning permission.</p> <p>Proposals for the removal or the variation of condition where the LPA has restricted the use to E (G) Use Class (i.e. offices, research and development, or other industrial processes) to permit other uses under E (g) Classes beyond E(g) will only be acceptable where the sequential test against the network and hierarchy of town centres as defined in Policy TC1 is passed or where the proposed use can be shown to be clearly ancillary to existing uses on the site.</p>	Location	Site Reference	Policy Name	Land-use	Strategic Allocation site areas ha	South Humber Bank	SS10	South Humber Bank	E(g), B2, B8 Estuary Related including energy generation	900	North Killingholme	SS9	North Killingholme Airfield	E(g), B2, B8	138	
Location	Site Reference	Policy Name	Land-use	Strategic Allocation site areas ha												
South Humber Bank	SS10	South Humber Bank	E(g), B2, B8 Estuary Related including energy generation	900												
North Killingholme	SS9	North Killingholme Airfield	E(g), B2, B8	138												
<p>POLICY SS9: LAND AT NORTH KILLINGHOLME AIRFIELD</p> <p>1. Land at North Killingholme Airfield (138.21ha) is allocated for employment use. The site will be developed in accordance to the following site specific criteria:</p> <p>Employment Mix</p>	<p>Land use matter only</p>															

<p>d.The site should be developed for a mix of E(g), and B8 (Storage and Distribution) uses.</p> <p>Access and highways</p> <p>b.Vehicular access points and improvements to Lancaster Approach will need to be agreed with the Highways Authority.</p> <p>c.A Transport Assessment and Travel Plan will be required for all large developments. The Interim Planning Guidance will be applied to all developments in the area and financial contributions sought from developers who exceed the threshold for the number of vehicular trips.</p> <p>Biodiversity and landscaping</p> <p>d.An Ecological Survey is required.</p> <p>e.A comprehensive landscaping scheme, including biodiversity enhancement, is required that shows how the site can be screened.</p> <p>Heritage</p> <p>f. An assessment will need to be undertaken of the impact of any proposals upon those elements which contribute to the significance of designated assets within the vicinity, especially the Scheduled Monuments to the east of this allocation and the Grade I Listed Church at East Halton. Development proposals should ensure that those elements which contribute to their significance are conserved.</p> <p>Flood, drainage and water management</p> <p>g. Infrastructure upgrades may be required to South Killingholme sewage treatment works.</p> <p>h. A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.</p> <p>Utility and service provision</p> <p>i. Significant improvements to existing internal infrastructure is required.</p>	
<p>POLICY SS10: STRATEGIC SITE ALLOCATION - SOUTH HUMBER BANK</p> <p>1. The South Humber Bank employment site (900 ha- gross area) is allocated as a strategic site for port activities to take special advantage of its location, flat topography and being adjacent to a deep water channel of the River Humber as an extension to Immingham Port and Humber Sea Terminal. The site has a unique employment offer. This employment site is a major part of the South Humber Gateway which forms a four mile area fronting the Humber estuary. It is one of the last undeveloped deep-water estuaries in Europe and provides a unique opportunity for the economy of North Lincolnshire and the Humber to create high value and substantial employment opportunities on a transformational scale. It is therefore vital that this asset is developed so as to maximise the transformational economic potential of the site and must be safeguarded from piecemeal proposals and any investments that do not meet this maxim.</p> <p>2. The site will be developed with the following site specific criteria:</p> <p>a.The site should provide only E(g), B2 and B8 industrial land uses and ancillary development that are associated with port activities and energy generation proposals, including land</p>	<p>Land use matter only</p>

based development allowing for the potential future development of a port that meet the tests of the Habitats Regulations.

b. The land within the site along the deep-water frontage of the Humber Estuary between the Port of Immingham and the Humber Sea Terminal has special locational characteristics and is unique, being one of the last undeveloped deep-water estuaries in Europe. New development is therefore required to maximise the potential for high value jobs and high job densities and this part of the site will be safeguarded against piecemeal development proposals that do not meet these employment maxims.

c. Development of the site shall only take place if there has been appropriate consideration given to the international, national and local protected sites for nature conservation. This includes complying with the tests of the Birds and Habitats Regulations.

d. All development proposals within the site will have to comply with the Waterbird Mitigation identified in the SHB Mitigation Strategy. The preferred site for an on-site waterbird mitigation area at Halton Marsh is indicated on the Proposal Map. Off-site mitigation may be required depending on what on-site options are chosen.

e. A Transport Assessment and Travel Plan will be required for all large developments.

f. An ecological assessment will be required which addresses the avoidance, mitigation or compensation needed in relation to international, national and locally designated sites and protected and priority species.

g. Pollution and waste control measures must be implemented wherever relevant to the proposed development.

h. Use of materials and development works shall be sensitive to the location.

i. A structural landscape scheme is required as a buffer to limit the visual impact of development and improve the amenity of nearby communities between the western edge of the employment site and the villages of South Killingholme, North Killingholme and East Halton.

j. On site and off site landscaping schemes and measurable biodiversity net gains shall be considered within the framework of the South Humber Bank Landscaping Initiative current Biodiversity Opportunity Mapping and Local Nature Recovery Strategies in relation to development proposals. Any landscaping provided should be appropriate to the location and sensitivities of nearby habitats and species.

k. Landscape buffering of at least 15 metres width around the Local Wildlife Sites will be required.

l. A surface water and foul sewage management solution is required to accommodate development on the employment site to the satisfaction of the North East Lindsey Water Management Board, the Anglian Water Authority and the Environment Agency.

m. A Flood Risk Assessment will be required for individual developments on the majority of the site in compliance with National and Local flood risk guidance and Policy DQE5.

n. Land to the north of the Humber Sea Terminal will require a flood defence enhancement scheme to be agreed with the

<p>Environment Agency, Natural England and landowners in relation to the existing flood defences and proposed development behind these flood defences.</p> <p>o. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment. Particular regard will need to be undertaken of the impact of any proposals upon those elements which contribute to the significance of the Scheduled Monuments to the west of this allocation. Development proposals should ensure that those elements which contribute to their significance are conserved.</p>	
<p>POLICY SS11: DEVELOPMENT LIMITS</p> <ol style="list-style-type: none"> 1. Development limits will be applied to the Scunthorpe & Bottesford urban area, Principal Towns, Large Service Centres, Larger Rural Settlements and Smaller Rural Settlements. Development limits will be applied to some Rural Hamlets and Villages dependent on their size and character. 2. In applying development limits the following considerations will be taken into account <ol style="list-style-type: none"> a. Existing development patterns - the development limit will be drawn around the main built up area of the settlement. Scattered, sporadic or dispersed development or buildings separated from the main body of the settlement by areas of undeveloped land, roads or industrial areas will not be included. Where possible, limits should follow clearly defined features or constraints such as roads. b. Capacity - the ability of the settlement to accommodate future development based on existing and proposed infrastructure, on its access to facilities and services and levels of public transport. This also includes the availability of previously developed land. c. Existing planning consents/development - land with planning consent for residential development or community facilities where development has been implemented. d. Character - the limit will be drawn to reflect the need to protect and enhance settlement character. This means protecting areas of open space or land with the characteristics of open countryside within and adjacent to settlements by not including them within development limits. Large rear gardens or paddocks stretching well out of the villages built form will also be excluded. 3. Development outside these defined limits will be restricted to that which is essential to the functioning of, or to meet a special need associated with the countryside. This will include uses such as that related to agriculture, forestry, minerals extraction, water, water recycling or wastewater infrastructure or other uses which require a countryside location, or that which will contribute to the sustainable development of the tourist industry. 4. The extent of the development limits will be defined on the Policies Map and settlement insets. 	<p>Land use matter only</p>
<p>POLICY H1: SITE ALLOCATIONS</p> <p>The following sites are allocated for housing development. The anticipated number of housing units and the amount of development expected to come forward on each site within the plan period are indicative using the minimum density threshold identified in Policy H2 and not intended as a cap on development.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within</p>

COMMITTED HOUSING SITES FROM 2021 -2038						
Local Plan	HELA DPD/ Planning Ref.	Settlement	Site Location	Greenfield/ Brownfield	Site Area (Ha)	Remaining Dwellings at 1/04/2021
H1C-1	PA/2014/1183	Scunthorpe	Plot 29 Hebden Road	Brownfield	0.48	14
H1C-2	PA/2017/2006	Scunthorpe	Former Crosby Primary School, Frodingham Road	Brownfield	0.51	19
H1C-3	PA/2018/2186	Scunthorpe	Land at the Council Depot, Station Road	Brownfield	1	37
H1C-4	PA/2017/1483	Scunthorpe	Methodist Church Frodingham Road	Brownfield	0.12	14
H1C-5	PA/2017/1070	Scunthorpe	Land at 1-3 Cliff Gardens Phase1	Brownfield	0.2	10
H1C-6	PA/2003/0962	Scunthorpe	Lakeside	Greenfield	37.91	210
H1C-7	PA/2018/838	Scunthorpe	Land south of Ashby Turn Primary Care Centre, The Link	Greenfield	0.26	18
H1C-8	PA/2018/2004	Scunthorpe	Land Rear, Ashby Link, The Link	Greenfield	0.30	10
H1C-9	2017/1399	Scunthorpe	Land off Bottesford Road	Brownfield	0.16	10
H1C-10	PA/2018/1021	Scunthorpe	Site of the Lilacs Warwick Road	Brownfield	0.50	25
H1C-11	SCUH-5 (PA/2017/213)	Scunthorpe	Land off Burringham Road	Greenfield	2.49	22

the assumption to use a series of site typologies

Local Plan	HELA DPD/ Planning Ref.	Settlement	Site Location	Greenfield/ Brownfield	Site Area (Ha)	Remaining Dwellings at 1/04/2021
H1C-12	PA/2018/2266	Scunthorpe	Former Priory Lane Infants School	Brownfield	0.89	21
H1C-13	SCUH-C8 (PA/2018/240)	Scunthorpe	Land at Dartmouth Road	Greenfield	2.49	77
H1C-14	PA/2019/1260	Scunthorpe	Land Rear of 38 & 40 Ville Road	Brownfield	0.12	5
H1C-15	PA/2019/1180	Scunthorpe	22-24 Cole Street	Brownfield	0.04	8
H1C-16	PA/2018/2186	Scunthorpe	Woods along Scotter Road	Greenfield	3.55	36
H1C-17	PA/2019/1821	Scunthorpe	Land rear of 50-72 Bellingham Road	Brownfield	0.41	12
H1C-18	PA/2019/2110	Scunthorpe	Former Coal Yard Grange Lane South	Brownfield	0.18	7
H1C-19	PA/2019/1729	Scunthorpe	Land at Trent View House	Brownfield	0.33	8
H1C-20	PA/2018/1389	Scunthorpe	Glanford Park Football Stadium, Jack Brownsword Way	Brownfield	0.70	160
H1C-21	PA/2020/1027	Scunthorpe	Former Magistrates Court, Corporation Road	Brownfield	0.12	7
H1C-22	PA/2019/1714	Scunthorpe	The Riveter, 50 Henderson Avenue	Brownfield	0.03	6
H1C-23	PA/2018/1049	Barton upon Humber	Land to the rear of 13-19 Pasture Road	Brownfield	0.35	16
H1C-24	PA/2016/1763	Barton upon Humber	Coach and Horses Inn 86 - 88 High Street	Brownfield	0.34	18
H1C-25	PA/2020/1612	Barton upon Humber	Land adjacent to White Swan, Butts Road	Brownfield	0.15	5
H1C-26	PA/2014/0887	Brigg	Island Carr	Brownfield	1.88	60
H1C-27	PA/2017/1234	Brigg	Falcon Cycles, Bridge Street Phase 1	Brownfield	2.20	67
H1C-28	PA/2017/1234	Brigg	Former Falcon Cycles Bridge Street Brigg Phase 2	Brownfield	0.18	20
H1C-29	PA/2004/0692	Brigg	Silversides Lane	Brownfield	1.57	44
H1C-30	PA/2017/1652	Brigg	6 Market Place	Brownfield	0.21	14
H1C-31	PA/2018/510	Barnetby le Wold	Land at Windsor Way	Greenfield	0.40	9
H1C-32	PA/2019/1454	Barnetby le Wold	Victoria Road	Brownfield	0.97	23
H1C-33	PA/2018/845	Barrow upon Humber	Former Spencer Group Mill Lane	Brownfield	1.56	40
H1C-34	PA/2020/603	Barrow upon Humber	Land off Ferry Road/Chestnut Rise	Greenfield	3.05	75
H1C-35	PA/2020/803	Barrow upon Humber	Land north of Ferry Road East	Greenfield	0.56	9
H1C-36	PA/2018/2316	Broughton	Land at Burnside	Greenfield	0.83	10
H1C-37	PA/2017/124	Broughton	The Red Lion	Brownfield	0.35	6
H1C-38	PA/2019/1973	Belton	Belwood Lodge, King Edward street	Brownfield	0.21	5
H1C-39	PA/2017/1975	Belton	Westgate Road	Brownfield	0.2	23
H1C-40	PA/2018/2416	Belton	Land off king Edward Street	Greenfield	0.31	11

Local Plan	HELA DPD/ Planning Ref.	Settlement	Site Location	Greenfield/ Brownfield	Site Area (Ha)	Remaining Dwellings at 1/04/2021
H1C-41	PA/2019/849	Belton	Land adjacent 1 Belgrave Close	Greenfield	0.18	5
H1C-42	PA/2019/1828	Belton	Belton Garden Centre, Sandtoft Road	Brownfield	0.34	5
H1C-43	PA/2019/936	Crowle	Land adjacent 28 North Street	Greenfield	0.26	8
H1C-44	PA/2018/1259	Crowle	Land adjacent to 17 Low Cross Street	Greenfield	0.39	9
H1C-45	PA/2017/1929	Epworth	3a-8 Harris View	Greenfield	0.14	7
H1C-46	PA/2019/1804	Epworth	The Sycamores, Battle Green	Greenfield	0.11	5
H1C-47	PA/2018/1581	Goxhill	Land off Howe Lane and Hawthorne Gardens	Greenfield	3.35	84
H1C-48	PA/2019/841	Goxhill	Land east of Strathdee, Barrow Road	Greenfield	0.39	9
H1C-49	PA/2019/181	Goxhill	Orchid House, Howe Lane	Brownfield	0.27	8
H1C-50	PA/2019/842	Goxhill	Land north of 6 Thornton Road	Greenfield	0.34	8
H1C-51	PA/2020/538	Goxhill	Conway, Thornton Road	Brownfield	0.83	6
H1C-52	PA/2014/0196	Hibaldstow	Willow Farm, East Street	Greenfield	1.25	10
H1C-53	PA/2018/1716	Hibaldstow	Land to the West of Station Road	Greenfield	4.2	48
H1C-54	PA/2019/996	Hibaldstow	Brook House Farm, Church Lane	Greenfield	0.61	14
H1C-55	PA/2020/158	Hibaldstow	Land north of Wheelgates, Brigg Road	Greenfield	0.47	5
H1C-56	PA/2016/337	Kirton in Lindsey	Gleadells Mill Station Road	Brownfield	0.82	27
H1C-57	KIRH- (PA/2017/389)	Kirton in Lindsey	Land west of Station Road	Greenfield	2.91	91
H1C-58	PA/1999/0920	Kirton in Lindsey	North of Spa Hill	Greenfield	6.52	20
H1C-59	PA/2020/588	Kirton in Lindsey	Land north of Ings Road	Greenfield	2.81	79
H1C-60	PA/2020/1869	Kirton in Lindsey	13 High Street	Brownfield	0.08	6
H1C-61	PA/2018/978	Messingham	68 High Street	Brownfield	0.25	7
H1C-62	PA/2019/164	Messingham	Land off Scotter Road	Greenfield	1.42	25
H1C-63	PA/2015/1390	Winterton	Land to the rear of North Street and Cemetery Road	Greenfield	6.62	135
H1C-64	PA/2020/324	Winterton	Land at Top Road	Greenfield	3.79	110
H1C-65	PA/2018/1759	Winterton	Land south of Coates Avenue	Greenfield	1.47	40
H1C-66	PA/2019/1497	Winterton	5 Northlands Avenue	Brownfield	0.41	5
H1C-67	PA/2017/2080	Ulceby	Land north of Front Street	Greenfield	0.97	14
H1C-68	PA/2017/1450	Ulceby	Land rear of new convenience store, off Church Lane	Brownfield	0.61	9
H1C-69	PA/2019/783	Ulceby	Land rear of Church Lane	Greenfield	0.77	10
H1C-70	PA/2018/2525	Ulceby	Land off Station Road	Greenfield	5.73	90

Local Plan	HELA DPD/ Planning Ref.	Settlement	Site Location	Greenfield/ Brownfield	Site Area (Ha)	Remaining Dwellings at 1/04/2021
H1C-71	PA/2020/794	Ulceby	Land at Riseholme, Spruce Lane	Greenfield	0.38	8
H1C-72	PA/2013/1256	Ealand	7 Lakes Industrial Estate, Crowle Wharf	Brownfield	0.61	17
H1C-73	PA/2015/0481	Ealand	7 Lakes Industrial Estate, Crowle Wharf	Brownfield	0.75	9
H1C-74	PA/2017/464	Keadby	Old Railway Sidings, A18 from Althorpe to Guinness	Brownfield	0.52	14
H1C-75	PA/2017/1323	Keadby	Land adjacent to Trent View Medical Centre, 45 Trent View	Brownfield	0.23	9
H1C-76	PA/2018/1884	Scawby	West Street	Greenfield	0.6	6
H1C-77	PA/2018/1718	Wrawby	Land adjacent to Ridgeway House, Mill Lane	Brownfield	0.41	8
H1C-78	PA/2017/674	Wrawby	Land off Applefields	Greenfield	1.78	22
H1C-79	PA/2019/460	Wrawby	Land at Kettleby Lane	Greenfield	0.21	6
					Total	2189

PROPOSED SITES

Local Plan	HELA DPD/ Planning Ref.	Settlement	Site Location	Greenfield/ Brownfield	Site Area (Ha)	Remaining Dwellings at 1/04/2021
SSH1 , SSH2	Lincolnshire Lakes PA/2013/1000 and PA/2013/1001)	Scunthorpe	West of Scunthorpe	Greenfield	1000	2150
H1P-1	SCUH-1	Scunthorpe	Phoenix Parkway Phase 1	Greenfield	7.96	158
H1P-2	SCUH-2	Scunthorpe	Phoenix Parkway Phase 2	Greenfield	1.88	40
H1P-3	M0QOV	Scunthorpe	Land at Burringham Road	Brownfield	5.24	144
H1P-4	SCUH-C7	Scunthorpe	Land at former South Leys School , Enderby Road Phase 1	Greenfield	4.95	120
H1P-5	SCUH-C7	Scunthorpe	Land at former South Leys School , Enderby Road Phase 2	Greenfield	4.2	70
H1P-6	PA/2019/1782	Scunthorpe	Moorwell Road	Greenfield	8.36	200
H1P-7		Scunthorpe	Former Ashby Market	Brownfield	0.47	40
H1P-8		Scunthorpe	Land at Lakeside Parkway	Greenfield	1.55	34
H1P-9		Scunthorpe	Former Sandfield House	Brownfield	0.64	25
H1P-10		Scunthorpe	Former Rustys Car Garage	Brownfield	0.08	10
H1P-11		Scunthorpe	Brumby Resource Centre, East Common lane	Brownfield	1.04	40
H1P-12	BARH-1 & BARH-2	Barton upon Humber	Pasture Road South	Greenfield	21.4	319
H1P-13		Barton upon Humber	Land off Barrow Road	Greenfield	6.1	225

Local Plan	HELA DPD/ Planning Ref.	Settlement	Site Location	Greenfield/ Brownfield	Site Area (Ha)	Remaining Dwellings at 1/04/2021
H1P-14	BRIH-1 & BRIH-5	Brigg	Land north of Atherton Way	Greenfield	4.4	149
H1P-15	BRIH-2	Brigg	Land at Western Avenue	Greenfield	5.54	186
H1P-16	BRIH-3	Brigg	Wrawby Road Phase 2	Greenfield	11.97	333
H1P-17	BRIH-4	Brigg	Wrawby Road Phase 1	Greenfield	4.31	152
H1P-18		Brigg	Land at Horstead Avenue	Brownfield	0.46	20
H1P-19		Barnetby le Wold	Land at King's Road	Greenfield	1.2	43
H1P-20		Barrow upon Humber	Land off Ferry Road	Greenfield	1.65	54
H1P-21		Broughton	Land off the B1207	Greenfield	2.75	84
H1P-22	CROH-1	Crowle	Land to the east of Fieldside	Brownfield	2.8	75
H1P-23		Crowle	Land off Mill Road	Greenfield	1.05	57
H1P-24		Crowle	Land off Fieldside	Brownfield	0.5	20
H1P-25		Epworth	Yealand Flats	Greenfield	1.5	45
H1P-26		Haxey	Land at Field House	Brownfield/ Greenfield	2.96	75
H1P-27	KIRH-3 (PA/2017/1199)	Kirton in Lindsey	Land at Former RAF	Brownfield	14.26	302
H1P-28		Ealand	Land adjacent to Ivy House Farm, on Main street.	Greenfield	1	21
H1P-29		East Halton	Land off Mill Lane	Greenfield	1	26
H1P-30		Scawby	Land south of Main Street	Greenfield	0.79	24
H1P-31		South Killingholme	Land at School Road	Brownfield	0.69	21
H1P-32		Westwoodside	Land south of Doncaster Road	Greenfield	0.97	26
H1P-33		Wroot	Land at Field Lane	Greenfield	0.43	13
					Total	5301

POLICY H1P-1: LAND AT PHOENIX PARKWAY PHASE 1 –

1. Land at Phoenix Parkway Phase 1 (7.96ha) is allocated for housing (158 dwellings). The site will be developed in accordance with the following site-specific criteria:

Housing Mix and Tenure

a.A mix of housing size and tenure should be provided on the site and developed at approximately 40-45 dwellings per hectare in accordance with Policy H2.

b.Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.

Access and highways

c.Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.

d.Good footpath and cycle provision are to be delivered throughout the site, linking the development with the town centre, local services, and employment areas.

e.A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.

Land use matter only

These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.

Contributions assumed to be secured through S106 taking account of the plan policies and the

<p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>g. Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>h. A comprehensive landscaping scheme, including biodiversity enhancement is required.</p> <p>Heritage</p> <p>i. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>j. A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Drainage Systems should be incorporated into the development.</p> <p>Contamination, noise, and odour</p> <p>This site is subject to environmental constraints including potential adverse noise impact, odour and light pollution associated with the neighbouring industrial site together with potential land contamination. Prior to submission of a planning application for residential development it will be necessary to carry out assessments for noise, odour, light, and land contamination so that appropriate design criteria and mitigation measures can be considered.</p> <p>Utility and service provision</p> <p>l. Early engagement will be required with the utility and service providers to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>m. Development of Policy H1P-1 is to be brought forward by the developer. The delivery of the site is expected in years 1-11 of the plan period.</p>	<p>infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY H1P-2: LAND AT PHOENIX PARKWAY PHASE 2</p> <p>1. Land at Phoenix Parkway Phase 2 (1.88ha) is allocated for housing (40 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 40-45 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c. Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account</p>

<p>d. Good footpath and cycle provision are to be delivered throughout the site, linking the development with the town centre, local services, and employment areas.</p> <p>e. A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>g. Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>h. A comprehensive landscaping scheme, including biodiversity enhancement is required.</p> <p>Flood, drainage, and water management</p> <p>i. A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Drainage Systems should be incorporated into the development.</p> <p>Contamination, noise, and odour</p> <p>j. This site is subject to environmental constraints including potential adverse noise impact, odour and light pollution associated with the neighbouring industrial site, together with potential land contamination. Prior to submission of a planning application for residential development it will be necessary to carry out assessments for noise, odour, light, and land contamination so that appropriate design criteria and mitigation measures can be considered.</p> <p>Utility and service provision</p> <p>k. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>l. Development of Policy H1P-2 is to be brought forward by the developer. The delivery of the site is expected in years 11-18 of the plan period.</p>	<p>of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY H1P-3: LAND AT BURRINGHAM ROAD –</p> <p>1. Land at Burringham Road (5.24) is allocated for housing (144 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 40-45 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be</p>

<p>c. Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d. Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local services.</p> <p>e. A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Heritage</p> <p>f. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Biodiversity and landscaping</p> <p>g. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>h. Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>i. A comprehensive landscaping scheme, including biodiversity enhancement is required.</p> <p>Flood, drainage, and water management</p> <p>A site specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere. The flood risk assessment should take into account the Lincolnshire Lakes Overarching Flood risk strategy.</p> <p>Contamination, noise, and odour</p> <p>k. This site is subject to environmental constraints including potential adverse noise impact and odour associated with the neighbouring industrial site together with potential land contamination. Prior to submission of a planning application for residential development it will be necessary to carry out assessments for noise, odour, and land contamination so that appropriate design criteria and mitigation measures can be considered.</p> <p>Utility and service provision</p> <p>l. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>m. Development of Policy H1P-3 is to be brought forward by the developer. The delivery of the site is expected in years 6-11 of the plan period.</p>	<p>secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY H1P-4: LAND AT FORMER SOUTH LEYS SCHOOL ENDERBY ROAD PHASE 1</p> <p>1. Land at Former South Leys School (4.95ha) is allocated</p>	<p>Land use matter only</p>

<p>for housing (120 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a.A mix of housing size and tenure should be provided on the site and developed at approximately 40-45 dwellings per hectare in accordance with Policy H2.</p> <p>b.Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c.Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d.Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local services and employment areas.</p> <p>e.A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>g.Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>h.A comprehensive landscaping scheme, including biodiversity enhancement is required.</p> <p>Heritage</p> <p>i. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>j. A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Drainage Systems should be incorporated into the development.</p> <p>Contamination, noise, and odour</p> <p>k. This site is subject to environmental constraints including potential adverse noise impact, odour and light pollution associated with the neighbouring industrial site together with potential land contamination. Prior to submission of a planning application for residential development it will be necessary to carry out assessments for noise, odour, light, and land contamination so that appropriate design criteria and mitigation measures can be considered.</p> <p>Utility and service provision</p> <p>l. Early engagement will be required with the utility and service providers to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Other Requirements</p> <p>m.The site is currently occupied by vacant sporting facilities/pitches. Prior to the determination of any planning</p>	<p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
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<p>application for residential development, it will be necessary to assess the sporting facilities/pitches provision situation and if there is a shortfall identified because of the proposed development, replacement sporting facilities/pitches will be provided of an equivalent or better quality and quantity in at a suitable and accessible alternative site.</p> <p>Implementation</p> <p>n. Development of Policy H1P-4 is to be brought forward by the developer. The delivery of the site is expected in years 1-11 of the plan period.</p>	
<p>POLICY H1P-5: LAND AT FORMER SOUTH LEYS SCHOOL ENDERBY ROAD PHASE 2</p> <p>1. Land at Former South Leys School Phase 2 (4.2ha) is allocated for housing (70 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a.A mix of housing size and tenure should be provided on the site and developed at approximately 40-45 dwellings per hectare in accordance with Policy H2.</p> <p>b.Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c.Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d.Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local services and employment areas.</p> <p>e.A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>g.Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>h.A comprehensive landscaping scheme, including biodiversity enhancement is required.</p> <p>Heritage</p> <p>i. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>j. A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Drainage Systems should be incorporated into the development.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>

<p>k. This site is subject to environmental constraints including potential adverse noise impact, odour and light pollution associated with the neighbouring industrial site together with potential land contamination. Prior to submission of a planning application for residential development it will be necessary to carry out assessments for noise, odour, light, and land contamination so that appropriate design criteria and mitigation measures can be considered.</p> <p>Utility and service provision</p> <p>l. Early engagement will be required with the utility and service providers to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Other Requirements</p> <p>m. The site is currently occupied by vacant sporting facilities/pitches. Prior to the determination of any planning application for residential development, it will be necessary to assess the sporting facilities/pitches provision situation and if there is a shortfall identified because of the proposed development, replacement sporting facilities/pitches will be provided of an equivalent or better quality and quantity in a suitable and accessible alternative site.</p> <p>Implementation</p> <p>N. Development of Policy H1P-5 is to be brought forward by the developer. The delivery of the site is expected in years 6-11 of the plan period.</p>	
<p>POLICY H1P-6: LAND AT MOORWELL ROAD</p> <p>1. Land at Moorwell Road (8.36ha) is allocated for housing (200 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 40-45 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c. Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d. Good footpath and cycle provision are to be delivered throughout the site, linking the development with the town centre, local services, and employment areas.</p> <p>e. A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>

<p>g.Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>h.A comprehensive landscaping scheme, including biodiversity enhancement is required.</p> <p>Heritage</p> <p>i. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>j. A site specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>Contamination, noise, and odour</p> <p>k.This site is subject to environmental constraints including potential adverse noise impact, odour and light pollution associated with the neighbouring industrial site, together with potential land contamination. Prior to submission of a planning application for residential development it will be necessary to carry out assessments for noise, odour, light, and land contamination so that appropriate design criteria and mitigation measures can be considered.</p> <p>Utility and service provision</p> <p>l. Early engagement will be required with the utility and service providers to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>m. Development of Policy H1P-6 is to be brought forward by the developer. The delivery of the site is expected in years 6-18 of the plan period</p>	
<p>POLICY H1P-7: FORMER ASHBY MARKET</p> <p>1. Land at Former Ashby Market (0.47ha) is allocated for housing (40 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a.A mix of housing size and tenure should be provided on the site and developed at approximately 45-50 dwellings per hectare in accordance with Policy H2.</p> <p>b.Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c.Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d.Good footpath and cycle provision are to be delivered throughout the site, linking the development with the Ashby District Centre and local services.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the</p>

<p>e.A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>Heritage</p> <p>g.A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Contamination, noise, and odour</p> <p>h.This site is subject to environmental constraints including potential land contamination. Prior to submission of a planning application for residential development it will be necessary to carry out a land contamination assessment so that appropriate design criteria and mitigation measures can be considered.</p> <p>Utility and service provision</p> <p>i. Early engagement will be required with the utility and service providers to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>j. Development of Policy H1P-7 is to be brought forward by the developer. The delivery of the site is expected in years 1-5 of the plan period.</p>	<p>infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY H1P-8: LAND AT LAKESIDE PARKWAY</p> <p>1. Land at Lakeside Parkway (1.55ha) is allocated for housing (34 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a.A mix of housing size and tenure should be provided on the site and developed at approximately 40-45 dwellings per hectare in accordance with Policy H2.</p> <p>b.Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c.Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d.Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local services.</p> <p>e.A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements</p>

<p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>g. Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>Heritage</p> <p>h. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>i. A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Drainage Systems should be incorporated into the development.</p> <p>Utility and service provision</p> <p>j. Early engagement will be required with the utility and service providers to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>k. Development of Policy H1P-8 is to be brought forward by the developer. The delivery of the site is expected in years 6-11 of the plan period.</p>	<p>within the Infrastructure Delivery Plan.</p>
<p>POLICY H1P-9: FORMER SANDFIELD HOUSE</p> <p>1. Land at Former Sandfield House (0.64ha) is allocated for housing (25 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 45-50 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c. Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d. Good footpath and cycle provision are to be delivered throughout the site, linking the development with the Ashby District Centre and local services.</p> <p>e. A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the</p>

<p>The existing trees on the site will need to be retained.</p> <p>Heritage</p> <p>g. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Contamination, noise, and odour</p> <p>h. This site is subject to environmental constraints including potential land contamination. Prior to submission of a planning application for residential development it will be necessary to carry out a land contamination assessment so that appropriate design criteria and mitigation measures can be considered.</p> <p>Utility and service provision</p> <p>i. Early engagement will be required with the utility and service providers to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>J. Development of Policy H1P-9 is to be brought forward by the developer. The delivery of the site is expected in years 1-5 of the plan period.</p>	<p>Infrastructure Delivery Plan.</p>
<p>POLICY H1P-10: FORMER RUSTY CAR GARAGE</p> <p>1. Land at Former Rusty Car Garage Site (0.08ha) is allocated for housing (10 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 45-50 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c. Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d. Good footpath and cycle provision are to be delivered throughout the site, linking the development with the Ashby District Centre and local services.</p> <p>e. A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>Heritage</p> <p>g. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Contamination, noise, and odour</p> <p>h. This site is subject to environmental constraints including potential land contamination. Prior to submission of a planning application for residential development it will be necessary to carry out a land contamination assessment so that appropriate</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>

<p>design criteria and mitigation measures can be considered.</p> <p>Utility and service provision</p> <p>i. Early engagement will be required with the utility and service providers to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>j. Development of Policy H1P-10 is to be brought forward by the developer. The delivery of the site is expected in years 6-11 of the plan period.</p>	
<p>POLICY H1P-11: BRUMBY RESOURCE CENTRE, EAST COMMON LANE</p> <p>1. Land at Brumby Resource Centre, East Common Lane (1.04ha) is allocated for housing (70dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a.A mix of housing size and tenure should be provided on the site and developed at approximately 40-45 dwellings per hectare in accordance with Policy H2.</p> <p>b.Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c.Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d.Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local services and employment areas.</p> <p>e.A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>g.Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>h.A comprehensive landscaping scheme, including biodiversity enhancement is required.</p> <p>Heritage</p> <p>i. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>j. A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Drainage Systems should be incorporated into the development.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>

<p>Contamination, noise, and odour</p> <p>k.k. This site is subject to environmental constraints including potential adverse noise impact, odour and light pollution associated with the neighbouring industrial site together with potential land contamination. Prior to submission of a planning application for residential development it will be necessary to carry out assessments for noise, odour, light, and land contamination so that appropriate design criteria and mitigation measures can be considered.</p> <p>Utility and Service Provision</p> <p>l. l. Early engagement will be required with the utility and service providers to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Other Requirements</p> <p>m. The site is currently occupied by vacant sporting facilities/pitches. Prior to the determination of any planning application for residential development, it will be necessary to assess the sporting facilities/pitches provision situation and if there is a shortfall identified because of the proposed development, replacement sporting facilities/pitches will be provided of an equivalent or better quality and quantity in at a suitable and accessible alternative site.</p> <p>Implementation</p> <p>n. Development of Policy H1P-11 is to be brought forward by the developer. The delivery of the site is expected in years 5-11 of the plan period.</p>	
<p>POLICY H1P-12: LAND AT PASTURE ROAD</p> <p>1. Land at Pasture Road South Phases 3,4 and 5 (21.40 ha) is allocated for housing (319 dwellings). The site will be developed in accordance with the following site specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a.A mix of housing size and tenure should be provided on the site and developed at approximately 40-45 dwellings per hectare in accordance with Policy H2.</p> <p>b.Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c.Vehicular, pedestrian and cycle access point/s are to be taken from Falkland Way and will need to be agreed with the Local Highways Authority.</p> <p>d.Good footpath and cycle provision are to be delivered throughout the site, linking the development with the town centre, local services, and employment areas.</p> <p>e.A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>f. Financial contributions will be required for improvements to the Barrow Road/Falkland Way junction and other junctions</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>

<p>on the A1077.</p> <p>Biodiversity and landscaping</p> <p>g. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>h. Existing boundary features should be retained to protect existing habitats, including hedgerows and mature trees. At the southern, western, and northern boundaries new landscaping should be provided to strengthen the existing retained vegetation and soften the edges of the site.</p> <p>Heritage</p> <p>i. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>j. A site specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>k. Possible drainage issues on the site need to be addressed through the submission of a detailed Drainage Strategy.</p> <p>l. Potential ground drainage issues which could lead to an increased run off of pollutants into water courses must be addressed.</p> <p>Contamination, noise, and odour</p> <p>m. Significant landscape and noise buffering will be required to the northern and western boundaries.</p> <p>n. This site is subject to environmental constraints including potential land contamination and potential adverse noise impact associated with the neighbouring industrial site and road traffic. Prior to submission of a planning application for residential development, it will be necessary to carry out an assessment of land contamination.</p> <p>Utility and service provision</p> <p>o. Early engagement will be required with the utility and service providers to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>p. Development of Policy H1P-12 is to be brought forward by the developer. The delivery of the site is expected 1-11 years of the plan period.</p>	
<p>POLICY H1P-13: LAND OFF BARROW ROAD</p> <p>1. Land off Barrow Road (6.1 ha) is allocated for housing (225 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 40-45 dwellings per hectare in accordance with Policy H2.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to</p>

<p>b.Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c.Vehicular, pedestrian and cycle access point/s are to be taken from A1077 and will need to be agreed with the Local Highways Authority.</p> <p>d.Good footpath and cycle provision are to be delivered throughout the site, linking the development with the town centre, local services and employment areas.</p> <p>e.A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>f. A new link road is to be constructed between A1077 and Caistor Road including a new roundabout. Developers will be required to enter into a legal agreement to implement this proposal or make an appropriate financial contribution towards its completion.</p> <p>g.Financial contributions will be required for improvements to the Barrow Road/Falkland Way junction and other junctions on the A1077.</p> <p>Biodiversity and landscaping</p> <p>An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage. Bird surveys are likely to be required in order to determine whether there would be a Likely Significant Effect on the Humber Estuary SPA or Ramsar site.</p> <p>i. Existing boundary features should be retained to protect existing habitats, including hedgerows and mature trees. At the western, eastern, and northern boundaries new landscaping should be provided to strengthen the existing retained vegetation and soften the edges of the site.</p> <p>Heritage</p> <p>j. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>k. A site-specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>l. Possible drainage issues on the site need to be addressed.</p> <p>m.Potential ground drainage issues which could lead to an increased run-off of pollutants into water courses must be addressed.</p> <p>Utility and service provision</p> <p>n. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>o.Development of Policy H1P-13 is to be brought forward by</p>	<p>use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
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<p>the developer. The delivery of the site is expected in 6-18 years of the plan period.</p>	
<p>POLICY H1P-14: LAND NORTH OF ATHERTON WAY</p> <p>1. Land to the north of Atherton Way (4.4ha) is allocated for housing (149 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a.A mix of housing size and tenure should be provided on the site and developed at approximately 40-45 dwellings per hectare in accordance with Policy H2.</p> <p>b.Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c.Vehicular, pedestrian and cycle access point/s are to be taken from Atherton Way and Grammar School Road and will need to be agreed with the Local Highways Authority.</p> <p>d.A new link road to be constructed between Atherton Way and Grammar School Road including new roundabouts and associated junctions connecting to the existing local highway network. Developers will be required to enter into a legal agreement to implement this proposal or make an appropriate financial contribution towards its completion.</p> <p>e.Good footpath and cycle provision are to be delivered throughout the site, linking the development with the town centre, local services, and employment areas.</p> <p>f. A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>g.An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>h.Existing boundary features should be retained to protect existing habitats, including hedgerows and mature trees. At the southern, western, and northern boundaries new landscaping should be provided to strengthen the existing retained vegetation and soften the edges of the site.</p> <p>i. The opportunity to enable improvements to the habitat links along the water course should be taken and should be incorporated into the landscape scheme for the site.</p> <p>Heritage</p> <p>j. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>k. A site specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>Contamination, noise, and odour</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>

<p>l. Significant landscape and noise buffering will be required to the northern and western boundaries.</p> <p>m. This site is subject to environmental constraints including potential land contamination and potential adverse noise impact associated with the neighbouring industrial site and road traffic. Prior to submission of a planning application for residential development, it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.</p> <p>Utility and service provision</p> <p>n. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>o. Development of Policy H1P-14 is to be brought forward by the developer. The delivery of the site is expected in years 1-11 of the plan period.</p>	
<p>POLICY H1P-15: LAND AT WESTERN AVENUE</p> <p>1. Land at Western Avenue (5.54ha) is allocated for housing (186 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 40-45 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c. Vehicular, pedestrian and cycle access point/s are to be taken from Grammar School Road and will need to be agreed with the Local Highways Authority.</p> <p>d. A new link road to be constructed between Atherton Way, Grammar School Road and Wrawby Road including new roundabouts and associated junctions connecting to the existing local highway network. A master plan will be required to demonstrate the phasing and delivery of the new link road and dwellings through the allocated sites H1P-15, H1P-16 and H1P-17. Developers will be required to enter into a legal agreement to implement this proposal or make an appropriate financial contribution towards its completion.</p> <p>e. A route is protected within the design of the site that maintains and safeguards an alignment for the creation of a single access link road to a suitable standard to connect Atherton Way and Wrawby Road. The design should accord with Manual for Streets and enable suitable vehicular and pedestrian access. Land will need to be safeguarded to provide suitable access points into Policy H1P-14 and Grammar School Road to ensure the link road can be delivered and will be agreed with Highways Authority at the planning application stage.</p> <p>f. Good footpath and cycle provision are to be delivered throughout the site, linking the development with the town centre, local services, and employment areas.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>

<p>g. A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>h. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>i. Existing boundary features should be retained to protect existing habitats, including hedgerows and mature trees. At the southern, western, and northern boundaries new landscaping should be provided to strengthen the existing retained vegetation and soften the edges of the site.</p> <p>j. Biodiversity enhancements should be incorporated into site design.</p> <p>Heritage</p> <p>k. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>l. A site specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>Contamination, noise, and odour</p> <p>m. Significant landscape and noise buffering will be required to the northern and western boundaries.</p> <p>n. This site is subject to environmental constraints including potential adverse noise impact associated with road traffic. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise, so that appropriate design criteria and mitigation measures can be considered.</p> <p>Utility and service provision</p> <p>o. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>p. Development of Policy H1P-15 is to be brought forward by the developer. The delivery of the site is expected years 11-18 of the plan period.</p>	
<p>POLICY H1P-16: LAND AT WRAWBY ROAD PHASE 2</p> <p>1. Land at Wrawby Road Phase 2 (11.97ha) is allocated for housing (333 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 40-45 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost,</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p>

<p>economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c.Vehicular, pedestrian and cycle access point/s are to be taken from Wrawby Road and will need to be agreed with the Local Highways Authority.</p> <p>d.A new link road to be constructed between Atherton Way, Grammar School Road and Wrawby Road including new roundabouts and associated junctions connecting to the existing local highway network. A master plan will be required to demonstrate the phasing and delivery of the new link road and dwellings through the allocated sites H1P-15, H1P-16 and H1P-17. Developers will be required to enter into a legal agreement to implement this proposal or make an appropriate financial contribution towards its completion.</p> <p>e.A route is to be protected within the design of the site that maintains and safeguards an alignment for the creation of a single access link road to a suitable standard to connect Atherton Way and Wrawby Road. The design should accord with Manual for Streets and enable suitable vehicular and pedestrian access. Land will need to be safeguarded to provide suitable access points into Policy H1P-15 and Policy H1P-17 to ensure the link road can be delivered and will be agreed with the Highways Authority at the planning application stage.</p> <p>f. Good footpath and cycle provision are to be delivered throughout the site, linking the development with the town centre, local services, and employment areas.</p> <p>g.A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>h.An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>i. Significant landscaping will need to be provided around the boundary in order to mitigate the visual impact that this proposal will create.</p> <p>j. Biodiversity enhancements should be incorporated into site design.</p> <p>Heritage</p> <p>k.A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>l. A site specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>Contamination, noise, and odour</p> <p>m. This site is subject to environmental constraints including potential adverse noise impact associated with road traffic. Prior to submission of a planning application for residential development, it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.</p>	<p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
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<p>Utility and service provision</p> <p>n. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>o. Development of Policy H1P-16 is to be brought forward by the developer. The delivery of the site is expected in years 1-18 of the plan period.</p>	
<p>POLICY H1P-17: LAND AT WRAWBY ROAD PHASE 1</p> <p>1. Land at Wrawby Road Phase 1 (4.31ha) is allocated for housing (152 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 40-45 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c. Vehicular, pedestrian and cycle access point/s are to be taken from Wrawby Road and will need to be agreed with the Local Highways Authority.</p> <p>d. A new link road to be constructed between Atherton Way, Grammar School Road and Wrawby Road including new roundabouts and associated junctions connecting to the existing local highway network. A master plan will be required to demonstrate the phasing and delivery of the new link road and dwellings through the allocated sites H1P-15, H1P-16 and H1P-17. Developers will be required to enter into a legal agreement to implement this proposal or make an appropriate financial contribution towards its completion.</p> <p>e. A route is protected within the design of the site that maintains and safeguards an alignment for the creation of a single access link road to a suitable standard to connect Atherton Way and Wrawby Road. The design should accord with Manual for Streets and enable suitable vehicular and pedestrian access. Land will need to be safeguarded to provide suitable access points into Policy H1P-15 and Policy H1P-16 to ensure the link road can be delivered and will be agreed with Highways Authority at the planning application stage</p> <p>f. Good footpath and cycle provision are to be delivered throughout the site, linking the development with the town centre, local services, and employment areas.</p> <p>g. A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>h. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>

<p>i. Significant landscaping will need to be provided around the boundary in order to mitigate the visual impact that this proposal will create.</p> <p>j. Biodiversity enhancements should be incorporated into site design.</p> <p>Heritage</p> <p>k. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>l. A site specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>Contamination, noise, and odour</p> <p>m. This site is subject to environmental constraints including potential adverse noise impact associated with road traffic. Prior to submission of a planning application for residential development it will be necessary to carry out assessment of land contamination and noise, so that appropriate design criteria and mitigation measures can be considered.</p> <p>Utility and service provision</p> <p>n. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>o. Development of Policy H1P-17 is to be brought forward by the developer. The delivery of the site is expected years 1-11 of the plan period.</p>	
<p>POLICY H1P-18: LAND AT HORSTEAD AVENUE</p> <p>1. Land at Horstead Avenue (0.46ha) is allocated for housing (20 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 40-45 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c. Vehicular, pedestrian and cycle access point/s are to be taken from Horstead Avenue and will need to be agreed with the Highways Authority.</p> <p>d. Good footpath and cycle provision are to be delivered throughout the site, linking the development with the town centre, local services, and employment areas.</p> <p>e. A Transport Assessment and Residential Travel Plan will</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements</p>

<p>be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>g. Existing boundary features should be retained to protect existing habitats, including hedgerows and mature trees. At the southern, western, and northern boundaries new landscaping should be provided to strengthen the existing retained vegetation and soften the edges of the site.</p> <p>h. Biodiversity enhancements should be incorporated into site design.</p> <p>Heritage</p> <p>i. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>j. A site-specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>Utility and service provision</p> <p>k. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>l. Development of Policy H1P-18 is to be brought forward by the developer. The delivery of the site is expected years 1-5 of the plan period.</p>	<p>within the Infrastructure Delivery Plan.</p>
<p>POLICY H1P-19: LAND AT KINGS ROAD</p> <p>1. Land at Kings Road (1.2ha) is allocated for housing (43 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 30-40 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c. Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d. Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local services and facilities.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the</p>

<p>e.A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>g.Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>h.A comprehensive landscaping scheme, including biodiversity enhancement is required.</p> <p>Heritage</p> <p>i. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>j. A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.</p> <p>Utility and service provision</p> <p>k.Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>l. Development of Policy H1P-19 is to be brought forward by the developer. The delivery of the site is expected in years 6-18 of the plan period.</p>	<p>infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY H1P-20: LAND OFF FERRY ROAD</p> <p>1. Land off Ferry Road(1.65ha) is allocated for housing (54 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a.A mix of housing size and tenure should be provided on the site and developed at approximately 30-40 dwellings per hectare in accordance with Policy H2.</p> <p>b.Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c.Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d.Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and</p>

<p>services and facilities. A new footpath will need to be created alongside the southern edge of Ferry Road to link into existing facilities.</p> <p>e.A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the local highway network.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>g.Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>h.A comprehensive landscaping scheme, including biodiversity enhancement is required.</p> <p>Heritage</p> <p>i. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>j. A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Drainage Systems should be incorporated into the development.</p> <p>Utility and service provision</p> <p>k.Early engagement will be required with the utility and service providers, in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>l. Development of Policy H1P-20 is to be brought forward by the developer. The delivery of the site is expected in years 11-18 of the plan period.</p>	<p>the infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY H1P-21: LAND OFF THE B1207</p> <p>1. Land off the B1207 (4ha) is allocated for housing (84 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a.A mix of housing size and tenure should be provided on the site and developed at approximately 30-40 dwellings per hectare in accordance with Policy H2.</p> <p>b.Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c.Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d.Good footpath and cycle provision are to be delivered</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan</p>

<p>throughout the site, linking the development with the local services and facilities. A new footpath will need to be created alongside the B1207 linking to the existing footpath.</p> <p>e.A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the local highway network.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>g.Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>h.A comprehensive landscaping scheme, including biodiversity enhancement is required.</p> <p>Heritage</p> <p>i. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>j. A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Drainage Systems should be incorporated into the development.</p> <p>Utility and service provision</p> <p>k.Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>L. Development of Policy H1P-21 is to be brought forward by the developer. The delivery of the site is expected in years 6-11 of the plan period</p>	<p>policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY H1P-22: LAND TO THE EAST OF FIELDSTIDE</p> <p>1. Land to the east of Fieldside (2.80ha) is allocated for housing (75 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a.A mix of housing size and tenure should be provided on the site and developed at approximately 30-40 dwellings per hectare in accordance with Policy H2.</p> <p>b.Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c.Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d.Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan</p>

<p>services and facilities. Localised highway improvements to Fieldside will be required as part of the development.</p> <p>e. A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>f. There is a public right of way on the site therefore there may be access issues.</p> <p>Biodiversity and landscaping</p> <p>g. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>h. Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>i. A comprehensive landscaping scheme, including biodiversity enhancement is required.</p> <p>Heritage</p> <p>j. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>k. A site specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>Contamination, noise, and odour</p> <p>l. This site is subject to environmental constraints including potential land contamination. Prior to submission of a planning application for residential development, it will be necessary to carry out assessment of land contamination so that appropriate design criteria and mitigation measures can be considered.</p> <p>Utility and service provision</p> <p>m. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Other requirements</p> <p>n. Demolition of existing buildings is necessary to allow comprehensive redevelopment.</p> <p>Implementation</p> <p>O. Development of Policy H1P-22 is to be brought forward by the developer. The delivery of the site is expected in years 6-11 of the plan period.</p>	<p>policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY H1P-23: LAND OFF MILL ROAD</p> <p>1. Land off Mill Road (1.05ha) is allocated for housing (52 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 30-40 dwellings per</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the</p>

<p>hectare in accordance with Policy H2.</p> <p>b.Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c.Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority. Consideration needs to be given to the proximity of the site access to the junction of Mill Road/ Lindsey Drive.</p> <p>d.Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local services and facilities.</p> <p>e.A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>g.Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>h.A comprehensive landscaping scheme, including biodiversity enhancement is required.</p> <p>Heritage</p> <p>i. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>j. A site specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>Contamination, noise, and odour</p> <p>k.This site is subject to environmental constraints including potential land contamination. Prior to submission of a planning application for residential development, it will be necessary to carry out assessment of land contamination so that appropriate design criteria and mitigation measures can be considered.</p> <p>Utility and service provision</p> <p>l. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>m. Development of Policy H1P-23 is to be brought forward by the developer. The delivery of the site is expected in years 11-18 of the plan period.</p>	<p>assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY H1P-24: LAND OFF FIELD SIDE</p>	<p>Land use matter only</p>

<p>1. Land off Fieldside (0.5ha) is allocated for housing (20 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a.A mix of housing size and tenure should be provided on the site and developed at approximately 30-40 dwellings per hectare in accordance with Policy H2.</p> <p>b.Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c.Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d.Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local services and facilities. Localised highway improvements to Fieldside will be required as part of the development.</p> <p>e.A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>g.Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>h.A comprehensive landscaping scheme, including biodiversity enhancement is required.</p> <p>Heritage</p> <p>i. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>j. A site specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>Contamination, noise, and odour</p> <p>k.This site is subject to environmental constraints including potential land contamination. Prior to submission of a planning application for residential development, it will be necessary to carry out assessment of land contamination so that appropriate design criteria and mitigation measures can be considered.</p> <p>Utility and service provision</p> <p>l. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p>	<p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
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<p>m. Development of Policy H1P-24 is to be brought forward by the developer. The delivery of the site is expected in years 11-18 of the plan period.</p>	
<p>POLICY HP1-25: LAND AT YEALAND FLATS</p> <p>1. Land at Yealand Flats (1.5ha) is allocated for housing (45 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a.A mix of housing size and tenure should be provided on the site and developed at approximately 30-40 dwellings per hectare in accordance with Policy H2.</p> <p>b.Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c.Vehicular pedestrian and cycle access points to the site will need to be agreed with the Highway Authority.</p> <p>d.Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local services and facilities. A new footpath will need to be created alongside the B1207 linking to the existing footpath.</p> <p>e.A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>g.Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>h.A comprehensive landscaping scheme, including biodiversity enhancement is required.</p> <p>Heritage</p> <p>i. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>j. A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Drainage Systems should be incorporated into the development.</p> <p>Utility and service provision</p> <p>k.Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>

<p>Implementation</p> <p>i. Development of Policy H1P-25 is to be brought forward by the developer. The delivery of the site is expected in years 6-11 of the plan period.</p>	
<p>POLICY H1P-26: LAND AT FIELD HOUSE</p> <p>1. Land at Field House (2.91ha) is allocated for housing (75 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 30-40 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c. Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d. Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local services and facilities.</p> <p>e. A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Heritage</p> <p>f. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>g. A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.</p> <p>Utility and service provision</p> <p>h. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>i. Development of Policy H1P-26 is to be brought forward by the developer. The delivery of the site is expected in years 6-11 of the plan period.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>

<p>POLICY H1P-27: LAND AT FORMER RAF KIRTON IN LINDSEY</p> <p>1. Land at Former RAF Kirton in Lindsey (14.26ha) is allocated for housing (302 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 40-45 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c. Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d. Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local services and employment areas.</p> <p>e. A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.</p> <p>g. Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>h. A comprehensive landscaping scheme, including biodiversity enhancement is required.</p> <p>Heritage</p> <p>i. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>j. A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Drainage Systems should be incorporated into the development.</p> <p>Contamination, noise, and odour</p> <p>k. This site is subject to environmental constraints including potential adverse noise impact, odour and light pollution associated with the neighbouring industrial site together with potential land contamination. Prior to submission of a planning application for residential development it will be necessary to carry out assessments for noise, odour, light, and land contamination so that appropriate design criteria and mitigation measures can be considered.</p> <p>Utility and service provision</p> <p>l. Early engagement will be required with the utility and service providers to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
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<p>Other Requirements</p> <p>m. The site is currently occupied by vacant sporting facilities/pitches. Prior to the determination of any planning application for residential development, it will be necessary to assess the sporting facilities/pitches provision situation and if there is a shortfall identified because of the proposed development, replacement sporting facilities/pitches will be provided of an equivalent or better quality and quantity in at a suitable and accessible alternative site.</p> <p>Implementation</p> <p>Development of Policy H1P-27 is to be brought forward by the developer. The delivery of the site is expected in years 6-18 of the plan period.</p>	
<p>POLICY H1P-28: LAND ADJACENT TO IVY HOUSE FARM ON MAIN STREET</p> <p>1. Land adjacent to Ivy House Farm on Main Street (1 ha) is allocated for housing (21 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 30 -35 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c. Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d. Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local services and facilities.</p> <p>Heritage</p> <p>e. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>f. A site specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>g. A detailed drainage assessment will be required as part of any planning application to demonstrate the development has a positive impact on the local drainage system.</p> <p>Utility and service provision</p> <p>h. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>i. Development of Policy H1P-28 is to be brought forward by</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>

<p>the developer. The delivery of the site is expected in years 11-18 of the plan period.</p>	
<p>POLICY H1P-29: LAND OFF MILL LANE</p> <p>1. Land off Mill Lane (1ha) is allocated for housing (26 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a.A mix of housing size and tenure should be provided on the site and developed at approximately 30 -35 dwellings per hectare in accordance with Policy H2.</p> <p>b.Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c.Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d.Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local services and facilities.</p> <p>Biodiversity and landscaping</p> <p>e.An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage. The survey should focus on bats but take into account the possible presence of other protected species such as breeding birds.</p> <p>f.Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>Heritage</p> <p>g.A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>h.A site specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>Contamination, noise, and odour</p> <p>i. This site is subject to environmental constraints including potential adverse noise impact associated with the adjacent school.</p> <p>Utility and service provision</p> <p>j. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>k.Development of Policy H1P-29 is to be brought forward by the developer. The delivery of the site is expected in years</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>

6-18 of the plan period.	
<p>POLICY H1P-30: LAND SOUTH OF MAIN STREET</p> <p>1. Land south of Main Street (0.79ha) is allocated for housing (24 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 30 -35 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c. Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d. Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local services and facilities.</p> <p>Biodiversity and landscaping</p> <p>e. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage. The survey should focus on bats but take into account the possible presence of other protected species such as breeding birds</p> <p>f. Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>Heritage</p> <p>g. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Utility and service provision</p> <p>h. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>i. Development of Policy H1P-30 is to be brought forward by the developer. The delivery of the site is expected in years 6-18 of the plan period.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY H1P-31: LAND AT SCHOOL ROAD</p> <p>1. Land at School Road (0.69ha) is allocated for housing (21 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 30 -35 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to</p>

<p>Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c. Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d. Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local services and facilities.</p> <p>Biodiversity and landscaping</p> <p>e. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage. The survey should focus on bats but take into account the possible presence of other protected species such as breeding birds.</p> <p>f. Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>Heritage</p> <p>g. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>h. A site specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>Contamination, noise, and odour</p> <p>i. This site is subject to environmental constraints including potential adverse noise impact associated with the A160 and the nearby refineries.</p> <p>Utility and service provision</p> <p>j. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>k. Development of Policy H1P-31 is to be brought forward by the developer. The delivery of the site is expected in years 11-18 of the plan period.</p>	<p>use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY H1P-32: LAND SOUTH OF DONCASTER ROAD</p> <p>1. Land south of Doncaster Road (0.97ha) is allocated for housing (26 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 30 -35 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost,</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p>

<p>economic viability and other requirements associated with the development.</p> <p>Access and highways</p> <p>c. Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d. Good footpath and cycle provision are to be delivered throughout the site, linking the development with the local services and facilities.</p> <p>Biodiversity and landscaping</p> <p>e. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage. The survey should focus on bats but take into account the possible presence of other protected species such as breeding birds</p> <p>f. Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>Heritage</p> <p>g. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>h. A site specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>i. A detailed drainage assessment will be required as part of any planning application to demonstrate the development has a positive impact on the local drainage system.</p> <p>Utility and service provision</p> <p>j. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>k. Development of Policy H1P-32 is to be brought forward by the developer. The delivery of the site is expected in years 11-18 of the plan period.</p>	<p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY H1P-33: LAND AT FIELD LANE</p> <p>1. Land at Field Lane (0.43haha) is allocated for housing (13 dwellings). The site will be developed in accordance with the following site-specific criteria:</p> <p>Housing Mix and Tenure</p> <p>a. A mix of housing size and tenure should be provided on the site and developed at approximately 30 -35 dwellings per hectare in accordance with Policy H2.</p> <p>b. Affordable housing will be provided on site in accordance with Policy H3, having regard to any abnormal cost, economic viability and other requirements associated with the development.</p> <p>Access and highways</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p>

<p>c. Vehicular pedestrian and cycle access points to the site will need to be agreed with the Local Highway Authority.</p> <p>d. Good footpath and cycle provision to be delivered throughout the site, linking the development with the local services and facilities.</p> <p>Biodiversity and landscaping</p> <p>e. An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage. The survey should focus on bats but take into account the possible presence of other protected species such as breeding birds</p> <p>f. Any existing trees and hedges around the boundary shall be retained and enhanced.</p> <p>Heritage</p> <p>g. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Flood, drainage, and water management</p> <p>h. A site specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>i. A detailed drainage assessment will be required as part of any planning application to demonstrate the development has a positive impact on the local drainage system.</p> <p>Utility and service provision</p> <p>j. Early engagement will be required with the utility and service providers in order to establish available supply capacity to the site and, depending on the type of proposed development, what reinforcement will be required.</p> <p>Implementation</p> <p>K. Development of Policy H1P-33 is to be brought forward by the developer. The delivery of the site is expected in years 11-18 of the plan period.</p>	<p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY H2: HOUSING MIX AND DENSITY</p> <p>1. Development proposal for new housing should deliver a mix of house types, tenures and size to create a mixed and balance communities. The precise mix should take account of the following:</p> <ul style="list-style-type: none"> a. Market conditions b. Housing needs and economic viability c. Sites specific circumstances (size, character, setting) d. The North Lincolnshire Housing and Economic Needs Assessment Housing Mix information set out in Table 2 or in any future updates of the housing mix evidence. <p>2. New housing development should make effective use of land and be built at a density appropriate to the character, location and setting of the area and should support the development of sustainable, balanced communities. Any application should provide justification on the proposed density ranges.</p> <p>3. Depending on the location of the development, the following net density ranges should be achieved:</p>	<p>Mix reflected in study</p>

<ul style="list-style-type: none"> • Scunthorpe town centre: 45-70 dwellings per hectare. • Within Scunthorpe Urban Area: 40-45 dwellings per hectare. • Strategic Site Allocation – Lincolnshire Lakes: 30-35 dwellings per hectare. • Principal Towns: 40-45 dwellings per hectare. • Larger Service Centre: 30-40 dwellings per hectare. • Larger Rural Settlements, Smaller Rural Settlements: 30-35 dwellings per hectare • Rural Hamlets and Villages and in the Open Countryside: 20-30 dwellings per hectare. <p>4. Where an applicant considers there are significant economic viability constraints that would prevent a mix of housing in accordance with the policy, they will be required to provide full justification of the exceptional circumstances to the Council's satisfaction.</p> <p>5. Where a viability assessment is required, it should refer back to the viability assessment that informed the plan, providing evidence of what has changed since then. Any viability assessment will be funded by the applicant and should reflect the government's recommended approach as set out in National Planning Practice Guidance. The applicant will be expected to fund the independent verification of the submitted viability assessment by a person appointed by the Council</p>	
<p>POLICY H3: AFFORDABLE HOUSING</p> <ol style="list-style-type: none"> 1. New residential housing development of 10 or more dwellings in North Lincolnshire must make provision for 10% of affordable housing provision onsite which is accessible to those unable to compete in the open housing market. 2. The exact tenure mix for individual sites should be determined following discussions with the local planning authority and informed by the latest government guidance and Local Housing Needs Assessment. At least 10% of affordable housing will be delivered per site, and as an initial basis for discussion, 25% of all affordable housing delivered through planning obligations will be First Homes. After which priority will be for the delivery of affordable rent, subject to satisfying national policy requirements for 10% of all housing being for affordable home ownership. This will form the basis of a s106 agreement to accompany the planning permission. Exemptions to this 10% requirement will be made where the site or proposed development: <ol style="list-style-type: none"> a. Provides solely for Build to Rent homes; or, b. Provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students); or, c. Is proposed to be developed by people who wish to build or commission their own homes; or, d. Is exclusively for affordable housing, an entry-level exception site or a rural exception site. 4. Development of affordable housing should be: <ol style="list-style-type: none"> a. Provided on-site in order to help achieve mixed and balanced communities. However, off-site provision or a financial contribution made in lieu maybe considered acceptable where it can be robustly justified. b. Retained in affordable use in perpetuity; 	<p>Affordable housing requirement in the study</p>

c. Provided to the same design and building standard as the market housing and be pepper-potted throughout the site; and,

d. 5% of the affordable housing component of every housing development providing or capable of acceptably providing 5 or more self-contained affordable homes, should meet Building Regulations requirement M4 (3) 'wheelchair user dwellings' to be wheelchair accessible, or be easily adapted for residents who are wheelchair users.

5. Affordable housing provision required as part of North Lincolnshire Local Plan site allocations will be provided on site without exception. In any other circumstance, the payment of a commuted sum for delivery of affordable homes off-site, to a value equivalent to on-site provision, will only be agreed where there are clear site specific constraints that would impact the economic viability of development

6. Where an applicant considers there are significant economic viability constraints that would prevent the provision of affordable housing in accordance with the policy, they will be required to provide full justification of exceptional circumstances to the Council's satisfaction. Where a viability assessment is required, it should refer back to the viability assessment that informed the plan, providing evidence of what has changed since then. Any viability assessment will be funded by the applicant and should reflect the government's recommended approach as set out in National Planning Practice Guidance. The applicant will be expected to fund the independent verification of the submitted viability assessment by a person appointed by the Council.

7. To ensure the development of mixed and sustainable communities, the affordable housing element of schemes should be fully integrated or distributed through the site as far as possible.

Rural Exception Sites

8. In order to meet local community needs in rural areas, affordable housing will be permitted within or adjacent to the development limit of rural settlements where:

a. The Council is satisfied that the proposal will meet local identified need within the settlement parish;

The site is not remote from existing buildings and there is an opportunity to use sustainable modes of transport (Walking, cycling and public transport) to access

employment opportunities, service and facilities unless the applicant can demonstrate that there are no other suitable alternatives in the parish to address the need;

c. The number of homes on each exception sites should reflect local community needs, the size of the village it most closely relates to, available infrastructure and services and the character of the surrounding areas; and,

d. Housing on Rural Exceptions Sites shall remain 'affordable' in perpetuity to continue to meet local need.

9. On rural exception sites a small amount of market housing may be permitted, provided it is demonstrated as being necessary to enable the provision of significant additional affordable housing to meet local needs. At least 70% of the homes will be affordable homes, unless the applicant can demonstrate through a financial appraisal that it would not be viable to deliver the required number of affordable homes, and provided that the scheme would still predominantly be an affordable housing scheme, in accordance with the definition of a rural exception site.

10. The applicant will be expected to fund the independent verification of the submitted viability assessment by a person appointed by the Council.

<p>POLICY H4: SPECIALIST AND SUPPORTED HOUSING</p> <ol style="list-style-type: none"> 1. Planning permission will be granted for the development of specialist and supported housing, subject to the development being: <ol style="list-style-type: none"> a. Supported by evidence of the demonstrable need for this form of development within North Lincolnshire; b. Suitable for the intended occupiers in relation to the quality and type of facilities, and the provision of support and/or care; c. It is unlikely to cause unacceptable impact on the residential amenity; d. Appropriate measures will be in place to ensure access for emergency vehicles and safety measures such as fire escapes; e. Satisfactory outside space, highway access, parking and servicing can be achieved; f. Accessible to local shops and services, public transport and other sustainable modes of transport, and community facilities appropriate to the needs of the intended occupiers; and g. Meets the requirements for accessible and adaptable dwellings under Part M4(2) of Building Regulations (or any relevant regulation that supersedes and replaces). 	
<p>POLICY H5: HOUSING FOR OLDER PEOPLE</p> <p>The council will support the provision of housing that maximises independence and choice for older people and other people with specific needs. When assessing the suitability of sites and/or proposals for the development of residential care homes, extra care housing and continuing care retirement communities, the council will have regard to the following:</p> <ol style="list-style-type: none"> a. the local need for the accommodation proposed using the North Lincolnshire Housing and Economic Needs Assessment November 2020 and any future updates; b. the ability of future residents to access essential services, including public transport, GP Surgeries and shops; c. whether the proposal would result in an undue concentration of such provision in the area; and, d. impact upon the local environment and the character of the area. <ol style="list-style-type: none"> 2. All new specialist homes designed for older people shall be built to M4 (2) and (3) of the Building Regulations, (or subsequent replacements), as a minimum. 3. In addition to the provision of specialist accommodation, the council aims to ensure that older people are able to secure and sustain ongoing independence either in their own homes or with the support of family members. To enable this, the council will: <ol style="list-style-type: none"> a. Encourage the incorporation of adaptable features within all new residential development to meet household needs over time; and on large strategic sites developers will be required to deliver specific provision to meet older people's needs including bungalows, level access flats and supported homes; and b. On large strategic sites developers will be required to deliver specific provision to meet older people's needs including bungalows, 	<p>Land use matter only</p>

c. Support evidence based proposals for self-contained annexes and extensions to existing dwellings in order to accommodate, for example, an elderly or disabled dependent.

4. A proportion of the following sites allocations will be allocated for older people:

Local Plan	HELA DPD/ Planning Ref.	Settlement	Site Location	Greenfield/ Brownfield	Site Area (Ha)	Number of dwellings allocated for Older People
Proposed Sites						
SSH1 , SSH2	Lincolnshire Lakes (PA/ 2013/1000 and PA/2013/1001)	Scunthorpe	West of Scunthorpe	Greenfield	1000.00	100
H1P-2	SCUH-2	Scunthorpe	Phoenix Parkway Phase 2	Greenfield	1.88	10
H1P-4	SCUH-C7	Scunthorpe	Land at former South Leys School , Enderby Road	Greenfield	9.16	40
H1P-11	SCUH-C2(PA/ 2015/1369 and (PA/2017)	Scunthorpe	Brumby Resource Centre, East Common Lane	Brownfield	2.03	30
H1P-19		Barnetby le Wold	Land at King's Road Land	Greenfield	2.80	20
H1P-26		Epworth	Yealand Flats	Greenfield	1.5	20

5. Proposals for a self-contained annex should accommodate the functional need of the occupant(s), be proportionate in scale and remain ancillary to the main dwelling throughout the lifetime of its occupancy.

6. Where appropriate, the council will consider the use of planning conditions to restrict occupancy and subsequent sale.

POLICY H6: NORTH LINCOLNSHIRE'S TRAVELLING COMMUNITIES

- In determining proposals for new sites to accommodate Gypsies, Travellers and Travelling Showpeople, consideration will be given to whether:
 - a. there is a proven identified need for the scale and nature of the development proposed which supports the development of, or extension to an existing Gypsy, Traveller or Showpeople site;
 - b. the development is sensitive to the character and appearance of the landscape and the amenity of neighbouring properties;
 - c. the site has safe and satisfactory vehicular and pedestrian and cycle access for the type of vehicles that could reasonably be expected to use or access the site;
 - d. there are no significant constraints to development in terms of flood risk, poor drainage, land contamination, or environmental impacts;
 - e. the site is suitable with regard to accessing local services and amenities;
 - f. the site can be properly serviced and supplied with essential infrastructure, including water, power, sewerage, drainage and waste disposal;

Land use matter only

<p>g. the site provides adequate space for vehicle parking, turning and servicing of large vehicles, storage, play and residential amenity; and</p> <p>h. will result in an acceptable living environment for its residents.</p> <ul style="list-style-type: none"> Acceptable proposals will be subject to a condition or agreement that ensures that the future use of the site shall only be to meet the needs of the Gypsy and Traveller community. Consideration may be given to development adjacent to existing permitted sites where it has been demonstrated that there are benefits to the social grouping and that overall impacts meet the criteria of this policy. Where it is possible that a proposal may cause material harm to nearby uses, a temporary permission may be granted to assess its actual impact provided that there are strong compassionate or other personal grounds on behalf of the applicant to do so. In such cases the temporary permission may be restricted to a personal permission for the applicant only. Applications for new sites and refurbishment of existing sites should meet the design guidelines as detailed in National Guidance, where possible and relevant. The Council will seek to meet any new need deemed to be necessary for further provision of sites to accommodate Gypsies, Travellers or Travelling Showpeople as the Gypsy and Traveller Accommodation Assessment is updated over the plan period. 	
<p>POLICY H7: NEW AGRICULTURAL WORKERS OR FORESTRY DWELLINGS</p> <ol style="list-style-type: none"> In the open countryside outside of the Development Limits, the erection of new dwellings in connection with a farm or other rural business will only be allowed where it satisfies other relevant policies of the Plan and meets all of the following criteria: <ol style="list-style-type: none"> The applicant demonstrates that there is no other viable option of utilising the following types of accommodation: <ol style="list-style-type: none"> Existing vacant dwellings in the nearest settlements or vacant agricultural buildings closer to the site than the nearest settlements; or, Conversion of an existing building to the holding to residential uses; or, The rearrangement, sub division or extension of existing dwellings; or, Any viable options for the refurbishment of a derelict or under-used dwelling on the holding or in the locality; or, Extant residential permission in the locality. Evidence has been submitted to the satisfaction of the council that there is an existing functional need for a permanent dwelling in the particular location: <ol style="list-style-type: none"> The need relates to a full-time worker or one who is primarily employed in agriculture or another rural-based enterprise considered acceptable by the council; and, The unit and the agricultural/rural activity concerned has been established for at least three years, has been profitable for at least one of them, is currently financially sound, and has a clear prospect of remaining so; The size of, and the accommodation to be included within the proposed dwelling, is appropriate with the needs of the enterprise rather than those of the owner or occupier and is well designed and located within, or adjacent to, the existing building on the holding; <ol style="list-style-type: none"> The occupation of the dwelling shall be restricted to a person solely or mainly working, or last working, in the locality in 	<p>Land use matter only</p>

<p>agriculture or in forestry, or a widow or widower or surviving civil partner of such a person, and to any resident dependants;;</p> <p>b. Where necessary, an agreement or obligation will be entered into between North Lincolnshire Council and the applicant in order to tie the occupancy of the dwelling to the related operation; and,</p> <p>c. The external appearance and materials reflect local building traditions and the means of access is acceptable.</p> <p>d. In areas at risk of flooding, opportunities are taken to maximise reduction in flood risk and improvements to flood resilience.</p>	
<p>POLICY H8: REPLACEMENT, ALTERATION AND EXTENSIONS TO DWELLINGS IN THE OPEN COUNTRYSIDE</p> <p>1. Proposals to replace, extend or alter dwellings in the open countryside will only be permitted provided that:</p> <p>a. the replacement dwelling would not exceed the volume of the original dwelling, which it is to replace, by the volume that can be developed under permitted development rights, and would not be substantially higher in elevation;</p> <p>b. the volume of the proposed extension or alteration does not exceed that of the original dwelling by 20%, inclusive of the permitted development rights, and the original dwelling forms the dominant visual feature of the dwelling as extended;</p> <p>c. all new construction is of a high standard of design and in particular reflects the architecture of the building and/or vernacular styles in the locality;</p> <p>d. the appearance or use of the dwelling as replaced, extended or altered will not adversely affect the amenity of local residents or the appearance of the locality;</p> <p>e. in areas at risk of flooding, opportunities are taken to maximise reduction in flood risk and improvements to flood resilience; and,</p> <p>an ecological survey as part of any planning application to ensure protected species such as bats and barn owls are protected.</p>	<p>Land use matter only</p>
<p>POLICY H9: SELF-BUILD AND CUSTOM BUILD</p> <p>1. The Council will support the development of self-build and custom build homes that assist in meeting the overall housing needs.</p> <p>2. Residential proposals for ten houses or more (excluding houses that are to be provided as affordable homes) will consider making appropriate provision for plots as self- or custom-build wherever viable and achievable, based on the number of entries on the self-build register.</p> <p>3. The council will support locally proposed self-build projects identified within a Neighbourhood Plan wherever possible.</p> <p>4. All self-build and custom build development granted planning permission should have a condition requiring the development to be completed within 3 years of the self- builder purchasing a plot.</p> <p>5. The provision of self-build plots will be secured through legal agreement. Any plots that have not been sold after 12 months of appropriate marketing will revert to the developer to build.</p>	<p>Land use matter only</p>

<p>POLICY H10: FLATS ABOVE SHOPS AND THE USE OF VACANT BUILDINGS FOR HOUSING</p> <p>1. The use of premises above shops for residential uses will be permitted provided that there is no conflict with existing land uses and that there is adequate access and car parking nearby. Elsewhere the Council will seek to maximise the residential use of both vacant and under-used housing. The conversion of under-used commercial premises in town centres ,for housing will be permitted provided that there is no conflict with existing land uses, access, parking and the environment including protected species and that residents will be safe from flood risk.</p>	Land use matter only
<p>POLICY H11: BACKLAND AND TANDEM DEVELOPMENT</p> <p>1. Backland development or tandem development will be permitted provided that:</p> <ul style="list-style-type: none"> a. there is no adverse effect on the amenities of any residential premises or adjoining use through: <ul style="list-style-type: none"> i. overlooking and loss of privacy; ii. loss of amenity area to the adjoining dwellings; and, iii. the level of nuisance resulting from the movement of vehicles to and from the proposed development. b. it would not affect the general quality and character of the area in which it is located by: <ul style="list-style-type: none"> iv. unacceptably increasing the density of development in that area; and, v. resulting in the loss of important natural and man-made features) leading to an unacceptable proliferation of vehicular accesses to the detriment of the street scene and/or road safety. 	Land use matter only
<p>POLICY H12: HOUSES IN MULTIPLE OCCUPATION</p> <p>1. Proposals for the creation of large Houses in Multiple Occupation and the sub-division of dwellings will be permitted provided that, in each case:</p> <ul style="list-style-type: none"> a.It would not result in the loss of family-sized dwellings in high density residential areas and streets of predominantly terraced and/or semi-detached properties; b.It would not significantly harm the amenities of the occupiers of adjoining or neighbouring properties, by way of noise, overlooking, general disturbance or impact on visual amenity; c.It would not have a significant adverse impact on the character and appearance of the area, including the historic and natural environment; d.Adequate provision is made for the storage and disposal of refuse and recycling; e.It would not have a significant adverse impact on the surrounding area by way of increased on-street parking, impaired highway safety or by impeding proper access to the area; f. The site has good access – by walking and cycling – to community facilities, services, public transport and local 	Land use matter only

<p>employment;</p> <p>g. An adequate standard of residential accommodation and residential amenity is provided for future occupiers;</p> <p>h. Adequate provision is made for the communal gardens and amenity areas; and,</p> <p>i. Where the HMO is located in Flood Zone 2 or 3, no bedrooms at ground floor level are proposed (unless a supporting flood risk assessment demonstrates that they will be above predicted flood levels).</p> <p>2. Where all of the above criteria are satisfied, the DCLG Nationally Described Space Standards March 2015 (or any successor) will be applied to ensure that the occupiers have adequate floor space.</p> <p>3. Where appropriate for licensing purposes, proposals for the creation of an HMO should be in accordance with North Lincolnshire Council Amenity Standards Guide and any future updates.</p> <p>4. Planning permission will not normally be granted where the proportion of HMOs (either C4 or sui generis) will result in HMOs representing 25% or more of the residential properties within a circle of 50m radius measured from the application site.</p>	
<p>POLICY H13: CHILDREN'S HOMES</p> <p>1. The development of both new and converted properties for Children Homes will be permitted provided that:</p> <p>a. The development is located within either the Scunthorpe and Bottesford Urban Area, Principal Towns, or Larger Service Centres.</p> <p>b. Sites offer a positive and safe environment for the occupants of the premises ensuring that there is appropriate access to services and facilities;</p> <p>c. The occupants would not be placed at any risk having regard to the latest crime and safety statistics in the area and that this has been agreed in advance with Humberside Police, the Council's Children's Services and other appropriate agencies;</p> <p>d. There is no unacceptable, cumulative impact relating from concentrations of similar establishments within the locality through liaison with the Council Children's Services and any other appropriate agencies;</p> <p>e. It is unlikely to cause unacceptable impact on the residential amenity;</p> <p>f. Satisfactory outside space, highway access, parking and servicing can be achieved. In all instances, a planning application must be supported by a management plan which incorporates a locality risk assessment, for approval by the Local Planning Authority in consultation with the Council Children's Services and any other appropriate agencies; and,</p> <p>g. Appropriate measures will be in place to ensure access for emergency vehicles and safety measures such as fire escapes.</p>	<p>Land use matter only</p>
<p>POLICY EC1: EMPLOYMENT LAND SUPPLY</p> <p>1. Over the period 2020 to 2038, provision will be made to deliver at least 131.7 hectares (Ha) of employment land across North Lincolnshire.</p> <p>2. The sites listed below, as identified on the Policies Map, are</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide</p>

allocated for employment use* and are protected for the employment uses specified.

3. Development on these sites will be acceptable for the specified use classes and will be required to be delivered in accordance with the specific requirements set out, together with the requirements of other policies set out elsewhere in this Plan.

4. The council will consider withdrawing permitted development rights to protect the sites for the employment uses proposed.

5. Within the operational port areas identified on the Policies Map development proposals for port and port related use will be supported and, where appropriate, approved.

viability taking account within the assumption to use a series of site typologies.

Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.

ALLOCATED EMPLOYMENT SITES

Location	Site Reference	Policy Name	Use *	Allocated site area ha
Scunthorpe	EC1-1	Normanby Enterprise Park	E(g), B2, B8	38.87
Scunthorpe	EC1-2	Land north of Tesco	E(g), B8	39.96
Kirmington	EC1-3	Humberside Airport	E(g), B8	12
Kirmington	EC1-4	Humberside Airport	E(g), B8	7.8
Sandtoft	EC1-5	Sandtoft Business Park	E(g), B8	55.3
Barton upon Humber	EC1-6	Land to the north west of the A15 Barton Interchange	E(g), B2, B8	15
Barnetby Top	EC1-7	Land to the south of Barnetby Top Interchange and to the west of the A18	Service Station and lorry park	6.14
Barnetby Top	EC1-8	Land to the south of Barnetby Top Interchange and to the east of the A18	E(g), B2, B8	10
M180 Junction 2	EC1-9	Land to the south of Crowle gyratory	E(g), B8	5
				190.07

POLICY EC1-1: NORMANBY ENTERPRISE PARK

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

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

Access and highways

- b. Vehicular access should be from existing distributor roads that serve the wider Enterprise Park. There should be no new accesses directly onto the B1430 Normanby Road; the Highway Authority may be seeking contributions from developers for improvements to Normanby Road and the Normanby Road/Mannaberg Way roundabout.
- c. A Transport Assessment and Travel Plan will be required.
- d. Footpaths and cycle provision should be provided throughout the site, linking the development with, residential areas and the wider rights of way networks.
- e. A comprehensive landscaping scheme, including biodiversity enhancement, is required.

Land use matter only

These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.

Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements

<p>f. Biodiversity enhancements to be incorporated into the site design. These should be sympathetic to the habitats present within the Local Wildlife Site and the Local Nature Reserves.</p> <p>g. An Ecology Survey will be required.</p> <p>h. Development proposals should not have an adverse impact on the Phoenix and Phoenix Parkway Local Nature Reserves or the Slag Banks Local Wildlife Site. Ecological compensation and mitigation should be provided in order to off-set the loss of any habitats, and any enhancements should result in a net gain in biodiversity.</p> <p>Heritage</p> <p>i. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment. Particular regard will need to be undertaken of the impact of any proposals upon those elements which contribute to the significance of the Scheduled Monument to the west of this allocation and to the moated site which lies within this site. Development proposals should ensure that those elements which contribute to their significance are conserved.</p> <p>Flood, drainage and water management</p> <p>j. A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.</p> <p>Utility and service provision</p> <p>k. Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon the type/scale of development.</p> <p>l. Further restoration/remedial work will be required for the south western area of the site before that part can be developed.</p> <p>Implementation</p> <p>m. Development of Policy EC1-1 is to be brought forward by the developer. The delivery of the site is expected to be completed by 2025.</p> <p>n. Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</p>	<p>within the Infrastructure Delivery Plan.</p>
<p>POLICY EC1-2: LAND AT NORTH OF DONCASTER ROAD</p> <p>1. Land at North of Doncaster Road (39.96ha) is allocated for employment use. The site will be developed in accordance to the following site specific criteria:</p> <p>a. The site should be developed for a mix of E(g) (Business/Light Industrial) and B8 (Storage and Distribution) uses.</p> <p>Access and highways</p> <p>b. Vehicular access should be from a new roundabout on the A1077 Orbital Road. There should be no new accesses from the existing residential and employment areas to the east.</p> <p>c. A Transport Assessment and Travel Plan will be required.</p> <p>d. Footpaths and cycle provision should be provided throughout the site, linking the development with residential</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be</p>

<p>areas and the wider rights of way networks.</p> <p>Biodiversity and landscaping</p> <p>e.A comprehensive landscaping scheme, including biodiversity enhancement and habitat creation is required.</p> <p>f. Biodiversity enhancements to be incorporated into the site design.</p> <p>g.An Ecology Survey will be required.</p> <p>Heritage</p> <p>h.A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>i. A HIA will be required - Archaeological field evaluation comprising geophysical survey and trial trenching.</p> <p>Flood, drainage and water management</p> <p>j. A reliable and robust Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.</p> <p>Contamination, noise and odour</p> <p>k.A Noise impact assessment and Air Quality Assessment is required.</p> <p>Utility and service provision</p> <p>l. Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon the type/scale of development.</p> <p>Implementation</p> <p>m. Development of Policy EC1-2 is to be brought forward by the developer. The delivery of the site is expected throughout the plan period and will be completed by 2038.</p> <p>n.Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</p>	<p>secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY EC1-3: LAND TO THE WEST OF HUMBERSIDE AIRPORT</p> <p>1. Land to the west of Humberside Airport 12(ha) is allocated for employment use. The site will be brought forward for development once the remaining undeveloped part of the existing Airport Business Park is substantially committed or when due to size restrictions proposed employment uses cannot be physically accommodated. The site will be developed in accordance to the following site specific criteria:</p> <p>a. The site should be developed for a mix of E(g) (Business/Light Industrial), and B8 (Storage and Distribution) uses and ancillary uses which support or are associated with the airport functions.</p> <p>Access and highways</p> <p>b. Vehicular access should be achieved from within the existing airport distributor road and will need to be agreed with the</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be</p>

<p>Highways Authority.</p> <p>c. Improvements to the main A18 access junction may be required. No new accesses will be permitted directly onto the A18.</p> <p>d. Improvements to how the site can be accessed by sustainable modes of transport should be considered and reflect the aspirations of the Humberside Airport Surface Access Strategy and the Local Transport Plan.</p> <p>e. A Transport Assessment and Travel Plan will be required.</p> <p>Biodiversity and landscaping</p> <p>f. An Ecological Survey is required.</p> <p>g. A comprehensive landscaping scheme, including biodiversity enhancement, is required.</p> <p>Heritage</p> <p>h. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment. Particular regard will need to be given to the impact of the development on the setting of the extensive Iron Age and Roman scheduled monument.</p> <p>Flood, drainage and water management</p> <p>i. A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.</p> <p>j. Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon type/scale of development.</p> <p>k. Infrastructure upgrade will be required to Kirmington sewage treatment works.</p> <p>Implementation</p> <p>l. Development of Policy EC1-3 is to be brought forward by the landowner/developer. The delivery of the site is expected to be delivered between 2026-2038 and is phased on the substantial commitment of the remaining undeveloped elements of the Airport Business Park.</p> <p>m. Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</p>	<p>secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY EC1-4: LAND NORTH OF THE A18 AT HUMBERSIDE AIRPORT</p> <p>1. Land north of the A18 at Humberside Airport (7.8ha) is allocated for employment use. The site will be developed in accordance to the following site specific criteria:</p> <p>a. The site should be developed for a mix of E(g) (Business/Light Industrial) and B8 (Storage and Distribution) uses and ancillary uses which support or are associated with the airport functions.</p> <p>Access and highways</p> <p>b. Vehicular access should be achieved via a new junction fronting the A18 which will need to be agreed with the Highways Authority.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p>

<p>c.A Transport Assessment and Travel Plan will be required.</p> <p>d.Improvements to how the site can be accessed by sustainable modes of transport should be considered and reflect the aspirations of the Humberside Airport Surface Access Strategy and the Local Transport Plan.</p> <p>Biodiversity and landscaping</p> <p>e.An Ecology Survey is required.</p> <p>f. Any proposal which is likely to have an adverse impact on a Local Wildlife Site or Local Geological Site shall not be approved unless it can be clearly demonstrated that there are reasons for the proposal, which outweigh the need to safeguard the intrinsic nature conservation and geological value of the site. In all cases where development is permitted which may cause such damage, the damage shall be kept to a minimum. Planning obligations shall be used to ensure the protection and enhancement of each site's nature conservation and geological value. Compensatory measures will be used if necessary to off-set the loss of any habitats. Any enhancements should result in a net gain in biodiversity.</p> <p>g.A comprehensive landscaping scheme, including biodiversity enhancement, is required.</p> <p>h.Development proposals should not have an adverse impact on the Melton Ross Quarry Local Wildlife Site or Local Geological Site" and "Biodiversity enhancements to be incorporated into the site design. These should be sympathetic to the habitats present within the Local Wildlife Site".</p> <p>Heritage</p> <p>i. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment. Particular regard will need to be given to the impact of the development on the setting of the nearby extensive Iron Age and Roman scheduled monument.</p> <p>Flood, drainage and water management</p> <p>j. A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.</p> <p>k.Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon type/scale of development.</p> <p>l. Infrastructure upgrade will be required to Kirmington sewage treatment works.</p> <p>Implementation</p> <p>m. Development of Policy EC1-4 is to be brought forward by the developer. The delivery of the site is expected by 2025.</p> <p>n. Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</p>	<p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY EC1-5: LAND AT SANDTOFT AIRFIELD</p> <p>1. Land at Sandtoft Airfield (55.3ha) is allocated for a logistics</p>	<p>Land use matter only</p>

<p>park. The site will be developed in accordance with the following site specific criteria:</p> <p>a. The site should be developed for a logistics park of E(g) (Business/Light Industrial), and B8 (Storage and Distribution) uses.</p> <p>Access and highways</p> <p>Site access is proposed from both Belton Road and High Levels Bank Road. Access to the strategic highway network will be achieved from High Levels Bank Road, via the A18 to Junctions 1 and 2 of the M180. A Transport Assessment will need to be submitted as part of any planning application(s) for the site. This will assess the impact which the development may have on the highway network which would include, but would not be limited to, High Levels Bank (including the bridge over the M180 and Brook Corner); the A18/High Levels Bank junction; the Double Rivers Junction (Crowle Gyratory) and Junctions 1 and 2 of the M180. Any mitigation measures which are deemed to be necessary will be delivered in a phased manner in accordance with a masterplan accompanying any planning application(s) which will also provide a link road through the site. Off-site highway works will be paid for by financial contributions from developer(s).</p> <p>c. A Travel Plan will be required as part of the planning application and will be delivered through the lifetime of the scheme.</p> <p>Biodiversity and landscaping</p> <p>d. An Ecology Survey is required.</p> <p>e. The Local Wildlife Site drain that runs through the site should be surveyed and assessed. Any proposals for the site should provide mitigation to ensure that they do not affect the ecological value of the drain.</p> <p>f. A comprehensive landscaping scheme, including biodiversity enhancement, is required. This scheme will need to give due regard in terms of providing a landscape buffer to the existing properties that front High Levels Bank and which abut the site.</p> <p>g. This site lies immediately adjacent to Hatfield Chase Ditches SSSI. Any proposal for this site must include mitigation and buffering to protect and enhance the feature for which the SSSI is designated.</p> <p>Heritage</p> <p>h. A Heritage assessment is required. Such an assessment will need to consider the impact of any proposals upon those elements which contribute to the significance of the Listed Buildings/structure to the west of this allocation. Development proposals should ensure that those elements which contribute to its significance are safeguarded.</p> <p>Flood, drainage and water management</p> <p>i. A Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere. Development within 8 metres of the top of the bank or landward toe will be restricted to allow the Environment Agency unimpeded access to the watercourse for maintenance purposes.</p> <p>j. Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon type/scale of development.</p> <p>Contamination, noise and odour</p>	<p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
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- k. Negative impact on the landscape, particularly light pollution, should be mitigated.

Implementation

- l. Development of Policy EC1-5 is to be brought forward by the developer. The delivery of the site is expected by 2031.
- m. Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

POLICY EC1-6: LAND AT NORTH WEST OF THE A15 BARTON INTERCHANGE

- 1. Land at north west of the A15 Barton Interchange (15ha) is allocated for employment use. The site will be developed in accordance to the following site specific criteria:

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

Access and highways

- b. Vehicular access should be from a new junction off Gravel Pit Lane.
- c. A Transport Assessment and Travel Plan will be required.

Biodiversity and landscaping

- d. A comprehensive landscaping scheme is required.
- e. Biodiversity enhancements including habitat creation to be incorporated into the site design.
- f. An Ecology Survey will be required.
- g. Development proposals should not have an adverse impact on the Barton Wolds Local Nature Site.

Heritage

- h. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.
- i. A HIA will be required - Archaeological field evaluation comprising geophysical survey and trial trenching.

Flood, drainage and water management

- j. A reliable and robust Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.

Contamination, noise and odour

- k. A Noise impact assessment and Air Quality Assessment is required.

Utility and service provision

- l. Local reinforcements may be required regarding provision of water and disposal of waste water and surface water

<p>dependent upon the type/scale of development</p> <p>Implementation</p> <p>m. Development of Policy EC1-6 is to be brought forward by the developer. The delivery of the site is expected to be completed by 2025.</p> <p>n. Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</p>	
<p>POLICY EC1-7: LAND AT SOUTH OF BARNETBY TOP INTERCHANGE AND TO THE WEST OF THE A18</p> <p>1. Land at south of Barnetby Top Interchange and to the west of the A18 (6.14ha) is allocated for employment use. The site will be developed in accordance to the following site specific criteria:</p> <p>a. The site should be developed for a service station and lorry park.</p> <p>Access and highways</p> <p>b. Vehicular access should be from a new junction off the A18 but not directly between Barnetby Top Interchange and the A18 roundabout to the south.</p> <p>c. A Transport Assessment and Travel Plan will be required.</p> <p>Biodiversity and landscaping</p> <p>d. A comprehensive landscaping scheme is required.</p> <p>e. Biodiversity enhancements including habitat creation to be incorporated into the site design.</p> <p>Heritage</p> <p>f. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>g. A HIA will be required - Archaeological field evaluation comprising geophysical survey and trial trenching.</p> <p>Flood, drainage and water management</p> <p>h. A reliable and robust Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.</p> <p>Utility and service provision</p> <p>i. Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon the type/scale of development.</p> <p>Implementation</p> <p>j. Development of Policy EC1-7 is to be brought forward by the developer. The delivery of the site is expected to be completed by 2025.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>

<p>k.Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</p>	
<p>POLICY EC1-8: LAND AT SOUTH OF BARNETBY TOP INTERCHANGE AND TO THE EAST OF THE A18</p> <p>1. Land at south of Barnetby Top Interchange and to the east of the A18 (10ha) is allocated for employment use. The site will be developed in accordance to the following site specific criteria:</p> <p>a.The site should be developed for a mix of E(g) (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses.</p> <p>Access and highways</p> <p>b.Vehicular access should be from a new junction off the A18 but not directly between Barnetby Top Interchange and the A18 roundabout to the south.</p> <p>c.A Transport Assessment and Travel Plan will be required.</p> <p>Biodiversity and landscaping</p> <p>d.A comprehensive landscaping scheme is required.</p> <p>e.Biodiversity enhancements including habitat creation to be incorporated into the site design.</p> <p>f. An Ecology Survey will be required.</p> <p>Heritage</p> <p>g.A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment</p> <p>h.A HIA will be required - Archaeological field evaluation comprising geophysical survey and trial trenching.</p> <p>Flood, drainage and water management</p> <p>i. A reliable and robust Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.</p> <p>Utility and service provision</p> <p>j. Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon the type/scale of development.</p> <p>k.An additional 15 hectares of land, immediately to the east of the 10 hectares of land allocated as Employment Allocation EC1-8, will be considered favourably for development for employment purposes (offices and R&D (Class E(g)), General Industrial (B2), and storage and distribution (B8)) in the event of the following:</p> <ul style="list-style-type: none"> • Employment Allocation EC1-8 is substantially committed or, when due to size restrictions, the proposed employment uses cannot be physically accommodated on the remaining undeveloped elements of EC1-8p; and, • There is a proven need for the development or an 	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>

<p>application is a response to operational / end user requirements at this location; and,</p> <ul style="list-style-type: none"> • A Masterplan and Phasing Strategy will be required as part of any planning application submitted which extends outside of Employment Allocation EC1-8; and, • Development accords with the site specific criteria identified above. <p>Implementation</p> <p>l. Development of Policy EC1-8 is to be brought forward by the developer. The delivery of the site is expected to be completed by 2030.</p> <p>m. Site specific infrastructure requirements, identified for this site in the Infrastructure Delivery Schedule, will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</p>	
<p>POLICY EC1-9: LAND TO THE SOUTH OF THE CROWLE GYRATORY</p> <p>1. Land to the south of the Crowle Gyratory (5ha) is allocated for employment use. The site will be developed in accordance to the following site specific criteria:</p> <p>a. The site should be developed for a mix of E(g) (Business/Light Industrial) and B8 (Storage and Distribution) uses.</p> <p>Access and highways</p> <p>b. Vehicular access should be from a new junction off the A162.</p> <p>c. A Transport Assessment and Travel Plan will be required.</p> <p>.Biodiversity and landscaping</p> <p>d. A comprehensive landscaping scheme is required.</p> <p>e. Biodiversity enhancements including habitat creation to be incorporated into the site design.</p> <p>f. An Ecology Survey will be required.</p> <p>g. The entire site falls with the wider Isle of Axholme Area of Historic Landscape Interest and any proposal would need to demonstrate how it would not have an unduly adverse impact on this designation.</p> <p>Heritage</p> <p>h. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>i. A HIA will be required - Archaeological field evaluation comprising geophysical survey and trial trenching.</p> <p>Flood, drainage and water management</p> <p>j. A reliable and robust Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.</p> <p>Contamination, noise and odour</p> <p>k. A Noise impact assessment and Air Quality Assessment is required.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>

Utility and service provision

l. Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon the type/scale of development.

Implementation

m. Development of Policy EC1-9 is to be brought forward by the developer. The delivery of the site is expected to be completed by 2030.

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

POLICY EC2: EXISTING EMPLOYMENT AREAS

1. Existing employment areas as identified on the Policies Map will be safeguarded for employment uses. Proposals which promote development or reuse of vacant sites located within existing employment areas for employment use will be supported subject to other relevant policies in the Plan.

2. Proposals for the development of non-employment uses on existing employment sites will be permitted where:

a. there is evidence to show that the site/building has reached the end of its useful economic life by:

i. demonstrating that there is no demand for the reuse of the building/site, following a minimum period of 12 months marketing for the existing use with a recognised commercial agent at a reasonable price reflecting typical local land values; and

ii. demonstrating that the physical adaption or reuse of the building is uneconomic in commercial terms; and,

b. the non-employment use would be compatible with the operations of existing employment uses nearby.

Other Employment Proposals

3. Other employment proposals in locations not covered by the categories above will be supported, provided:

a. there is a clear demonstration that there are no suitable or appropriate sites or buildings within allocated sites or within the built up area of the existing settlement;

b. the scale of the proposal is commensurate with the scale and character of the existing settlement;

c. there is no significant adverse impact on the character and appearance of the area, and/or the amenity of neighbouring occupiers;

d. there are no significant adverse impacts on the local highway network;

e. there is no significant adverse impact on the viability of delivering any allocated employment site; and

f. the proposals maximise opportunities for modal shift away from the private car.

Expansion of Existing Businesses

<p>4. The expansion of existing businesses which are currently located in areas outside allocated employment sites will be supported, provided:</p> <ul style="list-style-type: none"> a. existing buildings are reused where possible; b. they do not conflict with neighbouring land uses; c. they will not impact unacceptably on the local and/or strategic highway network; and d. the proposal would not have an adverse impact on the character and appearance of the area. <p>Loss of Employment Sites and Buildings to Non-Employment Uses</p> <p>5. Conversion and redevelopment of, or change of use from, existing non-allocated employment sites and buildings to non-employment uses will be considered on their merits taking account of the following:</p> <ul style="list-style-type: none"> a. whether the loss of land or buildings would adversely affect the economic growth and employment opportunities in the area the site or building would likely serve; b. whether the continued use of the site or building for employment purposes would adversely affect the character or appearance of its surroundings, amenities of neighbouring land-uses or traffic conditions that would otherwise be significantly alleviated by the proposed new use. It should also be shown that any alternative employment use at the site would continue to generate similar issues; c. whether it is demonstrated that the site is inappropriate or unviable for any employment use to continue and no longer capable of providing an acceptable location for employment purposes; and d. whether the applicant has provided clear documentary evidence that the property has been appropriately, but proportionately, marketed without a successful conclusion for a period of not less than 6 months, on terms that reflect the lawful use and condition of the premises. This evidence will be considered in the context of local market conditions and the state of the wider national economy. 	
<p>POLICY EC3: DEFINED INDUSTRIAL BUFFER AREAS</p> <p>1. Development, excluding biodiversity enhancement schemes, will not be permitted within the defined amenity buffer areas associated with the South Humber Bank, North Killingholme Airfield and the former British Sugar Site, Brigg industrial areas. Within these areas, schemes for indigenous tree and shrub planting and habitat creation will be required.</p>	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account</p>

	of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.
<p>POLICY EC4: SOUTH HUMBER BANK - LANDSCAPE INITIATIVE</p> <p>1. It is proposed that the following measures will be undertaken throughout the South Humber Bank Landscape Initiative area:</p> <ul style="list-style-type: none"> a. softening - provision of stepped-back security fences, fringed with native species shrubs and trees; b. screening - establishment of mixed native broad-leaf and conifer tree belts; c. habitat conservation - maintenance of wet areas and other existing features, such as woods and hedges, to provide the core of a nature recovery network for future improvements; d. habitat creation - introduction of lakes, ponds marshes and appropriate priority habitats; e. field boundary management – careful management of existing hedges to increase height and species diversity; and f. tree and hedge planting - new native species rich planting, carefully positioned for maximum effect, with minimum impact on farm management industry's operational needs and sites of archaeological importance. 	<p>Land use matter only</p> <p>These will be tested within the plan wide viability taking account within the assumption to use a series of site typologies.</p> <p>Contributions assumed to be secured through S106 taking account of the plan policies and the infrastructure requirements within the Infrastructure Delivery Plan.</p>
<p>POLICY EC5: WHARVES</p> <p>1. Proposals for new or extended port, wharf and jetty facilities on the Rivers Humber and Trent will be permitted provided that there is no adverse impact on:</p> <ul style="list-style-type: none"> a. designated sites and protected and priority species as well as the need to account for measurable biodiversity net gain; b. high quality agricultural land; c. the landscape of river corridors and coastal margins; d. the flood defence system; e. the strategic and local road network; and, f. the amenity of settlements. 	<p>Land use matter only</p>
<p>POLICY EC6: SUPPORTING THE RURAL ECONOMY</p>	<p>Land use matter only</p>

<p>1. The council will seek to develop a sustainable rural economy by supporting appropriate, small scale rural enterprise. Proposals to diversify the range of economic activities on a farm or in a rural area will be supported, where proposals:</p> <ul style="list-style-type: none"> a. benefit the local community and do not adversely affect quality of life or the amenity of local residents; b. conserve and enhance local character; c. are consistent in scale and environmental impact with their rural location; d. involve the conversion of an existing building. New build only schemes will be considered as an exception; e. have no detrimental impact on existing village shops and business; f. demonstrate traffic generation can be satisfactorily accommodated by the existing or planned local road network, ensuring access arrangements are acceptable to the scale and type of development with no adverse effect on highway safety; g. have no unacceptable effect on water quality or flooding, watercourses, biodiversity or important Wildlife habitats and do not increase the risk of flooding; and h. enhance the natural environment through the provision of measurable net gains to biodiversity. 	
<p>POLICY EC7: A SUSTAINABLE VISITOR ECONOMY</p> <p>1. Development and activities that will deliver high quality sustainable visitor facilities such as culture and leisure facilities, sporting attractions and accommodation, including proposals for temporary permission in support of the promotion of events and festivals, will be supported. Such development and activities should be designed so that they:</p> <ul style="list-style-type: none"> a. contribute to the local economy; b. benefit both local communities and visitors; c. respect the intrinsic natural and built environmental qualities of the area; and d. are appropriate for the character of the local environment in scale and nature. <p>2. The provision of new visitor attractions or the expansion of existing attractions will be permitted provided:</p> <ul style="list-style-type: none"> a. it is located in sustainable and accessible locations or can be made so; b. it is appropriate to the site's location in terms of scale, design, layout and materials; c. it does not have an unacceptable adverse impact on the areas valuable natural, built or heritage assets and helps to enhance any affected asset; d. it can demonstrate the viability of the new attraction or where appropriate helps support the viability of an existing attraction; e. it enhances and complements existing visitor attractions or priorities in the area and supports the development of a year-round visitor economy and/or extends visitor stays; and 	<p>Land use matter only</p>

<p>f. enhance the natural environment through the provision of measurable net gains to biodiversity</p> <p>3. Where a countryside location is necessary the development should:</p> <ul style="list-style-type: none"> a.meet identified visitor needs; b.support local employment and community services; c.ensure adequate infrastructure; and d.relate to an existing tourism asset that is based upon a site specific natural or heritage feature. <p>Large Scale Development</p> <p>4. Comprehensive master planning and a robust business plan to articulate the potential impacts, proposed mitigation and economic, social and environmental benefits should accompany applications for large scale new or expanding visitor attractions.</p>	
<p>POLICY TC1: RETAIL HIERARCHY AND TOWN CENTRE AND DISTRICT CENTRE DEVELOPMENT</p> <p>Retail Hierarchy</p> <p>1. The Council will protect and enhance the following hierarchy of Sub Regional, Town and District Centres:</p> <ul style="list-style-type: none"> a.Sub Regional Centre – Scunthorpe, b.Town Centres - Brigg, Barton Upon Humber, Crowle and Epworth, c.District Centres - Kirton in Lindsey, Winterton, Frodingham Road and Ashby High Street. <p>2. Within the defined town centre boundaries of the sub-regional town of Scunthorpe, as shown on the Scunthorpe Town Centre Inset Plan the following uses will be permitted:</p> <ul style="list-style-type: none"> a.Town Centre Uses (E Class) including, but not limited to, shops, offices, restaurants, financial and professional services, and indoor sport and leisure activities b.Residential (C3) at upper levels c.Drinking Establishments (Sui Generis) d.Hot Food Takeaways (Sui Generis) e.Hotels (C1) f. Learning and Non-Residential Institutions (F1) g.Leisure Facilities (F2) h.Taxi Businesses (Sui Generis) i. Student halls of residence j. Theatres, cinemas, or other similar leisure uses or visitor attractions (Sui generis) <p>3. Within the defined Primary Shopping Frontages for Scunthorpe Town Centre, as shown on the Scunthorpe Town Centre Inset Plan proposals for non-shopping uses will be permitted provided they:</p> <ul style="list-style-type: none"> a.are a recognised main town centre use under E Use Class; 	<p>Land use matter only</p>

<p>b.would not result in the over concentration of non-retail uses or 'dead' frontages that would undermine the primary shopping area's overall retail function and character. This is defined as 20% of the total metrage of the defined frontage or any continuous frontage of non-shopping uses that would exceed 18m.</p> <p>c.would have no demonstrable impact on the vitality and viability of the centre as a whole</p> <p>d.are of high quality design, responding to their surroundings and contributing positively to the streetscene and character of the Town Centre; and</p> <p>e.enhance connectivity within, through and around the Town Centre wherever possible</p> <p>4. Proposals for commercial, business and service Class E uses will be permitted within the defined town centre boundaries of Brigg, Barton Upon Humber, Crowle and Epworth. Other Town Centre uses as specified above in criteria (ii) – (x) will be permitted provided they do not detract from the centre's shopping function. Proposals will be considered having regard to the existing character and function of the shopping street, the contribution which the proposal would make to the vitality and viability of the shopping street and the resulting proportion of non-shopping uses.</p> <p>5. Proposals for the development of additional commercial, business and service Class E uses within the District Centres of Kirton in Lindsey, Winterton, Frodingham Road and Ashby High Street, will be permitted provided they are of a size and scale and compatible with the needs and character of the settlement/area. Development will only be permitted if it is required to meet the needs of the area served by the centre in a sustainable way. It must also be of a scale appropriate to the centre, and that will not adversely impact upon the vitality or viability of other nearby town and district centres. Proposals will be considered having regard to the existing character and function of the shopping street and the resulting proportion of non-shopping uses.</p> <p>6. Proposals for hot food takeaways (Sui Generis) need to demonstrate that account has been taken of:</p> <ul style="list-style-type: none"> a. the impact on the amenity of nearby residents; and, b. the impact on highway safety; and, c. the relationship with any school located within 400m of the proposed Sui Generis use; and, d. whether the proposal would result in an unacceptable concentration of Sui Generis uses in the centre; and e. that appropriate measures to prevent the discharge of Fats, Oil and Grease to the sewerage network have been implemented and will be maintained in perpetuity. <p>Evening Economy</p> <p>7. Proposals that would positively contribute to the evening economy will be supported provided they contribute to the vitality and viability of town centres and accord with this and other relevant policies in the Plan.</p>	
<p>POLICY TC2: PLACEMAKING & GOOD URBAN DESIGN</p>	<p>Design and space</p>

<p>1. Development proposals will be supported where they improve poor existing urban and natural environments, enhance special qualities of North Lincolnshire's settlements and better reveal the significances of the historic environment. Development proposals that fail to take account of special qualities, fail to make a positive design contribution, or cause damage to the character and quality of an area will be refused.</p> <p>2. Development proposals should adhere to the following detailed design points:</p> <p>Urban Structure and Grain</p> <p>a.enhance, respect and complement the historic arrangement of street blocks, plots and buildings, where possible restoring old patterns of urban grain where these have been damaged or obscured.</p> <p>b.enhance and complement the character and appearance of landscape, parks, landforms, open space, planting and boundary treatment.</p> <p>Density and Massing</p> <p>c.demonstrate that the resultant density of a development proposal will be appropriate for its proposed use and neighbouring context.</p> <p>d.demonstrate that the combined effect of development does not dominate other buildings and spaces, paying particular attention to adjacent buildings or parks of architectural or historic significance.</p> <p>Streets and Spaces</p> <p>e.promote ease of public pedestrian and cyclist movement and establish natural patterns of connectivity. Spaces and routes must be attractive, safe, and uncluttered and clearly prioritise pedestrians and cyclists over vehicles.</p> <p>f.promote legibility through development by providing recognisable routes, hierarchy of routes, intersections, incidental spaces and landmarks.</p> <p>g.are designed to improve the quality of the public realm and the wider environment for all.</p> <p>h.provide a pattern of continuity and enclosure, dependent on circumstances, to reflect the need for different types of space for different types of activity including clearly defining private from public space, and mediate between the two.</p> <p>i. designed to reduce crime and the fear of crime and promote public safety throughout the day and night.</p> <p>Building Heights and Views</p> <p>j. respect and enhance views of landmark buildings and important vistas.</p> <p>Character and Design Standards</p> <p>k. ensure appropriate building materials are used.</p> <p>l. meet the highest standards of accessibility and inclusion.</p> <p>m. demonstrate the use of best practice in contemporary urban design and place making.</p> <p>n. integrate car parking and servicing within the design of development so as not to dominate the street scene.</p> <p>o. create active frontages to public streets, spaces and waterways.</p>	<p>standard have been considered within the site allocation selection process and through the preparation of the emerging local plan.</p>
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<ul style="list-style-type: none"> p. create buildings and spaces that are fit for purpose but are also adaptable to respond to change. q. create places that feel true to their intended purpose. r. maximise sustainability potential. 	
<p>POLICY RD1: SUPPORTING SUSTAINABLE DEVELOPMENT IN THE COUNTRYSIDE</p> <p>1. Outside settlement development limits land will be regarded as the countryside and the following forms of development supported, where proposals respect the intrinsic character of their surroundings:</p> <ul style="list-style-type: none"> a. Conversion of buildings for employment related development (including work-live units), tourism or community uses; b. Conversion of buildings for new housing will be supported where the preservation of the building would enhance the immediate setting and where it: <ul style="list-style-type: none"> i. Would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of a heritage asset; or ii. Would re-use a redundant or dis-used building without significant alteration or significant extension. c. Replacement dwellings where their design and character reflects the surrounding area and results in an increase of less than 50% of the volume of the dwelling which it is to replace; d. New dwellings of exceptional quality or of truly outstanding innovative design; e. Affordable housing for local people (Exceptions Sites); f. Agricultural, forestry or other rural based occupational dwellings subject to demonstrating a functional need. Such dwellings will be subject to an occupancy condition; g. Employment uses where it is an appropriate scale to its location and it respects the character of the surrounding landscape. Proposals should: <ul style="list-style-type: none"> i. Be within or adjacent to an existing industrial estate or business park; or ii. Involve the expansion of an existing business; or iii. Involve the conversion of an existing building; or iv. Have a functional need to be in that particular location that cannot be met either on a nearby allocation, or on a site that satisfies any of the above criteria. h. Agricultural, horticultural and forestry uses; i. New and enhanced infrastructure; j. Sports, equine, recreation, community facilities and tourism development; k. Intensive livestock units where it can be demonstrated that (individually or cumulatively) the proposal will not result in an unacceptable environmental impact on its surroundings; and l. Mineral extraction in accordance with Policy MIN3. <p>2. Development will be expected to protect the best and most</p>	<p>Land use matter only</p>

<p>versatile agricultural land. Areas of lower quality agricultural land should be used where the proposals result in the significant development of agricultural land in preference to the best and most versatile agricultural land.</p> <p>3. All development proposals should demonstrate that soil resources will be managed and conserved in a viable condition and used sustainably in line with accepted best practice and only permitted where it safeguards and enhances the natural environment and considers biodiversity through the provision of measurable net gains to biodiversity and links to coherent ecological networks.</p>	
<p>POLICY DQE1: PROTECTION OF LANDSCAPE, TOWNSCAPE AND VIEWS</p> <p>Landscape Protection</p> <p>1. Development proposals that would cause unacceptable harm and do not respect and protect the distinctive character and quality of the landscape or important features or views will not be permitted. Proposals should have regard to the North Lincolnshire Landscape Character Assessment and should contribute to the conservation or enhancement of the local landscape and establish coherent ecological networks, where possible.</p> <p>Character and setting</p> <p>Proposals should have particular regard to maintaining and responding positively to any natural and man-made features within the landscape and townscape which positively contribute to the character of the area. These may include but are not limited to historic buildings and monuments, other landmark buildings, topography, trees and woodland, hedgerows, walls, water features, field patterns, and the intervisibility between historic rural settlements.</p> <p>3. Development proposals should:</p> <ul style="list-style-type: none"> a. relate well to local topography and the built form and be of an appropriate scale, siting, layout, design, density and use of materials to minimise the impact on the landscape character of the site and its surroundings; b. include provisions for the long-term management and maintenance of any existing and proposed landscaping, woodlands and trees; c. avoid detrimental effects on, or the loss of, features that make a significant contribution to the particular landscape character type; d. aim to conserve, enhance or restore important natural and historic landscape features, including those relating to rivers, streams and the coast, and provide measurable net gains to biodiversity particularly where they contribute to Nature Recovery Networks; e. maintain and extend tree cover, where practicable and appropriate, through the retention of important trees, replacement of trees to be lost, and new planting to support green infrastructure, with respect to habitat priorities within the Biodiversity Opportunity Mapping and/or Local Nature Recovery Strategy; f. not have an unacceptable visual impact on skylines, key views and roofscapes and undertake measures, such as landscaping, to reduce those impacts where appropriate; g. be supported by a landscaping scheme that includes new landscaping measures that positively integrate the development into the landscape character of the area; and, 	<p>Land use matter only</p>

h. be supported by a landscape analysis and management plan in appropriate cases. This should take account of, as a minimum, the most up to date Lincolnshire Landscape Character Assessment and information obtained from the North Lincolnshire Historic Environment Record.

4. Where a proposal may result in significant harm it may, exceptionally, be permitted if the overriding benefits of the development demonstrably outweigh the harm. In such circumstances, the harm should be minimised and mitigated.

Create and protect views

5. All development proposals should take account of views in to, out of, and within development areas. Schemes should be designed to preserve or enhance key local views and vistas and create new public views, where possible by utilising considerate development, layout and design. Particular consideration should be given to views of significant buildings and views within landscapes, which are more sensitive to change due to their open, exposed character and extensive intervisibility from various viewpoints.

Cumulative impacts

6. In considering the impacts of a proposal, both the cumulative impacts and individual impacts will be considered. Developers should complete a site-specific landscape appraisal, proportionate to the anticipated scale and impact of the proposal. This appraisal should assess the character and appearance of the site, respond to landscape character, climate change and flood alleviation, where appropriate, and propose improvements to levels of amenity, incorporating biodiversity net gain measures identified through ecological assessment.

Proposed Extension to the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB)

7. Priority will be given to the protection and enhancement of the landscape character, natural beauty and setting of the proposed extension to the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB). The considerations set out in this policy are particularly important when determining proposals which have the potential to impact upon the proposed extension to the Lincolnshire Wolds AONB, as identified on the Policies Map.

Areas of High Landscape Value

8. Areas of High Landscape Value are considered to be of high landscape quality with strong distinctive characteristics which make them particularly sensitive to development. A review of Areas of High Landscape Value has been undertaken in the latest North Lincolnshire Landscape Character Assessment. In light of this review, it is proposed that the following Areas of High Landscape Value should be retained and protected:

- a. Lincoln Edge Woodland and Heathland areas east of Scunthorpe, extending south to Kirton in Lindsey;
- b. Lincoln Edge Cliff between Whitton and Flixborough;
- c. Flat Valley Bottom Farmland, Vale of Ancholme; and
- d. Heathy Woodland near Wrawby Moor.

9. The considerations set out in this policy are particularly important when determining proposals which have the potential to impact upon Areas of High Landscape Value, as identified on the Proposals Map.

** Reference should also be made to the requirements of Policy DQE2: Landscape Enhancement and Policy DQE3: Biodiversity and Geodiversity in this Plan.*

POLICY DQE2: LANDSCAPE ENHANCEMENT	Land use matter only
<p>1. The following landscape enhancement schemes are proposed:</p> <p>Scunthorpe and Bottesford Urban Area</p> <ul style="list-style-type: none"> a.North West Escarpment b.Bottesford Beck c.Land North of Rowland Road d.Lakeside e.Land North of Doncaster Road f. Ridgewalk/Sustrans route <p>Barton upon Humber</p> <ul style="list-style-type: none"> g.Barton East h.Barton West i. Waters' Edge <p>Brigg</p> <ul style="list-style-type: none"> j. River Ancholme k.Wrawby Road Approach l. Brigg North <p>Large service centres</p> <ul style="list-style-type: none"> m. Winterton North West n.Messingham South o.Broughton North p.Broughton South q.Epworth East <p>Larger rural settlements</p> <ul style="list-style-type: none"> r. Burton upon Stather East s.New Holland Industrial Estate t. New Holland Mere <p>Northern Wold and Ancholme Valley</p> <ul style="list-style-type: none"> u.Elsham Wold Industrial Estate <p>Ironstone Gulleys to the north-east of Scunthorpe</p> <ul style="list-style-type: none"> v. Lincoln Edge Scarp Slope <p>Industrial landscape</p> <ul style="list-style-type: none"> w. South Humber Bank* <p>2. Development will only be permitted where it provides opportunities for landscape enhancement or creation.</p> <p>3. Development will recognise and reflect the wider role and functional purposes that landscape can perform.</p> <p>4. A variety of enhancement schemes will be supported including, but not exclusive to, trees and hedges. Such schemes will</p>	

<p>be expected to deliver multiple benefits for the environment and local communities in order to, for example, provide shade and habitat for wildlife and aid drainage, air quality and the atmosphere.</p> <p>5. Reference should also be made to the requirements of Policy DQE1: Protection of Landscape, Townscape and Views in this Plan.</p> <p><i>* Reference should also be made to the requirements of Policy EC4: South Humber Bank - Landscape Initiative in this Plan</i></p>	
<p>POLICY DQE3: BIODIVERSITY AND GEODIVERSITY</p> <p>1. All development schemes shall, as appropriate to their nature and scale:</p> <ul style="list-style-type: none"> a.protect, manage and enhance natural capital, the network of habitats, species and sites of international, national and local importance (statutory and non-statutory), including sites that meet the criteria for selection as a Local Site* unless the reasons for the scheme clearly outweigh the nature conservation value of the site itself; and b.minimise, mitigate and compensate against impacts on natural capital, ecosystem services, biodiversity and geodiversity where adverse effects are unavoidable; and, c.use the DEFRA biodiversity metric to demonstrate that a proposal will deliver a minimum 10% net gain for biodiversity (unless national standards increase this in the future); and d.retain and enhance existing landscape and natural features (e.g. trees, hedges, riverbanks, watercourses, water bodies and important habitats); or e.ensure an alternative corridor can be provided to ensure equivalent ecological connectivity is maintained; and f.include provisions for the long-term management and monitoring of habitats created; and, g.require sufficient ecological surveys prior to decision-making to identify impact avoidance, mitigation, compensation and enhancement measures for protected and priority species and habitats and threats from invasive non-native species. Where appropriate, sufficient information to support site-specific or strategic species licensing decisions should be provided. <p>2. Proposals which may affect an SPA, SAC or Ramsar site will be assessed according to their implications for the site's conservation objectives. Proposals not directly connected with, or necessary for, the management of the site and which are likely to have a significant effect on the site, either individually or in combination with other plans or projects, shall be subject to an Appropriate Assessment. Where it is not possible to demonstrate that development will not adversely affect the integrity of a European Site, the development will not be permitted unless it can be conclusively demonstrated that:</p> <ul style="list-style-type: none"> a.there is no alternative solution; and, b.there are imperative reasons of overriding public interest for the development. <p>3. Development proposals which are likely to have an adverse effect on a Site of Special Scientific Interest (SSSI) or National Nature Reserve (NNR) will not be permitted unless the reasons for the development clearly outweigh the national nature conservation value of the site itself and the national policy to safeguard the network of such sites.</p> <p>4. Sites with local designations including Local Sites*, sites that meet the criteria for designation as a Local Site, and Local</p>	<p>Land use matter only.</p> <p>Biodiversity Net Gain is tested in the study and included as part of the S106 contribution cost.</p>

Nature Reserves should be protected from significant adverse effects, unless the reasons for the development clearly outweigh the local nature conservation value of the site.

5. Where adverse effects on SSSIs, NNRs or sites with local designations are likely permission will only be granted where it can be demonstrated that the effects can be avoided and/or minimised to an acceptable level or, as a last resort, appropriate compensatory measures provided.

6. Development resulting in the loss or deterioration of irreplaceable habitats, such as ancient woodland and aged or veteran trees, will be refused unless there are wholly exceptional reasons** and a suitable compensation strategy exists.

7. Wherever possible, harm to natural capital, ecosystem services, biodiversity and geodiversity should be avoided. In all cases where development is permitted which may damage the nature conservation value of the site, such damage shall be kept to a minimum. Developers will be required to ensure that impacts are appropriately mitigated with compensation measures towards loss of habitat used only as a last resort where there is no alternative. Where any mitigation and compensation measures are required, they should be in place before development activities start that may disturb protected or important habitats and species. The use of conditions or planning obligations to ensure the protection and enhancement of the site's nature conservation value will be required, together with monitoring and remedial measures, if appropriate and practicable or to enable major development. If significant harm to biodiversity resulting from a development cannot be avoided, mitigated or compensated for, planning permission will be refused.

8. All schemes shall, as appropriate to their nature and scale, use the DEFRA biodiversity metric to demonstrate that a proposal will deliver a minimum 10% net gain for biodiversity, subject to any exemptions or thresholds identified in national policy. Measures required to deliver a net gain for biodiversity shall be additional to any mitigation or compensation measures required as a consequence of identified impacts. Designated sites, protected species and irreplaceable habitat impacts need to be addressed separately, in accordance with criteria 1-5 in this Policy. Where possible, biodiversity units should be delivered on site. Those that cannot viably be delivered on site should be delivered locally, according to a local plan or strategy***. Where suitable compensatory habitats are not available locally then investment in national conservation priorities may take place through a tariff.

9. Development intended to conserve or enhance biodiversity shall be supported. Provision will be made for the creation of new wildlife habitats in both rural and urban areas. In granting planning permission, the creation of such areas will be required for the following types of development:

- a.in association with the reclamation of former mineral workings and waste disposal sites;
- b.in association with schemes for derelict land clearance;
- c.on land which is no longer required for long-term agricultural use; and
- d.where habitat creation is required in order to achieve mandatory biodiversity net gain.

** a Local Site is Local Wildlife Site or Local Geological Site*

*** for example, infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and Hybrid Bills), where the public benefit would clearly outweigh the loss or deterioration of habitat.*

**** at the time of writing appropriate plans or strategies would include the Biodiversity Opportunity Mapping, Local Plan Policies reflecting the Lincolnshire Lakes or the South Humber Bank Landscape Initiative, for example. Subsequent additional or replacement plans or strategies, such as a Local*

<p><i>Habitat Map, Local Nature Strategy or Local Nature Recovery Network should also be taken into account.</i></p>	
<p>POLICY DQE4: LOCAL NATURE RESERVES</p> <p>Currently Declared Local Nature Reserves</p> <ol style="list-style-type: none"> 1. It is proposed that the following Currently Declared Local Nature Reserves are protected: <ol style="list-style-type: none"> a.Ashbyville b.Atkinson's Warren c.Axholme Line, Haxey d.Barton Wolds e.Belshaw Heath f. Brumby Wood g.Conesby h.Elsham Chalk Quarry i. Far Ings j. Frodingham k.Kingsway l. Owston Ferry Castle m. Phoenix n.Phoenix Parkway o.Sawcliffe Hill p.Silica Park q.Waters' Edge 2. The Council currently has a target to declare and manage 2 hectares of Local Nature Reserve for every 1,000 people. Future LNRs will be selected by prioritising sites with high wildlife value, public accessibility and the ability to enter into management agreements. 3. Any development or land use change which is likely to have an adverse impact on a Local Nature Reserve will not be approved unless it can be clearly demonstrated that there are reasons for the proposal which outweigh the need to safeguard the intrinsic nature conservation value of the site or feature. 4. In all cases where development is permitted which may damage the nature conservation value of the site, such damage shall be kept to a minimum. Where development is permitted the use of conditions or planning obligations to ensure the protection and enhancement of the site's nature conservation value and other appropriate compensatory measures will be considered. 	<p>Land use matter only.</p>
<p>POLICY DQE5: MANAGING FLOOD RISK</p> <ol style="list-style-type: none"> 1. The risk and impact of flooding will be minimised through: <ol style="list-style-type: none"> a.directing new development to areas with the lowest probability of flooding; b.ensuring that all new development addresses the effective management of all sources of flood risk; 	<p>Cost of flood mitigation has been considered within the Lincolnshire Lakes strategic allocated</p>

<p>c. ensuring that development does not increase the risk of flooding elsewhere; and</p> <p>d. ensuring wider environmental benefits of development in relation to flood risk.</p> <p>A site-specific flood risk assessment (FRA) should be provided for all development in Flood Zone 2 and 3. In Flood Zone 1 a FRA should accompany all proposals for development of sites of 1 hectare or more or land which has been identified by the Local Lead Flood Authority as having critical drainage problems or land that may be subject to other sources of flooding where development would introduce a more vulnerable use.</p> <p>2. The Council will support development proposals within areas at risk of flooding (flood zones 2 and 3 or at risk as shown on the flood hazard maps in the Strategic Flood Risk Assessment), where it meets the following prerequisites:</p> <p>it can be demonstrated that there are no other sites available at a lower risk of flooding (i.e. that the sequential test is passed). The sequential test will be based on a district- wide area of alternative sites unless local circumstances relating to the catchment area for the development justify a reduced search area, i.e. there is a specific need for the development in that location. The sequential test is not required for sites allocated in the Local Plan, for minor development (as defined in Planning Practice Guidance, paragraph 046 (Reference ID:7-046-20140306) or for change of use (except for a change of use to a caravan, camping or chalet site, or to a mobile home or park home site);</p> <p>b. it can be demonstrated that the development provides wider sustainability benefits to the community and the area, that outweigh flood risk;</p> <p>c. a flood risk assessment has demonstrated that the development will be safe for its lifetime, taking into account the latest guidance and allowances for climate change, without increasing flood risk elsewhere, has integrated water management methods into the development, and incorporated mitigation measures in line with the Standing Advice set out in the SFRA, which has been agreed between the Council and the Environment Agency;</p> <p>3. All development proposals, including proposals in flood zone 1, will be permitted providing it is demonstrated that:</p> <p>a. the peak rate of runoff over the lifetime of the development, allowing for climate change, is no greater for the developed site than it was for the undeveloped site;</p> <p>b. the post-development volume of runoff, allowing for climate change over the development lifetime, is no greater than it would have been for the undeveloped site. If this cannot be achieved, then the maximum discharge from the site should not exceed the calculated greenfield runoff rate for all rainfall events, up to and including the 1% annual probability event plus allowance for climate change;</p> <p>c. the development incorporates appropriate mitigation so that flooding of property in and adjacent to the development would not occur for 1% annual probability event, with appropriate allowance for climate change, and exceedance flood flow paths are taken into account;</p> <p>d. the proposals in the first instance consider water re-use measures to encourage the conservation of water before infiltration to manage surface water, wherever this is feasible;</p> <p>e. The proposal should consider the full separation of foul and surface water flows within the development.</p>	<p>within the study in line with the PPG requirements.</p>
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<p>f. the final discharge locations have the capacity to receive all foul and surface water flows from the development into water bodies and into sewers, including discharge by infiltration. Where capacity is not currently available within the public sewer network and/or receiving wastewater treatment facility it can be demonstrated that it can be made available in time to serve the development;</p> <p>g. there is a management and maintenance plan for drainage and flood risk management infrastructure (where appropriate) for the lifetime of the development, which includes the implementation arrangements for adoption by any public authority, statutory undertaker or management company and any other arrangements to secure the operation and mitigation measures of the scheme throughout its lifetime; the final destination of the discharge complies with the following priority order to:</p> <p>water re-use at point of run-off;</p> <ul style="list-style-type: none"> i. ground via infiltration; ii. a water body; surface water sewer. <p>h. where appropriate, SuDS have been included in line with the requirements of Policy DQE6 Sustainable Drainage Systems of this Plan.</p> <p>4. Development within the Lincolnshire Lakes area will be required to comply with the flood management principles set out in the Lincolnshire Lakes Flood Risk Assessment and Drainage Strategy. Any additional or alternative flood management proposals will have to be agreed by both the Council and the Environment Agency.</p>	
<p>POLICY DQE6: SUSTAINABLE DRAINAGE SYSTEMS</p> <ol style="list-style-type: none"> 1. Development proposals should in the first instance (before infiltration) consider water re-use measures to encourage the conservation of water to manage surface water, wherever feasible. 2. Development of Major Sites (of 10 dwellings or more) or equivalent non-residential or mixed development must incorporate appropriate sustainable surface water drainage systems (SuDS) appropriate to the nature of the site, unless clearly demonstrated to be inappropriate. 3. Development proposals will be required to demonstrate that: <ol style="list-style-type: none"> a. surface water drainage schemes comply with the Sustainable Drainage Systems and Flood Risk Guidance Document, or successor documents; b. opportunities have been taken to integrate sustainable drainage with the development, create amenity, enhance biodiversity, and contribute to a network of green (and blue) open space; c. surface water is managed close to its source and on the surface where it is practicable to do so; d. maximum use has been made of low land take drainage measures, such as rainwater recycling, storm water recycling, green roofs, permeable surfaces and water butts; e. the condition of brownfield sites has been adequately investigated and the surface water drainage systems designed to avoid any mobilisation of existing contamination; f. appropriate pollution control measures have been 	<p>This policy is reflected in the build costs</p>

<p>incorporated, including multiple component treatment trains; and,</p> <p>g. arrangements have been established for the whole life management and maintenance of surface water drainage systems.</p> <p>h. Approval of the design and measures to be implemented for the long term maintenance of SuDS will be required prior to the development being permitted.</p> <p>4. When redeveloping brownfield sites or proposing development including potentially contaminating uses, drainage systems must be designed to ensure there is no adverse impact on ground or surface waters</p>	
<p>POLICY DQE7: CLIMATE CHANGE & LOW CARBON LIVING</p> <ol style="list-style-type: none"> 1. Proposals for development should be designed to mitigate the impacts of climate change and minimise carbon emissions to meet the climate change challenge. 2. All development proposals should be resilient to climate change and decrease the negative impacts of climate change on neighbouring areas by: <ol style="list-style-type: none"> a. incorporating design features and measures to support water recycling and the conservation of water resources, including measures such as rainwater recycling, stormwater recycling and grey water recycling, wherever practicable; b. meeting the Building Regulations optional higher water efficiency standard of 110 litres per person per day (as set out in Part G2) or any higher national water efficiency standard that applies at the time of the application; c. through their location, taking into account the risk of flooding from all sources of flooding; d. incorporating the use of sustainable drainage systems, wherever practicable, to minimise and control surface water run-off and provide environmental and community benefits; and e. incorporating, where feasible, multi-functional green infrastructure which can help species adapt to climate change through preventing fragmentation or isolation of habitats, reducing the heating of the urban environment, and managing flooding. 3. All development proposals should promote low carbon living through the reduction of carbon emissions by: <ol style="list-style-type: none"> a. through their location, layout and pattern of development, reducing the need to travel for both people and goods, and promoting the use of sustainable modes of transport; b. being designed to reduce energy consumption through methods such as high standards of insulation, avoiding development in areas subject to significant effects from shadow, wind and frost, using natural lighting and ventilation and capturing the sun's heat, where appropriate; c. utilising decentralised, renewable and low carbon energy; d. maximising the reuse or recycling of materials in new construction and making the best use of existing building and infrastructure; e. incorporating multi-functional green infrastructure which can 	<p>Energy requirements tested in the study through the construction costs.</p>

<p>provide carbon storage and provide environments that encourage walking and cycling;</p> <p>f. protecting and enhancing habitats that provide important carbon sinks, including peat habitats and woodland; and,</p> <p>g. incorporating electric vehicle charging facilities.</p> <p>4. Current Building Regulations set out requirements concerning the conservation of fuel and power in buildings. However, to support the transition to a low carbon economy in order to support the NPPF aim of moving to a low carbon future and zero carbon development, it is also necessary to encourage the greater use of renewable and low carbon energy in new development.</p> <p>5. Proposals for major development should ensure that:</p> <p>a. residential development containing 11 dwellings or more will meet at least 10% of their energy needs from renewable and/or other low carbon energy source(s);</p> <p>b. non-domestic development of 1,000 square metres of floor space and above will provide 20% of their expected energy demand from on-site renewable energy, where viable and feasible;</p> <p>c. large-scale schemes that would generate a significant source or demand for heat should be supported by evidence considering the feasibility of serving the development by means of a district heating system.</p> <p>6. Proposals which address one or more of the principles outlined in Paragraph 5 above (whether in relation to an existing development or as part of a wider new development scheme) which are poorly designed and/or located and which have a detrimental impact on the landscape, the amenity of residents, or the natural and built environment, will be refused.</p> <p>7. In order to promote natural solutions to climate change, reference should also be made to the requirements of Policy DQE3: Biodiversity and Geodiversity in this Plan.</p>	
<p>POLICY DQE8: RENEWABLE ENERGY PROPOSALS</p> <p>1. North Lincolnshire Council will support opportunities to maximise renewable energy capacity within North Lincolnshire. Support will be provided to community-led initiatives for renewable and local carbon energy and those brought forward in neighbourhood plans.</p> <p>2. Proposals for renewable energy development will be supported where any significant adverse impacts are satisfactorily minimised, and the residual harm is outweighed by the public benefits of the proposal. Development and their associated infrastructure will be assessed on their merits and subject to the following impact considerations, taking account of individual and cumulative effects:</p> <p>a.the scale and nature of the impacts on landscape and townscape, particularly having regard to the most up to date North Lincolnshire Landscape Character Assessment and impact on the setting and scenic beauty of the Proposed Extension to the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB);</p> <p>b.local amenity including noise, air quality, traffic, vibration, dust and visual impact;</p> <p>c.ecology, geology or hydrology, including impacts of the development on deep peat areas, nature conservation features, biodiversity and geodiversity including habitats and species;</p>	<p>Land use matter only</p>

<p>d.the historic environment, including individual and groups of heritage assets;</p> <p>e.telecommunications and other networks including the need for additional cabling to connect to the National Grid, electromagnetic production and interference, and aeronautical impacts such as on radar systems;</p> <p>f. Public Rights of Way including access tracks through the site, of supporting infrastructure, associated cables and operational equipment;</p> <p>g.highway safety and network capacity;</p> <p>h.the risk of flooding;</p> <p>i. land stability, contamination, soils resources, and loss of agricultural land; and only allow development of areas of poorer agricultural land quality, protecting the best and most versatile land (1, 2 and 3a) from development.</p> <p>3. Where a development proposal would have a landscape impact the planning application should be accompanied by a detailed Landscape Impact Assessment undertaken by a suitably qualified and experienced person.</p> <p>4. Where appropriate, proposals should include provision for decommissioning at the end of their operational life. Where decommissioning is necessary, the site should be restored with minimal adverse impact on amenity, landscape and biodiversity, and opportunities should be taken to enhance these features.</p> <p>5. Proposals for wind and solar energy development will be permitted if:</p> <p>a.it is located in an area that is identified as potentially suitable for wind or solar energy development in an adopted neighbourhood plan or the Council is satisfied that local communities are supportive of the proposal; and,</p> <p>b.the development is a renewable energy proposal associated with an existing operational water/sewage treatment site.</p> <p>6. Proposals for small-scale rural-based sustainable renewable energy development, which would support the rural economy and economic diversification, will be viewed positively subject to assessment against the requirements of this policy.</p> <p>7. Reference should also be made to the requirements of Policy DQE1: Protection of Landscape, Townscape and Views and Policy DQE3: Biodiversity and Geodiversity Policy DQE11: Green Infrastructure Network, and Policy DQE12: Protection of Trees, Woodland and Hedgerows in this Plan.</p>	
<p>POLICY DQE9: LOCAL GREEN SPACE</p> <p>1. Local Green Spaces identified on the Policies Map will be protected from development in line with NPPF. This will exclude any new development on these sites other than in very special circumstances. Only proposals that will protect and enhance Local Green Spaces and are demonstrably supported by the local community will be permitted.</p> <p>2. North Lincolnshire Council will encourage local communities to promote Local Green Spaces through the development of a neighbourhood plan, where appropriate.</p> <p>3. Development of flood resilience schemes within local green spaces will be supported, provided the schemes do not adversely</p>	<p>Land use matter only</p>

<p>impact the primary function of the green space.</p>	
<p>POLICY DQE10: IMPORTANT OPEN SPACE</p> <ol style="list-style-type: none"> 1. An area identified as Important Open Space on the Policies Map will be safeguarded from development unless it can be demonstrated that: <ol style="list-style-type: none"> a.in the case of publicly accessible open space there is an identified over-provision of that particular type of open space in the community area; b.in the case of publicly accessible open space, the site is not required for alternative recreational uses or suitable alternative open space can be provided on a replacement site or by enhancing existing open space serving the community area; c.there are no significant detrimental impacts on the character and appearance of the surrounding area, ecology, and any heritage assets; d.the proposal is for appropriate recreational, community and nature conservation uses where any building and structures do not undermine the fundamental purpose and nature of the open space concerned; and, e.the proposal would make a positive contribution and the area would be enhanced for the recreational, amenity, biodiversity or other benefits it provides. 2. Development on an area of Important Open Space will only be permitted where it would not adversely affect its open character, visual amenity or wildlife value or compromise the gap between conflicting land uses. 3. Where development is permitted, measures shall be taken to minimise its impact or, where necessary, make a positive contribution to such areas. 4. North Lincolnshire Council will encourage local communities to promote Important Open Spaces through the development of a neighbourhood plan, where appropriate. 5. Reference should also be made to the requirements of Policy DQE3: Biodiversity and Geodiversity in this Plan. 	<p>Land use matter only</p>
<p>POLICY DQE11: GREEN INFRASTRUCTURE NETWORK</p> <ol style="list-style-type: none"> 1. The Council aims to maintain and improve the green infrastructure network by enhancing, creating and managing multifunctional green space within and around settlements that are well connected to each other and the wider countryside and contribute to a Nature Recovery Network. 2. Development proposals which are consistent with and assist delivery of the opportunities, priorities, and initiatives identified in the latest North Lincolnshire Green Infrastructure Network and Biodiversity Opportunities Mapping will be supported. 3. Proposals that cause loss or harm to this network will not be permitted unless the need for and benefits of the development demonstrably outweigh any adverse impacts. Where adverse impacts on green infrastructure are unavoidable, development will only be permitted if suitable mitigation measures for the network are provided. 4. Development proposals should ensure that existing and new green infrastructure is considered and integrated into 	<p>Land use matter only</p>

<p>scheme design from the outset. Where new green infrastructure is proposed, the design should maximise the delivery of ecosystem services and support healthy and active lifestyles.</p> <p>5. Development proposals must protect the linear features of the green infrastructure network that provide connectivity between green infrastructure assets, including public rights of way, bridleways, cycleways and waterways, and take opportunities to improve such features. Adequate buffers must be secured to valuable habitats.</p> <p>6. Contributions will be expected from new development towards the establishment, enhancement and ongoing management of green infrastructure by contributing to the development of the existing green infrastructure network in accordance with the Biodiversity SPD. Any contributions should be proportionate to the scale and nature of the proposal, including whether there is a need for recreational access.</p> <p>7. All references to Green Infrastructure should also be taken to include open water and wetland habitats (sometimes known as 'blue infrastructure').</p> <p>8. Reference should also be made to the requirements of Policy DQE3: Biodiversity and Geodiversity in this Plan.</p>	
<p>POLICY DQE12: PROTECTION OF TREES, WOODLAND AND HEDGEROWS</p> <p>1. Proposals for all new development will, wherever possible, ensure the retention of trees, woodland and hedgerows. Particular regard will be given to protecting their amenity value within and adjacent to settlements.</p> <p>2. Development resulting in the loss or deterioration of irreplaceable habitats such as ancient woodlands, aged or veteran trees, and historic hedgerows should be refused unless there are wholly exceptional reasons* and a suitable compensation strategy exists.</p> <p>3. Where trees which contribute to local amenity or local landscape character are at risk the Council will be proactive in protecting such features through the use of Tree Preservation Orders or other applications of its powers.</p> <p>4. Landscaping and tree and hedgerow planting schemes will be required to accompany applications for new development, having regard to the Biodiversity Opportunity Mapping and contributing towards Nature Recovery Networks. Developers will be encouraged to maximise on-site tree canopy cover in line with local and/or national canopy cover targets**.</p> <p>5. Reference should also be made to the requirements of Policy DQE2: Landscape Enhancement, Policy DQE3: Biodiversity and Geodiversity, and Policy DQE11: Green Infrastructure Network in this Plan.</p> <p><i>* For example, infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and Hybrid Bills), where the public benefit would clearly outweigh the loss or deterioration of habitat.</i></p> <p><i>** Especially by planting trees that have the potential to 'grow large'.</i></p>	
<p>POLICY HE1: CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT</p> <p>Heritage Protection</p>	<p>Land use matter only</p>

1. Development proposals must value, protect, conserve and seek opportunities to enhance the historic environment of North Lincolnshire. Proposals that would result in unacceptable harm to heritage assets and their settings, will not be permitted. Proposals may exceptionally, be permitted if the need for, and overriding public benefits of the development demonstrably outweigh the harm. In the case of heritage assets of the highest significance this would be wholly exceptional. In all cases, harm to heritage assets should be minimised and mitigated.

Heritage Assets

2. Where a development proposal would affect the significance of a heritage asset (whether designated or non-designated), including any contribution made to its setting, it must be informed by proportionate historic environment assessments and evaluations (such as heritage impact assessments, desk based appraisals, field evaluation and historic building reports) that:

- a. identify all heritage assets likely to be affected by the proposal, applications must consult the North Lincolnshire Historic Environment Record as a minimum requirement;
- b. explain the nature and degree of any effect on elements that contribute to their significance and demonstrating how, in order of preference, any harm will be avoided, minimised or mitigated;
- c. provide a clear explanation and justification for the proposal in order for the harm to be weighed against public benefits; and,
- d. demonstrate that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset; and whether the works proposed are the minimum required to secure the long-term use of the asset.
- e. In considering any applications to remove or alter a historic statue, plaque, memorial or monument (whether listed or not), local planning authorities should have regard to the importance of their retention in situ and, where appropriate, of explaining their historic and social context rather than removal.

3. Development proposals will be supported where they:

- a. Protect the significance of designated heritage assets (including their setting) by protecting and enhancing architectural and historic character, historical associations, landscape and townscape features and through consideration of scale, design, materials, siting, layout, mass, use, and views and vistas both from and towards the asset;
- b. Sustain and enhance non designated heritage assets and their setting; Take into account the desirability of sustaining and enhancing non-designated heritage assets and their setting;
- c. Make appropriate provision to record, and where possible and appropriate, preserve in situ features of archaeological significance; and,
- d. Promotes and captures opportunities to increase knowledge and access to local heritage assets and better reveal their significance.

4. The change of use of heritage assets will be supported where the proposed use is considered to be the optimum viable use that is compatible with the fabric, interior, character, appearance and setting of the building, and where such a change of use will demonstrably assist in the maintenance or enhancement of the building, provided features essential to the special interest of the individual building are not lost or altered to facilitate the change of use.

Conservation Areas

5. Development within, affecting the setting of, or affecting views into and out of, a Conservation Area should preserve, and wherever possible enhance, features that contribute positively to the area's character, appearance and setting. Proposals should:

- a. Retain buildings/groups of buildings, existing street patterns, historic building lines and ground surfaces.
- b. Retain architectural details that contribute to the character and appearance of the area.
- c. Where relevant and practical, remove features which are incompatible with the Conservation Area.
- d. Retain and reinforce local distinctiveness with reference to height, massing, scale, form, materials and lot widths of the existing built environment.
- e. Assess, and mitigate against, any negative impact the proposal might have on the townscape, roofscape, skyline and landscape.
- f. Aim to protect trees, or where losses are proposed, demonstrate how such losses are appropriately mitigated against.

Archaeology

6. Development proposals affecting archaeological remains, whether known or potential, designated or undesignated, should take every practical and reasonable step to protect and, where possible, enhance their significance.

7. Planning applications for such development must be accompanied by an appropriate and proportionate desk based assessment to understand the potential for and significance of remains, and the impact of development upon them. If a desk based assessment does not provide sufficient information, developers will be required to undertake field evaluation in advance of determination of the application. This may include a range of techniques for both intrusive and non-intrusive evaluation, as appropriate to the site. All archaeological work should be undertaken by a suitably qualified party in accordance with professional standards and guidance published by Historic England and the Chartered Institute for Archaeology.

8. Wherever possible and appropriate, mitigation strategies should ensure that important archaeology is retained in-situ to allow for expert investigation at some future time. Where it is possible to achieve this, for example within an area of open space, a management plan may be required that secures effective long-term conservation. Developers may be required to provide access to heritage assets and make financial contributions towards their on-going maintenance, and appropriate display and interpretative materials.

9. Where such preservation is either not possible or not desirable, the developer will be required to make adequate provision for preservation by record according to a written scheme of investigation submitted by the developer and approved by the planning authority.

10. Any work undertaken as part of the planning process must be appropriately archived in a way agreed with the local planning authority. The written scheme of investigation should be submitted in advance of determination of the application and its implementation will be secured by condition.

Managing the Historic Environment

11. The council will promote the effective management of North Lincolnshire's heritage assets through:

- a. Seeking to update existing Conservation Area Appraisals to

<p>identify the qualities and interests of each area and management guidelines to guide future development;</p> <p>b. Safeguarding the nationally significant ancient landscapes of the Isle of Axholme (notably the historic landscape character and turbaries) and supporting initiatives which seek to realise the potential of these areas as a tourist, educational and environmental resource;</p> <p>c. Ensuring the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;</p> <p>d. Preserving and enhancing the rich archaeological heritage of North Lincolnshire;</p> <p>e. Ensuring that development within Epworth (including schemes needed to exploit the economic potential of the Wesley's or manage visitors) safeguards and, where possible, improves the setting of buildings associated with its Methodist heritage;</p> <p>f. Ensuring that development within North Lincolnshire's Market Towns safeguards their distinctive character and landscape setting, especially Barton upon Humber, Crowle, Kirton in Lindsey and Epworth; and,</p> <p>g. Seeking opportunities to enhance and provide access to heritage assets, including in combination with natural environment, public health, tourism and other relevant initiatives, and through planning conditions or obligations including S106 Agreements and Community Infrastructure Levy where appropriate.</p>	
<p>POLICY HE2: AREA OF SPECIAL HISTORIC LANDSCAPE INTEREST</p> <ol style="list-style-type: none"> 1. The Isle of Axholme is designated as an area of Special Historic Landscape Interest. 2. Within this area, development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape, or any of its features. 3. Development required to meet the social and economic needs of rural communities and small scale tourist and outdoor sport and recreational development will be permitted provided such development is related to the historic landscape and its features. 4. A high standard of design and siting in new development will be required reflecting the traditional character of buildings in the area and the character of the historic landscape, and using materials sympathetic to the locality. 5. Schemes to improve, restore or manage the historic landscape will be sought in connection with, and be appropriate with the scale of, any new development affecting the area of Special Historic Landscape Interest. 	<p>Land use matter only</p>
<p>POLICY CSC1: HEALTH AND WELLBEING</p> <ol style="list-style-type: none"> 1. The council will seek to improve health and wellbeing in North Lincolnshire. In order to achieve this the council will: <ol style="list-style-type: none"> a. Make the potential for achieving positive mental and physical health outcomes a priority when considering all development proposals. Where any adverse health impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated. b. Promote improvements and enhancing accessibility to the 	<p>Cost of health impact assessment is de-minimis.</p>

historic environment, nature, accessible natural greenspaces and green infrastructure corridors and blue and green infrastructure.

c. Recognise the vital role heritage and nature plays in people's lives by safeguarding and enhancing the quality of our surroundings to ensure positive impacts on individuals and communities.

d. Use the ten principles of Active Design and develop neighbourhoods and centres that:

- i. are connected, safe accessible and attractive so that crime and disorder, and fear of crime do not undermine the quality of life or community cohesion;
- ii. ensure paths, play areas and open spaces are overlooked by inhabited buildings while maintaining the privacy of inhabitants;
- iii. are easily accessible on foot or by bicycle to all users;
- iv. improve infrastructure and layouts to support, encourage and connect walking and cycling routes;
- v. have high quality streets and spaces ensuring that streets and paths are adequately lit;
- vi. have active buildings in which the design and use should promote opportunities for physical activities;
- vii. have a strong sense of place, which encourages social interaction and continual use of public areas;
- viii. have access to a range of facilities and amenities including transport, education, health, sport and leisure and community facilities;
- ix. are designed to promote higher levels of physical activity, through the arrangement of buildings and uses, access to open space and landscaping and the provision of facilities to support walking and cycling; and,
- x. have facilities and open spaces which should be accessible to all users and should support sport and physical activity across all ages.

e. Support the integration of community facilities and services i.e. health, education, cultural and leisure in multi-purpose community buildings;

f. Development schemes safeguarding and, where appropriate, enhancing the role of allotments, gardens and food markets in designated public and private spaces accessible from the home, school or workplace providing access to healthy, fresh and locally produced food;

g. Ensure development does not have an adverse impact on the environment or residential amenity through air, noise, vibration and water pollution

h. Make provision for the needs of an ageing population by promoting a range of development which supports independent living and avoiding the need for residential care;

i. Work with relevant stakeholders to reduce geographical inequalities in health through maximising the provision of affordable housing and regenerating poorer neighbourhoods within the area; and,

j. To require in the case of development of 50 or more homes or 1000sqm commercial floorspace, the submission of a Health Impact Assessment (HIA); as part of the planning application to explain how health impacts have been identified and how they will be addressed and mitigated and

<p>how they have informed the design. This must include a statement setting out how the active design principles and the principles of this policy have been incorporated into the new design.</p>	
<p>POLICY CSC2: HEALTH CARE PROVISION</p> <ol style="list-style-type: none"> 1. The council will support the implementation of health care provision in North Lincolnshire, in order to modernise and improve the primary health care facilities, and to improve the health of residents through safeguarding and enhancing open space, facilities for sports and recreation and improving walking and cycling routes. 2. Where appropriate, developers should consult with health care commissioners at an early stage in order to understand the need for new or enhanced health care infrastructure and improved access to primary and mental health care facilities; 3. That the healthcare infrastructure implications of any relevant proposed development have been considered and addressed; 4. Proposals for new health care facilities should provide high standards of accessibility to all sectors of the community and should connect well to public transport services, walking and cycling routes and be easily accessible to all sectors of the community. Proposals which utilise opportunities for the multi-use and co-location of health facilities with other services and facilities, and thus co-ordinate local care and provide convenience for the community, will be particularly supported. 5. The loss of health care facilities or land allocated for such purposes will be resisted, unless there is no longer a need for the land or building in any form of health care use, or there is an acceptable alternative means of meeting such need to the same or higher standard in terms of community benefit. 6. On proposals of 11 dwellings or more in areas with the greatest health care impact including Scunthorpe, Barton Upon Humber, Brigg, Kirton in Lindsey, Winterton, Crowle and Barrow upon Humber developers will be expected to make a payment towards health care provision. 7. The level of Section 106 contribution for health is proposed number of dwellings in development x dwelling rate £667.57. This calculation is based on an analysis of future requirements and standardised BCIS building rates for health centre accommodation and any future updates. 8. The implementation of new facilities supported by this policy will be permitted subject to other relevant plan policies. 	<p>Contribution to Health Facilities is tested in the study and included as part of the S106 contribution cost.</p>
<p>POLICY CSC3: PROTECTION AND PROVISION OF OPEN SPACE, SPORTS AND RECREATION FACILITIES</p> <ol style="list-style-type: none"> 1. The council will work with its partners, appropriate agencies and the voluntary sector to ensure the provision of good quality, well maintained sport and recreation facilities, which meet the needs of the local communities, will be secured, accessible and improved. 2. In particular, provision will be sought to address identified deficiencies or that will benefit deprived groups and meet the needs of local communities and to improve the quality of, and access to existing open spaces, sports and leisure facilities. 3. Development proposals for new sports and recreational buildings and land, children's play facilities, Multi use games area, playing pitch and open space or the extension/enhancement of an existing facility should be on a scale appropriate to the type and size of settlement. Wherever possible facilities that attract large numbers of people should be located in the larger settlements and be accessible by walking, cycling and public transport. 	<p>Contribution to open space, sport and recreation facilities is tested in the study and included as part of the S106 contribution cost.</p>

4. Proposals will be permitted provided that:
 - a.They support local wildlife and there is no adverse impact to nearby properties or habitats, by reason of noise, general disturbance, fumes or external lighting;
 - b.They are multifunctional, fit for purpose and support health and outdoor recreation;
 - c.They are associated with identified needs of the community;
 - d.They offer greatest accessibility to the public and are easily accessible by means of pedestrian connections;
 - e.They consider the context of any existing provision/shortfall and maximise any opportunities for improvement within the wider area where these are relevant to the development of the site;
 - f. When new provision is provided, have appropriate mechanisms secured which will ensure the future satisfactory maintenance and management of the open space
,sport, recreation and leisure facility; and,
 - g.They will create a sense of safety, including natural surveillance by overlooking public spaces and encourage Secured by Design guidance.
5. To fulfil the obligations under the Equality Act (2010) park and playground developments must have wheelchair play equipment and that the park/playground should attain the standards set out in the Plan Inclusive Playground Play Areas (PiPA) guidelines.
6. Development proposals that will result in the loss of an existing sport and recreational building, land and facility, children's play facility, natural greenspace or open space will not be supported unless:
 - a.There is currently an excess of provision; or
 - b.Satisfactory alternative provision equivalent or better quality and quantity in a suitable location is made; or
 - c. Biodiversity net gain is achieved; or
 - d. The ecological network is protected or enhanced; or
 - e. The facility is no longer needed.
7. Proposals that result in the loss of a sport facility will be supported where there is an up to date and robust evidence base in the form of a Playing Pitch Strategy or Built Sports Facility that clearly evidences that the specific sport facility that will be lost be the development is genuinely surplus to both current and future sporting requirements.

Provision in New Housing Developments

8. In all new residential developments of 10 dwellings or more (or on sites of 0.5ha or more), the council will require provision of high-quality open spaces and sports and recreation facilities to meet the needs of additional residents. The types and required standards of these spaces and facilities will be identified in the new Developer Contributions SPD.
9. On sites of less than 0.5 ha, the developer will be expected to make an appropriate commuted payment to off-site recreational open space provision within the catchment area and to contribute to future maintenance in accordance with the Developer Contributions SPD.
10. The council will seek to enter into an agreement with developers which will set out the date of provision and arrangements

<p>for the maintenance and management of such areas during the course of development and thereafter.</p> <p>11. As first preference, the provision of informal Open Space should be provided on-site in a suitable location. Where on site provision is not feasible or suitable within a local context, consideration of a financial contribution to the upgrading and improvement of an existing usable facility will be considered as per the criteria set out in the Developer Contributions SPD and in accordance with national legislation.</p> <p>12. Developers will be expected to contribute towards improving catchment sports and recreation facilities or the provision of a new sports and recreation facility if the current sports and recreation facilities could not cope with the additional demand. Such facilities may address issues with formal outdoor sports pitch provision and/or indoor leisure facilities. Consideration for the criteria for the financial contributions will be set out in the Developer Contributions SPD for Sport facilities.</p> <p>13. A holistic approach to the design of new open space should be taken including considering the contribution to place making, the green network and protecting and enhancing nature conservation and the water environment. New provision should also aim to protect, enhance and manage integrated paths for active travel and/or recreation, including new and existing links to the wider countryside</p>	
<p>POLICY CSC4: ALLOTMENTS</p> <p>1. The council will not grant planning permission for development that would result in the loss of allotments unless:</p> <ul style="list-style-type: none"> a. the allotment is badly located and a suitable replacement is provided nearby of at least equal size and quality but to a higher visual amenity standard; b. the replacement of allotments should cover a greater area when located in an area with an identified shortfall; c. the allotment is under-used and no longer meets an important local need and there is unlikely to be a future rise in demand for allotment plots; and, d. the enhancement of nearby existing allotments by a developer may be acceptable, instead of the provision of new replacement allotments. 	Land use matter only
<p>POLICY CSC5: GOLF COURSES</p> <p>1. Planning permission will be granted for the improvement of existing golf facilities and the provision of new golf courses and facilities providing that the proposal:</p> <ul style="list-style-type: none"> a.is located, designed and landscaped so as to ensure harmony and good visual integration with the surrounding landscape and does not adversely affect the character and amenity of the area; b.makes provision for the retention and management of important landscape features and any landscaping reflects the area's character in form and choice of species; c.does not result in the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a); d.does not adversely affect sites of nature conservation value or archaeological or historic importance; 	Land use matter only

<p>e. does not require additional built development in the open countryside unrelated to the operational requirements of the golf course;</p> <p>f. provides measurable biodiversity net gain in line with the Biodiversity Opportunity Mapping to maximise contribution to the Nature Recovery Network and Local Nature Recovery Strategy;</p> <p>g. demonstrates that it can meet its needs for water sustainably (without adverse effect on the environment) including through the use of efficiency measures;</p> <p>h. achieves a high standard of design for any new buildings and hard standings considered necessary and essential to the proper functioning of the golf course in accordance with criterion; and,</p> <p>i. a scale of development in keeping with the golfing facility.</p>	
<p>POLICY CSC6: WATER BASED LEISURE</p> <p>1. Planning permission will be granted for the development of recreational activities on the Rivers Ancholme, Trent and Humber, Stainforth and Keadby Canal and on inland lagoons and water areas providing the following criteria are met:</p> <p>a. the development does not prejudice important amenity, landscape or ecological characteristics of the waterway or water area and its environs. Proposals to extend recreational usage will need to be carefully balanced against the effect they may have on the ecology and wildlife of the waterway or water area;</p> <p>b. there is no adverse effect on the provision and improvement of access points and footpath links to the waterway or water area;</p> <p>c. there are no adverse impacts on sites of archaeological value or historic importance;</p> <p>d. recreational and leisure activities do not prejudice the operational requirements of rivers as commercial waterways; and,</p> <p>e. there is no adverse effect on flood risk management infrastructure, its maintenance or operation and the development incorporates measures to mitigate and where possible reduce flood risk.</p>	Land use matter only
<p>POLICY CSC7: COMMERCIAL HORSE RIDING ESTABLISHMENTS</p> <p>1. Development of commercial horse riding facilities and livery stables will be permitted, subject to proposals meeting the following criteria:</p> <p>a. a minimum of 0.6 ha (1.5 acres) of grazing land per horse or pony is available;</p> <p>b. the proposal is of a scale and nature appropriate to the character of the site and the ability of the local environment to absorb the development;</p> <p>c. the proposal does not adversely affect protected or priority species or sites of nature conservation value or archaeological or historic importance;</p>	Land use matter only

<ul style="list-style-type: none"> d. the proposal uses existing buildings or where new buildings are proposed they are of a high standard of design and are sited next to existing buildings or otherwise visually form an integral part of the overall development; e. the proposal is accompanied by an integrated landscaping scheme and a scheme of boundary treatment; f. the site is accessible and adequate off-road trails and bridleways are available; and, g. the proposal is accompanied by an integrated lighting scheme which retains dark corridors along landscape features and conforms to guidance issued by the Bat Conservation Trust in order to minimize impacts to protected species. 	
<p>POLICY CSC8: EDUCATIONAL FACILITIES</p> <ol style="list-style-type: none"> 1. It is important that a sufficient choice of school and educational places is available to meet the needs of existing and new communities and requirements of education provision can be met (including early years and childcare). 2. The following sites are allocated for new and extended school and college facilities:- <ul style="list-style-type: none"> a.Land at Bowmandale School, Barton Upon Humber b.Strategic Site Allocation Lincolnshire Lakes, Scunthorpe c.West Common Lane, Scunthorpe 3. A new or improved education facility will be supported where: <ul style="list-style-type: none"> a.the scale, range, quality and accessibility of education facilities are improved; b.there is a need to create, expand or alter an existing school; c.it meets a recognised need in the area it is expected to serve in line with the council's legal responsibility to provide sufficient school places; d.the proposed development is of a scale and design appropriate to the location; e.an area of open space and playing fields sufficient to meet the needs of pupils is incorporated; f.the development is capable of a joint or dual use for community benefit, in agreement with the school/academy and this has been incorporated into the design; g.proposals that involve the relocation of existing education facilities outside settlement boundaries (and redevelopment of the original site for alternative use) will only be supported where the new site would demonstrably better meet the identified education needs and is acceptable in terms of its impacts on the countryside; h.the proposal is readily accessible by the community by public transport and by means other than the car; and, i. sufficient car parking, drop off zones and pedestrian crossings are provided. <p>New school development should seek to ensure effective protection of environmental features/assets and that the design of such development should seek to achieve multiple-benefits, including environmental enhancement, low carbon design and renewable energy generation.</p> 5. Where major new housing proposals would result in an 	<p>Contributions to education provision is tested in the study and included as part of the S106 contribution cost.</p>

<p>increased demand for education facilities which cannot be met by existing schools and colleges, a developer may be required to enter into a S106 planning obligation in order to secure the provision of, or contribution towards new or extended facilities in accordance with the Developer Contributions SPD.</p> <p>6. Major new housing proposals applies to:</p> <ul style="list-style-type: none"> a. 25 or more dwellings in the Scunthorpe and Bottesford urban area, b. 15 or more dwellings in principal, medium, and minimum growth settlements. <p>7. Calculations are based on the DfES basic need allowance for new places and is linked to the DfES index. The contribution required will be set out in the Developer Contributions SPD and any updates.</p> <p>8. At the Planning Application Stage the council will stipulate if necessary to have Community Use Agreements as part of their planning conditions in order to make the facilities of the school available (when their use is not required by the school).</p>	
<p>POLICY CSC9: NURSERY AND CHILDREN'S DAY CARE PROVISION</p> <p>1. Any additional children's day nurseries, crèches and playgroups provision will be encouraged to locate within or adjacent to the Major Sub-regional Centre, Principal Towns, Larger Service Centres and Larger Rural Settlements or co-located within schools and in locations with good public transport links in order to facilitate linked trips by parents.</p> <p>2. Applications for new build and the conversion of properties to children's day nurseries, crèches and playgroups will be determined subject to the following criteria:</p> <ul style="list-style-type: none"> a. the property should be located within an area providing a safe environment for children; b. there are facilities for outdoor play separate from car parking and service areas. Where appropriate a carefully designed landscaping scheme shall be incorporated in the development or additional landscaping will be required to supplement existing screening, including the boundaries of the property; and, c. there is on-site provision for resident and staff cars including satisfactory vehicular access and turning facilities within the site. <p>3. The layout and design of these areas will be expected to maximise the safety of children within the site; and ensure:</p> <ul style="list-style-type: none"> a. there is adequate space on the highway, or within the site as a dropping-off zone, which allows vehicles to park without causing a hazard to other users on the highway; and b. the proposal does not detrimentally alter the character of the area by way of visual impact or cause undue disturbance to neighbours. Where a proposal is within or adjacent to a residential area, conditions will be imposed restricting the hours of operation to those of the working day, i.e. 7.00 am to 6.00 pm Monday to Saturday inclusive, and may also be imposed limiting the number of children to 7 being cared for at any one time. <p>4. Any consent may be restricted to the specific use applied for.</p>	Land use matter only
<p>POLICY CSC10: COMMUNITY FACILITIES AND SERVICES</p> <p>1. The provision of new community facilities, or the improvement of existing community facilities, which meet the</p>	Land use matter only

<p>needs of local residents will be supported in principle.</p> <p>2. Good quality services and facilities will be provided that meet the needs of local communities and are accessible by public transport, cycling or on foot and be accessible for all members of society. They should be designed so that they are addable and can be easily altered to respond to future demands if necessary.</p> <p>3. The provision of new facilities should be focused in the following locations:</p> <ul style="list-style-type: none"> a. Sites allocated for such purposes. b. In town centres, market town centres, district centres or local centres subject to policies in the local plan. c. In principal towns, large service centres, larger rural settlements and smaller rural settlements and where the facility is needed to serve the immediate local area and could not be provided elsewhere. d. In market towns, rural settlements and rural settlements in the countryside where the facility is needed to serve the immediate local area and could not be provided elsewhere. e. In residential areas where there is no adverse affect on the amenities of neighbouring properties. <p>4. The provision of services and facilities will be of the scale appropriate to the type and size of the settlement.</p> <p>5. The loss of community facilities or land allocated for such purposes will be resisted, unless there is no longer a need for the land or building in any form of community use, or there is an acceptable alternative means of meeting such need.</p> <p>6. Evidence of marketing over a period of at least 12 months which shows efforts to sell or let the use or site at an appropriate market price/rent taking into account size and condition. This marketing should be through recognised local and national agents relevant to the nature of use. It also must be shown that efforts have been made to explore alternative community, cultural or social uses before loss to other uses.</p> <p>7. Developers will be expected to make an appropriate contribution towards necessary improvements or additional provision for community services and facilities arising from their development proposals.</p>	
<p>POLICY CSC11: ENTERTAINMENT AND CULTURAL FACILITIES</p> <p>1. Planning applications for development, which increases the provision of cultural/ entertainment facilities in the area will be permitted in town centres subject to there being no conflict with other policies within this Plan.</p>	Land use matter only
<p>POLICY CSC12: RESTAURANTS AND HOT FOOD TAKEAWAY ESTABLISHMENTS</p> <p>1. Proposals for restaurant and hot food takeaway establishments will be permitted in town, district and local centres subject to the following criteria:</p> <ul style="list-style-type: none"> a. the premises are not located where individually or cumulatively they would have an adverse impact on the occupiers of nearby residential properties by reason of noise and disturbance, litter or on-street parking; b. the development must not create a road safety hazard or 	Land use matter only

<p>create traffic congestion, due to it being located on a bend, junction, hill or any other restriction on the public highway;</p> <p>c. suitable off or on-street parking is available on or near the premises so as to avoid detriment to road safety or residential amenity;</p> <p>d. a suitable fume extraction system and refuse storage area is installed to ensure that the amenity of nearby residents is protected from the emission of smells and fumes;</p> <p>e. when planning permission is granted for restaurants and hot food takeaway establishments, the council will consider whether it is desirable to impose conditions, including limiting the hours that the premises may remain open, so as to avoid possible loss of amenity to nearby residents resulting from noise and disturbance;</p> <p>f. it has been demonstrated that account has been taken of whether the proposal would result in an unacceptable concentration of hot food takeaway uses in the centre (total units must not exceed 10%) and in order to promote healthy lifestyles in young people, proposals for hot food takeaway uses will not be permitted outside of a defined centre and proposals within 400m of an existing or proposed school or college building will be resisted.</p> <p>g. a Health Impact Assessment has been carried out, and where an unacceptable adverse impact on health is established, permission should not be granted; and,</p> <p>h. it has been demonstrated that appropriate measures to prevent the discharge of Fats, Oil and Grease to the sewerage network have been implemented and will be maintained in perpetuity.</p>	
<p>POLICY CSC13: BURIAL GROUNDS AND CEMETERY PROVISION</p> <ol style="list-style-type: none"> 1. Cemetery sites are proposed at the following location: <ol style="list-style-type: none"> a. Land at Plymouth Road, Scunthorpe 2. If a need is identified for any other new cemeteries or burial grounds in North Lincolnshire, sites should be located adjacent or in close proximity to existing cemetery and crematoria facilities. 	Land use matter only
<p>POLICY CSC14: CHURCHES, PRAYER HOUSES AND OTHER PLACES OF WORSHIP</p> <ol style="list-style-type: none"> 1. Applications for planning permission for the change of use of properties and the extension of existing places of worship, and the construction of new buildings as places of worship will be approved subject to the following criteria: <ol style="list-style-type: none"> a. the property should preferably be detached. Applications for the conversion of semi-detached or terraced houses to places of worship will only be approved where the adjoining property is in some form of non-residential use or is occupied by a religious official associated with the proposed development; and, b. the proposal does not lead to loss of amenity to any residential properties in the vicinity. 2. Any consent may be restricted to the specific use applied for, or to only some of the other uses within Use Class F.1. 	Land use matter only

<p>POLICY CSC15: TOURISM AND VISITOR ATTRACTIONS</p> <p>1. The visitor sector is an important and resilient part of the area's economy. In order to raise the quality of the visitor experience, the provision of new visitor attractions or the expansion of existing attractions will be permitted provided:</p> <ul style="list-style-type: none"> a. it is located in sustainable and accessible locations within, adjoining or close to the Major Sub-Regional Centre, Principal Towns or Large Service Centres or can be made so; b. it is appropriate to the site's location in terms of scale, design, layout and materials; c. It does not have an unacceptable adverse impact on the area's valuable natural, built or heritage assets and helps to enhance any affected asset, including through the provision of measurable Biodiversity Net Gain; d. it can demonstrate the viability of the new attraction or where appropriate helps support the viability of an existing attraction; and, e. it enhances and complements existing visitor attractions or priorities in the area and supports the development of a year-round visitor economy and/or extends visitor stays. <p>2. Where a countryside location is necessary the development should:</p> <ul style="list-style-type: none"> a. meet identified visitor needs; b. support local employment and community services; c. ensure adequate infrastructure; and, d. relate to an existing tourism asset that is based upon a site specific natural or heritage feature. <p>Large Scale Development</p> <p>3. Comprehensive master planning and a robust business plan to articulate the potential impacts, proposed mitigation and economic, social and environmental benefits should accompany applications for large scale new or expanding visitor attractions.</p>	<p>Land use matter only</p>
<p>POLICY CSC16: HOTEL AND GUEST HOUSE ACCOMMODATION</p> <p>1. Within defined settlement boundaries new hotels, guest houses and bed and breakfast accommodation will be permitted provided that the development proposed is compatible with its surroundings in terms of siting, scale, design, materials and landscaping, and neighbouring residential amenity will not be detrimentally affected.</p> <p>2. In the open countryside outside defined settlement boundaries planning permission will be granted for:</p> <ul style="list-style-type: none"> a.the extension of existing hotels, guest houses, public houses and farmhouse/bed and breakfast accommodation; b.the provision of visitor accommodation within the curtilage of existing public houses and restaurants; c.the change of use of residential premises; and, d.the conversion of rural buildings; including those of architectural or historic merit provided that the development proposed; e.is compatible with its surroundings in terms of siting, scale, 	<p>Land use matter only</p>

<p>design materials and landscaping;</p> <p>f. does not have an adverse effect on the character and appearance of the open countryside;</p> <p>g. would not be harmful to highway safety or have a detrimental impact on the free flow of traffic on the adjacent highway network; and,</p> <p>h. does not harm neighbouring residential amenity.</p> <p>3. Such accommodation will not be permissible close to the Humber Estuary attractions for reasons of high flood risk and biodiversity impact.</p>	
<p>POLICY CSC17: CAMPING AND CARAVAN SITES</p> <p>1. New caravan and camping facilities (both touring and static) will be granted planning permission provided:</p> <p>a. the development is closely associated with existing or proposed recreational and tourist attractions and is of an appropriate scale having regard to the size and type of attraction with which it is associated;</p> <p>b. The site can be suitably screened by existing land forms and includes the provision of a scheme of landscaping which contributes to measurable Biodiversity Net Gain; and,</p> <p>c. the provision of any built development is restricted to those essential facilities which are required to service the site.</p> <p>2. In granting planning permission conditions will be imposed, where necessary, restricting the use of the site to holiday lettings.</p> <p>3. A change of use of existing transit and touring caravan and camping facilities to static holiday caravans or chalets will not be permitted unless the site is:</p> <p>a. closely associated with a major existing or proposed recreational and tourist attraction;</p> <p>b. the development is of an appropriate scale in relation to its setting and there is no material adverse impact upon the amenity and character of the locality;</p> <p>c. existing sewerage facilities are capable of being upgraded (including connection to the mains sewerage network where appropriate and practicable) to accommodate the intensified use of the site. Conditions will be imposed requiring such improvements in landscaping and screening as are necessitated by the intensified use of the site; and,</p> <p>d. the site is not in an area with a high probability of flooding, unless a site specific flood risk assessment and flood emergency plan have demonstrated the risks can be adequately managed.</p>	Land use matter only
<p>POLICY MIN1: MINERAL SUPPLY REQUIREMENTS</p> <p>1. To support a steady and adequate supply of minerals including aggregates and industrial mineral, the Council will seek to make available sufficient land. In doing so the Council will seek to maintain a minimum crushed rock landbank of at least 10 years and a minimum sand and gravel landbank of at least seven years at all times. The Council will monitor mineral supply requirements and</p>	Land use matter only

<p>review and update as necessary throughout the plan period, using the latest available data from the annual Local Aggregate Assessment.</p> <p>2. Evidence shows that North Lincolnshire should make provision for 3.6 million tonnes of sand and gravel and 8.6 million tonnes of crushed rock over the plan period. This equates to:</p> <ul style="list-style-type: none"> a. Sand & Gravel – 0.18 million tonnes per annum; b. Crushed Rock – 0.43 million tonnes per annum. <p>3. Appropriate landbanks will also be maintained for silica sand and brick clay, in line with national policy.</p> <p>4. Provision will be derived from existing operational sites, additional allocations and new sites that meet the policy requirements for mineral extractions, as well as those of the wider Local Plan. Permission will only be granted for mineral extraction where it can be demonstrated that the extraction of minerals will not result in adverse effects on the natural environment in accordance with policy MIN3.</p>	
<p>POLICY MIN2: MINERAL SAFEGUARDING</p> <p>1. To ensure the long-term conservation of nationally and locally important minerals in North Lincolnshire, Mineral Safeguarding Areas (MSAs) are defined to prevent their sterilisation by non-minerals development. The following minerals are considered to be important:</p> <ul style="list-style-type: none"> a. Chalk; b. Lincolnshire Limestone; c. Sand & Gravel; d. Silica Sand; and, e. Brick Clay. <p>2. Buffer areas of 250m & 500m will be established in order to maintain proximal safeguarding around sand and gravel, and crushed rock resources.</p> <p>3. Where non-mineral development is proposed within a Minerals Safeguarding Area (unless it constitutes development that is exempt from the mineral safeguarding policy as listed within Appendix 3), as defined on the Policies Map, a minerals assessment should be provided to demonstrate that either:</p> <ul style="list-style-type: none"> a. The mineral is not of economic value or potential value, or does not exist; or b. That extraction of the mineral would not be physically or economically viable, practicable or environmentally acceptable; or c. The mineral can be extracted or partially extracted satisfactorily, having regard to Policy MIN3, prior to the non-minerals development taking place without adversely affecting the viability or deliverability of the non-minerals development; or d. The incompatible development is of a temporary nature that can be completed and the site returned to a condition that would not prevent future mineral extraction; or e. Material considerations indicate that the need for the development overrides the presumption for mineral safeguarding, such that sterilisation of the mineral can be permitted following the exploration of opportunities for prior extraction. <p>4. Prior extraction of safeguarded minerals will be supported in</p>	<p>Land use matter only</p>

<p>MSAs, where it is necessary for non-mineral development to take place, subject to meeting the requirements of policy MIN3, and other policies within the Plan.</p> <p>5. Mineral sites (excluding dormant sites) and associated infrastructure that supports the supply of minerals in North Lincolnshire will be safeguarded against development that would unnecessarily sterilise the sites and infrastructure or prejudice or jeopardise their use by creating incompatible land uses nearby.</p>	
<p>POLICY MIN3: MINERAL EXTRACTION</p> <p>1. Development for mineral extraction, except for energy mineral extraction, must demonstrate the extent, quality, significance and need for the resources to be extracted. All types of mineral extraction must ensure that:</p> <ul style="list-style-type: none"> a.The historic environment, highway safety and human health is conserved, managed and enhanced as appropriate; b.Impacts to the natural environment, including water and soil quality and resources, are identified , mitigated and enhanced, for example through biodiversity net gain through the restoration of the extraction site (see policy MIN8: Restoration, Aftercare and Afteruse of Mineral Extraction Sites); c.Residential amenity and human health is protected from issues including noise, vibration, water pollution and air quality; d.Workings will not increase the potential of flood risks or surface water flooding; e.Any carbon emissions are identified and minimised to an acceptable level and are offset where practicable; f. Essential infrastructure is protected; and, g.The transportation of minerals makes use of sustainable modes of transport, wherever possible. <p>2. Where the above cannot be ensured, the benefits of mineral extraction must outweigh any likely harm and significant justification and mitigation must be provided.</p>	<p>Land use matter only</p>
<p>POLICY MIN4: RECYCLED & SECONDARY AGGREGATES</p> <p>1. The use of recycled and secondary aggregates will be supported in order to reduce the reliance on primary aggregates and contribute towards sustainable development. Proposals for facilities for secondary and recycled aggregates will be permitted where it can be demonstrated that potentially adverse impacts are able to be avoided and/or minimised to acceptable levels and that the proposal is compliant with relevant Local Plan policies.</p> <p>2. Preference will be given towards sites at the following locations:</p> <ul style="list-style-type: none"> a.Mineral extraction sites with existing processing plants; b.On-site as an ancillary activity to construction or demolition projects; c.Committed waste management facilities or within suitable areas for waste management where the proposed use accords with the type of waste use either existing at that location, or is complementary to the current economic role, status and uses of the employment area (where applicable); and, d.Existing industrial areas or on land that is permitted or allocated for general employment development. 	<p>Land use matter only</p>

<p>3. For sites where the primary use is temporary (e.g. mineral extraction and where associated with construction or demolition projects), permission will be granted for a period not exceeding the permitted life of the primary use, unless exceptional circumstances would justify the retention of the facility for a longer period.</p> <p>4. Specifically, regarding proposals on mineral extraction sites, permission will only be granted where there is no conflict with the approved restoration scheme, unless exceptional circumstances exist that would justify the retention of the facility and an appropriately amended restoration scheme could be delivered.</p> <p>5. Development of temporary facilities for the recovery and recycling of inert materials as an ancillary activity to construction projects, must demonstrate that the materials will be recycled and reused (as far as practicable) on-site.</p>	
<p>POLICY MIN5: ENERGY MINERALS (OIL & GAS/HYDROCARBONS)</p> <p>1. Proposals for the exploration, appraisal and production of conventional and unconventional hydrocarbons will be supported where they are consistent with the following principles:</p> <ul style="list-style-type: none"> a. This takes place within areas covered by Petroleum Exploration & Development Licences (PEDLs) and hydrocarbon extraction sites, as shown on the Policies Map. Support will only be given to applications for energy minerals that significantly benefit the economy and that any cumulative and adverse impacts on the environment, such as water quality, or residential amenity, such as noise, can be avoided or mitigated to the satisfaction of the Mineral Planning Authority. Proposals must also demonstrate how they will provide benefits to the natural environment, such as through biodiversity enhancement and where contamination has occurred as a result of extraction, measures must be employed to sufficiently remediate the site following decommissioning. Adequate separation should be maintained between residential buildings and other sensitive receptors where deemed necessary with regard to the proposal type and the technical evidence available. c. Proposals for the exploration, appraisal and production stage should include: <ul style="list-style-type: none"> i. A detailed scheme of working, ii. A plan showing the locations where surface work and underground operations will occur, and, iii. A plan showing the proximity of other oil or gas fields <p>2. In addition to the above criteria, proposals at the production stage should include:</p> <ul style="list-style-type: none"> a. A completed appraisal of the hydrocarbon resource field; b. A comprehensive scheme for the full development of the hydrocarbon resource within an agreed timescale; and b. The use of existing facilities for the development of any additional fields discovered unless the applicant satisfies the Council that this would not be technically feasible and any adverse impacts can be mitigated. 	Land use matter only
<p>POLICY MIN6: MINERAL SITES</p>	Land use matter only

1. Provision to meet the mineral requirements in North Lincolnshire to 20368 will come from sites with planning permission and the following allocations:

Sites with Planning Permission/Operational Sites

MIN6-1: Cove Farm,
Westwoodside

(Sand) MIN6-2:

Kettleby Parks

Quarry (Sand &

Gravel) MIN6-3:

Melton Ross Quarry

(Chalk)

MIN6-4: South Ferriby

Quarry (Chalk & Shale

Clay) MIN6-5:

Hibaldstow Quarry

(Limestone)

MIN6-6:

Manton

Quarry

(Limestone

e) MIN6-7:

Kirton

Quarry

(Limestone

e) MIN6-8:

Barton

East

(Clay)

MIN6-9:

Messingham

Quarry (Silica

Sand) MIN6-10:

Eastfield Farm

(Silica Sand)

MIN6-11:

Crosby Warren

(Oil)

MIN6-12: Low Melwood Quarry (Clay)

MIN6-13: Land north of Brigg Road,

Messingham (Silica Sand) MIN6-

<p>14: Hibaldstow Quarry (Extension) (Limestone)</p> <p>2. All relevant constraints and issues have been identified and mitigation put in place through existing planning permissions. It is expected all sites will conform to the planning permission, associated conditions, and agreed restoration and aftercare plans.</p> <p>New Sites/Areas of Search</p> <p>MIN6-15: Cove Farm, Westwoodside (Extension) (Sand & Gravel) (Area of Search) MIN6-16: Land at Holme Lane (Silica Sand) (New Site)</p> <p>MIN6-17: Eastfield Farm, Winteringham (Silica Sand) (New Site)</p> <p>MIN6-18: Land South of Composition Lane, Winteringham (Silica Sand) (Area of Search)</p> <p>3. The Council will support alternative mineral extraction sites where it has been demonstrated by the applicant, to the satisfaction of the mineral planning authority, that there is a need for additional mineral resource that cannot be met through the allocated mineral extraction sites.</p> <p>4. Where proposals come forward for mineral extraction on the above sites, applications should be supported by a range of assessments that address potential environmental impacts including air quality, biodiversity, drainage, dust, ecology, flood risk, heritage/archaeology, hydrology, landscape/visual impact, noise and transport/highways. In some cases an Environmental Statement may be required. All new developments for mineral extraction will be required to demonstrate how any environmental impacts have been mitigated and deliver environmental benefits such as biodiversity net gain. All proposals should include a restoration plan (as required in policy MIN8).</p> <p>5. All above the sites will be identified on the Policies Map.</p>	
<p>POLICY MIN7: BORROW PITS & ANCILLARY EXTRACTION</p> <p>1. Permission will be granted for the development of borrow pits and extraction occurring as an ancillary activity, where it can be demonstrated that one of the following applies:</p> <ul style="list-style-type: none"> a. The borrow pit is in close proximity to the construction project it is intended to supply, and that extraction of minerals from the borrow pit constitutes the most appropriate supply option, with regard to the type and quality of the mineral and proximity to other mineral extraction sites. The estimated size of the resource, and proposed extractive operations, is commensurate to the estimated needs of the associated construction or engineering works; b. The extraction of the mineral can be clearly demonstrated to be ancillary to the proposed development. The estimated size of the resource, and proposed extractive operations, is proportionate to the primary use; c. The proposal is for the prior extraction of minerals within a Mineral Safeguarding Area. <p>2. In addition to the above, the proposal will need to demonstrate that inert waste arising from the associated works or extraction is used in restoration works where appropriate and that the proposed development is compliant with relevant local plan policies. An assessment of any environmental impacts will also be required with mitigation where necessary. Restoration of Borrow Pits following mineral extraction should provide for biodiversity enhancement in</p>	<p>Land use matter only</p>

<p>line with the Biodiversity Opportunity Mapping and contribute to the Nature Recovery Network.</p>	
<p>POLICY MIN8: RESTORATION, AFTERCARE & AFTERUSE OF MINERAL EXTRACTION SITES</p> <ol style="list-style-type: none"> 1. Proposals for minerals extraction and temporary waste management facilities will be granted where provision has been made for high standards and quality of restoration and aftercare of the site, alongside delivery of a beneficial afteruse. A programme of aftercare should be provided for a minimum of five years following the cessation of mineral extraction. 2. Restoration plans should be submitted with the planning application which reflect the proposed after-use. These should reflect the requirements set out in Appendix 4. 3. As part of the process of considering proposals for mineral development, biodiversity, environmental, landscape and other public benefits (including potential recreation use) will be sought through: <ol style="list-style-type: none"> a. The progressive working and phased restoration of the site; b. The after-care and after-use of extraction sites which should be locally relevant to the site and within the context of wider green infrastructure and ecological networks where relevant; c. The environmental conservation and enhancement of the wider surrounding area to which the proposed extraction relates; and, d. The promotion of recreational opportunities within the area including the promotion of access to nature through public rights of way where appropriate. 4. Proposals for restoration, where relevant, should make a positive contribution in accordance with policy DQE3 to: <ol style="list-style-type: none"> a. Landscape character and quality that is in keeping with the character and setting of the local area; b. Air, soil and water quality; c. Flood water management; and, d. The promotion of recreational facilities. 5. Restoration proposals should demonstrate how a positive contribution will be made to secure biodiversity and wildlife conservation and enhancement and be informed by the Biodiversity Opportunity Mapping and how it will contribute to the Nature Recovery Network. Restoration proposals should also address how the site will be managed and monitored long term post restoration to ensure that ecological targets are met. 6. The Council will secure the implementation of mineral site restoration plans through conditions in a timescale appropriate to the development, unless exceptional circumstances deem it necessary to secure the restoration of the mineral site through bonds or legal agreements. 	<p>Land use matter only</p>
<p>POLICY WAS1: WASTE MANAGEMENT PRINCIPLES</p> <ol style="list-style-type: none"> 1. Development that encourages and supports the minimisation of waste production, and the re-use and recovery of waste materials will normally be supported. 2. Proposals for waste management facilities to deal with waste arisings will be encouraged based upon the following principles: <ol style="list-style-type: none"> a. Managing waste through the waste hierarchy in sequential order. Sites for the disposal of waste will only be 	<p>Land use matter only</p>

<p>permitted where it meets a need which cannot be met by treatment higher in the waste hierarchy;</p> <p>b. Promoting the opportunities for on-site management of waste where it arises and encouraging co-location of waste developments that can use each other's waste materials;</p> <p>c. Ensuring that sufficient capacity is located within the area to accommodate forecast waste arisings of all types during the Plan period;</p> <p>d. Supporting delivery of the North Lincolnshire Municipal Waste Management Strategy;</p> <p>e. Facilitating the development of recycling facilities across the area to ensure there is sufficient capacity and access for the deposit of municipal waste for re-use, recycling and disposal;</p> <p>f. Facilitating the development of a network of local waste management facilities in accessible locations, and effective methods of waste management such as suitable facilities to separate or store different types of waste, including materials that are required to be separated for kerbside collection schemes;</p> <p>g. Ensuring new waste developments are located and designed to avoid unacceptable adverse impacts on heritage assets and amenity;</p> <p>h. Ensuring new waste developments mitigate any impacts on the natural environment and provide landscape and biodiversity enhancements where feasible;</p> <p>i. Working collaboratively with neighbouring local authorities with responsibilities for waste and other local authorities where waste import/export relationships exist. This will ensure a co-operative cross boundary approach to waste management is established and maintained; and,</p> <p>j. Addressing to an acceptable standard the potential cumulative impacts of any waste development and the way it relates to existing developments.</p>	
<p>POLICY WAS2: WASTE FACILITIES</p> <p>1. New waste management facilities should be located in sustainable locations that are appropriate to the proposed waste management use and its operational characteristics, and where impacts on the community and the environment can be avoided or addressed appropriately. Proposals for Energy from Waste Facilities are encouraged and will be supported provided that they meet the criteria set out in this policy and policy DQE9 Renewable Energy Proposals. All proposals for new waste management facilities should have regard to the overall spatial strategy (policy SS2) and the following sequential priorities, unless the need for an alternative location or site can be demonstrated, including for technical reasons (such as for the expansion of water recycling centres):</p> <ul style="list-style-type: none"> a. Sites allocated or with permanent planning permission for waste management purposes; b. Employment sites where co-location with existing waste facilities is possible; c. Employment sites suitable for B2 & B8; d. Sustainable locations within vacant previously developed land; e. Existing/former mineral workings; 	<p>Land use matter only</p>

<p>f. Existing farm buildings/complexes.</p> <p>2. All proposals will be required to meet the following criteria:</p> <p>a. Demonstrate the need for the facility, if there is a clear conflict with other policies of the Plan;</p> <p>b. All waste processes and operations must be contained, processed and managed within buildings, unless there are acceptable operational reasons why these processes cannot be contained within buildings;</p> <p>c. Proposals must accord with all other policies in relation to the protection of the environment and public amenity, or demonstrate that other material considerations outweigh any policy conflict; and,</p> <p>d. Demonstrate that the following potential impacts of the waste management facility have been fully considered and addressed:</p> <ul style="list-style-type: none"> i. Duration of the development and operational hours; ii. Design and layout of the facility and associated buildings; iii. Landscape and visual impacts; iv. Harmful materials entering the public highway; v. Generation of noise, odours, litter, light, vibration, dusts, flies, rodents, birds and other infestation; vi. Suitability of the highway network to accommodate the proposed traffic levels including potential vehicle routing; vii. Suitability of the site access and egress arrangements; viii. Risk of serious fires through combustion of accumulated wastes; ix. Harm to water quality and resources and flood risk management/drainage x. Harm to air quality and consideration of mitigation methods to reduce/prevent greenhouse gas emissions; xi. Land instability; xii. Land use conflict; xiii. Restoration and aftercare; xiv. Fair and reasonably related community benefits; and, xv. Where necessary, mitigation measures should be identified to ameliorate any negative impacts to an acceptable level. 	
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POLICY WAS3: WASTE MANAGEMENT PROVISION

1. Net self-sufficiency in waste management will be achieved through the provision of the waste management capacity needs of North Lincolnshire. This capacity will be met through existing operation waste management facilities (and extensions, where appropriate) and new facilities.

Waste Stream	Total Waste Management Capacity Needs (million tonnes)				
	2018	2023	2028	2033	2038
Local Authority Collected Waste	97,636	100,600	103,156	105,712	108,268
Commercial and Industrial Waste	558,916	565,097	571,555	578,297	585,330
Construction, demolition and excavation waste	137,114	144,108	151,459	159,185	167,305

Land use matter only

Hazardous Waste	58,258	61,230		67,636	71,086	
<p>POLICY WAS4: SAFEGUARDING EXISTING WASTE SITES & INFRASTRUCTURE</p> <p>1. Existing and planned waste management sites and infrastructure in North Lincolnshire will be safeguarded from inappropriate development. This will ensure that existing levels of waste management capacity is maintained. Safeguarded waste management facilities are identified in Table 13.2 (below) and on the Policies Map. Non-waste developments will only be considered where it can be demonstrated that:</p> <ul style="list-style-type: none"> a. The planning benefits on non-waste development outweigh the needs for the waste management facility at the location; b. There is no longer a need for the facility and will not be required during the plan period; and, c. An alternative site providing an equal or greater level of waste management capacity of the same type has been found, granted permission and shall be developed and operational prior to the loss of the existing site. <p>2. Where proposals for non-waste development are put forward in the vicinity of an existing or planned waste management facility, it should be demonstrated that adequate mitigation measures are proposed as part of the encroaching development to ensure that it is adequately protected from any potential adverse impacts from the existing waste facility.</p>						Land use matter only
<p>POLICY WAS5: WASTE WATER TREATMENT</p> <p>1. Proposals relating to the role, function and operation of wastewater treatment facilities, including where for new or expanded waste water treatment capacity and supporting infrastructure (including renewable energy) will be supported in principle, particularly where it is required to meet wider growth proposals identified in the Local Plan provided that it can be demonstrated:</p> <ul style="list-style-type: none"> a. it contributes towards the provision of a North Lincolnshire-wide network of facilities which meets current and future requirements; b. there is a suitable watercourse to accept discharged treated water and there would be no unacceptable increase in the risk of flooding to other areas; c. there would be no deterioration in the ecological status of the affected watercourse (to comply with the Water Framework Directive); d. there would be no significant adverse impact on the condition, functionality or safety of water supply and waste water infrastructure; e. there would be no significant adverse impact to the amenities of local communities via odours and other emissions; and, f. there would be no significant adverse impact to visual amenity or landscape character such as through the provision of a landscaping scheme to provide appropriate mitigation. <p>2. Proposals for the collocation or co-treatment of waste water and organic wastes should accord with the provisions outlined above. All proposals should accord with all other relevant policies set out in the Plan</p>						Land use matter only

<p>POLICY WAS6: WASTE MANAGEMENT IN DEVELOPMENT</p> <ol style="list-style-type: none"> Proposals for new development should support the efficient use and recovery of resources throughout its lifetime, including during construction, operation and/or occupation. This should include giving due consideration to sustainable waste management. New developments should include: <ol style="list-style-type: none"> Design principles and construction methods that minimise the use of primary minerals and encourage the use of building materials made from recycled and alternative materials; Measures that support the implementation of the waste hierarchy, including construction and demolition methods that minimise waste production, maximise the re-use and recovery of materials (as far as practicable) on-site and minimise off-site disposal. In major developments the production of a waste audit and the use of Site Waste Management Plans are encouraged; and, Design and layout that complements sustainable waste management by providing appropriate storage and segregation facilities. Proposals for major development that seek to deliver the housing requirement or employment land will be encouraged to incorporate neighbourhood waste management facilities (where appropriate). Any waste management facilities or bin/waste storage should be well designed and integrated into the development in order to reduce impacts on the community and environment. Provision for waste collection should also be reflected in the design and layout of development. Where development results in pressure on existing waste management facilities or infrastructure, or results in the need for new infrastructure, the Council may seek financial contributions towards enhanced or new provision. 	Land use matter only
<p>POLICY WAS7: RESTORATION & AFTERCARE</p> <ol style="list-style-type: none"> Proposals for temporary waste management development, including landfilling or landraising, will be permitted where they provide for the restoration and aftercare of the site in a phased manner during its operation and/or promptly on completion of the operation. The restoration and aftercare scheme accompanying such proposals shall include: <ol style="list-style-type: none"> Details of the proposed landform, landscaping and planting and how they respond to the context of the surrounding topography and vegetation; Details of how the proposals would improve and connect with the green infrastructure network, including enhancement of biodiversity and access for informal recreation. Proposals should respond to the priorities within the Biodiversity Opportunity Mapping and Greater Lincolnshire Nature Strategy and contribute to a Nature Recovery Network; Measures for the management of emissions (including gases and liquids); Phasing arrangements; and, A programme of aftercare and monitoring of the site. 	Land use matter only
<p>POLICY T1: PROMOTING SUSTAINABLE TRANSPORT</p>	Meeting this requirements

<ol style="list-style-type: none"> 1. To reduce congestion, improve environmental quality and encourage more active and healthy lifestyles, the Council will support measures that promote more sustainable transport choices. 2. Where appropriate, proposals should seek to: <ol style="list-style-type: none"> a. focus development which generates significant movements in locations where the need to travel will be minimised; b. prioritise pedestrian and cycle access to and within the site and provide connections into the wider network; c. make suitable provision for access to public transport and other alternative means of transport to the car; d. make suitable provision to accommodate the efficient delivery of goods and supplies; and, e. make suitable provision for electric vehicle charging, car clubs and car sharing when considering parking provision. 	<p>depends on specific locations of developments and existing infrastructure. Most developments can meet these policy requirements through provision of facilities for cycling (e.g. secure cycle parking).</p> <p>Cost of travel plans and travel impact assessments is minimised and reflected in professional fees allowance</p>
<p>POLICY T2: PROMOTING PUBLIC TRANSPORT</p> <ol style="list-style-type: none"> 1. To support the spatial strategy and encourage sustainable transport use the Council will support measures and actively encourage through partnership working, a transformed level of public transport service provision. 2. This will include actively pursuing changes to rail franchises and timetables to improve services on the rail network to better integrate and link the key settlements. 3. Provide for improved infrastructure at key interchange points. 4. Support “JustGo North Lincs”/ DRT services across the area by seeking contributions from developers. 	<p>Contributions to public transport provision is tested in the study and included as part of the S106 contribution cost.</p>
<p>POLICY T3: NEW DEVELOPMENT AND TRANSPORT</p> <ol style="list-style-type: none"> 1. In order to increase overall accessibility, minimise congestion and improve safety, new development will be supported where it is accessible, or can be made accessible, by sustainable modes of transport and addresses its likely transport impact. Development proposals should: <ol style="list-style-type: none"> a. Produce and agree a transport assessment and travel plan, where requested by the Council; b. Support, encourage and promote sustainable travel options, which may include walking, cycling, public transport, electric and ultra-low emission vehicles, car sharing and car clubs particularly in the Scunthorpe and Bottesford urban area, principal towns and large service centres; c. Bring forward other necessary transport infrastructure to 	<p>Contributions to transport provision is tested in the study and included as part of the S106 contribution cost.</p>

<p>accommodate expected movement to and from the development;</p> <p>d.Be provided with a satisfactory access which must ensure the safe operation of the highway. Proposals that cannot be served by a safe access and/or would adversely affect the safe operation of the highway will be refused; and,</p> <p>e.Not have an adverse impact on the network's functioning and safety. Proposals that have significant transport implications will be expected to deliver necessary and cost effective mitigation measures. Such measures shall be secured through conditions and/or legal agreements.</p> <p>2. Developers will be required to demonstrate that their development is adequately served by a variety of modes of transport and will not have an adverse effect on transport near the site. The Council will require developers to contribute towards measures in the vicinity of the development to enhance the following, both on and off site:</p> <p>a.Public transport services and infrastructure, providing bus stops within a 400m walk of all new developments,</p> <p>b.Facilities for pedestrians and cyclists,</p> <p>c.On street parking controls,</p> <p>d.Traffic calming/reduction measures.</p> <p>3. These measures will be secured through planning conditions and/or legal agreements.</p>	
<p>POLICY T4: PARKING</p> <p>1. Development proposals that generate additional parking demand should ensure that appropriate vehicle, powered two wheeler and cycle parking provision is made. The form and scale of off-street parking required will be assessed against the following:</p> <p>a.the accessibility of the development;</p> <p>b.the type, mix and use of the development;</p> <p>c.the availability and frequency of public transport services; and,</p> <p>d.local car ownership levels.</p> <p>2. Developers will be expected to have considered and incorporated measures to minimise parking provision without causing detriment to the functioning of the highway network, local amenity, and safety.</p> <p>3. Where private and/or public on-site parking for public use is to be provided at least 5% of parking bays, should be designed, set out and reserved for people with mobility impairments. Such parking bays should be located as close to the main access to the building as possible.</p> <p>4. Parking should incorporate facilities for electric vehicle charging and other ultra-low emission vehicles where appropriate, including parking courts and at non-residential locations. The type and number of chargers will vary dependant on location. One charging point per residential parking space should be provided.</p> <p>5. Development proposals that make provision for surface parking areas to serve more than a single household, visitor, employee, or customer, should ensure that appropriate low maintenance landscaping is integrated into the design and layout of the sites.</p> <p>6. Electric Charging Points are to be provided to the following standards:-</p>	<p>No cost impacts for developments.</p>

Type of Development		Requirement	
Residential	Dwellings with secure parking (defined as a house with a garage or a private driveway)	1 electric vehicle charging point per dwelling.	
	Dwellings with private allocated off curtilage parking	1 electric vehicle charging point per 10 parking spaces. Passive provision (cabling laid out to enable future provision) is provided for the remainder of the spaces.	
Other types of development (Commercial/ industrial/retail etc.)		<p>Up to 50 parking bays</p> <p>At least one electric vehicle charging point which must be marked out for use by electric vehicles only.</p> <p>Greater than 50 parking bays</p> <p>Electric vehicle charging points totalling 5% of the total car parking space provision. These must be marked out for use by electric vehicles only.</p> <p>Type of charging equipment provided to be agreed with the Local Planning Authority and is dependent on end use requirement.</p> <p>Where provision is required for taxi waiting, the taxi spaces will be expected to include electric vehicle charging facilities.</p>	
Mixed use		A combination of the above requirements to be agreed with Local Authority.	
POLICY T5: CYCLE AND MOTORCYCLE PARKING <ol style="list-style-type: none"> Development proposals that generate additional parking demand should require that adequate cycle and motorcycle parking provision is made. This should be: <ol style="list-style-type: none"> Well signed, easy to find and benefit from good natural surveillance; and, Cycle shelters and compounds should be provided for all day/long stay parking. 			
POLICY T6: FREIGHT <ol style="list-style-type: none"> The existing network of rail freight routes and infrastructure will be safeguarded. Disused railway alignments will be protected from development where there is a reasonable prospect of their re-use for transport purposes. The use of rail for goods traffic will be encouraged by ensuring: <ol style="list-style-type: none"> New developments which generate freight capable of bulk transport by rail are located close to rail facilities wherever possible; Greater use of private sidings and the introduction of new ones; and, Provision of rail freight handling facilities at ports and other appropriate facilities. Support the development of a freight strategy to include lorry parking sites, HGV route management and provision of facilities for (and promote the benefits of) transferring freight delivery from road 			Land use matter only

<p>to rail and/or water transport, wherever practical, particularly in relation to the movement of freight to and from the South Humber Ports and Trent Wharves. The use of the waterway network for waterborne goods movement will be encouraged.</p>	
<p>POLICY T7: SAFEGUARDING TRANSPORT INFRASTRUCTURE</p> <ol style="list-style-type: none"> 1. The Council will safeguard the routes of, and support measures which deliver, maintain and improve, key transport infrastructure, identified on the Policies Map, namely: <ol style="list-style-type: none"> a. Lincolnshire Lakes road and transport infrastructure, b. Brigg Link Road, c. Barton Link Road, d. Melton Ross Bridge, e. Improved access to North Killingholme Airfield, to provide an alternative access to Lancaster Approach, f. Improved access to Sandtoft Industrial Estate. g. Improvements to the A15 (South) – between Junction 4 of the M180 and A46. 	<p>Land use matter only</p>
<p>POLICY T8: SAFEGUARDING AVIATION</p> <ol style="list-style-type: none"> 1. The Humberside International Airport site, Sandtoft Airfield, Hibaldstow Airfield, and the landing area at the former RAF Kirton in Lindsey is safeguarded for aviation uses. Any development at Humberside Airport itself, or on nearby sites, which will prejudice the aviation use of the site will not be permitted. 2. Any development at Sandtoft Airfield, Hibaldstow Airfield and the landing area at the former RAF Kirton in Lindsey, or on nearby sites, which will prejudice the current aviation use of the site will not be permitted, unless it can be proven that such use is no longer viable and that the site is not required for aviation purposes. 	<p>Land use matter only</p>
<p>POLICY DM1: GENERAL REQUIREMENTS</p> <ol style="list-style-type: none"> 1. All new development, including extensions and alterations to existing buildings must achieve high quality sustainable design that contributes positively to local character, landscape and townscape, and supports diversity, equality and access for all. 2. Development proposals will be assessed against the following relevant design and amenity criteria: <p>Design Principles</p> 3. All development must respect and enhance the character and local distinctiveness of the area and create a sense of place. As such, proposals will be required to: <ol style="list-style-type: none"> a. Make efficient use of land; b. Maximise pedestrian mobility and avoid barriers to movement through careful consideration of street layouts and access routes; c. Respect the existing topography, landscape character and identity, and relate well to the site and surroundings, particularly in relation to siting, height, scale, massing, form and lot widths; 	<p>Land use matter only</p>

- d. Where applicable, not result in the visual or physical coalescence with any neighbouring settlement;
- e. Where applicable, not result in ribbon development, nor extend existing linear features of the settlement, and instead retain, where appropriate, a tight settlement nucleus;
- f. Incorporate and retain as far as possible existing natural and historic features such as hedgerows, trees, ponds, boundary walls, field patterns, buildings or structures and watercourses;
- g. Incorporate appropriate landscape treatment to ensure that the development can be satisfactorily assimilated into the surrounding area;
- h. Provide well designed boundary treatments, and hard and soft landscaping that reflect the function and character of the development and its surroundings;
- i. Protect any important long local views into, out of or through the site;
- j. Duly reflect the original architectural style of the local surroundings, or embrace opportunities for innovative design and new technologies which sympathetically complement or contrast with the local architectural style;
- k. Use appropriate, high quality materials which reinforce local distinctiveness, with consideration given to texture, colour, pattern and durability;
- l. Ensure places and buildings are accessible to all and design against crime;
- m. Incorporate sustainable design to reduce long term greenhouse gas emissions;
- n. Enhance the natural environment through the provision of measurable net gains to biodiversity and contribute to nature's recovery through establishment of Nature Recovery Networks, as appropriate to their nature and scale; and,
- o. Incorporate Sustainable Drainage Systems and the Drainage Hierarchy.

Amenity Considerations

4. The amenities which occupiers of neighbouring properties may reasonably expect to enjoy must not be harmed by or as a result of the development (including extensions to existing premises and change of use). Proposals should demonstrate, where appropriate, how the following matters have been considered, in relation to both the construction and life of the development:

- a. Compatibility with neighbouring land uses;
- b. Overlooking;
- c. Overshadowing;
- d. Loss of light;
- e. Adequate storage, sorting and collection of household and commercial waste, including provision for increasing recyclable waste; and,
- f. Creation of safe environments.

5. Planning permission for development will only be permitted where it can be demonstrated that the levels of potentially polluting emissions, including effluent, leachates, smoke, fumes, gases, dust,

<p>steam, smell or noise do not pose a danger by way of toxic release; result in land contamination; pose a threat to current and future surface or underground water resources; or create adverse environmental conditions likely to affect nearby developments and adjacent areas.</p> <p>Changes of Use in Residential Areas</p> <p>6. Within residential areas, favourable consideration will be given to proposals for a change of use from residential to other uses, provided that the development will not adversely affect the appearance and character of a residential area or residential amenity by virtue of noise, vibration, traffic generation, reduction in road safety, odorous emissions (by way of dust, smell, fumes, smoke, soot, ash or grit) or other adverse environmental conditions.</p> <p>7. Where applications are for temporary operations, which may have significant impacts for a short period, conditions can be applied to control such impacts, but the benefits must outweigh any likely harm and justification and mitigation must be provided in advance.</p> <p>Piecemeal Development</p> <p>8. In sites suitable for large developments, proposals that are piecemeal in nature will normally be resisted unless it is demonstrated that it will not prejudice the delivery of the larger site. Any proposal will be considered in the context of the larger site where appropriate.</p>	
<p>POLICY DM2: TEMPORARY BUILDINGS</p> <p>1. Planning permission will be granted for temporary buildings provided the following criteria are met:</p> <ul style="list-style-type: none"> a. the building is not highly visible to the general public or detrimental to the amenity of the area/landscape; and, b. the development will not prejudice proposals for permanent development on the site. <p>2. In granting planning permission for temporary buildings, conditions may be imposed requiring the landscaping of the development or other measures to help mitigate its impact on the visual amenity of the area.</p> <p>3. A time limited (temporary) planning permission will be granted for non-permanent structures in cases where a permanent permission would prejudice future development of the site.</p>	<p>Land use matter only</p>
<p>POLICY DM3: ENVIRONMENTAL PROTECTION</p> <p>1. Development proposals as appropriate to their nature and scale, should demonstrate that environmental impacts on receptors have been evaluated and appropriate measures have been taken to minimise the risks of adverse impacts to air, land and water quality, whilst assessing vibration, heat, energy, light and noise pollution.</p> <p>Air Quality</p> <p>2. The Council will seek to ensure that proposals for new development will not have an unacceptable negative impact on air quality and will not further exacerbate air quality in the Scunthorpe Town AQMA or contribute to air pollution in areas which may result in a new AQMA. Applicants will be required to provide an air quality impact assessment to demonstrate this.</p> <p>3. The Council will seek to ensure that where a sensitive use is being proposed in an area of known poor air quality, applicant's will be required to provide an air quality impact assessment to</p>	<p>Will be addressed through detailed design; no particular cost impacts. Cost of air quality assessments and noise impact assessments are de-minimis and addressed</p>

<p>demonstrate the development will not result in adverse effects on human health and local amenity. Residential development within the Scunthorpe AQMA will not be permitted where there is evidence of adverse effects on human health and local amenity.</p> <p>4. The Council will support and promote the provision of charging points for ultra-low emission vehicles.</p> <p>Light pollution</p> <p>5. Planning applications which involve light generating development including floodlighting will only be permitted where it can be demonstrated that there would be no adverse impact (individually or cumulatively) on local amenities, living conditions, health and the natural environment.</p> <p>Noise pollution</p> <p>6. Development generating noise which is likely to create significant adverse impacts on health and quality of life and cannot be mitigated and controlled through the use of conditions will not be permitted.</p> <p>Contaminated Land</p> <p>7. In the case of proposals for development on land known or strongly suspected as being impacted by contamination, hazardous gases, land instability, of a sensitive end use applicant's will be required to provide sufficient information that demonstrates that the level of contamination can be overcome by remedial measures or improvements. In these cases permission will only be granted where a phase 1 desk based assessment and detailed site survey has been submitted. Where significant risks to human health and/or the environment are present; planning permission will only be granted in circumstances where a suitable scheme of remedial measures has been agreed that will be obtained via a planning condition and/or legal agreement to overcome any existing contamination.</p> <p>Odour</p> <p>8. Where proposals have the potential to release significant odours or where a sensitive use is being proposed near to an existing odorous process, applicants will be required to provide an odour impact assessment which demonstrates that impacts upon amenity can be avoided or properly mitigated and managed by remedial measures or improvements as part of the design of the proposed development. In these cases, planning permission will only be granted where a suitable mitigation scheme of remedial measures or improvements has been agreed that will be obtained via a planning condition and/or legal agreement to overcome any adverse impact upon amenity. Proposals for development adjacent to, or in the vicinity of, existing uses will need to demonstrate that both the ongoing use of the site is not compromised, and that the amenity of occupiers of the new development will be satisfactory with the ongoing use of the existing site.</p> <p>9. Development will not be permitted where it would have an adverse effect on the quality or quantity of groundwater sources or watercourses or water bodies. Proposals will be supported where it can be demonstrated in a hydrogeological/water quality risk assessment that there are no unacceptable impacts on surface water quality and flows or groundwater quality and levels at or in the vicinity of the site.</p> <p>Water Environment</p> <p>10. Development will not be permitted where it would have an adverse effect on the quality or quantity of groundwater resources or watercourses and water bodies. Opportunities for environmental improvement are encouraged, particularly:</p> <ul style="list-style-type: none"> a. the availability of water to support the development; b. the capacity to effectively and sustainably manage foul and surface water; 	<p>within overall fees budget.</p> <p>Land use issue only – costs of remediation to be reflected in study in line with requirements of PPG.</p>
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<ul style="list-style-type: none"> c. sustainable drainage systems; d. water efficiency*; e. access to infrastructure and water environments for the purpose of maintenance and monitoring; f. protecting aquifers and groundwater in sensitive locations by preventing potentially polluting activities being located in the most sensitive locations for groundwater; and, g. acknowledging the requirements of the Water Framework Directive. (*The requirement for higher water efficiency standard of 110 l/person/day). <p>11. In order to promote natural solutions to climate change, reference should also be made to the requirements of Policy DQE3: Biodiversity and Geodiversity in this Plan.</p> <p>Hazardous Installations and Pipelines</p> <p>12. Proposals for the development of hazardous installations/pipelines, modifications to existing sites, or development in the vicinity of hazardous installations or pipelines, will be permitted where it has been demonstrated that the amount, type and location of hazardous substances would not pose unacceptable health and/or safety risks.</p>	
<p>POLICY DM4: TELECOMMUNICATIONS AND BROADBAND</p> <p>1. Proposals for telecommunications development, including consideration of appropriate prior approval applications will be permitted, or determined, provided that:</p> <ul style="list-style-type: none"> a.the development is appropriate in terms of siting and appearance, having regard to technical and operational constraints, and does not intrude into or detract from the landscape or urban character of the area; b.applicants demonstrate a sequential approach to show that development cannot be accommodated with less visual intrusion; <ul style="list-style-type: none"> i. on an existing building, mast or other structure; or, ii. on a site that already contains telecommunications equipment; before new sites can be considered; and, iii. adequate screening and/or landscape, measures are included; and, iv. provision is made for the removal of the facilities and reinstatement of the site as soon as reasonably practicable after it is no longer required for telecommunication purposes. <p>2. The Council will support the expansion of communications networks, including telecommunications (5G networks and smart technologies), next generation mobile technology infrastructure high-speed broadband, and the provision of gigabit- capable connectivity, especially where this addresses gaps in coverage within North Lincolnshire. Proposals for new residential and commercial development must demonstrate how they will provide future occupiers with sufficient digital connectivity.</p> <p>3. Development proposals must:</p> <ul style="list-style-type: none"> a.Demonstrate early engagement with infrastructure providers; b.Be accompanied by a 'Connectivity Statement' which explains the current internet connectivity in the site's locality and the potential for the site to be provided with high speed broadband including the future provision of "ultrafast broadband" and "Full fibre" solutions as and when they are 	<p>North Lincolnshire has high speed broadband network in place and purchasers in new development will expect this as a matter of course. These requirements therefore do not increase the cost for developments.</p>

<p>made available; and,</p> <p>c. Make provision for premises to be provided with high speed (superfast) broadband or, if this is not feasible, ensure new development is broadband ready through the installation of appropriate ducting and equipment.</p> <p>4. On-site infrastructure should be provided from homes and premises to the public highway or other appropriate location. Where possible, viable and desirable, the provision of additional ducting will be supported, where it allows the expansion of the network.</p>	
<p>POLICY DM5: ADVERTISEMENTS AND SHOP FRONTS</p> <p>1. Advertisements and new/alterations to shop fronts will be required to contribute to the visual appearance of the area's street scenes.</p> <p>2. The Council will support proposals for advertisements where:</p> <p>a. they are well designed and sympathetic to the character and appearance of their location and the building to which they relate, having regard to matters such as size, materials, construction, location, level of illumination and cumulative impact with other signage on the building and within the vicinity; and,</p> <p>b. illuminated advertisements and signs will not adversely affect the amenity and/or safety of the surrounding area.</p> <p>3. Permission will be granted for shop fronts and signs where the following criteria is satisfied:</p> <p>a. the design is related to the scale and appearance of the building to which the proposal relates; and,</p> <p>b. the design respects the character and appearance of the location.</p> <p>4. Solid shutters which present a blank frontage to shopping streets will not be permitted.</p> <p>5. Proposals relating to listed buildings, within conservation areas and in areas of special advertisement control will be subject to the requirements of the relevant designation and appropriate planning policy guidance.</p>	<p>Land use matter only</p>
<p>POLICY ID1: DELIVERING INFRASTRUCTURE</p> <p>1. The Council will require all developments to meet the on and off-site infrastructure requirements needed to support the development and mitigate the impact of the development on the existing community and environment to make it acceptable in planning terms.</p> <p>2. Each development will be expected to meet site related infrastructure needs. Where the provision of new, or the improvement or extension of existing, off- site infrastructure is needed to support a new development or mitigate its impacts, and it is not anticipated that the infrastructure will be provided through CIL, the development will be required to contribute proportionately through a Section 106 Agreement commuted sum, or other mechanism as agreed with the Council.</p> <p>3. To address developer requirements as a whole, where development proposals on a large composite or naturally defined area are sub divided into multiple applications (or phases) over time, planning applications which form part of a more substantial proposed development, on the same or adjoining land will be treated as one application for the whole development.</p>	<p>This policy has been included within the study as part of the S106 contribution cost taking account of the Infrastructure Delivery Plan.</p>

4. Section 106 Agreements will apply to all major developments and some minor developments but may be varied according to:

a.the scale and nature of the development and its demonstrated viability;

b.whether or not a planning obligation meets all of the statutory reasons ('tests') for granting planning permission; and,

c.Where there are site specific viability concerns, development must be accompanied by a Viability Appraisal, the council will take a pragmatic and flexible approach to planning obligations and consider their genuine impact on viability of development proposal on an independent and case by case basis, at the applicants expense and in line with the following principles:

5. Development which is unable to make the full contribution at the point at which the application is submitted may be supported where:

a.A robust and fit for purpose viability assessment shows that the full contribution would make the development unviable;

b.The possibilities for reduced, deferred, or phased contributions have been fully explored; and,

c.It can be demonstrated that the wider benefits of the scheme outweigh its lower level of contribution.

6. Where a lower level of contribution is agreed, this may be subject to reassessment once the development commences and/or any other suitable trigger point(s) as appropriate and agreed between the Council and the applicant.