

Foreword

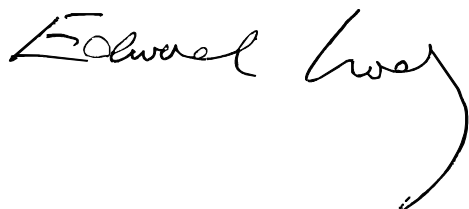
It is now seven years since North Lincolnshire came into being as a new unitary authority and it gives me great pleasure to present the adopted plan of the North Lincolnshire Local Plan. This is an important strategic document which will be the basis upon which all development decisions will be taken. The Plan is more than just a legal document, it is about making decisions which will shape the future of North Lincolnshire and affect the lives of all its residents. It is vital that the community is at the forefront of this planning policy process. I hope that you will take this opportunity to play your part in positively influencing development into the new millennium.

North Lincolnshire has an area of great diversity in terms of both town and country. The Council values its natural and built heritage, which ranges from Scunthorpe industrial garden town to the historic market towns and rural hamlets and villages in the surrounding countryside. The area's natural heritage is equally diverse. The internationally important wetland habitats of the Humber, the undulating Lincolnshire Wolds and the river valleys of the Trent and Ancholme provide a contrast to the large areas of high quality farmland.

North Lincolnshire has great opportunities for development. The economy of North Lincolnshire has developed dramatically from its agricultural origins and more recent manufacturing base. Trade is expected to continue to increase at the Humber Ports and Britain's largest remaining undeveloped deep-water frontage located in North Lincolnshire is expected to experience significant growth. Estuary related development is likely to play a key role in the future economic prosperity not just in the district but in the Yorkshire and Humber region as a whole. Humberside International Airport proceeds to expand both its business and tourist operations. Corus has invested heavily in new technology at its Scunthorpe works and new strategic employment sites of a regional scale continue to be brought forward for development.

The North Lincolnshire Local Plan seeks to ensure that development is "sustainable". This means providing quality jobs and houses, improving shopping, leisure, transport and education facilities and increasing economic prosperity and providing for the needs of all residents whilst at the same time protecting and improving the natural and built environment. The challenge of improving the quality of life and also the environment into the 21st Century is one to which I hope that you will contribute and make North Lincolnshire a better place for all.

Eddie Lodge

A handwritten signature in black ink, appearing to read 'Edward Lodge', with a long, sweeping flourish extending from the end of the name.

Director of Environment and Public Protection

Credits

The North Lincolnshire Local Plan has been prepared by the Development Plans Team, which is part of the Regeneration and Planning Division of the Directorate of Environment and Public Protection.

The officers, both past and present, who prepared the plan, took it through the Local Plan Inquiry process and produced this final document were:

Tim Allen	Environment Team Manager
Chris Barwell	Senior Planning Officer
Rachel Bilbe	Research Officer
Nev Brown	Principal Planning Officer
Neil Boughey	Senior Planning Officer
Neil Chambers	Principal Planning Officer
John Chapman	Senior Planning Officer
Richard Chapman	Principal Transportation Officer
Iain Cunningham	Senior Planning Officer
Denzil Davies	Technician
Justine Duhrkoop	Technician
Lorraine Gibson.....	Research Officer
Rick Goodison	Technician
Ian Grimbleby.....	Technician
Dave Lofts	Senior Planning Officer
Tony Lyman	Assistant Director (Regeneration and Planning)
Dinah Lilley	Administrative Assistant
Barbara Maksymiw	Development Plans Team Manager
Barrie Onions	Senior Planning Officer
Andrew Taylor.....	Environment Project Officer (Ecologist)
Marcus Walker	Principal Planning Officer
Val Wilcockson	Principal Solicitor

How to use this Document

The Local Plan is made up of two documents; this document which sets out the written text and includes the policies and proposals, and a second plans document which contains all the relevant plans, from the wider proposals map to inset plans for individual villages.

Each chapter in this text document includes detailed policies for the development and use of land; the chapters carry equal weight and the topics are not covered in any priority order. The Local Plan policies are highlighted in bold with the reasoned justification set out in italics. In using the Local Plan, it is vital to see the document as a whole. A number of different policies, included in different chapters, may all be relevant to a particular planning proposal. Policy DS1 in the Development Standards Chapter, on development standards, for example, will be relevant to most development proposals. Each policy carries equal weight and one policy should not be preferred over another.

The proposals map is a general map which covers the Council area. This indicates where policies covering a large area will apply, such as areas of high landscape value. More detailed policies are indicated on the inset maps. It is important to note that the settlement boundaries defined on the proposals map show the boundary of the settlement to be used for all planning and development control purposes. They may not necessarily coincide with administrative or parish boundaries.

The Local Plan policies should be read in conjunction with the relevant Supplementary Planning Guidance which is published separately. This provides detailed guidance to developers when coming forward with specific development proposals.

For help interpreting or understanding this document please contact staff in the Development Plans Section, Directorate of Environment and Public Protection, (telephone 01724 297579).

Foreword			
How to use this Document			
Introduction	7		
Aims and Objectives	17		
Strategy	25		
ST1	Sustainable Development	26	
ST2	Settlement Hierarchy	32	
ST3	Development Limits	35	
Population and Housing	37		
H1	Housing Development Hierarchy	43	
H2	Proposed Housing Sites	45	
H3	Previously Used Land	51	
H4	Phased Housing Sites	51	
H5	New Housing Development	53	
H6	Flats above Shops and the Use of Vacant Buildings for Housing	55	
H7	Backland and Tandem Development	56	
H8	Housing Design and Housing Mix	57	
H9	Housing Density	58	
H10	Public Open Space Provision in New Housing Development	59	
H11	Affordable Housing Provision in the Scunthorpe and Bottesford Urban Area	62	
H12	Affordable Housing Provision in the Principal Growth Settlements, Medium Growth Settlements and Minimum Growth Settlements	63	
H13	Exception Affordable Housing in Medium Growth Settlements and Minimum Growth Settlements:	65	
H14	Houses in Multiple Occupation	67	
H15	Flat Conversions	68	
H16	Nursing and Rest Homes	68	
H17	Sites for Travellers	69	
Industry and Employment	71		
IN1	Industrial Development Location and Uses	76	
IN2	Alternative Uses of Industrial and Commercial Sites in the Urban Area and Principal Growth Settlements.	77	
IN3	Industrial and Commercial Development in the Urban Area, Principal Growth Settlements, South Humber Bank Area (including North Killingholme Airfield) and Humberside International Airport	78	
IN4	Estuary Related Development - South Humber Bank, Land Between South Killingholme Haven and East Halton Skitter	80	
IN4A	Port Related Development – ABP	82	
IN5	Estuary Related Development - South Humber Bank, Land Between Chase Hill Road and East Halton Skitter	82	
IN6	Defined Industrial Buffer Areas	83	
IN7	North Killingholme Airfield	84	
IN8	Former British Sugar Site, Scawby Road, Scawby Brook, Brigg	84	
IN9	Humberside International Airport	85	
IN10	Wharves	87	
IN11	Burton upon Stather Wharf	88	
IN12	Bulk Rail Freight Handling Facilities	88	
Rural Development	91		
RD1	Development involving High Quality Agricultural Land	92	
RD2	Development in the Open Countryside	93	

Chapters and Index of Policies

RD3	Industrial and Commercial Development in Minimum and Medium Growth Settlements	94	S5	Development in Crowle, Epworth, Kirtton in Lindsey, Frodingham Road and Ashby High Street District Shopping Centres.	115
RD4	Alternative uses of Industrial and Commercial Sites in Minimum and Medium Growth Settlements	95	S6	Small Local Centres and Corner Shops	115
RD5	Alternative uses of Industrial and Commercial Sites in the open countryside	95	S7	Edge-of-centre Retail and Leisure Development	116
RD6	Re-use and/or Adaption of Rural Buildings for Industrial and Commercial uses in the Open Countryside	96	S8	Out-of-centre Retail and Leisure Development	117
RD7	Agriculture, Forestry and Farm Diversification	97	S9	Restaurants and Hot Food Takeaway Establishments	118
RD8	Farm Shops and Sales from Agricultural and Forestry Holdings	98	S10	Petrol Filling Stations	119
RD9	Re-use and/or Adaptation of Rural Buildings for Residential Use in the Open Countryside	99	S11	Temporary Markets, Car Boot Sales and Lay-by Trading	120
RD10	Replacement, Alteration and Extensions to Dwellings in the Open Countryside	100	Mixed Use Development	123	
RD11	New Agricultural or Forestry Dwellings	101	MX1	Mixed Use Development	123
RD12	Removal of Agricultural Occupancy Conditions	103	MX2	Mixed Uses in Crowle	124
RD13	Temporary Agricultural and Forestry Dwellings	103	Transportation	127	
RD14	Agricultural and Forestry Buildings	104	T1	Location of Development	130
RD15	Development of Intensive Livestock Units	105	T2	Access to Development	131
RD16	Cumulative Effects of Intensive Livestock Units	106	T3	Transport Assessments	131
Shopping and Town Centres	107		T4	Developer Contributions	132
S1	Scunthorpe Town Centre - New Retail and Leisure Development	110	T5	Green Travel Plans	133
S2	Development in Scunthorpe Town Centre	111	T6	Pedestrian Routes and Footpaths	133
S3	Development in Brigg Town Centre	112	T7	Development of a Cycle Network	134
S4	Development in Barton upon Humber Town Centre	113	T8	Cyclists and Development	135
			T9	Promoting Buses and Trains	137
			T10	Public Transport Interchange	139
			T11	Protecting Rail Routes	139
			T12	Taxis	139
			T13	Humberside International Airport	140
			T14	The North Lincolnshire Strategic Road Network (NLSRN)	141

Chapters and Index of Policies

T15	Highway Improvements and New Highway Construction	143
T16	Minor Highway Schemes	144
T17	Protecting Future Highway Schemes	144
T18	Traffic Management	145
T19	Car Parking Provision and Standards	146
T20	Provision of Short Stay Public Car Parking	148
T21	Provision of Long Stay Public Car Parking	149
T22	Rail Freight	149
T23	Water Freight	150
T24	Road Freight	150
T25	Motorway Service Areas (MSA)	151
T26	Roadside Service Areas	152

Leisure and Recreation 153

R1	Protecting Playing Fields	155
R2	Protecting Areas of Local Importance for Children's Play	156
R3	Built Sports Facilities	157
R4	Entertainment and Cultural Facilities	158
R5	Recreational Paths Network	159
R6	Water Based Leisure	160
R7	Golf Courses	161
R8	Commercial Horse Riding Establishments	162
R9	Allotments	163
R10	Potentially Disruptive Sports	164
R11	Camping and Caravan Sites	165
R12	New Caravan and Camping Facilities	166
R13	Tourism	166
R14	Hotel and Guest House Accommodation	167

Community Facilities 169

C1	Educational Facilities	170
C2	Community Facilities in Minimum Growth Settlements and Rural Hamlets and Villages in the Open Countryside.	171
C3	Planning for Accessibility	172
C4	Children's Day Care Provision	173
C5	Churches, Prayer Houses and Other Places of Worship	174
C6	Cemeteries	175
C7	Community Centres	176

Landscape and Conservation 177

LC1	Special Protection Areas, Special Areas of Conservation and Ramsar Sites	178
LC2	Sites of Special Scientific Interest and National Nature Reserves	179
LC3	Local Nature Reserves	180
LC4	Development Affecting Sites of Local Nature Conservation Importance	180
LC5	Species Protection	180
LC6	Habitat Creation	181
LC7	Landscape Protection	182
LC8	Areas of High Landscape Value	182
LC9	Proposed Areas of High Landscape Value	183
LC10	Development in Areas of High Landscape Value	183
LC11	Areas of Amenity Importance	183
LC12	Protection of Trees, Woodland and Hedgerows	184
LC13	Parks, Gardens and Landscapes of Special Historic Interest	184
LC14	Area of Special Historic Landscape Interest	185

Chapters and Index of Policies

LC15	Landscape Enhancement	185	HE9	Archaeological Evaluation	207
LC16	Lincoln Edge Scarp Slope Landscape Enhancement Area	186	Minerals	209	
LC17	Barton and Barrow Clay Pits	187	M1	Applications for Mineral Working	214
LC18	Humber Bridge to Chowder Ness	187	M2	Secondary Aggregates and Recycled Materials	214
LC19	Humber Bridge to New Holland Mere	187	M3	Residential Amenity and Protection Zones	214
LC20	South Humber Bank - Landscape Initiative	188	M4	Ancient Monuments and Archaeological Sites	214
The Ironstone Gulleys	191		M5	Best and Most Versatile Agricultural Land	215
IG1	Ironstone Gulleys - Management Schemes	192	M6	Proposals for Mineral Extraction on Sites Allocated for Development	215
IG2	Environmental Enhancement and Habitat Restoration	192	M7	Transportation of Minerals	215
IG3	Water Based Motor Sports	193	M8	Safeguarding Aggregate Minerals	216
IG4	Informal Recreation	193	M9	Planning Obligations	216
IG5	Footpaths and Cycleways	193	M10	Phasing and Progressive Reclamation	216
IG6	Motorised Recreation	193	M11	Sand and Gravel	216
IG7	Geological Research	194	M12	Sand and Gravel, Future Extraction	217
IG8	Future Waste Tipping	194	M13	Crushed Rock	217
IG9	Ironstone Extraction	195	M14	Borrow Pits	218
IG10	Oil Extraction	195	M15	Safeguarding of Clay Reserves	218
The Historic Environment	197		M16	Safeguarding of Messingham Village	219
HE1	Conservation Areas	198	M17	Messingham Protection Zone	219
HE2	Development in Conservation Areas	199	M18	Silica Sand Future Supply	219
HE3	Demolition in Conservation Areas	201	M19	Silica Sand Future Extraction	219
HE4	Shopfronts, Advertisements, Canopies and Blinds in Conservation Areas	202	M20	Peat Workings	220
HE5	Development affecting Listed Buildings	204	M21	Oil and Gas Exploration Boreholes	220
HE6	Demolition of Listed Buildings	205	M22	Oil and Gas Appraisal Boreholes	221
HE7	Advertisements and Listed Buildings	205	M23	Oil and Gas Production	221
HE8	Ancient Monuments	206			

Chapters and Index of Policies

Waste	223		
W1	Applications for Waste Management Facilities	233	
W2	Groundwater Protection	234	
W3	Flood Risk Areas	234	
W4	Waste Management Facilities and the Best and Most Versatile Agricultural Land	235	
W5	Mineral Reserves	235	
W6	Transportation of Waste	235	
W7	Waste Management Facilities and Humberside International Airport	236	
W8	Protection Zones and Waste Management Facilities	236	
W9	Handling of Waste	236	
W10	Source Separation	237	
W11	Processing of Waste Materials	237	
W12	Household Waste and Recycling Facilities	238	
W13	Waste Transfer Stations	238	
W14	Waste Transfer and Putrescible Waste	238	
W15	Development Proposals for Waste Recycling	239	
W16	Green Waste Composting Schemes	239	
W17	Anaerobic Digestion	239	
W18	Waste Water Treatment	240	
W19	Non-inert Wastes	240	
W20	Landraising	240	
W21	Utilisation of Landfill Gas	241	
W22	Sewage Treatment Works	241	
Development Standards	243		
DS1	General Requirements	243	
DS2	Planning Benefits	246	
DS3	Planning Out Crime	247	
DS4	Changes of Use in Residential Areas	248	
DS5	Residential Extensions	248	
DS6	Temporary Buildings	249	
DS7	Contaminated Land	250	
DS8	Methane Emissions	250	
DS9	Development of Land in the Vicinity of Established Hazardous Installations and Pipelines	251	
DS10	New Hazardous Installations and Pipelines	251	
DS11	Polluting Activities	252	
DS12	Light Pollution	253	
DS13	Groundwater Protection and Land Drainage	253	
DS14	Foul Sewage and Surface Water Drainage	254	
DS15	Water Resources	254	
DS16	Flood Risk	254	
DS17	Overhead Power Lines and High Powered Electrical Installations	255	
DS18	Advertisement Control	256	
DS19	Telecommunications Equipment	257	
DS20	Telecommunications Apparatus on Domestic Dwellings	257	
DS21	Renewable Energy	259	
Monitoring and Review	261		
MR1	Monitoring	261	
Appendix 1 DETR Planning and Mineral Planning Policy Guidance Notes	277		
Appendix 2 Parking Provision Guidelines	279		
Appendix 3 Existing Waste Management Facilities	285		
Glossary of Terms	291		

Chapters and Index of Policies

Index of Figures

Figure 1	North Lincolnshire Location	7
Figure 2	North Lincolnshire Wards and Parishes 1996	8
Figure 3	Pattern of Settlements	9
Figure 4	Stages of Preparation for the North Lincolnshire Local Plan	15
Figure 5	Travel To Work Areas 1998	71
Figure 6	National Cycle Network - North Lincolnshire	135
Figure 7	North Lincolnshire Rail Network	137
Figure 8	Inter-Urban Road Hierachy	141
Figure 9	The North Lincolnshire Strategic Road Network	142
Figure 10	Location of Inert Landfill Sites in North Lincolnshire	228
Figure 11	Location of Non-Inert Landfill Sites in North Lincolnshire	228

Index of Tables

Table 1	Population Change In North Lincolnshire	37
Table 2	Number of Dwellings Permitted on Infill and Windfall Sites 1998 North Lincolnshire	40
Table 3	Settlement Hierarchy and Inherited Housing Sites (January 1999)	41
Table 4	North Lincolnshire House Completions	42
Table 5	North Lincolnshire Housing Requirement	42
Table 6	Proposed and Committed Housing Sites	43
Table 7	Committed Housing Sites - July 2001	48
Table 8	Rural Housing Need Surveys	64
Table 9	North Lincolnshire - General Employment Structure	73
Table 10	Committed Industrial Sites, January 1999	74

Table 11	Ironstone Gulleys - Committed Landfill Capacity January 1996	194
Table 12	Sand and Gravel Requirement for the North Lincolnshire Area	211
Table 13	Crushed Rock Requirement for North Lincolnshire	213
Table 14	Waste Categories and Waste Types	227
Table 15	Projected Total Waste Arisings in North Lincolnshire for the Plan Period - January 1999 - December 2008	227
Table 16	Permitted known remaining landfill capacity as at 1 January 1995 ('000 cubic metres)	227
Table 17	Estimated baseline annual inert and non-inert waste arisings in North Lincolnshire requiring disposal	230
Table 18	Local Plan Objectives and Targets	263
Table 19	DETR Monitoring Indicators	264
Table 20	Topic Monitoring Criteria	275

Introduction

North Lincolnshire

1.1 North Lincolnshire Council was established as a unitary authority on 1st April 1996. The Council comprises the former districts of Scunthorpe, Grantham and the Isle of Axholme part of Boothferry, which were previously part of the County of Humberside. The new North Lincolnshire Council is responsible for local and strategic planning and is now also the Minerals and Waste Planning Authority, the Highways Authority and the Energy Conservation Authority.

1.2 North Lincolnshire is located on the southern side of the Humber estuary which is the major northern gateway to Europe, with port and wharf facilities along the banks of the Humber and Trent offering international trading opportunities. The M180/M18 provide excellent connections to the M62 route and the A1 and M1 north-south corridors. The A15 Humber Bridge opens up access to the north east of England. The area is served by the North East Trans-Pennine rail route, which provides access to the East Coast Main Line and also the Regional Railways Central Line. Humberside International Airport is situated in North Lincolnshire and is a regional airport with full customs status.

Figure 1 - North Lincolnshire Location

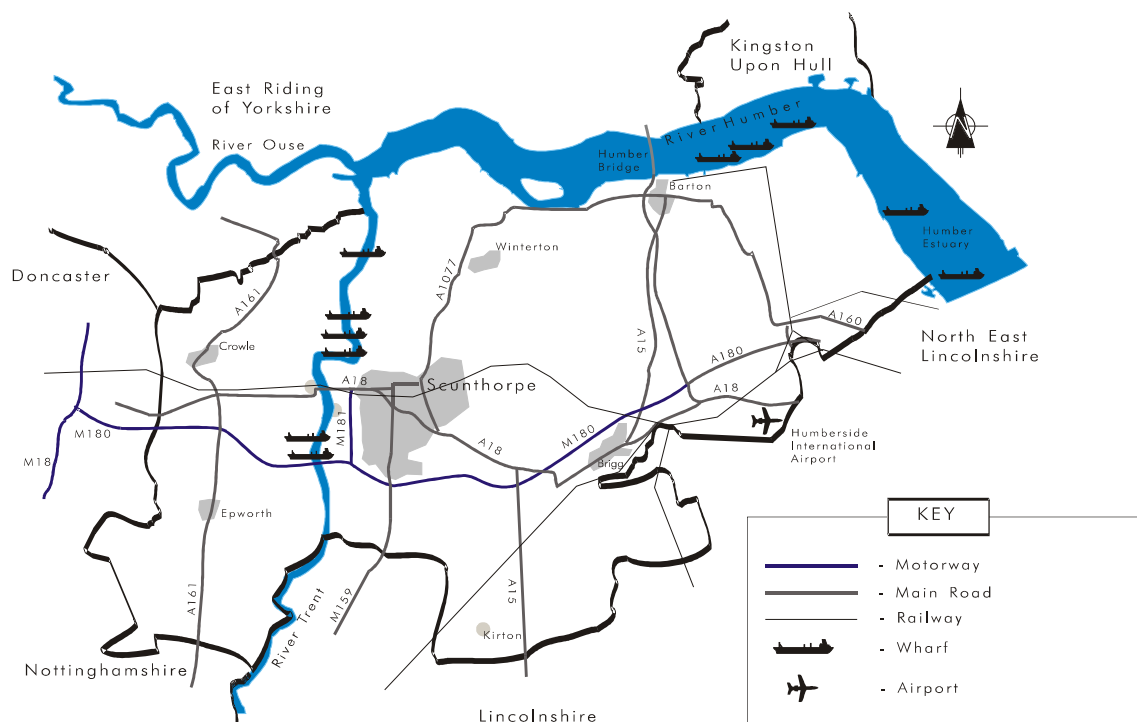
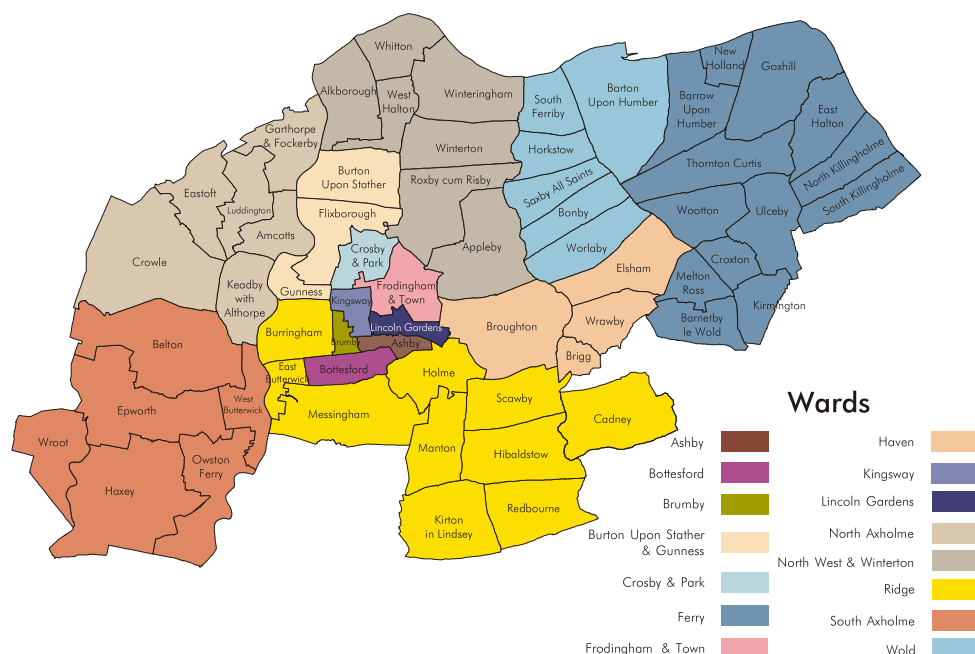


Figure 2 - North Lincolnshire Wards and Parishes 1996¹

North Lincolnshire Wards and Parishes 1996

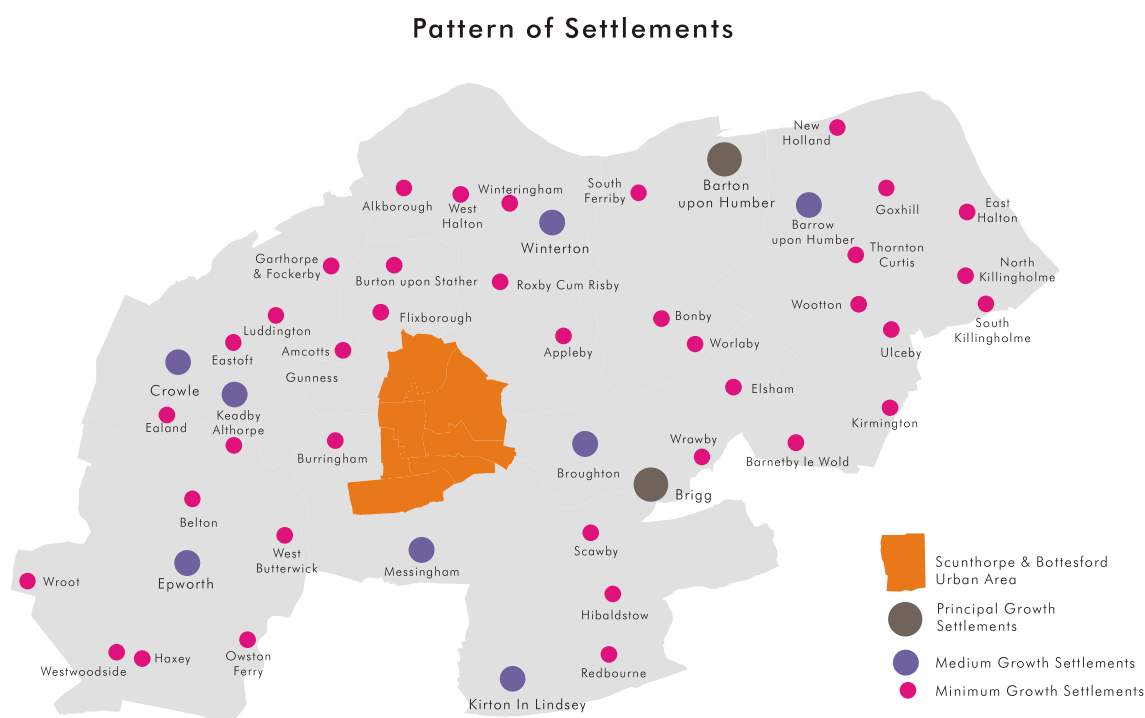


1.3 North Lincolnshire has a population of 152,000. The Scunthorpe and Bottesford Urban Area has about 76,500 people and provides the bulk of housing and employment as well as education, leisure facilities and retail services. The settlements of Barton upon Humber and Brigg also contain significant employment and service facilities. The remainder of North Lincolnshire is mainly rural, the larger settlements being Broughton, Crowle, Epworth, Kirton in Lindsey and Winterton. North Lincolnshire covers around 85,000 hectares (328 square miles), over 89% of which is in some form of agricultural use. The settlement pattern reflects the physical features of the River Trent and its flood plain, the network of low hills on the Isle of Axholme, the Lincolnshire Wolds and the Humber Estuary.

1.4 The discovery of ironstone in the mid nineteenth century and the subsequent development of the iron and steel industry resulted in the rapid expansion of Scunthorpe from five small villages into a major urban settlement.

1.5 Scunthorpe has seen major changes in economic structure and employment. In the early 1970s metal manufacture and associated industries employed 34% of the total work force. A significant reduction in the work force occurred in the 1970s and 1980s as a result of rationalisation in the steel industry. Since the early 1980s considerable investment by central and local government has improved communication links, support to businesses, improvements to industrial sites, increased training opportunities and the marketing of

¹ The Wards have been revised (2001) since this document was compiled. The Parishes remain the same.

Figure 3 - Pattern of Settlements

the area. During the late 1980s new industry was attracted to Scunthorpe and the 1990s saw the re-birth of British Steel and the consolidation of newer industries. The local economy is now characterised by a more diverse range of industries and much lower unemployment than 10 years ago.

Aims of North Lincolnshire Council

- 1.6 The Council is committed to ensuring that the people of North Lincolnshire have access to a broad range of opportunities which aim to improve the quality of life of local communities. Quality of life has many elements, including economic, environmental and social issues, as well as safety and health. It is part of the role of local government to balance the needs of local communities.

- 1.7 To achieve this the Council aims to work closely with local businesses and local communities to sustain and develop the area, through new investment and growth that protects and benefits these communities and their environment. Holistic regeneration means the Council will act as one organisation and will seek to influence its partners to work in the same direction. It also aims to treat economic, social and environmental renewal together from the outset, ensuring integration between areas such as revitalisation of town centres, transport, community care, crime reduction and business competitiveness.

- 1.8 The Council's vision is that of a prosperous, safe and healthy place to live and work providing an attractive town and country environment in which people take pride.

Planning Legislation

- 1.9 The North Lincolnshire Local Plan has been prepared in accordance with the Town and Country Planning Act 1990 (the 1990 Act) as amended by the Planning and Compensation Act 1991 (the 1991 Act). Section 54a of the 1990 Act requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.
- 1.10 Legislation and guidance suggest that the local planning authority should give due consideration to the following issues:
- i) the development and other use of land in their area;
 - ii) the conservation of the natural beauty and amenity of land;
 - iii) the improvement of the physical environment;
 - iv) the management of traffic.

Government Planning Policy Guidance

- 1.11 Central government policy guidance is set out in circulars and Planning and Mineral Policy Guidance notes (PPGs and MPGs). Local planning authorities must take these into account when preparing development plans, and determining individual planning applications. Appendix 1 lists current Planning and Mineral Policy Guidance Notes.

Regional Planning Guidance

- 1.12 Regional Planning Guidance provides a regional framework for the

preparation of local authority development plans.

- 1.13 Guidance for Yorkshire and Humberside (RPG12), provides a broad strategic development framework for the region for the next fifteen to twenty years and normally sets out the scale and distribution of new housing and priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal. New Regional Planning Guidance for Yorkshire and the Humber was approved in October 2001.

The Structure Plan

- 1.14 The Structure Plan provides the broad strategic policy framework for planning and development control at the local level. It also secures consistency between local plans for neighbouring areas.
- 1.15 Strategic guidance for the North Lincolnshire Local Plan is presently set by the Humberside Structure Plan Replacement (1987) as amended by Alteration No. 1 (1993). After local government reorganisation, North Lincolnshire and North East Lincolnshire Council assumed joint responsibility for preparing the South Humber Structure Plan and preliminary discussions on this work have been held. In the meantime, the proposals in this Local Plan conform generally with the principles set out in the approved Humberside Structure Plan. However, some significant policy areas in the Structure Plan have now been superseded by more recent government policy advice. The most important of these are the guidance on sustainability, transport, shopping and town centres, affordable housing and encouraging more development on brownfield, rather than greenfield sites. As far as

North Lincolnshire Local Plan

- 1.16 The Local Plan covers the whole of the North Lincolnshire area and will eventually replace the following plans:

County of Lincoln, Parts of Lindsey Development Plan	1955
County of West Riding of Yorkshire Development Plan	1955
Scunthorpe Town Map (Amendment No. 10)	1966
Crowle and Ealand Local Plan	1972
Messingham District Plan	1981
Scunthorpe Town Centre District Plan	1982
Barton upon Humber District Plan	1982
Ashby High Street District Plan	1985
Barton Clay Pits Subject Plan	1987
West Glanford Local Plan	1989
Brigg Local Plan	1989
Kirton in Lindsey Review Consultation Draft	1989
South Axholme Local Plan	1990
Review of Inset Proposals for Winterton Consultation Draft	1991
Broughton - Development Boundary for Wressle	1991
Review of Inset Proposals for Burringham Consultation Draft	1991
Wolds Villages Local Plan	1991
Intensive Livestock Units Local Plan	1992
East Glanford Local Plan Adoption Draft	1992
Barton upon Humber Local Plan (Part Review) Adoption Draft	1993
Glanford Local Plan Consultation Draft ²	1994
Scunthorpe Borough Local Plan ³	1994
Scunthorpe Borough Local Plan Proposed Changes	1995
Humberside Minerals Local Plan Consultation Draft	1995
Humberside Waste Local Plan Consultation Draft	1996
Boothferry Local Plan Deposit Draft ⁴	1996
Scunthorpe Borough Local Plan Modifications	1996

² North Lincolnshire Council passed a resolution not to continue with the Glanford Local Plan

³ Scunthorpe Borough Local Plan is being progressed towards adoption.

⁴ The Boothferry Local Plan has been the subject of a Local Plan Public Inquiry, however, North Lincolnshire Council passed a resolution in November 1996 not to continue with the Plan. The recommendations of the Local Plan Inspector have been considered and have been taken into account, where appropriate, in the preparation of the North Lincolnshire Local Plan

possible, the Local Plan reflects this new advice. This has meant that the new strategy for North Lincolnshire has been prepared in advance of the work on the new South Humber Structure Plan, but this is justified in view of the very high priority being given by the government to achieving local plan coverage as soon as possible.

Purpose of the Plan

- 1.17 The purpose of the Plan is to provide a single Local Plan for North Lincolnshire Council as required by the 1990 Act and to provide guidance for development within the whole of the area for 10 years from when the Local Plan is placed on deposit by:-
- i) expanding and amplifying the strategic policies set out in the Structure Plan;
 - ii) providing detailed guidance to developers on the future use of land;
 - iii) providing a sound basis for taking decisions on planning applications;
 - iv) securing the most efficient use of land resources.

Procedure

- 1.18 The Local Plan has to go through a series of steps which allows all interested parties such as other local authorities, statutory undertakers, parish and town councils, relevant Government department bodies and organisations, Council Partnerships and the public to comment on the policies and proposals. At each stage, the Plan is revised, where appropriate, to take account of the comments which have been made. Details are

set out in Figure 4. Council Members have been involved, through seminars, with the process of preparing the Plan and other needs and aspirations have been taken into consideration.

- 1.19 This Plan is at the Adoption Draft Stage and was the subject of a public inquiry in October 2001 where a government appointed Planning Inspector considered all unresolved representations from the Deposit and Revised Deposit stages. Following the Inquiry, the Inspector published a Report on Objections in January 2003 that recommended changes to the Plan. The Inspector's recommendations were considered and a Modifications Report was officially placed on Deposit for public consultation in February 2003. It is considered that no new matters were raised at this Modification stage that materially affects the content of the Plan. Further modifications to the Plan are not proposed and the Adoption Draft Local Plan is to be formally adopted after 28 days from publication unless directed otherwise by the Secretary of State. The validity of the Plan may be challenged within a six-week period from adoption.

How to use this Document

- 1.20 Each chapter includes detailed policies for the development and use of land; the chapters carry equal weight and the topics are not covered in any priority order. The Local Plan policies are highlighted in bold with the reasoned justification set out in italics. In using the Local Plan, it is vital to see the document as a whole. A number of different policies, included in different chapters, may all be relevant to a particular planning proposal. Policy DS1 in the Development Standards Chapter, on development standards, for example, will be relevant to most development proposals. Each policy carries equal

weight and one policy should not be preferred over another.

- 1.21 The proposals map is a general map which covers the Council area. This indicates where policies covering a large area will apply, such as areas of high landscape value. More detailed policies are indicated on the inset maps. It is important to note that the settlement boundaries defined on the proposals map show the boundary of the settlement to be used for all planning and development control purposes. They may not necessarily coincide with administrative or parish boundaries.

- 1.22 The Local Plan policies should be read in conjunction with the relevant Supplementary Planning Guidance which is published separately. This provides detailed guidance to developers when coming forward with specific development proposals.

- 1.23 For help interpreting or understanding this document please contact staff in the Development Plans Team, Directorate of Environment and Public Protection, (Telephone 01724 297579).

Environmental Appraisal

- 1.24 Local authorities must have regard to environmental considerations in preparing their general policies and proposals for the Local Plan. The key legislation and guidance for environmental appraisals of plans is:

- i) the Town and Country Planning Act 1990 which requires that development plans should include policies for the conservation of the natural beauty and amenity of the land, and for the improvement of the physical environment;

- ii) the Town and Country Planning (Development Plan) Regulations 1991 require local authorities to take account of environmental considerations when preparing development plans;

- iii) PPG12 requires local planning authorities to conduct an environmental appraisal of plans, policies and proposals as they are being drawn up;

- iv) the Environmental Appraisal of Development Plans : a good practice guide, 1993, (DoE), gives guidance on how this can be done.

- 1.25 This Local Plan aims to guide and promote sustainable development. Sustainability can be thought of at three levels: global sustainability, the stewardship of natural resources, and the conservation and enhancement of local environment quality. The Environmental Appraisal checks the Plan's impact against criteria covering these three levels.

- 1.26 Environmental Appraisal of the policies contained in the Local Plan has been carried out at four key draft stages of the procedure of plan preparation. Firstly, initial drafts of the policies were appraised. Secondly, revised policies set out in the Pre-Deposit Draft of the Local Plan (August 1998) were assessed. Thirdly, after representations were made to the Pre-Deposit Draft, amendments to the Plan were made and the new policies set out in this document were assessed. A fourth appraisal has now been undertaken of the Revised Deposit Draft Plan. By using this iterative process, the policies have become progressively more refined in terms of minimising their environmental impact.

- 1.27 To ensure the assessment was objective, the Directorate's

Environment Team managed the Environmental Appraisal work.

- 1.28 The Environmental Appraisal covers the following issues:
- i) Characterising the environment - it is important to have a baseline of environmental stock against which to judge effects. At this stage information is incomplete but the appraisal identifies indicators relating to the three levels mentioned in 1.28 above.
 - ii) Scoping - has been carried out to ensure that the Local Plan has covered the right range of policies and proposals. Each policy has been checked against advice and guidance in the PPGs and conformity in principle to Regional Planning Guidance and the Structure Plan.
 - iii) Appraising - detailed appraisal has been carried out at the following levels:
 - a) Strategy options; major positive and negative impacts were identified.
 - b) Plan aims; individually appraised identifying the likely effects on the environmental stock criteria.
 - c) Policies; individually appraised identifying the likely effects on the environmental stock criteria.
- 1.29 The Environmental Appraisal and the report on the process and method is published separately from the Local Plan. Copies are available from the Council Offices.

Resources and Implementation

- 1.30 Implementing policies in the North Lincolnshire Local Plan will depend on the availability of financial, human and physical resources from North Lincolnshire Council, the private sector and other public agencies. The involvement of the private sector will be a major factor in the uptake of sites allocated for new development. The extent to which public agencies are able to allocate resources to improve infrastructure, the environment and services generally will have an influence on the operation of the private development sector. North Lincolnshire Council will seek to secure sufficient resources to enable the various policies contained within the Local Plan to be implemented. This process could involve the Council forming partnerships with local interests and private developers.

Figure 4

Stages of Preparation for the North Lincolnshire Local Plan

Stage

1. Plan Preparation and Pre - Deposit Consultation

The Local Plan is researched and prepared; the plan is published for pre-deposit consultation and comments are invited.

2. Deposit

Following consideration of comments at the pre-deposit stage, the Plan is placed "on deposit" and objections/representations are invited.

All objection/representations are considered and discussions held with objectors to resolve them.

3. Revised Deposit

The Plan is placed on deposit for further public consultation on the changes proposed in the Revised Deposit Draft.

4. Local Plan Inquiry

If any objections remain unresolved, a Public Inquiry is held, chaired by an Inspector appointed by the Department of the Environment, Transport and the Regions.

5. Report

Inspector prepares report of Inquiry. Report considered by Local Authority. Modifications prepared if necessary.

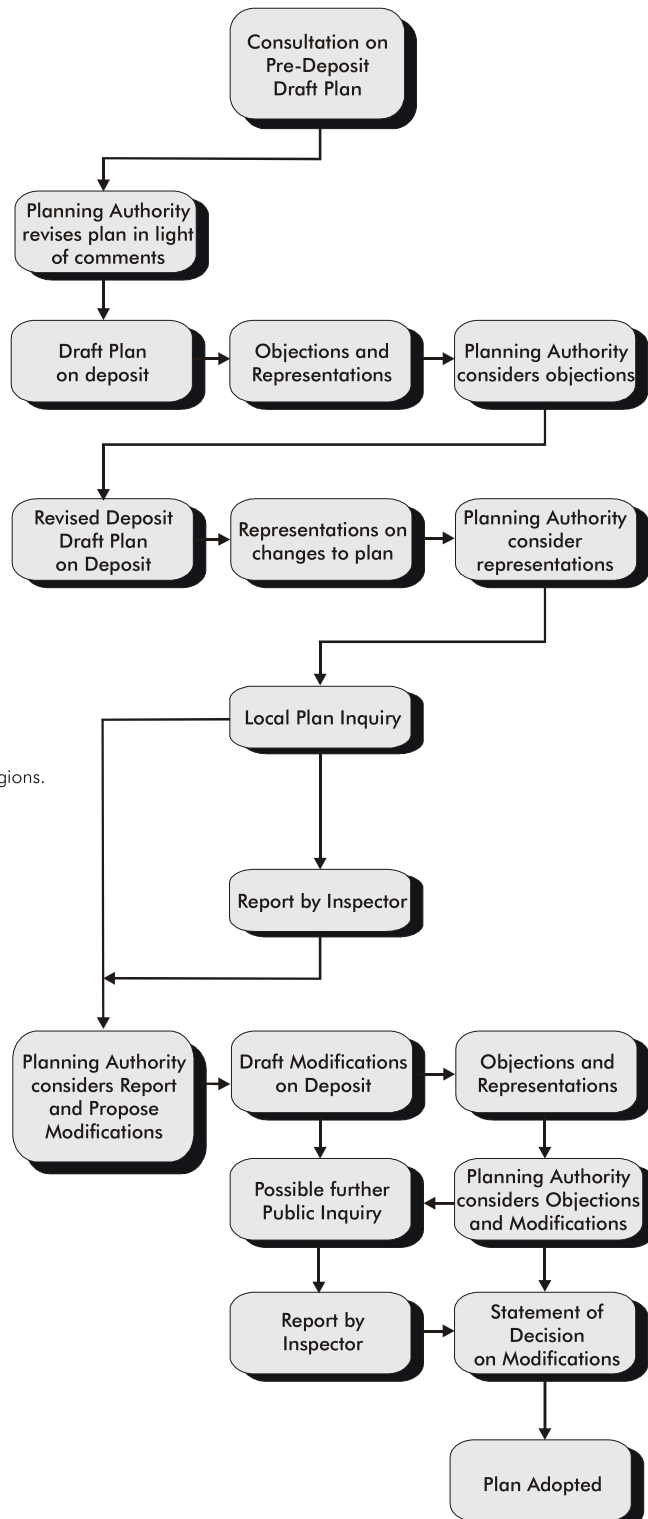
6. Modification

Inspector's Report published and objections and representations to the proposed modifications are invited.

7. Final Stages

Objections to modifications considered by Local Authority. A further inquiry may be held and more modifications made. If not proceed to Adoption.

8. Adoption



Aims and Objectives

National Policy

2.1 In 1991 a new section (54A) was added to the 1990 Act which established the principle that development is to be plan led. This was followed by a series of PPGs, which began to address the need for more sustainable forms of development. The major PPGs that are relevant to North Lincolnshire are as follows:

- PPG1 (1992) sets out the way the new plan led system should operate. This includes how to weigh the development plan against other material considerations. The revised advice (1997) emphasises the role of mixed use development in achieving sustainability.
- PPG3 (Revised 2000) requires that everyone should have the opportunity of a decent home. The housing needs of all the community should be recognised, including those in need of affordable or special housing in both urban or rural areas. The revised advice requires that local planning authorities should provide sufficient housing land but give priority to re-using previously developed land within urban areas, bringing empty homes back into use and converting existing buildings, in preference to the development of greenfield sites.
- PPG4 (1992) relating to industrial and commercial development places emphasis on wider locational factors, which minimise the need to travel by private car. Mixed uses are to be encouraged unless it can be shown that amenity will be damaged.

Environmental quality is to be pursued in all commercial development.

- PPG6 (Revised 1996) identifies town centres as the main location for retail development rather than out-of-centre locations. The advice states that authorities should adopt a sequential approach to the location of new retail development. Town centre sites should be prioritised, permitting edge-of-centre locations only where there are no sites available in the centre. Out-of-centre retail locations should be considered only in exceptional circumstances.
- PPG7 (Revised 1997) provides guidance on land use planning in rural areas. It states that there are often opportunities for re-using or adapting existing rural buildings for new commercial, industrial or recreational uses. Such re-use or adaptation can help to reduce demand for new building in the countryside, encourage new enterprise and provide new jobs needed in rural areas.
- PPG9 (1994) relating to nature conservation, sets out the principles and policies that apply to the integration of nature conservation priorities and land use planning. This is to be achieved by making adequate provision for development and economic growth whilst assuring effective conservation of wildlife and natural features as an important element of a clean and healthy natural environment.
- PPG12 (Revised 1999) has been re-focused to provide a more strategic overview of the role and importance of development plans within the planning system. It stresses the importance that the

Government attaches to the need for plans to be prepared, and updated, more quickly and efficiently than has been the case in the past. It outlines key issues on plan content and procedures, but does not attempt to summarise the Government's planning policies for particular issues or subjects.

- PPG13 (1994) on transport seeks to reduce the need to travel, influence the rate of traffic growth and reduce the environmental impact of transport overall. This is to be achieved by promoting alternatives to car travel and reducing the need for commuting by car. In land use terms there is a need to focus on promoting areas which are highly accessible by means other than the car. The location of major generators of travel such as housing, industry and retail uses is significantly affected by this guidance. Similarly major leisure facilities should be located close to existing transport nodes which are accessible by means other than the private car. Car parking in central locations is to be controlled.
- PPG15 (1994) seeks to provide effective protection for all aspects of the historic environment through the planning system. It includes policies for the identification and protection of historic buildings, conservation areas and the historic landscape and complements the advice given in PPG16.
- PPG16 (1990) sets out the principles of dealing with archaeology in the planning process, providing guidance on how archaeological remains should be evaluated, preserved or recorded. The prime objective is the preservation of archaeological remains in situ and there is a clear presumption against development

that would adversely affect sites of national importance.

- PPG20 (1992) on Coastal Planning sets out the principles for the consideration of coast related planning issues. The need to assess economic, social and recreational activities and the importance of landscape, nature conservation and habitats which are particular to coastal locations. This has to be considered within the context of rising sea levels. The role of the development plan is to reconcile development requirements with the need to protect, conserve and, where appropriate, improve the landscape, environmental quality, wildlife habitats and recreational opportunities.
- PPG25 (2002) sets out principles for the management and reduction of flood risk through the land-use planning process. Policies in development plans should outline the consideration which will be given to flood risk issues and, bearing in mind the uncertainties in predicting flooding, adopt a precautionary approach to the location of development which may be affected by or have an effect on the risk of flooding.

2.2 Planning Policy Guidance aims to ensure that housing and employment land is closely related and concentrated within large urban areas and in locations which are well served by public transport and which maximise opportunities for walking and cycling. It also stresses the importance of re-using derelict and vacant sites and retaining the best and most versatile farmland. Significant residential increases in small towns and villages, ribbon development and housing in the open countryside should be avoided.

A full list of PPGs is given in Appendix 1.

Regional Planning Guidance

- 2.3 Regional Planning Guidance for Yorkshire and Humberside (RPG12) seeks to ensure that the region's needs are met in a sustainable manner in terms of jobs, houses, standards of living and quality of life whilst protecting the critical environmental assets of the area. In particular, RPG12 promotes the following objectives:
- i) to promote economic prosperity and the achievement of a competitive position in national and international markets;
 - ii) to conserve and, where possible, to enhance the region's environment;
 - iii) to facilitate the processes of industrial adjustment, economic diversification and urban and rural regeneration and renewal; and
 - iv) to make the best use of the available resources and encourage efficient use of energy.
- 2.4 Regional Planning Guidance also advises that new development should be closely related to existing settlement patterns whilst preventing the loss of valuable open spaces in urban areas. The guidance particularly emphasises the need to encourage inward investment and job creation and for priority to be given to regenerating derelict, contaminated and under-used land and to improve the environment of such areas.

Humberside Structure Plan

- 2.5 The broad aims of the current Structure Plan were drawn up in the mid 1980s and are:
- i) to encourage economic activity and create new jobs;
 - ii) to meet housing needs and provide a choice of where to live;
 - iii) to make the best use of existing resources and encourage investment where it is most needed;
 - iv) to secure a co-ordinated transport system;
 - v) to ensure access to a wide range of shopping and other service facilities; and
 - vi) to make the best use of the environment taking into account the need to conserve and enhance it.

Other Plans and Strategies

- 2.6 The Humber Estuary Management Strategy (HEMS) has been prepared by a partnership of public and private organisations in order to provide a framework to assist in the integrated and co-ordinated management of the social, environmental and economic fabric of the estuary. The HEMS provides an overview of estuary-wide, land use planning needs and opportunities to inform the development planning process. This strategy will be augmented by the Humber Estuary Shoreline Management Plan (HESMP) which will provide both short and long term strategies for flood defence.

Local Plan Preparation

- 2.7 Local Plans must now place greater emphasis on consistency and accountability. It is increasingly important for Local Plans to have clear aims and objectives. Monitoring, evaluation and review procedures, linked to the aims and objectives of the plan, need to be established to assess how the Plan is performing. Agenda 21 has also encouraged a process of community based policy development and corporate working. The policies in the Local Plan must also reflect and, to an extent, guide the other corporate strategies of the authority.

Aims and Objectives

- 2.8 The aim of the Local Plan is:

to improve and enhance the environment of North Lincolnshire by enabling development to be undertaken in the most economically, socially and environmentally sustainable way.

The objectives are:

- i) to facilitate urban and rural regeneration, making optimum use of derelict and under-used sites;
- ii) to allocate land for a range of house types, including an adequate supply of affordable housing;
- iii) to promote a healthy rural and urban economy, achieve a competitive position in national and international markets and create sustainable employment by allocating appropriate sites for commercial and industrial development;

- iv) to maintain vibrant town and village centres as accessible locations for the community and strengthen and develop their service role;
- v) to maximise the opportunities for walking, cycling and public transport and to reduce the need to travel, particularly by private car;
- vi) to conserve and, where possible, enhance the local character and diversity of the natural, historic and built environment of North Lincolnshire;
- vii) to maintain and enhance the biodiversity of North Lincolnshire;
- viii) to minimise the use of finite resources and identify sites that will provide a viable supply of minerals for the Local Plan period;
- ix) to reduce pollution and improve the quality of land, air and water and to encourage self sufficiency in waste management and disposal of waste in accordance with the proximity principle.

- 2.9 These general objectives have been used to develop and guide the strategy of the Local Plan and the individual topic chapters that follow. More detailed objectives that stem from the general objectives are set out below:

- i) To facilitate urban and rural regeneration, making optimum use of derelict and under-used sites:
 - to direct new development to brownfield sites, wherever practicable;

- | | |
|--|--|
| <ul style="list-style-type: none"> ● to encourage mixed use development on vacant sites, particularly in the urban area and principal settlements; ● to support the environmental enhancement of derelict sites; ● to encourage the diversification of the rural economy and the re-use of rural buildings in order to create employment opportunities and to reduce the need to travel in the rural areas; <p>ii) to allocate land for a range of house types, including an adequate supply of affordable housing;</p> <ul style="list-style-type: none"> ● to provide most land for new housing in locations where the majority of employment opportunities, public transport and services are situated; ● to encourage the provision of affordable housing for low income groups and those with special needs; ● to provide a range of sites for new housing development, in terms of size and type; ● to ensure a high quality of design in all housing development. <p>iii) To promote a healthy rural and urban economy, achieve a competitive position in national and international markets, and create sustainable employment by allocating appropriate sites for commercial and industrial development:</p> | <ul style="list-style-type: none"> ● to provide land for new commerce and industry; ● to provide a variety of sites to meet different commercial and industrial development needs; ● to direct the majority of commercial and industrial development to locations which minimise the need to travel; ● to provide commercial and industrial sites which take advantage of particular assets or which address problems of dereliction; ● to provide commercial and industrial sites in rural locations, compatible with the area's scale and character, which will help to promote and maintain a sustainable rural economy. <p>iv) To maintain vibrant town and village centres as accessible locations for the community and strengthen and develop their retailing, leisure (including sports' provision) and service role:</p> <ul style="list-style-type: none"> ● to concentrate new shopping, office and leisure development in town centres to enhance their vitality and viability and to maximise public transport use and encourage linked trips; ● to enhance the attractiveness of existing centres and reduce the fear and risk of crime; ● to protect and support local shops, in towns and villages, in order to maintain easy access to shopping facilities for people with mobility |
|--|--|

Aims and Objectives

- | | |
|---|--|
| <p>difficulties and people without cars;</p> <ul style="list-style-type: none"> ● to identify sites for new leisure and tourism use to widen North Lincolnshire's economic base; ● to protect recreational open space from development and develop a network of open space, particularly in the urban area; ● to concentrate new community facilities in locations that are accessible to the communities they serve; ● to ensure suitable access to all new development for the convenience of all residents of North Lincolnshire. <p>v) To maximise the opportunities for walking, cycling and public transport and to reduce the need to travel, particularly by private car:</p> <ul style="list-style-type: none"> ● to maintain and develop a safe and effective transport system accessible to all users; ● to direct development to locations which encourage walking, cycling and the use of public transport; ● to improve infrastructure links between industrial and commercial areas to strategic inter-regional and trans-European transport networks; ● to ensure adequate access for all travellers to North Lincolnshire's centres of population; | <ul style="list-style-type: none"> ● to develop a network of cycle routes in North Lincolnshire; ● to encourage the movement of freight by rail or water, wherever practicable. <p>vi) To conserve and, where possible, enhance the local character and diversity of the natural, historic and built environment of North Lincolnshire:</p> <ul style="list-style-type: none"> ● to maintain and enhance all areas of landscape to create a high quality environment; ● to ensure new development does not detract from the quality and character of the surrounding landscape; ● to protect the best and most versatile agricultural land; ● to safeguard important amenity areas within settlements; ● to protect trees and woodland areas and promote further planting; ● to safeguard nationally important archaeological sites and monuments; ● to protect and preserve other sites of archaeological importance from development which would adversely affect them; ● to conserve and enhance North Lincolnshire's historic areas and buildings and landscapes; ● to develop a wider strategy for the greening of the countryside surrounding the |
|---|--|

<p>Scunthorpe and Bottesford Urban Area;</p> <ul style="list-style-type: none"> ● to safeguard all sites of nature conservation importance and Regionally Important Geological/ Geomorphological Sites (RIGS). <p>vii) To maintain and, where possible, enhance the bio diversity of North Lincolnshire:</p> <ul style="list-style-type: none"> ● to fulfil the Authority's obligations as a competent authority as defined in the Conservation (Natural Habitats & c.) Regulations 1994, and to contribute to the maintenance and enhancement of the Humber Flats, Marshes and Coast Special Protection Area for birds (SPA) and Ramsar Site and Thorne Moors Candidate Special Area of Conservation (SAC); ● to safeguard all statutory nature conservation sites (SSSI, NNR, LNR) through the planning process; ● to safeguard all locally designated Sites of Importance for Nature Conservation (SINCs) through the planning process; ● to safeguard species protected under the Wildlife and Countryside Act 1981; ● to enhance the bio-diversity of North Lincolnshire through the development and implementation of a local Bio Diversity Action Plan; 	<ul style="list-style-type: none"> ● to maintain important wildlife corridors including hedgerows, small woodlands, river corridors and wide drove road verges; ● to seek innovative habitat creation schemes linked to minerals and waste disposal consents; ● To use planning conditions to compensate for or mitigate the effects of development on key wildlife interests. <p>viii) To minimise the use of finite resources and identify sites which will provide a viable supply of minerals for the Local Plan period:</p> <ul style="list-style-type: none"> ● to encourage the most appropriate use of mineral resources and the re-use of appropriate materials to minimise the demand for new aggregates; ● to protect North Lincolnshire's residents and environment, as far as possible, from the adverse impacts of mineral working and associated activities; ● to ensure that mineral sites are restored to the highest standards of beneficial after-use. <p>ix) To reduce pollution and improve the quality of land, air and water and to encourage self sufficiency in waste management and disposal in accordance with the proximity principle:</p> <ul style="list-style-type: none"> ● to minimise pollution of land, air and water by industrial sources;
--	--

Aims and Objectives

- to protect the environment from potential pollution from waste developments;
- to promote sustainability in waste management, including the minimisation, re-use, recycling and recovery of waste;
- to encourage energy recovery to reduce waste disposal and improve environmental conditions;
- to contribute towards self sufficiency in waste management facilities in the region and disposal of waste in accordance with the proximity principle;
- to ensure high quality environmental protection for all waste disposal facilities.

2.10 These objectives have been used to guide the preparation of each of the policy chapters that follow. Progress in achieving these objectives, through the policy making and development control process will be carefully monitored. Key targets, linked to each main objective are set out in the Monitoring and Review Chapter at the end of the Local Plan.

Strategy

Introduction

- 3.1 This Local Plan provides an opportunity to review the application of strategic policy for future development in the whole of North Lincolnshire. The Local Plan has been prepared in advance of the Joint Structure Plan for the South Humber area, for two reasons. The first is that the Government gives a high priority to achieving complete local plan coverage as soon as possible. Secondly existing local plans have been prepared to different time scales, on a piecemeal basis and provide incomplete coverage. Many of these documents are outdated and do not properly reflect current Government Planning Policy Guidance, which aims to achieve sustainable patterns of development.
- 3.2 It is considered that the Local Plan and its policies are in general conformity with the Humberside Structure Plan, as it carries forward all of its broad strategic policies.

Sustainable Development

- 3.3 By protecting and, where appropriate, enhancing the natural environment, the Plan will aim to secure a better quality of life for the people of North Lincolnshire. Increased prosperity is not necessarily dependent upon new built development but there will be an unavoidable demand for new building during the lifetime of the Plan.
- 3.4 The tension between new development and environmental protection can be assessed against the concept of sustainable development. A commonly used definition is that used by the Bruntland Commission: development which

meets the needs of the present without compromising the ability of future generations to meet their own needs. This has been further developed by the International Council for Local Environmental Initiatives as development that delivers basic environmental, social and economic services to all residents of a community without threatening the viability of the natural, built and social systems upon which the delivery of these systems depends.

- 3.5 Sustainable development does not mean having less economic growth: on the contrary, a healthy economy is better able to generate the resources to protect the environment and new development can often go hand in hand with environmental improvement. Neither does sustainable development mean that every aspect of the environment must be protected at all costs. Decisions about new development are required to take into account the impact that the scheme would have on the environment and to prevent major adverse impacts from occurring.
- 3.6 The natural environment is especially important for North Lincolnshire. It provides the underlying framework for a healthy and viable economy. The Plan will seek to protect that environment, not only for its own sake, but because it constitutes an important local asset. A major thrust of the Plan is the idea of reciprocal benefit, whereby new development will be expected to safeguard and, where appropriate, enhance the environment that in return provides the context and basis for sustainable economic growth.
- 3.7 The North Lincolnshire Local Plan aims to ensure that new development provides the maximum benefits for local communities in terms of its effect upon the environment, economic growth and social well being. In some cases development may have a

beneficial effect upon all three of these aspects of the community's quality of life. Where this is not possible, the Plan will seek to achieve an acceptable balance between environmental, economic and social factors. Where any aspect of the environment, or the local economy, or social health of the local community is considered irreplaceable or vital to the quality of life that the people of North Lincolnshire may reasonably expect to enjoy, then that critical asset will not be traded-off to secure other benefits. Where the effects of a proposal are uncertain, the environmental background is complex and not fully understood then decisions will err on the side of caution.

3.8 For example, the coastal zone of North Lincolnshire, which comprises a large part of the south bank of the Humber Estuary, has a number of competing interests that need to be resolved if a sustainable outcome is to be achieved. The inter-tidal zone and parts of the immediate hinterland are of significant nature conservation importance; much being designated an international wildlife site. At the same time the area is an important strategic resource in terms of the local, regional and national economy, providing unique development opportunities, taking advantage of the deep-water channel. There are also issues relating to rising sea levels and flood defence and to the recreational pressures and potential of the area. Policies within the Plan are aimed at securing a balance between these competing interests to ensure a sustainable outcome. Within this context the Local Plan is an important vehicle for pursuing the aims of the Humber Estuary Management Strategy (HEMS) and the Humber Estuary Shoreline Management Plan (HESMP).

3.9 In all cases, the Plan will require that any development shall have the

minimum adverse impact on the environment and that mitigation measures are fully explored and implemented.

ST1 - Sustainable Development

The Council will apply the principles of sustainable development through its planning policies and will have particular regard to:

- (a) ensuring social progress and equality of opportunity;**
- (b) protecting the natural and built environment and the prudent use of natural resources, both locally and globally;**
- (c) maintaining economic growth and employment.**

3.10 *PPGs reflect a commitment to sustainable development and make it clear that the environment should be considered throughout the development plan process. Development plans should, therefore, not just consider the familiar issues of landscape, nature conservation and the historic and built environment, but should also be concerned with environmental issues which are long term and irreversible, such as global warming and the consumption of non-renewable resources. The planning system is therefore an important mechanism for achieving sustainable development and as PPG12 Development Plans states, for ensuring that the sum total of development decisions do not deny future generations the best of today's environment.*

3.11 Recent PPGs aim to achieve sustainable patterns of development

and ask local authorities to consider the environment as a whole throughout the Local Plan process. Local planning authorities are encouraged to review existing Local Plans and land allocations in the light of this new guidance. PPG13, Transport, now promotes land use proposals which aim to reduce the trend of growth in the number of motorised journeys and encourages alternative means of travel such as walking, cycling and public transport which have less adverse impact upon the environment. The location of future development of major generators of travel such as housing, industry, shopping and leisure is significantly affected by this guidance.

- 3.12 Planning Policy Guidance aims to ensure that future housing and employment land is closely related and concentrated within large urban areas and in locations which are well served by public transport and which maximise opportunities for walking and cycling. PPGs also aim to promote viable, healthy and sustainable, rural settlements and encourage economic diversity. Significant residential increases in small towns and villages, ribbon development and housing in the open countryside should be avoided. The guidance stresses the importance of re-using derelict and vacant land and protecting the best and most versatile agricultural land from development.
- 3.13 Guidance also promotes the future vitality and viability of town centres. New shopping facilities should be located within existing centres which are more readily accessible to people without access to a private car and which are usually served by a range of transport facilities. Government guidance adopts a sequential approach to the location of new retail and leisure development, which should prioritise town centre sites, permitting edge-of-centre locations only where there are no available

sites and with out-of-centre locations being considered only in exceptional circumstances. Major leisure facilities should be accessible by means other than the private car.

North Lincolnshire

- 3.14 North Lincolnshire has significant potential for economic growth with strategic estuarial sites located on the River Humber (and to a lesser degree, the River Trent) and can accommodate a range of industries which specifically benefit from such locations. The economic importance of the Humber Estuary is recognised in RPG12 which states that the economic prosperity of the whole region is likely to be greatly affected by the success of the Humber ports. The expanding Humberside International Airport is similarly well located to take advantage of increased trading opportunities with continental Europe in addition to its developing passenger and tourist operations. Major reclamation and environmental enhancement of brownfield sites in and around the Scunthorpe and Bottesford Urban Area has helped to provide a range of sites, and this is where the main employment opportunities are to be provided in the future.
- 3.15 A high priority will be given to the development of brownfield sites both in order to assist in the regeneration of the larger towns and settlements and also to relieve pressure upon the countryside. It is better to meet our needs for new homes, jobs and facilities on these sites than to develop greenfield land. Brownfield land can provide suitable sites for housing, industry or a mixture of uses in urban areas. At the same time undeveloped sites within urban areas which are important for their recreation, wildlife or amenity value need to be safeguarded. Urban uses on despoiled sites (mineral working

quarries, airfields, etc.) in the open countryside are largely inappropriate. In such locations it is envisaged that brownfield sites will be restored to agriculture or appraisal undertaken to establish the suitability of the sites for nature conservation, formal and/or informal recreation, forestry, landscape enhancement or other uses appropriate to the countryside.

3.16 The Local Plan is committed to securing sustainable development. An important element of this strategy is seeking to maximise opportunities for new development on previously used and brownfield sites and minimising the need for development on greenfield and undeveloped land. Despite the fact that the potential for brownfield development in North Lincolnshire is restricted, exhaustive searches have shown that the Government target for development on brownfield sites nationally (60%) could almost be met. Nevertheless this will be dependent upon the most efficient use of land which is, or has previously been, developed. The Local Plan is intended to ensure that this happens and to ensure that any land, which becomes disused in the future, is brought back into an appropriate use without undue delay.

3.17 Whilst an effective transport system is thought to be essential for the local economy, the environmental impact of continued growth in road transport presents a major challenge to the aims of sustainable development. The Government's intention is that local plans should aim to reduce the need to travel, especially by car. If planning policies permit continued dispersal of development that can only be reached easily by car, Government policies to reduce their environmental impact by means such as technical improvements and fiscal measures may be less effective. The North Lincolnshire Local Plan will therefore seek to direct the bulk of development to the urban areas. Major generators

of travel demand will be located in areas that already offer a range of shopping, employment and community facilities. This will not only be more environmentally sound, it will also strengthen the vitality and viability of existing centres. The Local Plan will encourage greater travel choice allowing people the opportunity to walk, cycle or use public transport rather than drive between homes and facilities that they need to visit regularly.

3.18 The main towns and industrial sites are, on the whole, well related to the existing transport network. However, the major Humber Bank estuarial related industrial allocation of over 800 hectares (2000 acres) does not have adequate road or rail access. The Humber Bank is recognised by Government as a site of national strategic importance and is identified in Regional Planning Guidance as being of critical importance to developing business links between the Yorkshire and Humber Region and the rest of Europe. The future development of the Humber Bank requires major highway expenditure on improvements to the A180 and A160 if the economic and employment potential of the Humber Estuary is to be realised.

3.19 The built environment within North Lincolnshire is diverse. The industrial island and main urban area of Scunthorpe and Bottesford provides the majority of residential, employment and service opportunities. The other settlements of North Lincolnshire reflect the agricultural heritage of the area. They range from the market towns of Barton upon Humber and Brigg, to the smaller towns of Crowle, Epworth, Kirton in Lindsey and Winterton, and small villages, estate villages, rural hamlets, extended farmsteads and isolated dwellings in the open countryside. The built heritage includes public buildings

- constructed of local ironstone, a model village (developed as a consequence of the philanthropy of the ironmasters in the late nineteenth century), through to impressive country houses and high quality buildings and individual settlements that reflect the rural heritage of the area. There are 1,088 Listed Buildings of special architectural or historic interest, 17 Conservation Areas and 35 Scheduled Ancient Monuments (SAMs) in North Lincolnshire.
- 3.20 Agriculture plays an important role in the management of the countryside. Over 89% of North Lincolnshire is in agricultural use. Of this, around 54% is the highest grade of agricultural land, being of grades 1 and 2 of the Ministry of Agriculture, Fisheries and Foods Agricultural Land Classification System (the respective averages for England being only 81% and 16%). Around 78% of land in North Lincolnshire is used for arable farming or is fallow in comparison to the average of only 46% for England. The Local Plan will promote a healthy rural economy and respond to declining employment opportunities in the countryside, especially in agriculture. The Plan seeks to encourage and facilitate employment opportunities in rural areas in ways that are beneficial to the local economy and the quality of life of rural communities, but that do not adversely affect the environment. The protection of the countryside and those elements of the environment that are irreplaceable or make a critical contribution to global sustainability will be of paramount importance.
- 3.21 The Lincolnshire Wolds and Lincolnshire Edge and the river valleys of the Trent and Ancholme dominate the complex and intensively farmed landscape of North Lincolnshire. The countryside is varied, ranging from undulating coastal areas in the east through to heath and wooded ridges and scarps, and large areas of river floodplains and arable lowland in the west. The landscape provides important havens for plants and animals and there are some 29 designated SSSIs, three areas of High Landscape Value, a National Nature Reserve and many other Sites of Nature Conservation Interest (SINCs).
- 3.22 The River Humber is a major environmental and ecological asset as well as a fast developing port complex. Much of the Humber is a designated Ramsar/Special Protection Area (SPA) being a habitat of international ecological importance and much of the extensive reed beds, inter-tidal mudflats and saltmarsh of the estuary are designated Sites of Special Scientific Interest (SSSIs). These extensive mudflats and marshes are important in contributing to the defence of large areas of the Humber floodplain. The archaeological resource of the Humber estuary is recognised as being of national importance in particular for the preservation within waterlogged wetland conditions of organic archaeological remains and evidence relating to the contemporary environment. English Heritage has commissioned the Humber Wetlands Survey, an ongoing project, which aims to assess the archaeological, and paleoenvironmental potential of the Humber estuary and its lower reaches.
- 3.23 To the north and east of Scunthorpe, the opencast extraction of ironstone, which has now ceased, has created an impressive landscape of large gulleys. Many of these former mineral workings are flooded and have naturally regenerated. These Ironstone Gulleys provide a leisure and recreational opportunity, particularly for water recreation, of regional value as well as being of environmental importance. The former clay pits located adjacent to

the Humber also provide a valuable nature conservation and wetland habitat of significant environmental importance, as well as providing some opportunities for water recreation.

Spatial Strategy

- 3.24 In conformity with the Structure Plan and with current national planning policy, the spatial strategy of the North Lincolnshire Local Plan is to concentrate development in locations where employment, services and facilities can be efficiently provided with minimum adverse impact upon the environment. This means that development will primarily be located in the Scunthorpe and Bottesford Urban Area, Brigg and Barton upon Humber which contain a wide range of employment and housing opportunities as well as retail and service facilities. Larger settlements also offer greater access to public transport and potential for alternative means of travel other than by the private car. The proximity of housing and employment centres in urban areas can also help to reduce the need to travel. The location of new employment, housing and services primarily in the urban areas can also aid the regeneration of such settlements, as well as promoting the redevelopment of brownfield sites and improving the vitality and viability of town centres.
- 3.25 In contrast, smaller towns and villages with fewer employment opportunities and services that have limited access to public transport encourage private car journeys. Development beyond that which sustains and maintains these communities can have an unsustainable impact as well as undermining the regeneration of existing urban areas. In such settlements development should be appropriate to the size and scale of the settlement. Nevertheless it is

important that economic diversity is promoted in smaller rural settlements where employment opportunities in agriculture have declined in order to ensure a balance of housing, employment and service provision to meet the needs of rural communities.

- 3.26 The North Lincolnshire Local Plan strategy seeks to ensure that the main focus for development will be concentrated in the Scunthorpe and Bottesford Urban Area. Elsewhere a significant, but lesser scale of development is located in the principal settlements of Barton upon Humber and Brigg which have more employment and service facilities than other market towns. The medium growth settlements will be limited by firstly, their capacity to accommodate additional development without detriment to the environment, and secondly their proximity to employment and service centres and the scale and character of the settlement. Development in minimum growth settlements will be constrained and, although development limits have been defined to ensure that sufficient land is available to meet local needs, there is to be no significant expansion of these villages in the future.
- 3.27 The Council is committed to promoting a sustainable rural economy within North Lincolnshire. This means that the priority is to integrate development which is necessary to sustain and diversify the rural economy whilst balancing this with the need to protect the countryside for its landscape, wildlife, agricultural, forestry, recreational, archaeological and natural resource value.
- 3.28 The Humberside Structure Plan identifies 24 settlements within North Lincolnshire as selected settlements, and indicates that in these settlements housing will be provided to a lesser extent than in urban centres (in this

- Local Plan called the principal growth settlements) but to a greater extent than in other, non-selected settlements. All but one of the selected settlements was identified as such in the 1988 Structure Plan. Both the 1988 and 1993 Structure Plans envisaged that selected settlements might reach a planned size, as determined through local plans, and in such cases only a limited scale of new housing development would be permitted thereafter.
- 3.29 In line with the Structure Plan in both its original and its altered form, the predecessor local planning authorities granted permission for new residential development in the selected settlements, much of which has been carried out. This Council has had to consider which of the selected settlements are suitable to accommodate further significant growth, and which have reached, or as a result of extant planning permissions will reach, their appropriate planned size, bearing in mind national and regional planning policy as well as local circumstances.
- 3.30 The Council has concluded that eight of the selected settlements can or should accommodate further modest growth. On the other hand, the remainder have already reached or soon will reach, their appropriate planned size having regard to their growth in recent years, the scale of existing permissions for residential development, and their limited access to services and facilities.
- 3.31 In view of the distinction between these two categories of selected settlements, it would be confusing to continue to use that term in this Local Plan. Accordingly settlements identified as selected settlements in the Structure Plan are in this Plan identified as medium growth settlements or minimum growth settlements, depending on their capacity for development.
- 3.32 The Structure Plan permitted the conversion or replacement of existing dwellings and the building of single or very small groups of dwellings on infilling plots in the main body of non-selected settlements provided that such development was in keeping with the size and character of the settlement. These non-selected settlements were not listed in the Structure Plan as their definition was considered to be a matter of local interpretation to be carried out by district planning authorities. This Council has had to consider which settlements are the preferred locations for this level of development and which are unsustainable locations for new development unless it is essential for the requirements of agriculture, forestry or rural diversification. This Local Plan therefore distinguishes between minimum growth settlements where similar development may be permitted, and rural hamlets and villages in the open countryside where development is to be very restricted.
- 3.33 In the rural areas, the Plan aims to balance the need for new employment opportunities for local people against the protection and enhancement of the character of settlements and the countryside. The medium growth settlements will be the preferred locations for such development, whilst within the minimum growth settlements and rural hamlets such proposals will be encouraged subject to the nature and scale of development being appropriate to the size and character of a particular settlement. Development in the open countryside will be strictly controlled. The Council, in seeking to promote sustainable rural communities, will seek to retain both existing rural employment sites within the rural area and existing services (shops, post offices, public houses and social and community facilities).

ST2 - Settlement Hierarchy

Future growth within North Lincolnshire will take place in accordance with the following settlement hierarchy:

- i) **THE SCUNTHORPE AND BOTTESFORD URBAN AREA**
- ii) **PRINCIPAL GROWTH SETTLEMENTS**

Barton upon Humber
Brigg

- iii) **MEDIUM GROWTH SETTLEMENTS**

Barrow upon Humber	Keadby
Broughton	Kirton in Lindsey
Crowle	Messingham
Epworth	Winterton

- iv) **MINIMUM GROWTH SETTLEMENTS**

Alkborough	Garthorpe/Fockerby	South Killingholme
Althorpe	* Goxhill	* Ulceby
Amcotts	* Gunness	* West Butterwick
Appleby	* Haxey	West Halton
* Barnetby	* Hibaldstow	* Westwoodside
* Belton	Kirmington	* Winteringham
Bonby	Luddington	Wootton
* Burringham	* New Holland	Worlaby
* Burton upon Stather	North Killingholme	Wrawby
Ealand	* Owston Ferry	Wroot
East Halton	Redbourne	
Eastoft	Roxby	
Elsham	* Scawby	
Flixborough	* South Ferriby	

- v) **THE RURAL HAMLETS AND VILLAGES IN THE OPEN COUNTRYSIDE**

Barrow Haven	Goxhill Southend	New Barnetby
Beltot	Graizelound	Normanby
Cadney	Greetwell	Sandtoft
Carrhouse	Gunthorpe	Santon
Castlethorpe	Haxey Carrs	Saxby
Cleatham	Holme	Thealby
Coleby	Horkstow	Thornton Curtis
Croxton	Howsham	Ulceby Skitter
Derrythorpe	Kellfield	Walcot
Dragonby	Low Burnham	Westgate
East Butterwick	Manton	Whitton
East Lound	Melton Ross	Woodhouse
Eastoft Carr	Messingham Ings	Wressle

NB The minimum growth settlements marked with an asterisk are identified as selected settlements in the Humberside Structure Plan.

The Scunthorpe and Bottesford Urban Area

- 3.34 The Scunthorpe and Bottesford Urban Area is defined by a development boundary on the Scunthorpe and Bottesford Urban Area inset map. It incorporates the majority of the wards of Ashby, Bottesford, Brumby, Crosby and Park, Frodingham and Town, Kingsway and Lincoln Gardens; it also covers parts of the parishes of Flixborough and Gunness that are contiguous with the western boundaries of Crosby and Park and Kingsway wards. It contains half of the total population and 60% of all jobs within North Lincolnshire. It also contains significant areas of derelict and brownfield sites, which are former mineral workings, mostly for iron ore extraction. Two Enterprise Zones have already been fully developed on former derelict industrial sites of around 114.3 hectares (282 acres). Many other brownfield sites have been reclaimed (often with European Funding and Government assistance) and the reclamation of existing brownfield sites, which are mostly suitable for employment purposes, continues.
- 3.35 Scunthorpe town centre is the main focus for cultural and leisure activities and is the major retail area in North Lincolnshire. It provides over 26,000 net square metres (280,000 net square feet) of retail floorspace. The town centre has recently undergone a major scheme of environmental enhancement and further works including an expansion of the existing shopping area is planned in the future. The town centre forms part of an area which has attracted £5.9 million from the Government's Single Regeneration Budget Challenge Funding between April 1995 and March 2000. Further improvements to this retail area are to be implemented in order to improve the vitality and viability of the town centre. Scunthorpe also contains the Ashby High Street Shopping Centre, which

provides around 7,000 net square metres (73,000 net square feet) of retail floor space and significant out-of-centre retailing totalling 48,000 net square metres (517,000 net square feet) of floor space.

- 3.36 The use of brownfield, derelict and vacant sites can assist in the regeneration of the town. In seeking to improve the quality of life for residents and the economic and natural environment of the town it is important to both protect and enhance existing green spaces within the urban area and the adjacent urban fringe and surrounding countryside.

Principal Growth Settlements

- 3.37 Barton upon Humber and Brigg accommodate populations of 9,400 and 5,300 people respectively. These towns have developed larger retail, leisure, and educational and service centres than other market towns in North Lincolnshire and provide significant employment and services for neighbouring settlements. Almost 10% of all employment opportunities within North Lincolnshire are located in Barton upon Humber (3,200 jobs), and Brigg (2,600 jobs), and both towns are well served by public transport. Barton upon Humber and Brigg contain over 120 and 140 shops, respectively.
- 3.38 There are significant areas of under-used, vacant and derelict land within these settlements and both towns are capable of accommodating more housing, jobs and service facilities. Brigg has undergone a major regeneration and environmental enhancement whilst Barton upon Humber attracted £1.6 million of Single Regeneration Budget Challenge Funding between 1997 and 2002. Substantial housing and industrial allocations will assist the continued

regeneration of Barton upon Humber and Brigg.

Medium Growth Settlements

- 3.39 Medium growth settlements are larger market towns and villages in rural areas that fulfil a service function and provide employment opportunities. They are closely related and have good access to the Scunthorpe and Bottesford Urban Area. These settlements usually have a population of over 2,000 and support a wide range of services and facilities, which can include secondary schools, small local shopping centres, banking, medical, leisure and recreational facilities. Medium growth settlements often provide an important service role for surrounding smaller towns and villages. Such settlements are identified because of their existing size and level of facilities and their ability to absorb some additional development without placing unacceptable burdens on the existing infrastructure or without adversely affecting the environment. Sensitive growth within these settlements can help to support and maintain local services such as schools, shops and bus services which are vital to the health and viability of rural communities.

Minimum Growth Settlements

- 3.40 Minimum growth settlements are larger villages and small towns that remain essentially rural in character. The character and attractiveness of these settlements is dependent upon the form, scale and appearance of the built environment, the maintenance of important areas of open space and the setting of such settlements within the countryside.
- 3.41 There has been increased pressure for new dwellings and other development,

on the fringes of towns and villages in the countryside and also for the infilling of spaces within these settlements. It is important that the character and environment of these rural towns and villages are protected and that future development is appropriate in scale and character.

- 3.42 Minimum growth settlements range from villages with populations of more than 250 people to small towns of around 2,500 inhabitants. Settlements vary from those villages that contain few facilities but that have experienced incremental expansion, through to larger settlements containing basic services such as local shops, post offices and public houses. Some of the smaller towns contain primary schools, shops and employment opportunities.
- 3.43 The strategy of the Local Plan is to ensure that any development in the minimum growth settlements occurs in a balanced and sustainable manner in the future. The Local Plan seeks to ensure that housing and employment needs are matched without placing additional requirements for new infrastructure or services and without detriment to settlement character or the surrounding landscape. This is mainly to be achieved by encouraging opportunities for rural diversification and the building of affordable housing units where a need is demonstrated. These settlements are inappropriate locations for significant future development. Nevertheless they provide some opportunities, for the building of single or very small groups of dwellings (up to a maximum of three dwellings), on infilling plots in the main body of the settlement provided that such development would be in keeping with the size and character of the settlement.
- 3.44 The decline in the agricultural workforce and the high demand for residential accommodation affects the social composition and balance of smaller towns and villages. In order to

sustain viable working rural communities the Local Plan seeks to promote a healthy rural economy without adverse effects on the environment. It is also important to retain existing levels of services where possible. Many rural communities depend heavily on the use of the private car and are not well served by public transport. The release of further land for development will increase travel by private car but would not necessarily ensure the retention of existing services. As an exception, however, affordable housing specifically provided to meet local needs will be encouraged.

Rural Hamlets and Villages in the Open Countryside

- 3.45 North Lincolnshire contains a number of small villages, hamlets, farmsteads and agricultural groupings. These settlements are defined as rural hamlets and villages in the open countryside and usually contain less than 120 dwellings and populations of fewer than 300 people. Facilities are limited to a church or chapel, a village hall, a play area and occasionally a post office and public house. Most do not contain all of these facilities and none contain schools, medical facilities or other services. The rural hamlets and villages are entirely dependent upon the larger market towns and the Scunthorpe and Bottesford Urban Area for basic services and often employment. These settlements are of rural character and many are located significant distances from major service centres and are on the whole not well serviced by public transport and are particularly dependent upon car borne travel. Any new development (even single frontage infill housing) also increases the impact on the countryside and the sense of rural isolation. It is therefore unsustainable and inappropriate to permit any new development within these settlements in the open countryside unless it is

essential for the requirements of agriculture, forestry or rural diversification.

Development Limits

- 3.46 The Local Plan defines development limits for all settlements except for rural hamlets and villages in the open countryside. Development limits have also been identified for those industrial allocations which, because of their strategic location or special nature, are not contained within a settlement boundary.

ST3 - Development Limits

Development outside development boundaries will be considered as development in the open countryside and will only be permitted if it is essential for the purposes of agriculture, forestry or to meet a special need associated with the countryside.

- 3.47 Development limits are defined in order to prevent the uncontrolled expansion of settlements. Outside the development limits, land is considered to be in the open countryside and policies which relate to the open countryside will apply. It is important that new development is well related to the existing form of settlements and their landscape setting and that towns and villages are protected from piecemeal and inappropriate infill or larger development, particularly on the edge of settlements. Development limits are defined to clearly establish the boundaries between settlements (within which, in principle, development may be acceptable) and the countryside, where only development, that has an essential and functional need to be located in the countryside, will be appropriate. Development limits are identified within close proximity of dwellings and other development on the edges of

settlements, often resulting in the rear gardens of domestic dwellings being located in the open countryside.

Where gardens are located outside development limits, no new dwellings will be permitted within them unless it can be demonstrated that they are essential for the purposes of agriculture, forestry or rural diversification.

Population and Housing

Introduction

4.1 North Lincolnshire has a population of around 152,300 people in both urban and rural communities. The Scunthorpe and Bottesford Urban Area is the major employment and service centre and accommodates approximately half (76,500 people) of the total population - see Table 1. A further 15,000 people (10% of the population) live in the two principal settlements of Barton upon Humber and Brigg which are well served by existing transport and service provision. The remaining 60,800 people (40%) live in settlements of various sizes ranging from larger settlements which provide modest local employment and shopping opportunities and some local services through to small villages, agricultural groupings and isolated dwellings in the open countryside with relatively few, if any, facilities.

4.2 The Government is committed to promoting more sustainable patterns of development. PPG3 seeks to achieve this by "concentrating most additional housing within urban areas" and by "making more efficient use of land by maximising the re-use of existing buildings". A further central aim of PPG3 is to prioritise the re-use of previously developed land

within urban areas to promote urban renaissance to improve the quality of life and to minimise the level of development on greenfield sites. More sustainable development patterns are to be achieved by identifying sites for new housing which are accessible by public transport to jobs, shopping, leisure, health and education facilities. PPG1 states that local plans should achieve this by identifying "the maximum amount of housing to previously developed sites within existing urban areas which have access to a range of transport facilities."

4.3 In moving towards more sustainable patterns of development PPG3 identifies a clear sequential approach to the identification of new housing land. This systematic approach is endorsed by the Council locational hierarchy which has used this as the basis in this local plan. This promotes:-

- Firstly, re-use of previously developed sites and empty or under-used buildings within town centres and elsewhere in the urban areas which are well located and accessible to jobs, shops and services other than by private car.
- Secondly, urban extensions.
- Finally, development at good public transport nodes and corridors.

Table 1 - Population Change In North Lincolnshire

	Scunthorpe and Bottesford Urban Area		Barton upon Humber		Brigg		Rural Areas		North Lincolnshire Total Population	
Year	No.	%	No.	%	No.	%	No.	%	No.	%
1971	80,132	55.5	8,524	5.9	4,795	3.3	50,915	35.3	144,366	100
1981	80,034	53.7	7,522	5.0	5,449	3.7	56,080	37.6	149,085	100
1991	76,547	50.3	9,442	6.2	5,328	3.5	60,981	40.0	152,287	100

Sites have been selected in accordance with the following sequential approach:-

- Previously developed sites (brownfield sites and buildings for re-use and conversion.
- Other urban development sites (redundant employment land, windfall brownfield sites).
- Greenfield sites.

It is important that the allocation of brownfield sites has proper regard to the locational requirements identified in PPG3 and reflected within the settlement hierarchy of Policy H1. Proposals for housing on brownfield sites within open countryside whether on former mineral workings, aerodromes, redundant farms and former agricultural uses or in isolated rural settlements will be strictly controlled. It is equally important to exclude those previously used sites in and adjacent to urban areas which are not realistically developable. Many brownfield sites in North Lincolnshire cannot be developed for housing as they are located adjacent to hazardous industries within Health and Safety Executive (COMAH) zones and/or are too heavily contaminated to make housing development a financially viable option.

- 4.4 In North Lincolnshire this means that the Scunthorpe and Bottesford Urban Area is the primary focus for new housing development with a secondary role for the principal settlements of Barton upon Humber and Brigg. The urban area of Scunthorpe and Bottesford is where the main employment, leisure and service facilities are located. The concentration of new housing in this urban area aims to reverse past outward migration to the surrounding rural settlements and will support current regeneration initiatives and

town centre redevelopment proposals.

- 4.5 The Local Plan aims to provide the opportunity of a decent home for its rural as well as urban population. The main focus for new housing in rural North Lincolnshire is within the larger market towns and other medium growth settlements which are identified for limited expansion in line with their size, scale and levels of service provision. In the smaller and less sustainable villages identified as minimum growth settlements the main focus for new housing will be provided by infill development. In both the medium and minimum growth settlements further rural housing will be provided by the significant number of sites which have commenced development and extant planning consents. Future housing needs of the rural population are presently being assessed on a settlement by settlement basis. The Council is committed to ensuring the provision of affordable housing where local people's needs cannot be met by market housing. The settlements identified as rural hamlets and villages are considered entirely unsuitable locations for new residential development, unless related to an agricultural or other special housing need, and are identified as being within the open countryside.

- 4.6 Government guidance stresses the need for the planning system to provide new houses in the right place at the right time, both through new development and the conversion of existing buildings. In accordance with the Government's plan, monitor and manage approach the Local Plan identifies the level and location of new housing. These policy objectives will be monitored in order to ensure that future development is managed and is sustainable. At present, the Structure Plan still guides the scale of housing and number of

dwellings to be provided in local plans. Local plans translate the broad policies of the Structure Plan into map based land allocations and detailed development control policies.

- 4.7 The Humberside Structure Plan (Alteration No. 1 - 1993) sets out the scale of housing to be provided in the former districts of Humberside. It does not, however, explicitly indicate the scale of housing to be provided by the new unitary authorities. A figure for North Lincolnshire can be derived by adding to the totals for Glanford and Scunthorpe, part of the Boothferry housing figure proportionate to the share of the Boothferry population now in North Lincolnshire.

- 4.8 The aggregated total of the Humberside Structure Plan requirement for North Lincolnshire is 10,125 dwellings between mid 1989 and mid 2006¹ (596 dwellings per annum). Housing completions between mid 1989 and July 2001 totalled 6,266, leaving a total requirement of 3,859 dwellings between July 2001 and July 2006. From July 2001 to December 2008 this gives a strategic requirement of 5,349 dwellings. This includes a further 30 months requirement at the rate of 596 dwellings per annum beyond the July 2006 end date of the Structure Plan to provide a 7.5 year figure. This annual rate accords with the number required by Structure Plan (Alteration Number 1) although it is acknowledged that this annual figure exceeds building rates and emerging regional planning requirements. This 7.5 year figure provides the strategic

housing requirement for North Lincolnshire.

- 4.9 New population and housing need projections are being prepared for the new unitary authorities. Regional Planning Guidance is also being reviewed and this will provide strategic guidance on housing requirements for the preparation of the South Humber Structure Plan for North Lincolnshire and North-East Lincolnshire. The Office for National Statistics latest 1996 based subnational population projections suggest that the population of North Lincolnshire may decline by 6,300 people between 1996 and 2021. The DETR has since amended the figures for North Lincolnshire which show a broadly static population. The impact of these projections and other assessments which show an actual projected increase in population, will be examined in future housing need assessment work and in the preparation of the future joint structure plan. However, for the purposes of this plan, the Humberside Structure Plan sets the amount of housing land to be identified, that is, land for 5,349 houses i.e land for 3,859 dwellings between July 2001 and July 2006 and on the basis of a projected annual Structure Plan requirement of 596 dwellings a further 1,490 dwellings beyond the Structure Plan period to December 2008 will be required.

Housing Requirement

- 4.10 North Lincolnshire inherited a substantial stock of proposed and committed housing sites from the

¹ The Structure Plan allocation for North Lincolnshire is derived by totalling the former Scunthorpe (1,000 dwellings) and Glanford Borough (7,500 dwellings) requirements and adding the Isle of Axholme part of Boothferry Borough Council requirement (1,625 dwellings). The housing requirement for Boothferry is estimated as the proportion of the population of this former district which now forms part of North Lincolnshire. A further thirty months requirement (at 596 dwellings per annum) has been added to give a housing provision figure for the Local Plan for ten years to cover requirements between July 2006 and December 2008.

Population and Housing

former local planning authorities. In January 1998 these stood at over 11,650 dwellings, an excess of around 5,100 dwellings (see Table 3). Many of the housing sites were located in smaller settlements with few employment opportunities and service facilities. In the past, infill and windfall sites also made a significant contribution to local house building. In 1998 planning consents for more than 420 dwellings were granted on windfall and infill sites in accordance with existing local plans (see Table 2). Some 271 dwellings were completed on these sites during this time. As the North Lincolnshire Local Plan seeks to restrict development on such sites it is estimated that future opportunities for such developments will decline.

- 4.11 The Local Plan seeks to encourage development of sites in urban areas and building at increased densities in towns where appropriate. A number of mixed use sites are also proposed which include an element of housing. These sites may provide further housing opportunities but are not considered as contributing towards the supply in Policy H2 and Table 6. This may increase the number of infill

and windfall sites being developed within town centres but this needs to be offset by the significant reduction in windfall and infill opportunities particularly in the more rural areas expected as a result of the sustainable approach of the Local Plan. Many of these sites have the benefit of planning consent and will continue to be a source of new dwellings while extant consents remain (up to 5 years from the granting of planning consent). Such sites will decline as there will be a reduction as planning consents lapse on land not developed. It is therefore considered that the opportunities for windfall, infill and conversions will reduce to approximately 70 dwellings per annum or 525 dwellings during the plan period.

- 4.12 In recent years house building rates in North Lincolnshire have been around 530 completions per year - see Table 4. The Scunthorpe and Bottesford Urban Area has had about 150 new houses built per year, Barton and Brigg, about 50 per year and the rural areas, about 330 dwellings.

Table 2 Number of Dwellings Permitted on Infill and Windfall Sites 1998 North Lincolnshire

	Scunthorpe and Bottesford Urban Area	Principal Growth Settlements	Medium Growth Settlements	Minimum Growth Settlements	Open Countryside	Total
Infill² No of Dwellings	17	7	87	112	16	239
Windfall³ No of Dwellings	32	16	21	98	18	185
Total No of Infill and Windfall Dwellings	49	23	108	210	34	424

2 Developments of no more than 3 dwellings completing a gap in otherwise built-up frontages

3 Previously developed sites which have not been specifically identified as available, but unexpectedly become available over the Plan period.

Table 3 - Settlement Hierarchy and Inherited ⁴ Housing Sites (January 1999)

Settlement	Population 1991	% of Total Population	No. Of Dwellings 1991	% of Total Dwellings	Inherited Housing Allocations, Planning Consents & Committed Dwellings	% of inherited housing allocations
Scunthorpe and Bottesford Urban Area	76,547	50.3	29,880	50.6	3,792	32.5
Barton upon Humber and Brigg	14,759	9.7	5,625	9.5	2,286	19.6
Medium Growth Settlements	22,689	14.9	8,927	15.1	2,334	20.0
Minimum Growth Settlements	32,276	21.1	12,355	21.0	3,180	27.33
Rural Hamlets and Villages in the Open Countryside	6,016	4.0	2,212	3.8	60	0.5
North Lincolnshire	152,287	100	58,999	100	11,652	100

4.13 The North Lincolnshire Local Plan provides an opportunity to review the inherited housing allocations and existing commitments. Many of the local plans prepared by the former planning authorities do not reflect recent government guidance which seeks to achieve sustainable patterns of development and promote future housing within urban areas and locations highly accessible by means other than the private car. As a result many of the inherited housing sites in North Lincolnshire are in smaller unsustainable locations within the rural rather than urban areas.

4.14 In line with PPG13, the Local Plan now seeks to ensure that future housing development is in locations which help to reduce the need to

travel by private car and are well related to existing or proposed employment opportunities. The Plan also reflects government advice to allocate the maximum amount of housing to existing larger urban areas (market towns and above) where they can be easily accessible to facilities and avoid any significant incremental expansion of housing in villages and small towns where this is likely to result largely in car commuting to urban centres and where the travel needs are unlikely to be well serviced by public transport.

⁴ Inherited housing sites include all committed and proposed sites identified in existing Local Plans as well as sites with extant planning permission.

Population and Housing

Table 4 - North Lincolnshire House Completions

Settlement Hierarchy	Annual Average completion rate Mid 1989 - 1998
Scunthorpe and Bottesford Urban Area	153
Principal Settlements (Barton upon Humber & Brigg)	52
Medium Growth Settlements	143
Minimum Growth Settlements and Rural Hamlets	180
North Lincolnshire Total	528

Source: North Lincolnshire Council Building Control and National House Builders Council Completions.

4.15 The Strategic housing requirement is for land for some 5,349 new dwellings to be provided over a 7.5 year plan period (which includes the remaining 5 year Structure Plan requirement and a further 2.5 years projected requirement based on the Structure Plan Annual Figures of 596 dwellings per annum). Sites proposed in this plan and committed sites will provide in the order of 4,536 new houses (See Table 5). The total housing supply for the Local Plan period including proposed and committed sites, and anticipated infill and windfall sites and conversions are some 5,061 dwellings (see Table 5). This means that land supply broadly accords with the Structure Plan requirement figure. However this provides only a 7.5 year supply rather than a 10 year supply. The two phased sites (H2-10 and H2-19) could provide a further 1,234 dwellings to meet longer term needs. For the purposes of Policy H2 it is assumed that all housing will be built at a minimum of 30 dwellings per hectare which may not always be desirable or practical on all sites.

Table 5 - North Lincolnshire Housing Requirement

North Lincolnshire Strategic Housing Requirement	No of Dwellings
Structure Plan Requirement July 2001 - July 2006 + a further 30 months requirement to December 2008	5,349

North Lincolnshire Housing Supply	No of Dwellings
North Lincolnshire Local Plan Proposed and Committed Sites	4,536
Infill and Windfall sites	Estimated at 40 per annum 300
*Conversions	Estimated at 30 per annum 225
North Lincolnshire Total Housing Supply July 2001 – December 2008	5,061

* Source: North Lincolnshire Council Building Control Statistics

4.16 The sum total of allocations in local plans prepared by the former planning authorities together with extant planning consents and committed dwellings is not sustainable and conflicts with government guidance. Table 3 shows that of existing housing allocations inherited from Local Plans only 32.5% are identified within the Scunthorpe and Urban Area and only 19.6% within Barton upon Humber and Brigg whilst more than 47% are identified within the small towns and villages where few jobs and facilities exist. This existing geographic distribution of housing is not in accordance with the Structure Plan settlement hierarchy nor is it sustainable. If allowed to continue it could result in mainly greenfield sites in small towns and villages in the countryside being a central focus for new housing development and would result in a redistribution of the population from urban areas and large towns into the countryside.

Table 6 shows that the Local Plan now promotes a more sustainable strategy by allocating 61 per cent of new housing in the Scunthorpe and Bottesford Urban Area and 24 per cent in Barton upon Humber and Brigg and approximately 15 per cent in the smaller rural towns and villages.

H1 - Housing Development Hierarchy

Future housing development will take place in accordance with the following hierarchy:

- i) the primary focus for housing development will be the Scunthorpe and Bottesford Urban Area, and to a lesser extent the principal settlements of Barton upon Humber and Brigg;**
- ii) a lower level of allocations is proposed in the medium growth settlements, compatible with their scale, character, location, facilities and existing environmental quality;**

- iii) in minimum growth settlements new housing development will be restricted to the building of single and in exceptional cases very small groups of dwellings (up to a maximum of three dwellings), on infilling plots in the main body of the settlement provided that such development would be in keeping with the size, form and character of the settlement;**

- iv) in the open countryside including rural hamlets and villages for which no development boundaries have been defined, residential development will only be permitted where it is essential to enable agricultural and forestry workers to live at or near their place of work, or in other circumstances where there is special justification.**

4.17 Open spaces, amenity areas, formal parks and gardens will be retained. The Local Plan has maximised

Table 6 - Proposed and Committed Housing Sites

	Scunthorpe & Bottesford Urban Area	Barton upon Humber	Brigg	Medium Growth Settlements	Minimum Growth Settlements	Total
North Lincolnshire Local Plan Proposed and Committed Housing Sites (No of dwellings)	3,501 (includes phased housing site H2-10 for 1,000 dwellings)	753 (includes phased site H2-19 for 234 dwellings)	652 dwellings	619 dwellings	245 dwellings	5,770 dwellings
Percentage Total	61%	13%	11%	11%	4%	100%

brownfield sites, vacant land and buildings for housing within Scunthorpe and Ashby town centres in order to promote healthy and diverse town centres and to promote urban renaissance. Such proposals will support an ongoing £6million Single Regeneration Bid for Scunthorpe town centre and a proposed £30 million town centre redevelopment scheme. Other previously used land elsewhere within the Scunthorpe and Bottesford Urban Area (including areas of housing renewal and demolition) have also been allocated for housing. Further urban extensions on greenfield sites have been identified in order to meet housing need and in line with the government's sequential approach. As housing development is constrained to the north and east of Scunthorpe by the steelworks and other industry (nearly all of which are covered by the Health and Safety Executive's Control of Major Accident Hazards Regulations 1999) these sites are located on the west and south of the urban area. These greenfield sites have avoided important woodlands and other landscapes which are highly valued and rare to the urban area. Higher grade agricultural land has been avoided where possible but given its abundance in North Lincolnshire is preferred before the use of urban greenspaces, important amenity urban fringe, woodland and landscapes worthy of retention. Any greenfield sites which have been allocated have been selected because of the availability of existing infrastructure.

- 4.18 The principal settlements and expanded market towns of Barton upon Humber and Brigg provide similar opportunities on a lesser scale for new housing development being well served by employment and service provision. Development briefs will be prepared for the major housing sites in the urban area and principal settlements to assist developers.

- 4.19 The larger market towns and rural settlements offer a more limited scope for accommodating new housing. In the rural settlements the scale of new housing to be allowed reflects the need to maintain and ensure viable rural communities. As a consequence, the minimum growth settlements are to be the focus of infill development as well as affordable housing proposals both within and outside development limits where appropriate. Many of these villages also contain significant extant planning consents for new housing which will provide additional dwellings in the short to medium term. It is considered that to permit any greater level of development in such villages would not be appropriate. Significant increases within these settlements has in the past tended to result in the creation of car dependent commuter settlements rather than to underpin existing services or to diversify the existing economy. This is reflected in rural settlements in the Isle of Axholme which are currently experiencing high traffic growth of 6% per annum which is more than twice the national average whilst the average rate of traffic growth in North Lincolnshire is only 2.2% per year (North Lincolnshire Council Traffic Survey Spring 1998). Also expansion of these villages on a large scale cannot be achieved without altering their character and function. Any opportunities for housing in such settlements tends to be limited to greenfield land, open spaces, amenity areas and agricultural land which are not considered suitable for development. The amount of new housing in these villages should therefore be sufficient to promote their continued viability whilst protecting their character and environment.

Proposed and Committed Housing Sites

- 4.20 Most new sites proposed in the Local Plan are located in the Scunthorpe and Bottesford Urban Area - sites for

2,908 dwellings or around 66% of the total allocation. A further 1,330 dwellings (30%) are identified within the principal settlements of Barton upon Humber and Brigg with the remaining 196 dwellings (4%) proposed in the medium growth settlements. Adding the 1,336 commitments to sites proposed in Policy H2 this gives a total allocation of land for 5,770 dwellings. Details are given in Table 7 and Policy H2. Of the 3,200 dwellings proposed for housing in Policy H2 up to 562 will be required to be affordable houses in accordance with policies H11 and H12. These policies require that a proportion of affordable housing be provided on all housing sites of 25 dwellings or more or in certain circumstances 15 dwellings or more. The proportion to be provided on each site will be the subject of negotiation and may range from 5 to 20 per cent depending on the location.

- 4.21 In Policy H2 the number of dwellings on sites is based upon achieving a net density of at least 30 dwellings per hectare. Higher densities of 37.5 dwellings per hectare have been estimated for some town centre sites. Three large strategic sites at Scunthorpe (sites H2-3 and H2-10) and Barton (H2-19) require significant landscaping and possibly land for community facilities and schools. Development Briefs will be prepared for these sites and will determine the actual number of dwellings to be provided. Policy H2 also identifies each site area in terms of the percentage of the land that is brownfield or greenfield. In accordance with government guidance the Local Plan has sought to maximise the use of brownfield sites for housing development.
- 4.22 The Local Plan identifies around 4,536 dwellings on proposed and committed sites and allows for up to a further 525 dwellings being

developed on infill and windfall sites and conversions. This is 288 dwellings or 5 per cent less than the Structure Plan total for the 7.5 year period. The Local Plan also provides land for an additional 1,234 dwellings on phased sites if required. In proposing new housing land for development the Local Plan has sought to ensure that all sites proposed are sustainable in terms of both the site and the settlement location. The Council undertakes a regular survey of towns and villages within North Lincolnshire which assesses the availability of services and facilities and provides data regarding the suitability of such settlements to accommodate further development. Although no new housing is proposed within the minimum growth settlements it is considered that more than sufficient land is provided through outstanding committed housing sites and available extant live planning consents. Affordable housing may also be provided either within or adjacent to development limits where a need is demonstrated thus ensuring that future growth in the smaller rural settlements is sustainable and commensurate with their size and scale.

H2 - Proposed Housing Sites

Within the plan period July 2001 to December 2008 the housing land requirement is for some 5,349 dwellings (710 dwellings per annum). Provision will be made for a total of 5,061 dwellings of which 1,336 dwellings are committed, 525 are expected to be provided through windfalls and conversions and 3,200 dwellings are proposed on allocated sites as follows: -

Population and Housing

Settlement Status	Number of dwellings
Scunthorpe and Bottesford Urban Area	1,908
Principal Growth Settlements	1,096
Medium Growth Settlements	196
Total	3,200

In addition to the 3,200 dwellings proposed in the Local Plan, policy H2 identifies a further 1,234 dwellings at two sites at Scunthorpe and Barton

upon Humber for phased development as set out in Policy H4. The number of dwellings to be provided on all sites is based upon achieving minimum net densities of at least 30 dwellings per hectare. It is proposed that for the larger sites H2-3, H2-10 and H2-19 development briefs will be prepared.

A proportion of new dwellings on allocated and windfall sites should be affordable, as set out in policies H11 and H12, and over the plan period a total of up to 562 units will be provided.

Site Location		Area Hectares		Estimated No of Dwelling	Previously Used Land %	Greenfield %
		Gross Area	Net Area			
SCUNTHORPE AND BOTTESFORD URBAN AREA						
H2-1	Plymouth Road	1.3	1.3	39	0	100
H2-2	Ashby South Grange	4	4	120	0	100
H2-3	Lakeside	33.72	27.6	800	45.57	54.43
H2-4	Normanby Road West	9.3	9.3	250	0	100
H2-5	Parkinson Avenue	0.14	0.14	12	100	0
H2-6	Plumtree Way	0.25	0.25	10	0	100
H2-7	Railway Sidings Station Road	6	6	180	100	0
H2-8	Brumby Hospital	1.87	1.87	56	100	0
H2-9	Ashby Junior School	1.19	1.19	36	100	0
H2-10	Land North of Doncaster Road	(39.9)	(38.7)	(1000)	(0)	(100)
H2-11	Cambridge Avenue/Chancel Road	0.5	0.5	15	0	100
H2-12	North of Station Road	0.75	0.75	40	100	0
H2-13	Exeter Road	0.28	0.28	20	100	0
H2-14	Priory Lane	7.19	7.19	270	100	0
H2-15	Church Lane Post Office	0.27	0.27	20	100	0
H2-16	Deyne Avenue	0.33	0.33	40	100	0
	TOTAL EXCLUDING PHASED SITES	67.09	60.97	1908	54.7	45.3
	TOTAL INCLUDING PHASED SITES	106.99	99.67	2908	33.4	66.6
PRINCIPAL SETTLEMENTS - BARTON UPON HUMBER						
H2-17	St Mary's Cycle Works	1.75	1.75	53	100	0
H2-18	Ferriby Road/Westfield Road	3.58	3.58	107	100	0
H2-19	Pasture Road South	(11.7)	(7.8)	(234)	(0)	(100)
H2-20	Tofts Road West	4	4	120	0	100
H2-21	Butts Road (Atlas Works Site)	0.37	0.37	11	0	100
H2-22	Far Ings Road	0.91	0.91	27	100	0
H2-23	West Acridge/Dam Road	3.25	3.25	98	0	100
H2-24	Land East of Maltkiln Road	0.6	0.6	28	100	0
	TOTAL EXCLUDING PHASED SITES	14.66	14.46	444	47.3	52.7
	TOTAL INCLUDING PHASED SITES	26.16	22.26	678	30.7	69.3

Population and Housing

Site Location		Area Hectares		Estimated No of Dwelling	Previously Used Land %	Greenfield %
		Gross Area	Net Area			
PRINCIPAL SETTLEMENTS - BRIGG						
H2-25	Ancholme Park	2.6	2.6	78	51	49
H2-26	North of Bridge Street	0.5	0.5	15	100	0
H2-27	Redcombe Lane	4.06	4.06	122	0	100
H2-28	Yarborough House	3.65	3.65	110	20.5	79.5
H2-29	Western Avenue	7.2	7.2	216	0	100
H2-30	Island Carr North (Mixed Use site) now MX1-12 (with residential on upper floors only)	6	2	60	100	0
H2-31	Bigby Street	0.36	0.36	11	100	0
H2-32	Silversides	1.3	1.3	40	100	0
	TOTAL	25.67	21.67	652	28.8	72.2
	TOTAL PRINCIPAL GROWTH SETTLEMENTS (EXCLUDING PHASED SITES)	40.13	36.13	1096	36.2	63.8
	TOTAL PRINCIPAL GROWTH SETTLEMENTS (INCLUDING PHASED SITES)	51.83	43.93	1330	29.8	70.2
MEDIUM GROWTH SETTLEMENTS - BROUGHTON						
H2-33	South of High Street	0.57	0.57	17	100	0
MEDIUM GROWTH SETTLEMENTS - CROWLE						
H2-34	South of Field Road	3	3	90	0	100
MEDIUM GROWTH SETTLEMENTS - KEADBY						
H2-35	North Of Staton Road	2.4	2.4	72	100	0
MEDIUM GROWTH SETTLEMENTS - KIRTON IN LINDSEY						
H2-36	East of Richdale Avenue	0.57	0.57	17	100	0
	TOTAL MEDIUM GROWTH SETTLEMENTS	6.54	6.54	196	54.13	45.87
	PROPOSED HOUSING	113.76	103.64	3200	48.2	51.8
	PROPOSED PHASED HOUSING (SITES H2-10 AND H2-19)	51.6	46.5	1234	0	100
	TOTAL PROPOSED HOUSING	165.36	150.14	4434	33.3	66.7

Population and Housing

Table 7 - Committed Housing Sites - July 2001

Site Location		Hectare	Estimated Number of Dwellings	Brownfield	Greenfield
SCUNTHORPE AND BOTTESFORD URBAN AREA					
CH1	St Davids Crescent/West View	1.4	35	0	100
CH2	Ashby South Grange	18.52	463	0	100
CH3	Ferry Road West	2.8	70	0	100
CH4	West of Hilton Avenue	1.0	25	0	100
Total		23.72	593	0	100
PRINCIPAL SETTLEMENTS - Barton upon Humber					
CH5	East of Waterside Road	0.8	24	100	0
CH6	West of Marsh Lane	0.4	11	100	0
CH7	Maltkiln Road/Waterside Road	1.6	40	100	0
Total		2.8	75	100	0
PRINCIPAL SETTLEMENTS - Brigg					
Total		0	0	0	0
TOTAL PRINCIPAL SETTLEMENTS		2.8	75	100	0
MEDIUM GROWTH SETTLEMENTS - Barrow upon Humber					
CH8	West of Beck Lane	2.2	53	0	100
Total		2.2	53	0	100
MEDIUM GROWTH SETTLEMENTS - Crowle					
CH9	Isle Close	1.09	13	0	100
CH10	Mullberry Drive	1.29	15	0	100
Total		2.38	28	0	100
MEDIUM GROWTH SETTLEMENTS - Epworth					
CH11	West of Battle Green	1.28	32	0	100
CH12	South of Battle Green	4.12	78	0	100
Total		5.4	108	0	100
MEDIUM GROWTH SETTLEMENTS - Kirton in Lindsey					
CH13	North of Spa Hill	6.44	192	0	100
Total		6.44	192	0	100

Site Location		Hectare	Estimated number of Dwellings	Brownfield	Greenfield
MEDIUM GROWTH SETTLEMENTS - Messingham					
CH14	West of The Meadows	1.09	27	0	100
Total		1.09	27	0	100
MEDIUM GROWTH SETTLEMENTS - Winterton					
CH15	West of North Street	0.5	15	0	100
Total		0.5	15	0	100
Total Medium Growth Settlements		18.01	423	2.8	97.2
MINIMUM GROWTH SETTLEMENTS - Barnetby					
CH16	North of Victoria Road	2.5	70	0	100
MINIMUM GROWTH SETTLEMENTS - Burton upon Stather					
CH17	North of Holme Drive	2.6	20	0	100
MINIMUM GROWTH SETTLEMENTS - Goxhill					
CH18	Land south of Howe Lane	1.12	22	0	100
MINIMUM GROWTH SETTLEMENTS - Hibaldstow					
CH19	South of Hopfield	2.5	63	0	100
MINIMUM GROWTH SETTLEMENTS - Wrawby					
CH20	South of Bakersfield	3	70	0	100
TOTAL MINIMUM GROWTH SETTLEMENTS		10.57	245	0	100
TOTAL RURAL HAMLETS AND VILLAGES IN THE OPEN COUNTRYSIDE		0	0	0	100
TOTAL HOUSING COMMITMENTS		55.1	1,336	5.9	94.1

Housing on Previously Used Land and Brownfield Sites

4.23 The Local Plan is committed to achieving more sustainable development patterns. An important element of this strategy is seeking to maximise opportunities for new housing development on previously used and brownfield sites and minimising the need for development on greenfield and undeveloped land. North Lincolnshire comprises 328 square miles of which 89% is in agricultural use generally and 78% is arable or fallow farm land. The

potential for brownfield development is restricted in the rural settlements of North Lincolnshire as they are generally small in scale and contain few previously used sites within the small cores of these towns and villages and are also constrained by agricultural land at their boundaries.

4.24 The majority of brownfield sites are therefore located within the Scunthorpe and Bottesford Urban Area and particularly within the Scunthorpe town centre and the former steel manufacturing areas to the north and east of the town. The significant areas of previously used

land to the north and east of Scunthorpe however, are sites of former steel manufacturing or open cast minerals workings and are inappropriate for housing. This land is mostly identified for industry within the Local Plan and has been, and continues to be, reclaimed with significant government and European funding (such as the former Lysaghts Steelworks). Many of these sites are also located within Zones of Hazardous Installations (adjacent to British Steel plc, British Oxygen Company and other potentially hazardous operations and designated as COMAHs) as identified by the Health and Safety Executive. These sites continue to be allocated for industry. Many are also subject to varying levels of contamination. Opportunities also exist for brownfield development within the principal settlements and market towns of Barton upon Humber and Brigg.

4.25 The North Lincolnshire Local Plan has sought to allocate the maximum amount of suitable previously used land for housing development (in spite of the physical and geographic constraints outlined) and comprehensive surveys to identify such sites have been undertaken. As a result and in addition to the brownfield sites allocated in Policy H2 further mixed use sites (all of which are brownfield and in town centre locations) have been identified as suitable for a number of uses including housing.

4.26 These sites include 4.32 hectares in Scunthorpe town centre (Mixed Use Policies MX1-1, MX1-4, MX1-5 and MX1-6), 2.06 hectares at Barton upon Humber (Policy MX1-8), 1.87 hectares in Brigg Town Centre (MX1-11) and 0.16 hectares in Crowle (MX1-13). These proposed mixed use sites provide 8.41 hectares of brownfield housing land and up to 142 dwellings if 50% of these site areas were developed for housing

and more than 280 dwellings if totally developed for housing.

4.27 No allowance has been made in the Local Plan for housing figures for the development of these sites. These mixed use sites however can contribute to further increasing the number of dwellings on brownfield sites and promoting urban renaissance and the quality of life in the urban areas as well as improving vitality and viability of town centres in North Lincolnshire. The total amount of brownfield land proposed for North Lincolnshire, including these mixed use sites is some 62.1 hectares or 55% of the total 111.84 hectares of proposed housing and mixed use brownfield Sites (excluding Committed Sites and Phased Sites) identified within the Local Plan. This is in line with the national target of achieving 60% of housing development on previously used land set by government.

4.28 The Local Plan has sought to maximise the amount of brownfield land allocated for residential purposes. Future housing development on infill and windfall sites not allocated in the Plan should similarly maximise previously used sites. The Council acknowledges that significant areas of previously used land exist within the countryside and occasionally within or adjacent to rural villages. In reviewing all brownfield sites and housing allocations generally such land is considered to be unsuitable due to its location and remoteness from services. Such land includes former mineral workings, disused airfields, disused industrial and employment installations (including farm buildings).

H3 - Previously Used Land

The development of previously used land and vacant buildings will be preferred in sequence to the take up of greenfield sites in a locality. Planning permission for sites not identified within this Local Plan will only be permitted where:

- i) the proposal is located on previously used land and is within existing settlement development limits; and**
- ii) the proposal is limited to a maximum of three dwellings in the minimum growth settlements subject to development being in keeping with the size, form and character of the settlement;**
- iii) the proposal is located within the Development Boundary of a settlement on greenfield, previously undeveloped, land provided there are no developable brownfield sites (allocated or otherwise) within the settlement.**

4.29 *The Local Plan has identified sufficient land for housing throughout the plan period and sought to ensure that allocated sites are as far as possible sustainable and maximise the use of previously used and brownfield sites. It is therefore important that any additional housing proposals which come forward also reflect the principles of sustainable development and the commitment to the development of brownfield land.*

Phasing of Housing Sites

4.30 Through survey work, the Local Plan has sought to maximise the number of proposed housing sites on brownfield land. This has included independent surveys and drawing upon the National Land Use Database (NLUD). In reviewing the 27 Local Plans formerly providing plan coverage within North Lincolnshire more than 200 hectares of greenfield land has been deleted from development proposals. Such deleted sites include 150 hectare business parks on Grade 2 agricultural land through to former Local Plan housing allocations situated on important greenfield amenity spaces and on the best and most versatile agricultural land in small rural villages. However, in order to identify sufficient housing land for the Local Plan period some greenfield sites are required. It is important that these sites are not preferred for development over more problematic brownfield sites. Urban extensions are considered the only acceptable location for large scale greenfield development, that is sites that are contiguous with the built environs of the Scunthorpe and Bottesford Urban Area, Barton upon Humber and Brigg.

H4 - Phased Housing Sites

Land north of Doncaster Road, Scunthorpe (Policy H2-10) and land at Pasture Road South, Barton upon Humber (Policy H2-19) are strategic urban extension sites and will only be released when the following criteria are met:

- i) the conclusions of the North Lincolnshire plan, monitor, manage review reveal that actual completions of new or converted dwellings on committed, proposed**

- and windfall sites are not meeting the annual housing requirements for North Lincolnshire ; and**
- ii) development has been started or secured on the previously developed sites listed in policy H2 which have been demonstrated to be genuinely available in the plan, monitor, manage review in the respective settlement ; and**
- (iii) a development brief for the site has been agreed by North Lincolnshire Council**
- 4.31 Two large housing sites in Scunthorpe and Barton upon Humber are an important part of the plan's strategy to focus new development in the urban area and principal growth settlements. However, both are green field urban extensions of existing settlements and therefore afforded lower priority in terms of the sequence of site release set out in PPG3. The Council is keen to ensure that before these sites are released, good progress has been made in developing previously used land which is genuinely available in each settlement. Policy H4 therefore sets out the circumstances under which each site will be released.
- 4.32 Effective monitoring of both planning permissions granted and dwelling completions is essential for the operation of this phasing policy. Regular monitoring reports will be prepared to check on progress in meeting housing requirements and to identify if and when sites are not coming forward in the sequence or at the rate required. For the purposes of interpreting Policy H4, the annual

housing requirement will be taken to be the annual housing requirement of 710 houses per year for North Lincolnshire as a whole. Decisions on whether requirements are being met should not, however be based on assessing one year's completions alone, but rather take account of trends over at least three years. If through the plan, monitor, manage review it is evident that substantial differences are occurring between the take up of land and the rate of house building anticipated by the plan in this phasing policy, then the Council will consider a change of approach to the phasing of sites as recommended in the DTLR Best Practice Guide – Planning to Deliver – The Managed Release of Housing Sites.

- 4.33 The site at Doncaster Road is extensive and will inevitably be developed over a number of years. Development of this scale requires significant investment in infrastructure at the outset so the lead-time for this site is likely to be fairly lengthy. The Council is particularly keen to ensure that a comprehensive development brief or master plan for the site is agreed well in advance of any consideration of a planning application for the development. Given the anticipated difficulties in bringing forward several of the allocated previously developed sites, it is likely that a start on the H2-10 site will be made by the second half of the plan period. By this time, many existing planning permissions and commitments will have been built out and significant progress should have been made in bringing forward the brownfield sites identified in the plan.

New Housing Development

- 4.34 Having identified a range of housing sites in accordance with the Local Plan strategy, it is important that the objectives of sustainability are not

undermined by significant residential development in inappropriate locations outside these allocations. New housing sites and the renewal of residential planning permissions will only be considered favourably where the proposals do not conflict with the strategy and policies of the Local Plan. They should be located within the Scunthorpe and Bottesford Urban Area or the principal settlements of Barton upon Humber and Brigg and the medium growth settlements. In the past, housing infill sites provided a significant contribution to new house building, particularly in smaller rural settlements.

- 4.35 A significant over-allocation of extant planning permissions has accumulated over many years within North Lincolnshire. Many of these sites are either in unsustainable locations, or cannot reasonably be expected to commence development within the lifetime of the Local Plan. A number of housing sites are also the result of landbanking where there is little intention to develop within the foreseeable future.
- 4.36 The Council has a finite number of housing allocations to identify within the Local Plan and it is important that all housing sites, in addition to being in sustainable locations, are expected to be, and are, capable of being developed. It is not the intention to renew planning consents in unsustainable locations particularly on long standing sites where no development has commenced. Similarly, where development has partially commenced (i.e. road access, footings etc.), and where there has been a significant delay which could prejudice achievement of the required amount of housing, the Council will consider serving Completion Notices on developers.
- 4.37 On infill sites it is important to ensure that new developments are sensitively located and have regard to the

character and amenity of their immediate vicinity and the character of the settlement in general. The piecemeal residential development of open spaces and private gardens can, if uncontrolled, create an adverse impact and destroy the character of settlements. North Lincolnshire contains a diverse range of towns and villages of varying sizes and any new development should enhance and improve the local environment.

H5 - New Housing Development

Proposals for new housing development and renewals of planning permission will be permitted provided that:

- i) the development site is located within Scunthorpe and Bottesford Urban Area, the principal growth settlements of Barton upon Humber and Brigg or the medium growth settlements. All such development will be reasonably expected to commence within the lifetime of the Local Plan;**
- ii) it comprises infill development, of up to three dwellings and is located within the medium and minimum growth settlements.**

All new housing developments should meet the following criteria:

- a) development should be well related to existing infrastructure including education,**

	community and health facilities, roads, footpaths and cycleways, public transport services, water supply and other utilities; and		provided in order to ensure that no on-street parking occurs which would be to the detriment of the free and safe flow of vehicles using the public highway; and
b)	the development does not result in the loss of important open space; and	h)	the development should ensure the conservation and retention of features of particular architectural, historic, archaeological, landscape, nature conservation importance or existing features which make an important contribution to the character or other amenity of the site or the surrounding area; and
c)	the development is in keeping with the scale and character of the settlement; and		
d)	development of more than three dwellings can reasonably be expected to commence within the lifetime of the Local Plan; and		
e)	the scale, layout, height and materials of the development are in keeping and compatible with the character and amenity of the immediate environment and with the settlement as a whole; and	i)	provision is made within the curtilage of each dwelling (except for upper storey flats) for an area of private amenity open space; and
f)	any development has an adequate and appropriately designed access which will not create any traffic or road safety hazard; and	j)	development does not result in overlooking or a loss of privacy to existing developments, or any other loss of amenity to existing dwellings; and
g)	adequate parking within the curtilage of the site is	k)	proposals do not result in unacceptable

ribbon development; and

l) adjacent land uses will not result in annoyance or detract from the residential amenity which residents of the proposed dwellings could expect to enjoy; and

m) where appropriate and/or necessary new development should include substantial and suitable landscaping.

4.38 *The renewal of residential planning permissions will be considered afresh against the policies of the North Lincolnshire Local Plan. Where there has been a change in policy and the proposed development would materially conflict with the policies of this Local Plan, or it is unlikely that the site will commence development within the lifetime of the Local Plan, planning permission will not be granted. This is likely to affect planning permissions previously granted for significant development and new large-scale proposals in medium growth and minimum growth settlements as well as rural hamlets and villages in the open countryside. In the past, substantial infill development has occurred which has compromised the character of certain settlements, not only by designs which do not respect the surrounding area, but also by the inappropriate infilling of areas between and around buildings (including private gardens). Many of these spaces provide important amenity areas and are as important as the built environment in defining the character of settlements, both within urban areas and in the more rural towns and villages. It is important that such spaces are protected from development and that the densities of settlements are not*

permitted to increase beyond a level which has an adverse and detrimental impact upon the character of the settlement. Similarly, new housing development in settlements laid out in a linear pattern would be expected to reflect the existing frontage layout.

Flats Above Shops and Vacant Buildings for Housing

4.39 The conversion of suitable vacant buildings for housing and other initiatives such as promoting flats above shops can bring new life into towns and further reduce the need for building on greenfield land. Re-using vacant and under-used buildings in towns and urban areas can also reduce the need to travel and do much to stimulate the night-time economy and encourage mixed uses.

H6 – Flats above Shops and the Use of Vacant Buildings for Housing

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 environment.

4.40 *Flats over shops and the use of other vacant buildings can be a valuable source of new housing. In Scunthorpe, major retail redevelopment of the town centre will provide additional retail and leisure facilities. This is expected to provide a number of opportunities for*

increasing housing provision from both conversions and re-development in the future in other parts of the town centre. In many other town centres and elsewhere in the Scunthorpe and Bottesford Urban Area there is potential to provide additional housing by re-using vacant buildings and providing flats above shops. The Council will encourage such proposals wherever practicable in order to promote urban renaissance and sustainable living.

Backland and Tandem Development

- 4.41 There are many areas of land within the curtilages of properties and premises, behind frontage buildings and away from the highway. Such land is commonly known as backland. Proposals are submitted to the Council for dwellings on these sites which if not carefully located can result in tandem development whereby one house is immediately located behind the other and shares the same narrow access. Such proposals need to be carefully controlled to prevent problems arising from access, loss of privacy and amenity.

H7 - Backland and Tandem Development

Backland development or tandem development will be permitted provided that:

- i) there is no adverse effect on the amenities of any residential premises or adjoining use through:**
 - a) overlooking and loss of privacy;**
 - b) loss of amenity area to the adjoining dwellings;**

- c) the level of nuisance resulting from the movement of vehicles to and from the proposed development.**

- ii) it would not affect the general quality and character of the area in which it is located by:**

- a) unacceptably increasing the density of development in that area;**
- b) resulting in the loss of important natural and man-made features;**
- c) leading to an unacceptable proliferation of vehicular accesses to the detriment of the street scene and/or road safety.**

- 4.42 *The development of back gardens and other backland for new housing should be in keeping with the character and quality of the local environment. Where development of back garden or back land is allowed, it will require careful planning. For example, there must be proper means of access, which is convenient and safe for both drivers and pedestrians, and adequate provision for vehicle parking and turning. There must be adequate space between old and new buildings to avoid spoiling the amenity of neighbouring houses and overshadowing must be avoided. Sensitive design and good landscaping are particularly important if new developments are to be accommodated successfully in established residential areas. Tandem development, consisting of one house*

immediately behind another and sharing the same narrow access, is generally unsatisfactory because of the difficulties of access to the house at the back and the disturbance and lack of privacy suffered by the house in front.

Design

- 4.43 New housing often has the greatest impact upon the character and quality of settlements. PPG1 states that new buildings define public spaces, streets and vistas and inevitably create the context for future development. Such matters are material considerations in determining planning applications and appeals. It is important to consider not only the design of the buildings themselves, but also the context, setting and general surroundings, and the design of development in which the proposal is to be built.
- 4.44 North Lincolnshire has inherited a diverse built heritage and range of settlements including many agricultural villages and market towns through to the urban area of Scunthorpe and Bottesford. The design and the sum of the complex relationships between buildings, spaces, landscape, streetscape, parks and natural environment are what make settlements unique. North Lincolnshire values its built environment and seeks quality design whether in high-density urban areas or predominantly low-density agricultural villages. A Village Design Statement has been prepared for Appleby as Supplementary Planning Guidance. Further Village Design Statements together with Design Briefs will be prepared and developers will be required to have regard to these in planning proposals and will be taken into account in determining planning applications.

H8 - Housing Design and Housing Mix

New residential development will be permitted provided that it:

- i) respects and reflects the form, scale, massing, design and detailing, materials, and nature of the local environment; and**
 - ii) incorporates a high standard of layout which maintains and where possible improves and enhances the character of the area; and**
 - iii) protects existing natural and built features, landmarks or views that contribute to the amenity of the area; and**
 - iv) prioritises the needs of pedestrian movement and takes into account the safety, health and security of residents, neighbours and the community; and**
 - v) provides for residents a sense of identity and variety;**
 - vi) creates an appropriate mix of dwelling size and type.**
- 4.45 *It is not the intention to be unnecessarily prescriptive, but proposals for residential development will need to take account of the surrounding environment and reflect the need for good design which should complement the area. This does not preclude innovative design, although care needs to be exercised to ensure that new development is not intrusive*

thereby detracting from the character or streetscape.

- 4.46 Where a proposal is within one of North Lincolnshire’s 17 conservation areas a high standard of detailing and choice of materials will be important and should reflect local tradition. The Historic Environment chapter of the Local Plan lists the conservation areas and provides guidance for all types of development.
- 4.47 The design of new housing development should create an attractive and safe environment which provides a high standard of amenity for all residents. The layout and orientation of new housing should seek to maximise the privacy of rear gardens and minimise adverse effects such as excessive overlooking and loss of daylight/sunlight.
- 4.48 In certain circumstances it may be necessary for the local planning authority to prepare a development brief, for example where a proposal would be in a sensitive location or would have a significant impact on the surrounding area. Such a brief will guide the developer by drawing attention to site characteristics and the expected standard of design, layout, etc.
- 4.49 New housing development should achieve a range of house types and sizes to promote a better social mix of new housing and to create new communities.

H9 - Housing Density

In medium and minimum growth settlements, new housing development will be permitted provided that the density is compatible with that of the settlement in which it is located. In the Scunthorpe and Bottesford Urban Area and the principal growth settlements, higher residential densities will be sought subject to satisfying the design

criteria of policy H8. Within the town centres of these settlements net densities of at least 37.5 dwellings to the hectare are to be achieved. In all settlements, densities of at least 30dph will be sought unless there are overriding reasons relating to the surrounding built environment character, landscape or design or an identified need for key worker provision. In all settlements new residential development will take into account the:

- i) type, mix and size of dwellings to be developed; and**
 - ii) amenity of neighbouring dwellings with particular regard to privacy; and**
 - iii) layout and design of the proposed development; and**
 - iv) need to protect and retain existing features on the site and provide public amenity space, in line with policy H10.**
- 4.50 The criteria for considering the density of new residential development varies according to the character of the site and surrounding area, the overall design of the development and the need to provide for particular sectors of the housing market. The Council supports the Government’s aim of seeking to achieve housing densities of at least 30 dph. However the form, scale, layout and open spaces which contribute to the character of a settlement need to be properly considered in the design process as well as the surrounding land uses. For example, higher densities may be more acceptable on derelict brownfield town centre sites within large urban areas where they are in keeping with the scale of surrounding development. In rural settlements this will rarely be the

case where the open character and low density, agricultural nature of these towns and villages should be preserved. For the purposes of this policy, density is defined as the number of houses per hectare, either in the immediate locality or in the settlement as a whole. The Council will seek to ensure that new housing development achieves net densities of at least 30 dwellings to the hectare in the Scunthorpe and Bottesford Urban Area and the principal settlements and 37.5 dwellings per hectare in their town centres. In the medium and minimum growth settlements densities should be appropriate to the existing towns or villages. Increased densities will be permitted where they contribute to the design and enhancement of the settlement.

Open Space Provision in New Housing Development

- 4.51 New housing development will create additional demands for recreational open space. Recreational open space is an important part of the urban fabric and it is essential that people have easy access to open space close to where they live to meet their sporting or leisure needs. Recreational open space provision includes playing pitches and formal sports' provision and children's play areas. Informal open spaces in housing areas such as kickabout areas, parks, gardens etc. also have value for informal recreation such as relaxing and walking.
- 4.52 Consultants have been appointed to prepare an Open Space and Playing Pitch Strategy. This will be used as the basis for supplementary planning guidance on open space provision which is currently in preparation. It is likely that, in those areas where a quantitative or qualitative deficiency in existing open space provision is identified, or where such deficiencies

will result from new development, the Council will require developers to contribute towards the meeting of shortfalls, by either providing on-site or off-site open space, or contributing an appropriate equivalent sum for funding neighbourhood provision. Emerging supplementary planning guidance will establish how developer contributions to open space provision will be calculated and secured.

- 4.53 If any area is identified as having particularly acute shortages in open space provision, the Council will also seek to secure on-site and/or off-site improvements in informal open space provision.
- 4.54 Where a developer provides open space as part of a proposal, it is important that it should form an intrinsic part of the layout, and should be useable, in terms of it being secure, open to natural surveillance by surrounding dwellings while avoiding adverse amenity affects such as noise, and landscaped so as to visually integrate with the surrounding development. Existing mature or attractive features of landscape or nature conservation value should be retained as an integral element of the design and layout of the open space.

H10 - Public Open Space Provision in New Housing Development

To the extent that the existing public open space provision in an area is insufficient to meet the needs of additional residents, any new housing development shall make provision, as follows;

- i) **New housing developments on allocated and windfall sites of 0.5 ha or more will be required to provide recreational**

open space on a scale, and in a form, appropriate to serve the needs of residents, or alternatively, where appropriate, to provide commuted payments for this provision to be made off-site, either individually or in combination with existing or other proposed recreational sites and facilities. On large development sites new built facilities may be required which support the recreational open space.

ii) The Council will seek to enter into an agreement with developers which will set out the date of provision and arrangements for the maintenance and management of such areas during the course of development and thereafter.

iii) 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 supplementary planning guidance.

4.55 *Additional open space will be provided in accordance with the recommendations of the emerging Open Space and Playing Pitch Strategy. The provision of recreational open space (i.e. playing fields, informal open space and children's play areas) as part of new housing developments will*

take account of this strategy. In areas where there is an identified quantitative and/or qualitative deficiency in recreational open space in the locality, the provision of all or some of the open space required by a particular development may be met most effectively off the site. Supplementary planning guidance will be prepared to indicate the appropriate levels of commuted payment towards open space provision and contribution towards its maintenance.

Affordable Housing

4.56 North Lincolnshire Council is committed to the aim of ensuring that local people have the opportunity of a decent home. The Council will seek the provision of 'affordable housing' where people do not have sufficient income to access the housing market. The term 'affordable housing' includes both low cost market and subsidised housing for those people who cannot afford to rent or buy houses generally on the open market. Affordable housing can be provided in urban and rural areas and be for sale or rent or a combination of both (irrespective of tenure ownership or financial arrangements) wherever a demonstrable need exists. For the purpose of implementing policies H11, H12, and H13 affordable housing is defined as subsidised housing for rent provided by a Registered Social Landlord (RSL) or other social body. In exceptional circumstances low cost market housing for sale at a price which those identified as being in need can afford to pay may be appropriate on individual sites, subject to negotiation with the local planning authority. To complement the policies on affordable housing set out in policies H11, H12 and H13 the Council is preparing detailed supplementary planning guidance on affordable

- housing which provides more guidance for developers.
- 4.57 The Government sets out its commitment to ensuring affordable housing in PPG3 and Circular 6/98. The Government considers that a community's need for affordable housing is a material planning consideration which may be properly taken into account in formulating development plan policy and in determining planning applications. Wherever affordable housing provision does not involve a registered social landlord, planning agreements and conditions will be used to control future occupancy. Any requirement provision for affordable housing must be justified by an up to date assessment of social housing need. The Government policy states that where a demonstrable need exists Local Plans should set indicative targets for suitable sites (either as a number or as a percentage of the dwellings on the site).
- 4.58 Circular 6/98 also sets out minimum thresholds for residential sites upon which affordable housing is considered appropriate. In urban areas and towns with populations over 3,000 this threshold is set at housing development sites greater than 1 hectare or 25 dwellings, or more. In rural settlements with populations of 3,000 or less the threshold is reduced to housing sites of 0.5 hectares or 15 dwellings or greater. This is the central plan-led approach set out by Government for the provision of affordable housing in both urban and rural areas. However, where there remains a clearly demonstrated lack of affordable housing in rural areas which cannot be met by means of local plan provision then a 'rural exceptions policy' can be included. Such a policy enables the granting of planning permission for small sites both within and adjoining existing villages in exceptional circumstances. The rural exceptions policy is based upon permitting limited exceptions to established policies of restraint and the release of such sites is required to take full account of environmental considerations and the style and character of such housing should be in keeping with its surroundings and local building styles. General market housing is not appropriate on such sites.
- 4.59 The delivery of affordable housing requires close co-ordination between the Council's Housing Strategy and the Local Plan policy framework. The Council prepares an annual Housing Strategy which aims to meet the needs of local people including the 4,323 people identified currently on the council house waiting list (which at February 2000 stood at 4,325 people). The Council's Housing Strategy sets out the Council's proposals for the management of its housing stock, for new private housing initiatives and for more generally tackling homelessness and other housing issues. Local housing assessments are required to identify affordable housing needs and also the needs of specific groups including the elderly, the disabled, the homeless, young single people, rough sleepers, key workers, travellers, students and those in need of hostel accommodation. To assess more general needs across the authority area the Council is currently funding an area wide housing needs survey of North Lincolnshire. In addition a Rural Housing Enabler is assisting the Council in ascertaining rural affordable housing need.
- 4.60 House prices in North Lincolnshire vary significantly but are generally low in comparison with the national average and with other districts within the region. However, this is matched by low average wages. Prices tend to be lowest in deprived urban areas of Scunthorpe and increase in the more

attractive villages and small market towns in rural North Lincolnshire. The average house price for a semi-detached property in Scunthorpe is £45,100 and is £60,453 in North Lincolnshire as a whole (North Lincolnshire House Price Survey, December 1999). This compares with £58,265 in Yorkshire and Humberside and £83,946 nationally (Halifax Building Society December 1999).

- 4.61 Assessments of affordable housing needs are required to consider local house prices and rents, local incomes, the supply and suitability of existing local affordable housing, the size and type of local households, and the types of housing best suited to meeting these local needs. Assessments must be kept up to date during the plan period. The Council is currently undertaking a North Lincolnshire wide assessment which when completed in Winter 2000 will provide the basis for identifying future affordable provision. This housing needs assessment is being complemented by a Rural Housing Enabler Project which is presently assessing such need in greater detail within the rural settlements of North Lincolnshire.

The Scunthorpe and Bottesford Urban Area

- 4.62 The Scunthorpe and Bottesford Urban Area is the central focus for new housing provision within North Lincolnshire. Almost 60 per cent of new dwellings will be provided within this urban area which is the main employment and service centre and where most affordable housing provision will be made. Land values vary significantly across the urban area and are generally lower in and around Scunthorpe and Ashby town centres and areas of older terraced housing, rising significantly towards

the urban fringe and suburbs. Higher value sites tend to provide greater opportunity for subsidising affordable housing than low value sites. This suggests that low cost market housing may be more appropriate within or close to town centre sites with higher value sites towards the periphery of the urban area more suited for subsidised affordable housing. It is also important that affordable housing is developed in sustainable locations and with good public transport access.

H11 – Affordable Housing Provision in the Scunthorpe and Bottesford Urban Area

The Council will secure the provision of affordable housing on allocated and windfall residential sites of 1 hectare or more or for sites with 25 or more dwellings. On all such sites in Scunthorpe, excluding the allocated NW Scunthorpe site (H2-10), 5-10% of the units should be affordable. On sites in Bottesford and the site at NW Scunthorpe (H2-10), 10-15% of the units should be affordable. The Council's preference for affordable housing is subsidised housing for rent provided by a Registered Social Landlord (RSL) or other social body. In certain circumstances tenants of registered social landlords have a right to acquire ownership of their dwellings. In all cases where it can be legally secured, affordable housing must remain available in perpetuity for occupation by those in local housing need. This can be achieved by the involvement of a registered social landlord and/or by using s106 legal agreements. This policy would not preclude developers providing subsidised or low cost affordable housing on sites below this threshold.

- 4.63 *A housing needs survey of Scunthorpe was completed in 1994. This assessment identified a need for some*

418 affordable dwellings over a 5 year period between 1994 and 1999. This survey showed very low average incomes within Scunthorpe, especially among home leavers, and a shortage of lower priced housing to buy or for rent. In attempting to meet this recognised need the Council has already provided land for social landlords, and is also pursuing various initiatives aimed at maximising the use of empty dwellings. However between 1994 and 1999 less than 100 affordable housing units were developed and the majority of residential sites allocated in the former Scunthorpe Borough Local Plan remain undeveloped. A new housing needs survey is currently being undertaken which will provide a clear up to date assessment of the affordable housing need. Whilst it is accepted that the 1994 Scunthorpe housing needs survey is now outdated, it is expected that due to the limited affordable housing provided since 1994, that the new survey will identify a significant future need.

- 4.64 North Lincolnshire contains some 47 parish councils and 8 town councils (including Bottesford town which is contiguous with the urban area). Of these 90 or so settlements which comprise these towns and parishes only Bottesford town, the two principal settlements of Barton upon Humber and Brigg and the two medium growth settlements of Broughton and Winterton are subject to the Government's Housing (Right to Acquire or Enfranchise) (Designated Rural Areas in the North East) Order 1997 legislation. PPG3 seeks to maximise the provision of affordable housing in both market towns and rural settlements by identifying allocated residential and windfall sites where an element of affordable housing provision is suitable and where a need is demonstrated.

H12 – Affordable Housing Provision in the Principal Growth Settlements, Medium Growth Settlements and Minimum Growth Settlements

In Barton, Brigg, Broughton and Winterton the Council will secure the provision of affordable housing on allocated and windfall sites of 1 hectare or more or on sites with more than 25 dwellings. In Barton and Brigg 10-15% of the dwellings on such sites should be affordable. In Broughton and Winterton 15-20% of the dwellings on such sites should be affordable. In all other medium and minimum growth settlements the Council will secure the provision of affordable housing on allocated and windfall sites of 0.5 hectares or more or on sites of 15 or more dwellings. In these settlements 15-20% of the dwellings on such sites should be affordable. The Council's preference for affordable housing is subsidised housing for rent provided by a Registered Social Landlord (RSL) or other social body. In certain circumstances tenants of registered social landlords have a right to acquire ownership of their dwellings. In all cases where it can be legally secured, affordable housing must remain available in perpetuity for occupation by those in local housing need. This can be achieved by the involvement of a registered social landlord and/or by using s106 legal agreements.

- 4.65 As a result of government guidance which seeks to maximise new housing development on previously used land and within main urban areas many smaller market towns and rural villages have very few or do not contain any residential allocations. Therefore, in order to accommodate any clear need for affordable housing within a settlement the Council will seek to

negotiate an element of affordable housing on any available and suitable residential allocations or windfall sites.

4.66 A local housing need is a housing need which arises in and can be satisfied in a particular place or area, the smallest being a village, parish or group of small settlements or parishes. Such a place can be seen as a community or set of communities to which the term 'local people' or 'people with local connections' can be applied. A 'local person' can be generally defined as follows:-

- existing local residents
- immediate family dependants of long established local residents
- those providing important local services and needing to live in or near the community
- persons not necessarily residents locally but having longstanding links with the community

4.67 North Lincolnshire Council recognises the importance of providing for housing needs within market towns and rural areas. This is vital for sustaining and maintaining the balance of communities and ensuring a supply of affordable housing for local people including young home leavers, first time buyers and the elderly. To ensure that any such need is met a Rural Housing Enabler Project is currently under way. This project is jointly funded by North Lincolnshire Council, the Countryside Agency and local Housing Associations and is managed by the Humber and Wolds Rural Community Council. Its aim is to identify the scale and type of rural housing need in North Lincolnshire and, working in partnership with statutory and voluntary organisations, housing associations and local communities, to progress appropriate development to meet those needs. Housing needs surveys have

been completed in the following settlements:-

Table 8 - Rural Housing Need Surveys

Settlement	Completion Date of Survey
Scawby	September 1998
Epworth	January 1999
Haxey/Westwoodside	February 1999
Owston Ferry	April 1999
East Butterwick	April 1999
Crowle	December 1999
West Butterwick	May 2000
Goxhill	July 2000

4.68 An ongoing programme of needs in surveys is being undertaken the rural areas and will form the basis for identifying future rural affordable housing schemes.

Provision for Exception Affordable Housing Sites

4.69 Government guidance requires that local planning authorities adopt the plan-led approach as set out in policy H11 to meet their rural housing requirements and the Council will maximise opportunities on both allocated and windfall residential sites in accordance with government policy. North Lincolnshire contains more than 80 small market towns and rural villages which have populations of 3,000 people or fewer or are exempt from the Housing (Right to Acquire or Enfranchise) (Designated Rural Areas in the North East) Order 1997 legislation. This means that such settlements can ensure perpetuity of tenure under existing legislation. Many of these settlements are remote from larger towns and urban areas and tend to contain few services or employment opportunities. These settlements also tend to lack good public transport provision and are

surrounded by high grade agricultural land. For this reason, most of the settlements do not contain any Local Plan proposed housing sites. In these settlements the Council will seek to maximise affordable housing opportunities on any forthcoming windfall sites where a demonstrable need exists.

- 4.70 Where a need for affordable housing in a settlement cannot be met as a result of allocated or windfall sites being available the Council will implement the exceptions policy set out in H13. This policy seeks to augment policy H12 by permitting the development of small affordable housing sites on land within or directly adjacent to existing villages which would not otherwise be developed for housing. Those small rural hamlets and villages which do not have a defined settlement limit are not considered suitable locations for affordable housing provision due to their size and lack of facilities.

H13 – Exception Affordable Housing in Medium Growth Settlements and Minimum Growth Settlements

As an exception to other planning policies and where a proven local need exists, planning permission will be granted for affordable housing preferably inside development limits but where this is not practicable immediately adjoining development limits where the Council is satisfied that the need cannot be met in any other way and in accordance with all the following criteria:

- i) proof must be supplied of local housing need which cannot be met in any other way. Specific housing needs should be identified as existing in the village, or villages**

surrounding, where the development is proposed. A local needs survey should normally provide the firm evidence required, showing a need within the local community as a whole for such a scheme, its geographical extent having been previously agreed with the Council. This survey would normally be carried out with the assistance of the relevant parish council(s);

- ii) the schemes should be small in scale; the maximum number of units must be of a suitable size and type, and the number of units must not exceed the identified local need requirement and;**
- iii) the dwellings must always be secured by formal legal agreements to be allocated to those who are in local housing need. Consequently this policy will apply to settlements which are exempted by Government Order from the provisions of The Housing (Right to Acquire or Enfranchise) (Designated Rural Area in the North East) Order 1997. The Council will need to be satisfied that this will be the case before granting planning permission. The involvement of a housing association or trust is one way of ensuring this, but there may be other mechanisms which will**

	achieve the same end, and these will be considered on their merits;		amended by the Planning and Compensation Act 1991);
iv)	the dwellings must be shown to be available at a price which those identified as being in need can afford. Details of the financing of the proposal should be provided which will demonstrate that the eventual cost to the occupiers will enable this need to be met; and	c)	developments considered under this policy will only be granted planning permission provided that all dwellings are solely affordable housing units and no units are made available for general market housing; and,
	in all cases:	d)	affordable exception sites must not be located within an industrial buffer area defined within policy IN6.
a)	as a result of the exceptional and often sensitive nature of these sites, new development should be planned to a high standard of design and landscaping to complement the character of the settlement concerned. The proposals must, in all other respects, conform to normal planning and highway requirements;		
b)	developments considered under this policy will only be granted planning permission after a planning obligation has been entered into by the applicant and owner of the land, under Section 106 of the Planning Act 1990 (as		
		4.71	<i>The Government considers the basis of the exceptions policy as "one of permitting very limited exceptions to established policies of restraint". The exceptional release of land for affordable housing in rural towns and villages will be considered only where such dwellings cannot be secured under normal Local Plan policy. Suitable small sites will only be released as an exception to normal policies for general housing provision but should otherwise accord with the Local Plan in terms of design, access, landscaping, materials, and amenity policies etc. Government guidance states that general market housing, or mixed developments consisting of high value housing used to cross-subsidise affordable housing on the same site are inappropriate on exception sites. This is particularly relevant in North Lincolnshire where given the numbers of rural settlements the combined effects of permitting even small amounts of market housing in individual villages could cumulatively prejudice Local Plan aims and</i>

objectives such as achieving sustainability and protecting settlement character and amenity. For the purposes of implementing this policy, local need is defined in paragraph 4.66.

- 4.72 *The regulations of the purchase of social landlord property require that only settlements of 3000 persons or fewer (or villages exempt from the Housing (Right to Acquire or Enfranchise) (Designated Rural Areas in the North East) Order 1997 can be considered under an exceptions policy. Legislation permits only those categories of settlements to maintain perpetuity of affordable dwellings. In North Lincolnshire this means that all settlements except for Scunthorpe, Bottesford, Barton upon Humber, Brigg, Winterton and Broughton may in principle be considered under the exceptions policy.*
- 4.73 *It is important that the exceptional release of land for the provision of affordable housing takes into account all environmental considerations. Many of the rural towns and villages have considerable character and contain conservation areas and listed buildings. Such development must have full regard to the built environment. Similarly in selecting suitable exception sites preference will be given to those sites which have the least impact upon the environment, landscape and character of a settlement. For this reason only sites immediately adjoining and/or preferably within the core of a town or village will be considered.*

Houses in Multiple Occupation and Flat Conversions

- 4.74 A House in Multiple Occupation (HMO) is normally defined as a home occupied by persons who do not form a single household and includes

houses let as individual rooms, bedsits and houses let in lodgings. This type of dwelling provides temporary housing for those on the move or permanent homes for those unable to afford a house of their own.

- 4.75 Houses in Multiple Occupation are usually found in urban areas and mainly terraced properties which are readily converted to providing HMOs which is where the majority of such developments are concentrated. A more limited opportunity exists in the rural settlements where HMOs and flats can aid the provision of low cost housing.

H14 - Houses in Multiple Occupation

Proposals for the conversion of an existing residential property into a House in Multiple Occupation (HMO) will be given favourable consideration subject to the following criteria:

- i) that any dwelling to be converted into a HMO or flat is properly soundproofed to prevent the transmission of noise to adjoining residential property; and**
- ii) the development would not be detrimental for other reasons to the amenities of neighbouring properties and the existing character of the area.**

- 4.76 Future estimated housing needs in North Lincolnshire predict an increase in the need for housing for single persons. Whilst HMOs can help meet the demand for single person's accommodation it is important that proper controls are exercised to ensure these units of accommodation conform to acceptable living standards, and to

ensure the protection of the amenity of neighbouring properties through the adoption of appropriate standards. The standards include sound insulation to reduce noise, means of pedestrian access and the preservation of the character of neighbourhoods. The Council operates a licence and registration scheme for all multiple occupation and caravan sites to ensure that such standards are adhered to.

H15 - Flat Conversions

The conversion of existing property to flats will be permitted provided that:

- i) any dwelling to be converted into a flat is properly soundproofed to prevent the transmission of noise to adjoining residential property; and**
- ii) the development would not be detrimental for other reasons to the amenities of neighbouring properties and the existing character of the area.**

4.77 *The need for flat accommodation can also been met through the conversion of both terraced and semi-detached houses. Such conversions of properties to flats should provide an acceptable standard of housing accommodation. Proposals should have regard to proper space standards to satisfy modern living requirements, pedestrian access arrangements, provision of adequate on-site parking space and ensuring that the character of a residential area is not adversely affected.*

Residential Homes, Nursing Homes, Rest Homes and Similar Establishments

4.78 The increasing proportion of elderly persons in the population together with government policy to encourage more care in the community has created a greater demand for a variety of forms of private supported accommodation. The 1991 Census showed that 18% of the North Lincolnshire population were of retirement age and over and this is expected to increase in the future.

H16 - Nursing and Rest Homes

The development of both new and converted properties for residential, nursing and rest homes and similar establishments will be permitted provided that:

- i) the development is located within either the Scunthorpe and Bottesford Urban Area, Barton upon Humber and Brigg, or a medium growth settlement; and**
- ii) the development has no adverse effects upon the amenities of neighbours and the character of the surrounding area. Where necessary, landscaping or other means of screening will be required to protect the interests of nearby residents; and**
- iii) adequate parking within the curtilage of the development should be provided in order to ensure that no on-street parking occurs which**

would be to the detriment of the free and safe flow of vehicles using the public highway; and

- iv) **developments provide adequate private amenity space to cater for residents and staff; and**
- v) **external fire escapes are located away from the frontage of the development, preferably at the rear of buildings and/or in a position where they are unobtrusive to the street scene; and**
- vi) **adequate refuse facilities are provided within the curtilage of the development and situated in order that they do not detract from the residential amenity by reason of smell and visual appearance.**

4.79 *It is important that in providing for facilities such development is located within the development boundaries of either medium growth settlements, Barton upon Humber, Brigg, and the Scunthorpe and Bottesford Urban Area in order to make full use of shops and other existing and planned facilities.*

Sites for Travellers

4.80 North Lincolnshire Council recognises the need for the provision of facilities for travellers which can include permanent and transit sites as well as emergency stopping places. The Council currently provides a designated traveller site at Normanby Road, Scunthorpe.

H17 - Sites for Travellers

Planning permission for the provision of traveller sites will only be permitted provided that the proposal:

- i) **does not result in the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a) and is not located within or adjacent to statutorily protected areas or those areas of landscape and amenity value.; and**
- ii) **does not adversely affect sites of nature conservation or wildlife interest; and**
- iii) **should not result in any adverse impact upon the amenity and environment of adjacent neighbours or on the surrounding area; and**
- iv) **has regard to the proximity of shops, schools, employment, medical facilities and public transport, being accessible by foot; and**
- v) **is provided with mains water and electricity supply, sanitary facilities, sewage and refuse disposal arrangements; and**
- vi) **does not conflict with other land use proposals contained within the Local Plan; and**
- vii) **is not located within identified rural development areas.**

- 4.81 *Councils no longer have a statutory obligation to provide sites for travellers and any future demand can also be provided by the private sector. North Lincolnshire Council is committed to ensuring fairness and quality of services for both temporary and permanent residents and future proposals for traveller sites will aim to balance the interests of all residents and the environment.*

Residential Mobile Homes

- 4.82 Residential caravans are defined in the 1960 Caravan Sites Act as any structure designed or adapted for human habitation, which is capable of being moved from one place to another. Residential mobile homes (park homes) can play a role in the provision of low cost housing particularly for small households. However, care needs to be taken to ensure that they do not create an adverse impact upon the environment or landscape.
- 4.83 There is presently sufficient land identified for residential mobile homes in North Lincolnshire. In particular, the Scunthorpe and Bottesford Urban Area contains four sites which accommodate around 700 residential caravans. These are considered more than sufficient to meet local needs. Indeed, the Brathills Caravan site is proposed for new housing as it is considered surplus to requirements, due to lack of demand. Residential caravan sites located outside development boundaries which may be considered surplus to requirements in the future will, however, be subject to Local Plan housing policies relating to the open countryside and will not be considered as suitable residential locations.

Industry and Employment

- 5.4 In the last twenty years however, the area has witnessed significant changes in both its economic structure and in employment trends. In the early 1970s the economic structure of the Scunthorpe TTWA was dominated by metal manufacture which employed 34% of the total workforce with the steel industry employing over 20,000 people. In 1976 the unemployment rate in the Scunthorpe TTWA was 4.1%, the same as the national average.
- 5.5 A significant reduction in the workforce employed in metal manufacture and associated industries occurred in the 1970s and 1980s as a result of the economic recession. The decline of the steel industry caused closures of large sections of the local steelworks. As a result, the unemployment rate in the Scunthorpe TTWA peaked at 19.2% in 1984 compared to the national average of 14%.
- 5.6 Two major government incentives for industry assisted the area during the 1980s. Two Enterprise Zones were granted in the Scunthorpe and Bottesford Urban Area (Normanby Ridge and Queensway) in September 1983 and an improved road network encouraged substantial new investment in Scunthorpe. A third was identified at Flixborough in April 1984, aided by Development Area designation. This resulted in a diversification of the economic base through growth in engineering, food processing, furniture manufacture and financial services and a subsequent reduction in the unemployment rate which by 1989 had fallen to 7% in the Scunthorpe TTWA. The Enterprise Zones are now largely developed and their designation has now ceased. Since Scunthorpe lost Development Area Status in 1993, fluctuations in unemployment have occurred and the current rate for North Lincolnshire (June 2000) is 3.9%
- 5.7 Although the majority of substantial investment had been directed to the Scunthorpe and Bottesford Urban Area prior to 1994, the Rural Development Commission designated the majority of the rural area as a Rural Development Area (RDA). This sought to help the economy and social well being of rural communities by assisting, for example, the establishment of Elsham village hall and a farm shop at Melton Ross. After April 1994, the RDA was reduced to cover the parishes of the Isle of Axholme, Brigg, Scawby, Redbourne, Hibaldstow, Kirton in Lindsey, Cadney, Holme and Manton. In July 2000 the European Commission approved a new Assisted Area map for the UK. Tier 3 status was awarded to the old Rural Development Area of North Lincolnshire (i.e. the same parishes). This status allows eligible companies to apply for an Enterprise Grant (discretionary and a percentage of fixed capital costs) towards expansion projects up until 2003. North Lincolnshire Council will continue to seek to include schemes compatible with the policies in this Plan in future Tier 3 Enterprise Grant projects.
- 5.8 The European Union also awarded Tier 2 status to five 1991 wards of North Lincolnshire. These old ward areas cover the parishes of Barton upon Humber(Park), Barrow upon Humber, New Holland, Thornton Curtis, Wootton, Goxhill, North and South Killingholme, East Halton, Ulceby, Croxton and Kirmington. Tier 2 status allows companies to apply to the DTI for Regional Selective Assistance (RSA is discretionary and a percentage of fixed capital costs) towards expansion projects. Proposed schemes for RSA in these parishes will have to conform to land use policy in this Local Plan and meet the eligibility criteria for Tier 2 RSA.
- 5.9 The employment structure in North Lincolnshire does not reflect the

Table 9 - North Lincolnshire - General Employment Structure ²

	North Lincolnshire	North and North East Lincolnshire	Yorkshire and Humberside	G.B.
	%	%	%	%
Industry and Construction	43	36	28	23
Services	36	39	43	46
Public Administration	17	21	25	26
Other	4	4	4	5

regional and national picture. Table 9 shows clearly that outside North Lincolnshire, industry and construction employment is in decline and service employment is high whilst within North Lincolnshire the reverse is the case. However, the Council's Economic Development Strategy predicts that the local employment structure will become closer to the regional and national picture with the growth sectors being services and distribution. A significant future change in service employment is likely to be in information services with the growth and improvement of computer technology and telecommunications.

- 5.10 It is anticipated that the nature of work will continue to change with increased flexibility in relation to the division of labour between men and women, and between full and part time work. The trend towards more home working, in relation to the substantial advances in Information Technology, is a striking example of a changing work pattern. The age structure of the labour force has changed with lower participation among younger (16-24) and older (50+) workers. It is also likely that people entering the job market for the first time are now likely to undergo career changes with a consequent need for lifetime learning.

Land for New Industry and Employment

- 5.11 The Humberside Structure Plan (1993) sets the strategic framework, and Policy E2 sets out the list of strategic employment sites. However, the changed emphasis on sustainable development in recent government guidance and the creation of North Lincolnshire Council has led to a substantial review of the main industrial and employment sites in the area. It is important therefore that the Local Plan strategy should reflect government advice, particularly PPG4, PPG7 and PPG13. Guidance in PPG 20 regarding coastal planning is also an important consideration, bearing in mind the proposals for industry and wharf development on the Humber Estuary. The key allocations in Policy IN1 and commitments listed in Table 10 are allied to the main population centres of the Scunthorpe and Bottesford Urban Area, Brigg and Barton. Other allocations and commitments are a reflection of particularly special locational advantages (e.g. South Humber Bank and the Humberside International Airport); or particular uses (e.g. New Holland and North Killingholme Airfield sites) which are suitable for strategic storage and distribution or accessible by water and rail transport; or are aimed at

² Source - The 1996 Annual Employment Survey (figures are expressed as a percentage of the total economically active population). Agricultural data from the MAFF Census of Agriculture is suppressed due to MAFF confidentiality rules.

Industry and Employment

providing small scale sites in and around rural settlements with the intention of providing some employment opportunities for the rural population. The majority of the strategic sites have been retained and are listed below.

- South Humber Bank
- North Killingholme Airfield
- North Scunthorpe (Normanby Enterprise Park)
- North East Scunthorpe (between Normanby Road and the Steelworks)
- Brigg

- Barton
- New Holland
- Flixborough Industrial Estate
- River Humber and Trent Wharves
- Humberside International Airport

5.12 The definition of the strategic industrial sites is directly related to the overall strategy of the Local Plan. The emphasis is on the urban area of Scunthorpe and Bottesford, the principal settlements, the use of water transport along the Rivers Humber and Trent and Humberside International Airport. The potential for industrial uses to benefit from the wharves along the Rivers Humber

Table 10 - Committed Industrial Sites, January 1999.

Site	Location	Area Hectares	Use Class Permitted	Brownfield %	Greenfield %
CIN1	South Humber Bank	52	B1, B2, B8	0	100
CIN2	Sawcliffe Industry Park, Scunthorpe	28.2	B1, B2, B8	100	0
CIN3	Kingsway Business Park, Scunthorpe	0.6	B1	0	100
CIN4	South Park Industrial Estate, Scunthorpe	2.8	B1, B8	100	0
CIN5	Hebden Road Industrial Estate, Scunthorpe	0.8	B1	100	0
CIN6	Humber Bridge Industrial Estate, Barton	3.6	B1, B2, B8	0	100
CIN7	Humber Road, Barton	1.4	B1, B8	0	100
CIN8	Ancholme Business Park, Brigg	7.8	B1, B8	0	100
CIN9	Humberside International Airport	6.2	B1, B8	0	100
CIN10	Flixborough Industrial Estate	4.5	B1, B2, B8	100	0
CIN11	Elsham Wold Industrial Estate	3.8	B1, B2, B8	0	100
CIN12	New Holland Industrial Estate	25.1	B1, B2, B8	0	100
CIN13	Station Road, Hibaldstow	2.2	B1, B8	0	100
CIN14	North of Railway, Station Road, Kirton	3.2	B1	0	100
CIN15	Roxby Road Industrial Estate, Winterton	0.2	B1	0	100
CIN16	Spen Lane North of Railway, Ealand	4.0	B1, B2, B8	0	100
	Total	146.4		24.8	75.2

and Trent is a matter of regional and national importance. This is reflected in Regional Planning Guidance.

- 5.13 Overall it is considered that there is enough land sufficiently well distributed to meet the anticipated variety of requirements for industrial development during the Plan period. North Lincolnshire has a total of 1,229.8 hectares (3,038.8 acres) of land either allocated or committed for industrial use. Some of these sites are well established and the pattern of future development is set by allocations, extant planning permissions and sites where development has started.
- 5.14 North Lincolnshire has industrial land already committed for development, defined as a site which has planning permission, and has either had roads and sewers implemented or development has commenced. These sites total 146.4 hectares (361.8 acres) and are identified in Table 10.
- 5.15 North Lincolnshire has a total of 1,083.4 hectares (2,677.1 acres) allocated on industrial sites. In these cases policies are required in the Local Plan to guide future industrial development.
- 5.16 Policy IN1 lists the key locations for new industrial development. It also gives particular details of which industrial uses will be permitted under the Town and Country Planning (Use Classes) Order 1987 (as amended) and illustrates which sites are classified as brownfield and greenfield. Policy IN2 covers the issue of the Alternative Uses of Industrial and Commercial Sites in the Urban Area and Principal Growth Settlements. Policy IN3 sets out Industrial and Commercial Development in the Urban Area, Principal Growth Settlements, South Humber Bank Area (including North Killingholme Airfield) and

Humberside International Airport development criteria, and other policies give more details on the sites outlined in Policy IN1. The issue of re-use or adaptation of existing rural buildings located outside development boundaries is covered in the Rural Development Chapter.

IN1 - Industrial Development Location and Uses

New industrial development as defined by the Town and Country Planning Use Classes Order 1987 (as amended) will be allowed on the following sites.

Site	Location	Area Hectares	Use Classes Permitted	Brownfield %	Greenfield %
IN1-1	South Humber Bank	740.7	Estuary related B1, B2, B8	0	100
IN1-2	North Killingholme Airfield	141.0	Estuary related B1, B8	100	0
IN1-3	Normanby Enterprise Park, Scunthorpe	68.1	B1, B2, B8	100	0
IN1-4	Normanby Road, Scunthorpe	4.1	B2, B8	100	0
IN1-5	Railway land south of Trent Remine, Scunthorpe	6.6	B2, B8	100	0
IN1-6	Trent Remine, Scunthorpe	15.5	B2	100	0
IN1-7	Dawes Lane, Scunthorpe	3.5	B2	100	0
IN1-8	Orbital Park, Scunthorpe	29.7	B1, B2, B8	100	0
IN1-9	Former British Sugar Site, Brigg	20.5	B1, B2, B8	100	0
IN1-10	West of Falkland Way, Barton.	8.5	B1, B2, B8	0	100
IN1-11	Humber Bridge Industrial Estate, Barton	5.5	B1, B2, B8	0	100
IN1-12	Humberside International Airport	11.0	Airport Related B1, B8	100	0
IN1-13	Sandtoft Airfield	3.8	B1, B2, B8	100	0
IN1-14	South of Railway, Ealand	7.4	B1	100	0
IN1-15	South of Railway, Station Road, Kirton in Lindsey	0.9	B1	100	0
IN1-16	Redbourne Road, Kirton in Lindsey	1.3	B1	0	100
IN1-17	Station Yard, Station Road, Barnetby	8.0	B1	100	0
IN1-18	Beck Lane, Barrow upon Humber	2.2	B1	100	0
IN1-19	Soff Lane, Goxhill	2.5	B1	100	0
IN1-20	Railway Station, Ulceby Skitter	1.0	B1	100	0
IN1-21	South of Railway, Keadby	1.6	B1	100	0
	Total	1083.4		30.2	69.8

- 5.17 The Local Plan aims to ensure that sufficient land for industry is available with a suitable variety of well distributed sites to meet differing needs of existing and future industrial users. The majority of the area allocated is either within the main centres of population of Scunthorpe, Barton and Brigg or is located to take advantage of the River Humber deep water channel or the Humberside International Airport. The remaining smaller scale sites are situated in or close to villages with the intention to provide some employment opportunities for the rural population. Specific Use Classes are stated to ensure a degree of certainty and to ensure that potential investors are given firm guidelines on acceptable uses in different locations. There are certain instances where the nature of surrounding land uses will mean that only business (Use Class B1) would be an acceptable use. Consideration may be given to B2 uses if it can be demonstrated that there will be no adverse impact on residential amenity or environmental quality generally. Policies DS1 and IN3 are relevant in such cases as they cover the issues of development standards generally. Equally there are some areas where a wider range of land uses would be permissible because of the overriding need to exploit nationally scarce resources. Some of these sites will require more detailed policies and where appropriate are covered in this chapter.
- 5.18 Brownfield and greenfield sites have been identified in line with government guidance and the strategy of this Plan. Within settlements the majority of land allocated for industrial development is located on brownfield sites (91.7%). Although there are significant areas of industrial development allocated on greenfield sites, it should be recognised that these are principally located at the South Humber Bank. The South Humber Bank Industrial Area is located adjacent to a deep water channel of the River Humber and is of national

and regional importance to the economy of the area.

- 5.19 The Council recognises, that some of the sites have development constraints which will need to be investigated further. For example the sites allocated at the South Humber Bank Industrial Area (IN1-1) has access and accessibility problems which have to be addressed. The South Humber Bank Industrial Area is covered by policies IN4, IN5 and IN6 which together with the policy justification outline the known development problems. Policy IN5 is a phasing policy covering land north of Chasehill Road.

IN2 – Alternative Uses of Industrial and Commercial Sites in the Urban Area and Principal Growth Settlements

The change of use of existing industrial and commercial sites to non employment uses in the Scunthorpe and Bottesford Urban Area and the principal growth settlements of Barton upon Humber and Brigg will be permitted provided that it can be demonstrated that:

- i) evidence of attempts made to sell the site on the property market for the twelve months prior to the application being made, to retain the site for employment use has been fully explored, without success; and**
- ii) its future use would not harm residential amenity, cause highway or traffic problems, or have other significant adverse environmental effects.**

5.20 *There is an increasing trend to develop and convert sites previously occupied by industrial and commercial employment for other uses, particularly residential. In certain areas such sites may be a limited resource and it is important that where industrial and commercial employment sites are in short supply within the urban area and principal growth settlements, they are retained. The loss of employment sites, currently in industrial and commercial use, to housing development, may have an adverse impact on local economic activity, especially in areas where the creation of local employment is a priority. Policy RD4 covers the issue of the change of use of industrial and commercial sites in minimum and medium growth settlements, and should be referred to when relevant.*

IN3 – Industrial and Commercial Development in the Urban Area, Principal Growth Settlements, South Humber Bank Area (including North Killingholme Airfield) and Humberside International Airport

Proposals for B1, B2 and B8 industrial and commercial development, including extensions to buildings, limited infilling between buildings, redevelopment of existing sites and conversion of buildings in the Scunthorpe and Bottesford Urban Area, the principal growth settlements of Barton upon Humber and Brigg, the South Humber Bank Area (including North Killingholme Airfield) and the Humberside International Airport will be permitted provided that:

- i) the development should respect its position and setting within the landscape and be**

compatible with existing and proposed surrounding uses, in particular adjoining residential areas. Landscaped buffer zones shall be provided to separate uses where appropriate. Consideration will be given to the use of other measures such as sound insulation, pollution control and restricted hours of working to minimise potential amenity problems, with the use of conditions and legally binding agreements as necessary; and

- ii) sites should be planned and laid out on a comprehensive basis. Particular attention should be paid to the layout, density, design, height and materials of the development. These should be in keeping and compatible with the layout of any existing nearby or adjacent development; and**
- iii) outside storage areas which are open to public view from beyond the site should be screened. Open storage and handling of loose materials and refuse will not be permitted. Enclosed roofed storage areas will be required to store such materials; and**
- iv) provision should be made within the curtilage of each industrial site for loading, off loading and**

**vehicle turning facilities;
and**

- v) comprehensive landscaping schemes, including suitable boundary treatment, should be submitted as part of a detailed planning application and be treated as an integral part of the development; and**

- 5.21 *It is of prime concern that the working environment should be of a high quality. As such it is essential that proper consideration is given to the development of both private and local authority industrial estates, in respect of matters such as site layout, services and parking, landscaping and building design.*
- 5.22 *This will be particularly important where developments abut or are in close proximity to sensitive areas. In the recent past industrial building design was largely limited to the construction of a shell in which certain processes could be performed. The aesthetic value of the building was very much a secondary matter. Proposals for industry and employment which seek to re-use existing derelict and industrial land and/or modernise or redevelop existing sites and buildings can therefore make an important contribution towards maintaining and improving the environment.*
- 5.23 *Good design should result in a building which is functional and economical in construction and use, and also visually pleasing. Normally, the form and scale of industrial buildings is such that they are potentially more visually intrusive and, therefore, it is all the more necessary to ensure a high standard of design.*
- 5.24 *Open storage of all industrial materials will inevitably have a detrimental*

impact on the surrounding area. This can be mitigated by screening the open storage area from public view, for example by planting and bunding. The open storage of loose materials can have a significant impact on air and soil pollution. For the purposes of policy IN3 these are defined as powdered or granular materials which are susceptible to wind movement. It is therefore essential that loose material is housed in enclosed roofed storage buildings.

South Humber Bank

- 5.25 RPG12 confirms the Humber Estuary is of strategic importance to the economy of the area. It also confirms that land should be safeguarded for industry requiring proximity to a deep water frontage.
- 5.26 The approved Humberside Structure Plan (1993) (Policy E5) allocates land between Grimsby Docks and East Halton Skitter for estuary related industry thereby taking advantage of the sites special potential as one of the last major deep water estuaries in Britain, which still has scope for new industry.
- 5.27 Policies IN4, IN5 and IN6 set out detailed proposals for development and use of land on the South Humber Bank. In addition, there are policies in the Development Standards chapter (DS9 and DS10) which expand on Structure Plan Policy EN13 covering new and existing hazardous installations and their relationship with surrounding development. The Health and Safety Executive are the acknowledged experts in assessing off-site risks associated with the use of hazardous substances and will be consulted where appropriate.
- 5.28 The main aim of policies in the Local Plan is to provide the maximum opportunity for industry to exploit the

area's unique potential while protecting the environment and without exposing local residents to unacceptable risks. Policy IN6 includes the provision of landscaped buffer areas of undeveloped land between settlements and industry. The future development of this large industrial allocation will require the preparation of a development brief in order to overcome known infrastructure constraints and to address sensitive environmental issues.

- 5.29 The Council recognises Associated British Ports permitted development rights conferred in legislation within the South Humber Bank Industrial Area at Humber Road and Rosper Road. Associated British Ports is committed to develop the Humber International Terminal extending Immingham Dock into the North Lincolnshire area. This new riverside terminal facility has been operational in since mid 2000. Work to develop the land behind the berth has started and will create a storage, processing and distribution terminal close to the quay. When complete it will provide 124 acres of operational land available for port related activities between the new quay and Humber Road/Rosper Road. The Council also recognises Simon Storage Group's permitted development rights conferred in legislation by the North Killingholme Haven Harbour Empowerment Order 1994 (HEO). This Order authorises the Company to construct and maintain specified works and undertake subsidiary works. Specified works authorised by the HEO qualify as permitted development under the GPDO 1995. Subsequent to the making of the HEO the company established that the landside development is on operational land associated with the harbour undertaking. The planning authority acknowledged this with a Section 106 agreement which preserved certain conditions attached

to the outline planning consent granted in 1993. Phase one of Simon's Humber Sea Terminal is under construction and was commissioned in May 2000, and will create approximately 100 jobs on completion.

IN4 - Estuary Related Development - South Humber Bank, Land Between South Killingholme Haven and East Halton Skitter

The South Humber Bank Industrial area between South Killingholme Haven and East Halton Skitter is proposed for estuary related B1, B2 and B8 industrial development and ancillary activities with close operational links. Proposals for estuary related development will be permitted provided that:

- i) land immediately fronting the deep water channel will be reserved for the development of jetties and the means of access to them; and**
- ii) a regular or essential requirement to import or export large amounts of material either by means of a private jetty or pipeline, or via the port of Immingham is demonstrated; and/or**
- iii) a requirement to take large amounts of water from the estuary is demonstrated; and/or**
- iv) a requirement for close operational links with firms which comply with the above and need direct pipeline or**

	<p>conveyor belt connection is demonstrated; and</p> <p>v) proposals will have to achieve a high standard of landscaping, particularly providing for belts of appropriate planting within large sites incorporating and enhancing existing landscape features;</p> <p>vi) the proposal does not compromise the integrity of the existing South Humber Bank tidal defence system;</p> <p>vii) the development proposed does not adversely affect high tide roosts and feeding areas either separately or in combination with other plans or projects.</p>	<p>be acceptable on land between the existing refineries and at Rosper Road not defined as buffer areas.</p>
5.30	<p>The South Humber Bank Industrial Area is proposed for industrial development principally because the land is allocated adjacent to a deep water channel of the River Humber. The site therefore has special potential for estuary related industry to locate there. It will be essential for all proposals to meet the requirements for estuary related industry as specified in the policy. In addition, in order to prevent this land from being sterilised by industry not defined as requiring an estuary location, new port, wharf and jetty facilities and their means of access should not be prejudiced from being developed by firms which do not need such a location on the land fronting the deep water channel area. Jetties should be installed on the frontage to serve the large undeveloped backland areas.</p>	<p>5.32 The topography of the site and surrounding area is flat and any development will be prominent in the landscape. It will therefore be necessary for a high standard of landscaping within the site to be achieved. This requirement is in addition to the buffer areas located to the west and allocated in Policy IN6.</p> <p>5.33 There are a number of potential hazards already situated within the area allocated for industry which are subject to the (Control of Major Accident Hazards (COMAH) regulations. New proposals for industry will need to be assessed in great depth where they are likely to fall within approved consultation distances of affected installations. It is also important that any new industry likely to involve similar constraints be located as far away from residential areas and other population groupings as can be reasonably achieved.</p> <p>5.34 There are a number of British Gas mains, British Pipeline Agency oil pipelines and two Anglian Water Services water discharge pipelines routed through the area. Easement zones for these pipelines will therefore prevent development on certain strips of land within the area. These organisations are responsible for the maintenance of their respective pipelines and will be consulted where appropriate. In addition, any proposed development within the easement zones of high pressure oil pipelines will require consent from the Secretary of State for the Department of Trade and Industry.</p> <p>5.35 In addition to planning and health and safety controls, developments requiring to discharge large volumes into the adjoining Humber will require appropriate consent from the</p>
5.31	<p>This policy also ensures that existing companies can in principle extend their operations onto adjacent land already in their ownership. In particular this will</p>	

Environment Agency, who would need to be satisfied as to the impact of any proposal on the environment. Also the Environment Agency will need to be satisfied that the integrity of the existing South Humber Bank tidal defence system is not compromised by further development as all land behind the flood defences is at risk from flooding. Policy DS16 covers this issue.

- 5.36 *The South Humber Bank area contains a number of important wildlife habitats. Non designated pasture and agricultural land provides habitats for key bird species. It is therefore important to ensure that development of the two allocated sites has no adverse impact on local nature conservation. Policy LC1 specifically covers this issue.*

IN4A – Port Related Development – ABP

Port related development within the port area designated on the Proposals Map will be supported.

- 5.37 *The local, regional and national economic and functional importance of the Port of Immingham is acknowledged. The further development of the port area will be supported and encouraged. Most of the available land in the port area is likely to be developed for port related activities. The port area is within the control of Associated British Ports (ABP) which is a 'statutory undertaker' as defined by section 262 (i) of the Town and Country Planning Act 1990 and through the duties and powers invested in the company through the Transport Act 1981 (as amended). Under the provisions of sections 57 and 59 of the 1990 Act, planning permission is granted by virtue of the Town and Country Planning (General Permitted Development) Order 1995, Schedule 2, Part 17, Class B, for many of the ABP port related development activities for Immingham Docks.*

IN5 - Estuary Related Development - South Humber Bank, Land Between Chase Hill Road and East Halton Skitter

Land between Chase Hill Road and East Halton Skitter is proposed for the expansion of existing estuary related industry. Proposals for new estuary related B1, B2 and B8 industry will be permitted provided that:

- i) provision is made for an appropriate standard of access to the remaining undeveloped land; and**
- ii) a high standard of landscaping is achieved, in particular providing for belts of appropriate planting within large sites incorporating and enhancing existing landscape features.**

- 5.38 *This policy is additional to policy IN4 and aims to promote the land north of Chase Hill Road. The requirements for estuary related industry specified in policy IN4 will therefore apply to policy IN5. This policy is necessary because there is a basic lack of infrastructure. Access directly into the site and the overall accessibility pose particular problems. The site is within the Structure Plan allocation which seeks to make provision for estuary related B1, B2 and B8 major new industrial uses needing very large greenfield sites.*

- 5.39 *For development proposals relating to the South Humber Bank Industrial Area to proceed it is important that the surrounding highway system has the capacity to cater for the increased volume and loads likely to be generated. A Highways Agency study completed in November 1999, examined these development*

proposals, focusing on their likely traffic impact. The study identified the scale of likely improvements that would be necessary to the trunk road network if the development proposals were carried out. The Council will seek further discussions with the DETR to establish the scale of future improvements to the A180/A160 trunk road scheme. The Highways Agency has undertaken a study of the problem in order that the limitations of the trunk road network can be identified. Further discussions with the Highways Agency are being pursued. The Council will investigate with the Highways Agency the possibilities for funding any improvements which may be required in relation to the further development of the South Humber Bank Industrial Area.

- 5.40 Recent investigations have revealed substantial detailed problems with achieving access into this site. Access into the site together with the overall accessibility for the area will have to be discussed between the Council, landowners and the Highways Agency.
- 5.41 Due to the complexity of the layout of existing services for the adjacent power generation and chemical industries, major and expensive accommodation works will be required on the site.
- 5.42 The site and surrounding area is flat and any development will be prominent in the landscape. It will therefore be necessary to achieve a high standard of landscaping within the site. This requirement is in addition to the buffer areas located to the west and allocated in Policy IN6.

IN6 - Defined Industrial Buffer Areas

Development 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.

- 5.43 It is essential to maintain the separation between industrial and residential areas on amenity grounds and because much industrial building and activity can look unsightly.
- 5.44 The South Humber Bank Landscape Initiative, more fully explained in the Landscape and Conservation chapter, covers the industrial allocations on land to the east of Skitter Beck, and extends into the North East Lincolnshire Council area. On the South Humber Bank there is the potential to create a showcase where industry is placed in greater harmony with its surrounding countryside landscape character. The initiative aims to achieve individual improvements dovetailing with present and future operational needs and providing new habitats and a network of grassland, hedges, woodland and water between and around industry.
- 5.45 In this way, a more attractive environment can be created and maintained for the benefit of everyone concerned, in line with the wider environmental aims of this Plan and the Council's Regeneration Strategy.

North Killingholme Airfield

- 5.46 This former airfield was selected for industrial development in 1978 so as to make the maximum use of the main areas of dereliction and because the former runway made agricultural use unviable. The first phase of development has been completed. The construction of Lancaster Approach, has linked the site to East Halton Road. The area which remains was defined in agreement with MAFF and is fragmented into several different ownerships.

- 5.47 It is important to realise the full potential of the site and allow it to mature into an attractive employment asset for North Lincolnshire. A development brief will need to be prepared to secure the objectives of an efficient and workable layout for new industrial development; the protection of the potential land for agricultural use; the achievement of a high standard of landscaping and the progressive provision of the necessary infrastructure.

IN7 - North Killingholme Airfield

Land is proposed for industry at Lancaster Approach, North Killingholme Airfield. Planning permission for new industrial development west of the existing industry will be allowed for Class B8 estuary and port related industry and facilities and Class B1 business development. Proposals will be required to achieve a high standard of landscaping, particularly within large sites incorporating and enhancing existing landscape features.

- 5.48 It is important for this site to support the existing and proposed estuary and dock related industry and facilities on land to the east. It is envisaged that warehousing and distribution with related haulage and depot facilities will be required at North Killingholme Airfield. In addition Use Class B1 business uses will be permitted. The site is not appropriately located for Use Class B2 industrial uses because they would damage the environment and amenity of villages. A development brief to address the known problems of access and drainage in addition to layout design and landscaping will be prepared. The requirement for landscaping within the site is particularly necessary because of the likelihood of large areas being developed for estuary related industrial storage uses. This landscape

requirement is in addition to the buffer areas located adjacent to the site and allocated in Policy IN6.

IN8 - Former British Sugar Site, Scawby Road, Scawby Brook, Brigg

Planning permission for new industrial development will be allowed for Use Class B1 business development, Use Class B2 general industrial development and Use Class B8 warehouse and storage development at the former British Sugar site, Scawby Road, Scawby Brook, Brigg. Proposals will be required to achieve a high standard of landscaping.

- 5.49 The former British Sugar site is classified as a brownfield site in terms of its location and its previous general industrial use, Use Class B2. The land to the south of the site has recently been developed with a combined cycle gas power station, after the closure of the sugar factory. This has left an area of land which previously included the major part of the former production areas, the existing buildings, extensive hard standing, surfaced car park and concreted storage areas. Access to the site will be gained from the existing approach road to the west. The site is located on the edge of the built up area adjacent to sensitive open countryside in close proximity to houses in both Scawby Brook and Brigg. The open flat topography of the location is highly visible from the surrounding area and, with the exception of the power station, the site is surrounded by the River Ancholme and Grades 2 and 3 agricultural land. A large housing allocation is also proposed on the opposite side (east) of the River Ancholme. The requirement for a high standard of landscaping within the site is therefore important in mitigating the effect of industrial development on the landscape and nearby housing. This is in addition to the buffer areas

allocated in Policy IN6 and located on all sides of the former British Sugar site and to the south of the power station. The buffer areas will help to mitigate the effect of industrial development on the landscape and the amenity of existing and proposed residential areas.

Humberside International Airport

- 5.50 Humberside International Airport is recognised as a strategic airport within the Yorkshire and Humber region and this is reflected in recent Regional Planning Guidance. The airport is expected to grow over the Local Plan period in terms of its passenger capacity.
- 5.51 The Structure Plan encourages transport links based on the airport. It supports development to the capacity of the existing runways and the provision of land for economic activities with airport links. The airport provides significant employment which could increase in the future.
- 5.52 The airport is run by a private limited company partly owned by North Lincolnshire Council. The airport terminal was recently extended and runway extensions have been carried out. In addition to the established traffic associated with off-shore gas production and exploration, the runway extension has opened up other areas of potential business, particularly for UK and European flights. Holiday charter flights and regional distribution/collection business are potential growth areas.
- 5.53 The main objective of policy IN9 is to define an area for development of a regional airport facility whilst taking full account of the need to protect the character and landscape of the North Lincolnshire countryside. The aim is to allow only development necessary for either the operational efficiency of the

airport or which has economic activities with airport links. The committed development area known as the Airport Business Park (CIN9) has an implemented planning permission related to it (i.e. is serviced by roads and sewers and has some buildings and car parks developed). This planning permission did not restrict land uses to airport related economic activities. This makes the proper implementation of Policy IN9 even more important.

- 5.54 At present there is enough land allocated for airport related development to meet the current projections by the Airport Authority, but these projections may change within the lifetime of the Local Plan. If so, a formal modification to the Local Plan may be necessary.

IN9 - Humberside International Airport

Proposals at Humberside International Airport will be permitted for:

- i) **the development of runway, apron and terminal facilities, aircraft maintenance and handling provision, warehousing and distribution services passing through the airport, emergency service buildings and navigational aids and fuelling facilities within the airport operational land boundary, if it is necessary for the operational efficiency of the airport; and**
- ii) **development for economic activities with airport links at the proposed extension to the airport business**

park; Examples of types of development considered to be directly airport related are transport interchanges, administrative offices (airline handling agencies, tour operators ancillary to their operation at the airport, and customs and excise facilities), hotels and short and long stay car parks."

provided the following criteria are met:

- a) less directly related airport development such as conference and leisure facilities, offices and retail should be explicitly justified by the applicant and be of an appropriate scale relative to core airport related business; and**
- b) proposals should be accompanied by measures to mitigate potential noise disturbance either at source or at the point of reception; and**
- c) the development should not prejudice the safe and efficient operation of the airport and any opportunities for its future expansion.**

5.55 *The aim of this policy is to define a boundary for Humberside International Airport, where development will be allowed for the Airport's operational*

requirements and Business Park extension. Draft Government guidance (PPG13) advises the necessity of considering the extent to which development is related to the operation of the Airport in terms of operational efficiency and airport related economic development, and is sustainable, given planned levels of public transport (covered by policy T13). Whilst fully supporting the role of Humberside International Airport as an important regional facility, it will be important not to allow development which would prejudice the safe and efficient operation of the airport and development which does not have airport related economic links.

5.56 *It is important, in terms of the special location of the airport, being located away from the population centres, that the proposed extension to the existing serviced business park is used only for airport related economic activities. Government guidance (draft PPG13) advises that the less directly airport related development listed in this policy should be explicitly justified by the applicant and be of an appropriate scale relative to core airport related business, without attracting occupants or users more generally. Development not related to the airport's economic activity should be directed to sites allocated and committed elsewhere in the Plan area, in line with the overall strategy.*

5.57 *Accordingly, a business park extension is allocated for the development of economic activities with airport links. The area allocated, 11 hectares (27.3 acres), will extend the existing committed serviced business park, of which 6.2 hectares (15.4 acres) remains undeveloped. The development of the business park will eventually lead to the requirement for substantial works related to access improvements necessary for reasons of road safety and traffic movement. The timing and phasing of such improvements will be the subject of*

discussion and negotiation before applications for substantial development are submitted.

- 5.58 Development associated with an airport could create or lead to an increase in noise disturbance. It will therefore be necessary, in relation to such proposals, to mitigate the noise disturbance at either its source or at the point of reception. For example, the planning permission for a runway extension at the airport, given in January 1991, specifically conditions the type, weight and operating times of the aircraft for the reason of minimising the potential for increased noise disturbance to residents in the vicinity of the airport. The control of noise is also covered in Policies DS1 and DS11 of the Development Standards chapter.
- 5.59 To ensure compliance with safety standards, the Civil Aviation Authority will be notified of development proposals in accordance with established consultation procedures.

Wharves

- 5.60 North Lincolnshire has two primary river frontages, the Rivers Humber and Trent and there are existing wharves at the following locations:
- | | |
|----------------|--------------------------|
| River Humber - | North Killingholme Haven |
| | - South Killingholme |
| | - New Holland |
| | - Barrow Haven |
| River Trent | - Gunness |
| | - Keadby |
| | - Grove Wharf |
| | - Neap House |
| | - Flixborough |
| | - Burton upon Stather |
- 5.61 These wharves provide for a significant amount of industrial activity

and employment. In 1995 wharves handled 26.3 million tonnes of goods and employed 540 people.

- 5.62 Regional Planning Guidance confirms the Humber Estuary as being of strategic importance to the economy of the area whilst also being important for nature conservation. This is reflected in Policy IN10. It is important to protect the environment of Burton upon Stather and Normanby village from the unacceptable intrusion of heavy goods vehicles to and from Burton upon Stather Wharf (Policy IN11).

IN10 - Wharves

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:

- i) sites of nature conservation interest;**
- ii) high quality agricultural land;**
- iii) the landscape of river corridors and coastal margins;**
- iv) the flood defence system;**
- v) the strategic and local road network; and**
- vi) the amenity of settlements.**

- 5.63 The importance of the Rivers Humber and Trent is recognised nationally, regionally and locally as strategically important to the economy of the area. The ten existing wharf locations have been established for some time. The River Humber wharves are located between South Killingholme Haven and

Barrow Haven and the River Trent wharves lie between Gunness and Burton upon Stather.

- 5.64 *The area with the greatest potential for new, extended port, wharf and jetty facilities is located fronting a deep water channel of the River Humber between South Killingholme Haven and North Killingholme Haven. Special provision is made in Policy IN4 on this frontage for the development of jetties and the means of access to them.*
- 5.65 *New or extended wharves should not be considered in isolation to their surroundings. Such developments will be constrained by the criteria listed above, which are covered in more detail by other policies in the Plan. In particular, the River Humber and its coastal margins have special nature conservation area designations including Ramsar, SPA, SSSI, LNR and SINC sites (Policies LC1, LC2, LC3 and LC4); the River Trent wharves are generally surrounded by high grade agricultural land which is protected by Policy RD1.*
- 5.66 *The Environment Agency will need to be satisfied that the integrity of the existing South Humber Bank tidal defence system is not compromised by further development as all land behind the flood defences is at risk from flooding (Policy DS16); and the road network accessing the wharf sites along the Rivers Humber and Trent will generally require improvement (Policies T15 and T17). It will be necessary to strike a balance between any wharf development and its direct or indirect impact on the river corridor landscape, coastal margins and the amenity of any settlement.*

IN11 - Burton upon Stather Wharf

New wharfage or wharf related development at Burton upon Stather

wharf will be permitted within the existing wharf boundaries provided it does not increase the existing environmental and traffic problems to and through Burton upon Stather and Normanby village.

- 5.67 *The policy aims to protect the environment of Burton upon Stather and Normanby village from the unacceptable intrusion of heavy goods vehicles. To reduce the environmental conflicts caused by heavy lorries it will be necessary to constrain future development at the wharf. If the operators wish to expand their wharf development they will have to relocate.*

IN12 - Bulk Rail Freight Handling Facilities

Proposals for the provision of bulk rail freight handling facilities will be permitted on the following sites:

- 1) Railway Land, south of Trent Remine, Scunthorpe**
- 2) Trent Remine, Scunthorpe**
- 3) Dawes Lane, Scunthorpe**
- 4) Normanby Park, Scunthorpe**
- 5) North Killingholme Airfield**
- 6) South Humber Bank**
- 7) Station Yard, Barnetby**

- 5.68 *Rail already has an important role in transporting bulk freight in North Lincolnshire. This policy aims to increase this role by concentrating bulk rail freight facilities at industrial sites located close to the existing rail network. This should have the effect of*

reducing the transport of freight by road and improving the amenity of road users and adjacent land users. Of the sites listed in Policy IN1, seven sites are considered appropriate for such rail facilities. Four sites are located in Scunthorpe close to the existing steel works and two sites are located close to the rail network serving the South Humber Bank Industrial Area and North Killingholme Airfield. The brownfield site at Station Yard, Barnetby is ideally located adjacent to the same rail network serving the estuary related industrial areas at the South Humber Bank.

Rural Development

Introduction

6.1 The countryside is a national asset and the North Lincolnshire countryside is highly valued by its residents and visitors alike. Whilst much activity in the countryside is outside its scope, the planning system helps to integrate the development necessary to sustain economic and social activity in rural communities. Therefore the economic, environmental and social needs of those who live and work in the countryside need to be carefully considered.

6.2 This chapter brings together a range of policies for protecting the countryside, including the small rural settlements and provides guidance on certain types of development. It is important to note that this chapter does not contain policies for all types of development or changes of use that might be expected to come forward in these rural locations. Two keynote policies, relating to the 'protection of high quality agricultural land' and 'development in the open countryside' underpin certain policies included in this chapter and elsewhere in this plan.

6.3 In addition to the keynote policies, this chapter concentrates on the following rural development activities:-

- industrial and commercial development;
- agricultural, forestry and farm diversification;
- farm shops and sales;

- re-use and/or adaptation of rural buildings for industry, commerce and housing;
- replacement, alteration and extensions to dwellings;
- new agricultural or forestry dwellings;
- removal of agricultural occupancy conditions;
- temporary agricultural dwellings;
- agricultural buildings;
- development of intensive livestock units; and
- cumulative effects of intensive livestock units.

6.4 It is important to note the distinction between the terms 'open countryside' and 'rural areas' used in this chapter and elsewhere in this local Plan. The 'open countryside' comprises the countryside and the rural hamlets and villages for which no development boundaries have been defined. The 'rural areas' comprise the rural parts of North Lincolnshire and include the 'open countryside' along with the towns and villages defined as minimum and medium growth settlements.

Strategy and Policy Framework

6.5 The government's policies for the countryside are set out in the White Paper – Rural England: "A Nation Committed to a Living Countryside". It describes the far-reaching changes that have taken place during the post war period. Government planning policy guidance note PPG7 provides additional backing to this White Paper and aims to encourage rural

enterprise and social prosperity, whilst acknowledging the sensitivity and fragility of the rural environment. Central to these aims are improving the viability of existing villages and market towns and reducing the need to travel to urban centres by promoting living communities. This should not however be achieved at the expense of the rural environment.

- 6.6 PPG13 seeks to reduce the need to travel by influencing the location of development in relation to transport provision. However, there is less scope for reducing reliance on the private car in rural areas because of high levels of car ownership and limited public transport services. It is therefore important that, wherever possible new development sustains the rural economy without encouraging commuting.

Protecting Agricultural Land

- 6.7 North Lincolnshire contains a large rural area with over 89% of it being in some form of agricultural use, which has considerably influenced the character and appearance of the countryside. A significant proportion of this land is of the highest quality grades, and provides a valuable national resource and policies are aimed at its protection.

RD1 – Development involving High Quality Agricultural Land

Proposals for the development or change of use of agricultural land will only be permitted where this would not result in the loss of the best and most versatile land (Grades 1, 2 and 3a) unless it can be demonstrated that the proposed development cannot be accommodated on:

- i) land within settlement boundaries; or**
- ii) land which is allocated for development; or**
- iii) previously developed land; or**
- iv) land of a lower agricultural grade.**

Where development of agricultural land is unavoidable, areas of poorer quality land should be developed in preference to those of higher quality, except where other sustainability considerations suggest otherwise.

For development to be permitted on higher grades of land there has to be an overriding need for the development.

- 6.8 *Government guidance towards agricultural land has changed in recent years in response to growing agricultural surpluses and European Union agricultural policy. There is now less emphasis on the protection of all agricultural land for farming. PPG7 stresses that only the best and most versatile land should be protected as a national resource for future generations and that considerable weight should only be given to protecting land of Grades 1, 2 and 3a against development. Once agricultural land is developed its return to best quality agricultural use is seldom practicable. In applying the principles of sustainable development, planning permission for development or the change of use of land of Grades 1, 2 and 3a quality will only be granted in exceptional circumstances where there is an overriding need for the development.*

Controlling Development in the Open Countryside

6.9 The guiding principle is that development should benefit economic activity, promote social inclusion and maintain or enhance the environment. The open countryside can accommodate some forms of development without detriment, if the type, form and design are sensitive to the location. New development should be carefully located having regard to existing settlement patterns and to historic, wildlife and landscape resources. Development in the open countryside, away from existing defined settlements or areas located for development will be strictly controlled.

RD2 - Development in the Open Countryside

Development in the open countryside will be strictly controlled. Planning permission will only be granted for development which is:

- i) essential to the efficient operation of agriculture or forestry;**
- ii) employment related development appropriate to the open countryside;**
- iii) affordable housing to meet a proven local need;**
- iv) essential for the provision of outdoor sport, countryside recreation, or local community facilities;**
- v) for the re-use and adaptation of existing rural buildings;**

- vi) for diversification of an established agricultural business;**
- vii) for the replacement, alteration or extension of an existing dwelling;**
- viii) essential for the provision of an appropriate level of roadside services or the provision of utility services.**

Provided that:

- a) the open countryside is the only appropriate location and development cannot reasonably be accommodated within defined development boundaries;**
- b) the proposed development accords with the specific requirements set out in the relevant policies of this chapter and elsewhere in this Local Plan;**
- c) the development would not be detrimental to the character or appearance of the open countryside or a nearby settlement in terms of siting, scale, massing, design and use of materials; and**
- d) the development would not be detrimental to residential amenity or highway safety; and**
- e) account is taken of whether the site is**

capable of being served by public transport; and

- f) the development is sited to make the best use of existing and new landscaping.**

- 6.10 Policy RD2 sets out the Council's overall development control policy for development within the open countryside. It aims to balance the needs and benefits of economic activity with maintaining and/or enhancing the quality of the countryside. It promotes the positive benefits of rural diversification by ensuring that the long-term social and economic vitality of rural areas, and an efficient and flexible agriculture industry is maintained.
- 6.11 PPG7 states "Development should help promote healthy rural communities where people both live and work. The main focus of new development should be on existing towns and villages (including networks of small villages) ... where employment, housing (including affordable housing) and other services can be provided close together". The Local Plan strategy has taken account of this advice by directing the majority of rural development proposals to the medium and minimum growth settlements. This is where the majority of services within rural areas are located and where development can be best sustained and benefit the rural community. However, there are circumstances when development outside the defined settlements may be appropriate.
- 6.12 Where development is permitted it should be of the highest quality and make a positive contribution to the environment as well as the social and economic prospects of the area. PPG7 states "New building in rural areas should... be of an appropriate design and scale for its location. Modern designs should have proper regard to

the context for development in relation to both the immediate setting and the defining characteristics of the wider local area, including local or regional building traditions or materials".

Industrial and Commercial Development in Rural Areas

- 6.13 Future industrial and commercial development in rural areas should be consistent with the overall plan strategy, which aims to guide development towards the large urban centres to minimise travel, while at the same time securing sustainable development in the rural settlements. Development should be of a scale and character appropriate to each settlement where a social or economic need is demonstrated. New building in rural areas should contribute to a sense of local identity and regional diversity and be of an appropriate design and scale for its location in order to achieve good quality development.

RD3 – Industrial and Commercial Development in Minimum and Medium Growth Settlements

Proposals for industrial and commercial development, including extensions to buildings, limited infilling between buildings, redevelopment of existing sites and conversion of rural buildings in minimum and medium growth settlements, will be permitted provided that:

- i) the proposal does not lead to an over intensification of an activity on the site to the detriment of residential**

amenity and highway safety; and

- ii) **the proposal would not be detrimental to the character or appearance of the settlement or the open countryside in terms of siting, scale, massing, design and use of materials; and**
- iii) **the site is within walking or cycling distance of the local workforce, or is capable of being served by public transport.**

6.14 PPG7 states: "Many commercial and light manufacturing activities can be carried out in rural areas without causing unacceptable disturbance." Policy RD3 takes account of this advice by promoting the growth of the rural economy subject to safeguarding the quality of the countryside. However, care needs to be taken to ensure that such developments do not create any adverse impacts on the surrounding area.

6.15 The alteration, minor extension and infilling of existing industrial and commercial sites in the countryside can assist the rural economy and enhance the rural environment. Through this policy the Council will seek to negotiate the removal of temporary, unsightly or poorly placed buildings, the enhancement of the landscape and rationalisation of car parking capacity.

RD4 – Alternative uses of Industrial and Commercial Sites in Minimum and Medium Growth Settlements

The change of use of existing industrial and commercial sites to non-employment uses in minimum and

medium growth settlements will only be permitted if:

- i) **evidence of attempts made to sell the site on the property market for the twelve months prior to the application being made, to retain the site for employment use has been fully explored without success; or**
- ii) **it can be demonstrated that its continued employment use would harm residential amenity, cause highway or other traffic problems or create other significant adverse environmental effects.**

6.16 There is increasing pressure to develop and convert sites previously occupied by employment uses for other uses, particularly residential. In certain areas such sites may be a limited resource and it is important that where employment sites are in short supply they are retained unless this would result in an adverse impact on the amenity of the settlement or specific location. The loss of employment sites currently in commercial use to housing development may have an adverse impact on local economic activity, especially in areas where the creation of local employment is a priority.

RD5 – Alternative uses of Industrial and Commercial Sites in the open countryside

The change of use of existing industrial and commercial sites to non-employment uses in the open countryside will only be permitted if:

- ii) **evidence of attempts made to sell the site on the property market for the twelve months prior to the application being made, to retain the site for employment use has been fully explored without success; or**
- ii) **it can be demonstrated that its continued employment use would harm the character or appearance of the open countryside or a nearby settlement ,cause highway or other traffic problems, or be detrimental to residential amenity, or create other significant adverse environmental effects.**

6.17 *Enterprises, especially small scale ones, play a vital role in promoting healthy economic activity within the wider rural area beyond settlement limits. PPG7 states " The range of industries that can be successfully located in rural areas is expanding. Many commercial and light manufacturing activities can be carried on in rural areas without causing unacceptable disturbance. There are attractions to the firms and their staff in a countryside environment , and there are benefits to the local economy and employment. These firms also help to bring new life and activity to rural communities, and so are generally welcomed and quickly assimilated." It is therefore important to ensure that existing employment sites in the wider rural area are protected to help maintain a supply of land suitable for economic activity within the open countryside. Alternative uses of such sites will only be permitted where it can be shown that they are no longer needed for further employment use or their continued use would cause harm to the surrounding countryside for one or more reasons.*

RD6 - Re-use and/or Adaption of Rural Buildings for Industrial and Commercial uses in the Open Countryside

Proposals for the re-use and/or adaptation of rural buildings in the open countryside for industrial and commercial uses will be permitted provided that:

- i) **the building is of substantial and permanent construction and is capable of conversion without major alteration; and**
- ii) **the proposal will not create a need for new buildings to house those activities displaced by conversion;**
- iii) **the conversion does not lead to dispersal of activity on such a scale as to prejudice settlement vitality; and**
- iv) **the general design of the conversion is in keeping with the buildings and any extension should respect the scale and appearance of the original building; and**
- v) **the development will not lead to the loss of habitat for protected species.**

6.18 *PPG7 favours the re-use of rural buildings for business rather than for residential purposes. The re-use of rural buildings in the open countryside for new commercial or industrial uses can help to reduce the demand for*

new building in the countryside and encourage a healthy rural economy.

- 6.19 *Where bats and barn owls are present the developer will be required to submit a survey report together with proposals to mitigate and compensate for the effects of conversion and may include restrictions as to the time of year works can be carried out.*

Agriculture, Forestry and Farm Diversification

- 6.20 The Government considers food production and a competitive agricultural industry to be highly important, providing a basis for many other economic activities in rural areas. It sees agriculture remaining as the major user of rural land and the use that most influences the physical appearance and character of the countryside. However, agriculture is a rapidly changing industry. Farmers are diversifying into other activities either to supplement their farming incomes or move completely away from farming. This need to make the most effective economic use of their land involves activities such as the production of non-food crops, planting of more woodland, development of recreation, leisure and tourism enterprises.

RD7 - Agriculture, Forestry and Farm Diversification

Proposals for agriculture, forestry and farm diversification will be acceptable in principle provided that:

- i) the proposal does not conflict with the operational requirements of the agricultural or forestry enterprise;**

- ii) there is no adverse impact on high quality agricultural land;**
- iii) the proposal should, wherever possible, re-use existing farm buildings, or if new building is necessary, should be sited in, or adjacent to, an existing group of buildings and be of a design, scale and construction appropriate to its surroundings; and**
- iv) the likely level of traffic generated by the proposal is acceptable taking account of the suitability of existing access and approach roads; and**
- v) any parking associated with the proposal would not be visually intrusive.**

- 6.21 *PPG7 states that the priority in agriculture is to promote diversification of the rural economy so as to provide wide and varied employment opportunities for rural residents including those formerly employed in agriculture and related sectors. It is necessary to encourage activities, which can run satisfactorily alongside traditional farming. Proposals should form an integral part of, and be compatible with, the farming operation and may include such activities as tourist accommodation, farm shops, farm-based visitor centres, equestrian centres, food processing, specialist food preparation and sale and rural craft enterprises.*

- 6.22 *One aspect of rural diversification is the sale of produce from farm holdings. Farm shops can provide a valuable contribution to the rural economy because they widen the range of employment opportunities and provide*

additional income to farms. Some enterprises which sell small amounts of seasonal unprocessed food generated from the farm holding will be ancillary to the main farming activity and can be carried out without planning permission being required. However, it would be advisable for prospective operators to consult the local planning authority about the nature and level of their activities.

- 6.23 Horticultural nurseries, while principally devoted to the raising and wholesale distribution of plants, trees and shrubs, often include a limited provision for ancillary retail plant sales. Commercial garden centres on the other hand involve the large-scale importation of plant materials and a wide range of other goods. These will be regarded as commercial retail units and are covered by the Shopping policies.

RD8 – Farm Shops and Sales from Agricultural and Forestry Holdings

Proposals for the establishment of, or extension to, farm shops on existing agricultural, forestry, horticultural or nursery holdings will be permitted provided that:

- i) **the sale of goods is limited to those which are generated from the holding or other holding in the locality. The sale of goods from outside the locality may be acceptable where it will enable the farm shop to provide a service throughout the year to overcome the problems of seasonality by providing continuity of employment and ensuring that a sufficiently wide**
 - ii) **selection of produce can be offered for sale.**
 - iii) **the proposal involves the re-use of an existing rural building but if new building is necessary this should be small in scale and well related to existing buildings. Any new construction must respect the scale, appearance and design of nearby buildings and not harm the character of the landscape;**
 - iv) **the likely level of traffic generated by the proposal is acceptable taking account of the suitability of existing access and approach roads;**
 - v) **any parking associated with the proposal would not be visually intrusive; and**
 - vi) **there is no adverse impact on the viability of existing nearby village shops.**
- 6.24 Direct selling to the public from farm shops and nurseries is increasing in popularity. They are also a valuable source of local employment. The policy is consistent with advice contained in PPG7 Annex C and PPG6. It is however important to conserve the countryside for its own sake when encouraging diversity of employment and activity. This is particularly important in view of the environmental damage that can result from the activities of shops of these types such as increased traffic on unsuitable roads, parked vehicles, and a proliferation of advanced direction signs to catch the attention of passing motorists.

Residential Development

6.25 The Government's policies for meeting new housing needs are based on the principles of focusing new development on existing towns and villages, making the best use of existing housing and making the best use of land which has already been developed. PPG 3 and PPG 7 stress that new housing building and other new development in the open countryside, away from established settlements or from areas allocated for development should be strictly controlled. This approach is reflected in the overall strategy of the Plan, in the Housing Chapter and in Policy RD2.

RD9 - Re-use and/or Adaptation of Rural Buildings for Residential Use in the Open Countryside

Proposals for the conversion of rural buildings in the open countryside for residential use will only be permitted if:

- i) the building is of architectural or historic importance to the rural scene and is of substantial and permanent construction capable of conversion without major alteration;**
- ii) it can be demonstrated that residential re-use or adaptation is the only way to retain a building in viable continued use and/or secure the retention/improvement of the building; and**
- iii) the development will not create a need for new**

buildings to house activities displaced by conversion;

- iv) the general design of the conversion retains and respects the original character of the building and is in keeping with its surroundings. Any extension should respect the scale and appearance of the original building; and**
- v) the development will not lead to the loss of habitat for protected species.**

6.26 Residential conversions can often have a detrimental effect on the fabric and character of farm buildings, particularly where they have an historic importance. The creation of a residential curtilage can undermine the countryside character of an area. Garden and house features such as patios, potted plants, car parking, sheds are all small scale details that can erode the farm character, which the original farm building conversions often sought to retain. Residential conversions may, however, meet identified needs for affordable housing provided they are accessible to all services.

6.27 PPG7 makes it clear that residential uses in the open countryside will only be allowed in exceptional circumstances. Residential re-use will not be allowed unless the applicant has made every reasonable effort to secure suitable business re-use, and a statement of the efforts which have been made should accompany any planning application. This especially applies to the conversion of large groupings of barns and agricultural buildings.

6.28 Applicants will need to provide evidence that the building concerned has been actively marketed, at a realistic price, for commercial or recreational use for a minimum of 6 consecutive months before a proposal for residential use will be considered. In applying criterion iv) the emphasis will be on preserving the character of the existing building as much as possible.

6.29 Where bats and barn owls are present the developer will be required to submit a survey report together with proposals to mitigate and compensate for the effects of conversion and may include restrictions as to the time of year works can be carried out.

RD10 – Replacement, Alteration and Extensions to Dwellings in the Open Countryside

Proposals to replace, extend or alter dwellings in the open countryside will only be permitted provided that:

- i) the replacement dwelling would not exceed the volume of the original dwelling, which it is to replace, by more than 20%, exclusive of the normal permitted development rights, and would not be substantially higher in elevation;**
- ii) the volume of the proposed extension or alteration does not exceed that of the original dwelling by 20%, exclusive of the normal permitted development rights, and the original dwelling forms the dominant visual feature of the dwelling as extended;**

iii) 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; and

iv) 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.

6.30 This policy is intended to ensure that the replacement of dwellings, and alterations and extensions to existing dwellings in the open countryside are allowed only where absolutely necessary. Any new construction should reflect the style, scale and character of the local architecture. The siting of any replacement dwelling should have regard to the existing layout, character and amenity of the site and surroundings.

6.31 It is important that the replacement dwelling does not have a detrimental effect upon the character of the area and visual amenity of the countryside and needs to be located where possible to make the best use of existing site features. The planning authority will ensure that development respects and enhances the character of the countryside and will impose landscape conditions on new development in order to ensure the integration of the proposed dwelling with the surrounding landscape

6.32 Buildings that are in ruins, sites of former dwellings and temporary or mobile structures used as dwellings will not be considered as dwellings for the purposes of this policy.

- 6.33 *Though it would be normal to condition the removal of the original building as part of the planning permission for a replacement dwelling, consideration should be given to species of wildlife which are protected by law and are often found in old buildings. In such circumstances it may be desirable to retain the original structure and renovate it rather than build a replacement or retain it in non-residential use ancillary to the new dwelling. Where bats and barn owls are present the developer will be required to submit a survey report together with proposals to mitigate and compensate for the effects of demolition and may include restrictions as to the time of year works can be carried out.*

Agricultural or Forestry Dwellings

- 6.34 PPG7 Annex I provides guidance regarding agricultural and forestry dwellings. In most instances agricultural workers will be expected to live in dwellings within existing settlements. This may have domestic and social advantages as well as avoiding potentially intrusive development in the countryside. There are circumstances where it may be necessary to allow isolated new dwellings in association with agriculture or other appropriate use to be located on the holding for the proper management of the operation. Whether this is essential in any particular case will depend on the needs of the farm or forestry operation concerned and not on the personal preferences or circumstances of any of the individuals involved. Agricultural needs will be assessed on the basis of the criteria set out in PPG7 Annex I.

RD11 – New Agricultural or Forestry Dwellings

New agricultural or forestry dwellings will only be permitted provided that:

- i) **the applicant demonstrates that there is no other viable option of utilising the following types of accommodation:**
 - a) **existing vacant dwellings in the nearest settlements or vacant agricultural buildings closer to the site than the nearest settlements; or**
 - b) **conversion of an existing building on or close to the holding to residential use; or**
 - c) **the rearrangement, subdivision or extension of existing dwellings; or**
 - d) **any viable options for the refurbishment of a derelict or under-used dwelling on the holding or in the locality; or**
 - e) **extant residential permissions in the locality**
- ii) **the proposed dwelling should be located within, or adjacent to, the existing buildings on the holding; and**

- iii) **the applicant must demonstrate by means of a functional test that there is a need for a full time worker to live in or near the unit; and**
- iv) **the dwelling is of a size appropriate to the established functional requirements of the unit. Dwellings which are unusually large in relation to the needs of a unit, or unusually expensive to construct in relation to the income that the unit can sustain in the long term, will not be permitted; and**
- v) **the unit to which the dwelling must be attached will have been proved to have been in existence for more than three years and profitable for at least one of them and be currently financially sound; and**
- vi) **the occupation of the dwelling shall be restricted to a person solely or mainly working, or last working, in the locality in agriculture or in forestry, or a widow or widower of such a person, and to any resident dependants.**
- vii) **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**

- viii) **the external appearance and materials reflect local building traditions and the means of access is acceptable.**

- 6.35 *Policy RD10 is intended to provide a consistent approach by the Council in determining applications for new housing in the open countryside where the applicant in connection with agriculture and forestry claims essential need as a special justification.*
- 6.36 *PPG7 states that a functional test is necessary to establish whether it is essential for the proper functioning of an agricultural or forestry unit for one or more workers to be readily available at most times. However, such a test should be undertaken as part of all proposals for new dwellings in the open countryside, whether related to agriculture, forestry or other activities. A financial test is also required to provide evidence of the size of dwelling, which the unit can sustain.*
- 6.37 *In all cases where agriculturally related dwellings are permitted in the open countryside the planning authority will impose an occupancy condition on the dwelling. Such a condition may also be imposed on existing dwellings on the unit which are under the control of the applicant, do not have occupancy conditions and need, at the time of the application, to be used in connection with the running of the farm. PPG7 states that planning obligations may also be used to tie a farmhouse to adjacent farm buildings or to the agricultural land of the unit to prevent them being sold separately without further application to the authority.*

Agricultural Occupancy Conditions

- 6.38 *Where the need to provide accommodation to enable farm or forestry workers to live at, or near,*

their place of work justifies isolated residential development in the countryside, it is essential to ensure that the dwellings are kept available for meeting this need. For this purpose planning permission should be made subject to an occupancy condition.

RD12 - Removal of Agricultural Occupancy Conditions

The planning authority will only consider the removal of an agricultural occupancy condition if conclusive evidence is submitted by way of an independent report that includes:

- i) **a substantiated reason why there is no longer a justified need for an agriculturally tied dwelling on the holding; and**
- ii) **evidence of attempts made to sell the dwelling at a price which reflects the effect of the occupancy condition on the property market for the twelve months prior to the application being made to remove the condition.**

It will be inappropriate to retain an occupancy condition on a dwelling located within a defined development limit.

6.39 *Changes in the scale and character of a farming, forestry or rural business may mean that the addition of an agricultural occupancy condition is no longer relevant. In such cases the dwelling should not be kept vacant, and its present occupant should not have to remain in occupation, when the circumstances which led to the condition being attached have*

changed. However, removal of an agricultural occupancy condition does not necessarily mean that the property is to be sold.

6.40 *Applications for the removal of occupancy conditions should be considered on the basis of realistic assessments of the continuing need for them. Such conditions reflect the need for a dwelling for someone solely working in, or whose last employment was mainly in, agriculture, forestry or rural business in an area as a whole and not just on the particular holding or unit. The planning authority must be convinced that the condition of the holding is such that no change in agricultural, forestry or rural business practice would restore economic vitality back to that unit.*

RD13 - Temporary Agricultural and Forestry Dwellings

Applications for temporary agricultural and forestry dwellings in the open countryside will only be permitted if:

- i) **for an established holding which is undergoing expansion or continued development, conclusive evidence is submitted to demonstrate a firm intention and ability to develop the enterprise further; or**
- ii) **for a newly-created agricultural holding which has yet to establish itself financially, the applicant can conclusively prove that the enterprise has been planned on a sound financial basis; and**

- iii) **the applicant can demonstrate that there is a justified need for a full time worker and demonstrate that the need for temporary accommodation cannot be met by:**
- a) **existing vacant dwellings in the nearest settlements or vacant agricultural buildings closer to the site than the nearest settlements; or**
 - b) **conversion of an existing building on or close to the holding to residential use; or**
 - c) **the rearrangement, subdivision or extension of existing dwellings; or**
 - d) **any viable options for the refurbishment of a derelict or under-used dwelling on the holding or in the locality; or**
 - e) **extant residential permissions in the locality.**

The planning authority will not grant permission for a temporary dwelling where an application for a permanent dwelling would be refused.

6.41 *Temporary structures such as caravans, mobile homes and chalets are not seen as a satisfactory form of long-term residential accommodation as they tend to be incongruous in a countryside*

location and deteriorate physically over time.

- 6.42 *PPG7 Annex I supports this approach and states: "If a new dwelling is essential to support a new farming activity, whether on a newly-created agricultural unit or an established one, it should normally for the first three years be provided by a caravan, a wooden structure which can be easily dismantled, or other temporary accommodation. The planning authority should make clear the period for which the temporary permission is granted, the fact that the temporary dwelling will have to be removed, and the requirements that will have to be met if a permanent permission is to be granted."*

Agricultural and Forestry Buildings

- 6.43 *The General Permitted Development Order 1995 (as amended) grants permitted development rights for a range of agricultural buildings and operations. However, whilst planning permission is not needed for certain development the Council retains control over the design and siting of all agricultural development. In cases where planning permission is not required developers are obliged to give the Council prior notification of their proposals and provide information on the design and siting of the development.*

RD14 - Agricultural and Forestry Buildings

Agricultural and forestry buildings which require planning permission or prior notification should be sited in close proximity to existing buildings and designed to utilise existing land forms and vegetation to minimise visual impact.

- 6.44 *The introduction of new agricultural buildings can have a significant effect on the character of the landscape in terms of their design, siting and external appearance. PPG7 states: "New building in rural areas should... be of an appropriate design and scale for its location." Modern designs should therefore have proper regard to the context for development in relation to both the immediate setting and the defining characteristics of the wider local area, including local or regional building traditions or materials.*
- 6.45 *Particular care must also be taken where new agricultural and forestry buildings might affect special landscape areas referred to in policies LC8, LC9, LC13 and LC14. Further information is given in Supplementary Planning Guidance Note 3 - 'Design in the Countryside'. Developers will need to take account of these policies before formulating detailed proposals or submitting formal planning applications or prior notifications.*

Intensive Livestock Units

- 6.46 *As part of the changing agricultural industry there are increasing numbers of proposals for intensive livestock units. In order to assist in the interpretation and operation of the following policies intensive livestock units can be defined as buildings and associated works (for which specific planning permission is required) for the permanent indoor housing of pigs, poultry or cattle.*
- 6.47 *The policies that follow apply to the development of intensive livestock units and of occupied buildings near to them which require planning permission. They are designed to provide a framework against which applications can be judged. These policies aim to ensure that the well being of the community is safeguarded while at the same time*

ensuring an efficient and viable farming industry is maintained. This requires a balance to be struck between the different interests.

RD15 - Development of Intensive Livestock Units

Proposals for new intensive livestock units and associated structures, or the expansion of existing intensive livestock units will only be permitted provided that:

- i) the units are not located within 800 metres of the Scunthorpe and Bottesford Urban Area, principal or medium growth settlement; or**
- ii) within 400 metres of a minimum growth settlement; or**
- iii) within 200 metres of an individual dwelling, excluding those connected with the livestock operation.**

- 6.48 *The Council will require the submission of an environmental statement for all large units (more than 400 sows or 5,000 fattening pigs or in the case of poultry, 100,000 broilers or 50,000 layers or other poultry) and for smaller scale units in sensitive locations where they are likely to have significant environmental effects.*
- 6.49 *Policy RD14 is designed to limit the environmental effects of intensive livestock units to an acceptable level. It is recognised that this does not mean that such effects will be completely prevented. Conflict can arise when new residential development takes place close to an existing intensive livestock unit. People moving in to such development often subsequently complain about the unit itself. The*

avoidance of such conflicts is considered preferable to trying to deal with them after they arise.

- 6.50 The precise amount of separation that is appropriate depends to some extent on the nature and duration of the activities involved. Housing and developments such as caravan sites, hotels, restaurants, schools and hospitals are the most sensitive and need to be kept furthest away. In other cases, including developments that involve the conversion of disused farm buildings to other uses, some relaxation of the policy may be appropriate.
- 6.51 In order to minimise any future conflict between public amenity and the effects of intensive livestock units there should be a protective distance between existing and proposed occupied property and new livestock units (except in the case of buildings within the same agricultural unit or those used for certain special industrial activities).
- 6.52 In the case of individual dwellings and places like caravan sites the rigid application of 800 metres protective distance would be unduly restrictive. It is extremely difficult to define appropriate areas around such development as so much depends on the individual circumstances such as the size and operating hours of the unit. It would, therefore, be preferable for applications to be dealt with on their own merits, with a minimum distance of 200 metres kept for protection purposes. Reference should also be made to the appropriate regional office of the Environment Agency for further detailed information.
- 6.53 Where there are already intensive livestock units in the towns and villages it would not be possible to adhere to this policy and an exception has to be made.

RD16 - Cumulative Effects of Intensive Livestock Units

If the existence of a number of intensive livestock units in a locality means that any further units would cause an increase in adverse environmental effects to an unacceptable degree or seriously restrict reasonable expectations of further development of a settlement, then additional units will not be permitted.

- 6.54 Policy RD15 controls the cumulative effects of intensive livestock units. There is a danger that a number of units around a particular locality would jointly cause unacceptable environmental effects that would be detrimental to local amenity. In applying this policy in such situations it should be demonstrated that adverse effects are already being experienced and are likely to be made significantly worse by the development of a further unit. In making this assessment, impacts which are susceptible to control under non-planning legislation will be discounted.

Shopping and Town Centres

Introduction

- 7.1 One of the indicators of a buoyant local economy is the performance of an area's retail sector; from small corner shops in rural villages to the largest supermarket chains, these facilities meet the day-to-day requirements of local people. The main town centres in North Lincolnshire are the hub of urban life, and represent many years of investment and development. Besides shopping, these centres are also places where people live, work and find their entertainment. In smaller settlements and rural villages, local shops provide for everyday shopping needs and contribute to the attractiveness and continued viability of these places. In all cases a thriving shopping centre acts as an advertisement for an area, promoting its attractiveness, its sense of worth and a good image.

The Shopping Hierarchy

- 7.2 PPG6 advises local planning authorities that development plans should identify a hierarchy of centres, with a range of sizes, from city centres through to town centres, district centres to local centres and village centres, where investment in new retail and other developments such as leisure and entertainment will be promoted and existing provision enhanced.
- 7.3 The three main retailing centres in North Lincolnshire are Scunthorpe, Brigg and Barton upon Humber. Scunthorpe town centre fulfils the role of a sub-regional town centre in the local shopping hierarchy and, as such, competes directly with other

centres such as Hull, Doncaster, Grimsby, Lincoln and Sheffield Meadowhall centre. Brigg and Barton upon Humber mainly draw their market from the resident population, and the surrounding rural hinterland. The town centre boundaries are defined on the relevant Insets to the Proposals Plan and equate with the central shopping areas defined in the previous Deposit Draft Local Plan dated July 1999.

The Shopping Environment of North Lincolnshire

Scunthorpe

- 7.4 Scunthorpe town centre is the largest retailing centre in North Lincolnshire, providing a wide range of comparison goods retailing outlets, concentrated in the main shopping area. Scunthorpe town centre is, however, vulnerable if it loses major retailers. Scunthorpe is a large enough centre to be in direct competition with other main centres in the Yorkshire and Humber region. A programme of continued improvement and investment has benefited the environment of Scunthorpe town centre, with further growth and inward investment likely in the near future, including the new Arts Centre development and major environmental improvement works at the eastern end of the High Street in Church Square. The Council is committed to an ongoing programme of town centre regeneration which will create further opportunities for enhancement and refurbishment, and generally increase the attractiveness of the centre. Scunthorpe town centre is also an appropriate location for new leisure and entertainment uses such as pubs, clubs, restaurants, cinemas, bingo halls and bowling centres, and a further aim of town centre regeneration will be to increase the range of leisure and

entertainment facilities so as to encourage more linked trips into the town centre to combine leisure and shopping activities in one visit. The Council also wishes to encourage town centre uses outside shop opening hours, so as to maintain town centre activity into the evenings.

- 7.5 Scunthorpe has been affected by the growth of out-of-centre shopping provision, a trend of the 1980s and early 1990s. Skippingdale Retail Park offers a range of retailers and is the most frequented centre in the area for shoppers wishing to purchase DIY goods. A second area of recent comparison growth has taken place at Lakeside Retail Park, comprising 10 retail units. Since 1996, the majority of new out-of-centre retail development in Scunthorpe, has however, been related to the sale of convenience goods, Lidl on Doncaster Road, and the re-opening of the former Co-op Pioneer store on Station Road as a Netto store, competing with the earlier out-of-centre stores, ASDA, Morrisons and Tesco. This level of convenience retail activity suggests that the out-of-centre convenience goods market in the town is now well served. Planning permission also exists for retail development at the Hornsby and Goodwyn site at Brigg Road, on the former Brown Cow public house site on Ashby High Street, on land opposite Glanford Park on the A18 to the west of Scunthorpe and on the Glebe Pit site, off Glebe Road, Scunthorpe. The overall result has been that approximately 56% of the town's existing gross retail floorspace is, at present, located on out-of-town sites, with the potential for this to increase to a figure of 65% if outstanding out-of-centre retail permissions are taken up. The Council sees no need for further development outside Scunthorpe town centre and Ashby High Street district centre.

Brigg

- 7.6 Brigg, an historic market town, has an attractive town centre, largely located within a conservation area. There are many listed buildings and the Brigg Regeneration Project has succeeded in promoting the refurbishment and improvement of a number of premises within the town's central core. The relief road to the north of the town centre has removed traffic from Market Place and Wrawby Street, which have been pedestrianised. The weekly market is a major attractor of trade to the town. A variety of pubs and restaurants maintain a healthy evening economy. Brigg town centre, therefore, offers an attractive and pleasant shopping environment. The recent enhancement has improved the centre and created the potential for a better range of quality shopping. The Market Place in particular offers considerable opportunities for further enhancement.
- 7.7 Retail provision in the centre of Brigg is mixed. There are very few national multiple retailers represented, the majority of the remainder being independent operators, some of whom have regional representation. A range of durable goods is available, from low order, local needs products to higher order, specialist goods. Convenience provision has principally been met by two supermarkets, which given their size and location were unable to provide the same product range and shopping environment as large superstores serving car borne traders located beyond the town's catchment area. Convenience provision has recently been improved by the development of a Tesco store on the former Stockmarket site, at Cary Lane/Barnard Avenue.

Barton upon Humber

- 7.8 Barton upon Humber is a typical country town with an attractive historic core, providing a high townscape quality. The centre is well served by a range of pubs and restaurants. Views onto the Humber Bridge and facilities including Baysgarth Museum and the Rope Walk Arts Centre attract visitors to the area. The Market Place, George Street, High Street and Fleetgate form the retail core. A major retail scheme by Proudfoots on the Ropery site next to Barton Haven was permitted with the aim of and has helped to increase pedestrian flows along Fleetgate.
- 7.9 The shopping profile of Barton upon Humber is distinctly one of independent retailers. There are few household names in evidence and before the Proudfoot Store opened, there was no modern supermarket in the town. 90% of Barton upon Humber's shopping trade is local (i.e. from within 5 miles), 75% living in Barton upon Humber.

Other Centres

- 7.10 In addition to the three main town centres, there are other smaller secondary retail centres (referred to as District Centres) in the area.
- 7.11 Epworth has a well-established retail core centred on High Street, Market Place and Church Street. The centre offers an attractive retail mix of independently operated convenience and specialist goods shops, and the town benefits from local tourism.
- 7.12 In Crowle, there are two main retail areas, both located on High Street, to the north at the junction of Cross Street and to the south, grouped around Market Place. Non-retail uses and a high number of vacant commercial properties fragment the

northern area, although the presence of a supermarket benefits this area. The southern area is a more clearly defined centre with greater stretches of continuous shopping frontages. Planning permission was granted in August 1999 for a 2300 m.sq supermarket on land at the junction of High Street/Godnow Road. This will benefit and improve retail provision in the southern area of Crowle Town Centre.

- 7.13 Kirton in Lindsey has a compact town centre, which focuses on a traditional market square. A range of shops and service outlets meet the needs of Kirton's residents and surrounding rural villages.
- 7.14 The Frodingham Road area is located adjacent to Scunthorpe Town Centre, but functions as a separate district centre, serving the needs of the surrounding Crosby Area. The centre is distinguished by a wide range of shops meeting the needs of the local community.
- 7.15 Ashby High Street, Scunthorpe, is a linear centre, with an increasing number of vacant properties on the south side of the High Street. There is an identified need for environmental improvements in this centre, in terms of replacing street furniture and implementing landscaping schemes.

Local and Rural Shopping Centres

- 7.16 All of the remaining villages and hamlets in the area also carry out a retail function as local and village centres, and small local shops provide for day-to-day needs. Local shopping parades in residential areas of the urban centres of North Lincolnshire play a similar role. These types of facilities are essential in helping to retain the character of settlements and offer important

facilities for local communities, particularly the less mobile members of a community and those without access to a private car/vehicle.

Aims and Objectives

- 7.17 PPG6 emphasises the importance of maintaining the vitality and viability of existing town centres, and recognises the detrimental effects that uncontrolled out-of-centre retail and leisure development can have on the economic prosperity and environmental quality of town centres. It also recognises the environmental and associated benefits that accrue from supporting town centre economies, as this encourages greater use of the existing transport infrastructure of town centres. There are also benefits in encouraging the development of town centres as places where people can live, work, shop and enjoy recreational activities without needing to travel to multiple destinations.
- 7.18 PPG6 advises that proposals for major retail developments are required to demonstrate the need for additional facilities, and that local planning authorities should assess planning applications for major retail development by means of a "sequential approach". This requires a developer to investigate using sites in a town centre as the preferred location for retail and entertainment uses. Only when it can be demonstrated that no appropriate sites exist, to meet a need or capacity for further development will edge-of-centre sites, district and local centres be considered, followed only then by out-of-centre sites in locations that are accessible by a choice of means of transport. Edge-of-centre sites are defined as those that are located within a reasonable walking distance of an existing centre so that people visiting these developments can reasonably combine such trips with

visits to the centre. In each case, consideration must be given to the local topography, including barriers to pedestrian movement, such as major roads and car parks, the extent of attraction of the town centre, and attractiveness of the route to or from the town centre. PPG6 says that most shoppers are unlikely to wish to walk more than 200 - 300 metres, especially when carrying shopping.

- 7.19 PPG6 states that Local Plans should consider existing retail and leisure provision and identify sites for development. It is the Council's aim that new shopping and leisure developments, particularly for durable goods retailing, should be concentrated primarily within the existing town centres of Scunthorpe, Brigg and Barton upon Humber. There is also potential for further retail expansion in the district centres of Crowle, Epworth, Kirton in Lindsey, Frodingham Road and Ashby High Street, of a scale commensurate with the size and function of these centres.

New Retail and Leisure Development

- 7.20 It is the aim of the Local Plan to strengthen the shopping function of Scunthorpe town centre. The Council will prepare development briefs for the key town centre sites identified under policy S1. These will include consideration of what action the Council needs to take to accelerate the process of site assembly if necessary, and where appropriate, compulsory purchase.

S1 - Scunthorpe Town Centre - New Retail and Leisure Development

Proposals for new retail and leisure development will be given favourable

consideration within Scunthorpe town centre on the following sites:

- 1) Land situated between John Street and Lindum Street and bounded by Manley Street and Cole Street.
- 2) Land situated between West Street and Chapel Street and bounded by Gilliatt Street and Wells Street. This site will only be released for development following the completion of development on the John Street/Lindum Street site.

7.21 Major improvements are planned to extend and upgrad the precinct area of Scunthorpe town centre to provide more retail facilities and car parking. This development will cover the majority of site S1-1. This means that land may be available on the West Street car park site (Site S1-2) for further development. This site could accommodate either single large users or a mixed development of smaller and specialist retail uses alongside housing and leisure facilities. A number of other mixed use sites in Scunthorpe town centre offer a range of shopping, leisure, office and housing development opportunities.

S2 - Development in Scunthorpe Town Centre

Within the defined town centre area of Scunthorpe,;

A) The following uses are preferred:

- i) Shops (A1) on the ground floor frontages
- ii) Business (B1) at upper levels

- iii) Residential (C3) at upper levels
- iv) Offices used by the public (A2)
- v) Food & Drink Outlets (A3)
- vi) Hostels & Hotels (C1)
- vii) Residential Institutions (C2)
- viii) Community Facilities (D1) open daily
- ix) Leisure & Recreational Facilities (D2)
- x) Taxi and Vehicle Hire Businesses

B) The following are examples of uses that will not be permitted:

- i) Business (B1) on ground floor frontages
- ii) General Industry (B2)
- iii) Warehouses & Open Storage (B8)
- iv) Car Showrooms
- v) Garage & Transport Depots
- vi) Petrol Filling Stations
- vii) Vehicle Repair Garages

Those areas of Scunthorpe town centre outside the defined frontages of the precinct area are particularly suited to a range of town centre activities. The Council will actively promote uses that increase the number of people living, working and finding entertainment in

the town centre, and promote evening activity beyond shop opening hours.

Proposals for non-shopping uses (i.e. uses not included within Use Class A1 in group (A) of this policy) will be permitted within the defined ground floor frontages of the Scunthorpe town centre precinct area provided that:-

- i) non-shopping uses would not exceed 20% of the total metrage of the defined frontage;**
- ii) any continuous frontage of non shopping uses would not exceed 18m; and**
- iii) the use maintains the retail appearance of the street and the design of the frontage takes into account the character of adjoining buildings and the centre as a whole.**

7.22 *Scunthorpe town centre precinct area will shortly be the subject of extensive refurbishment and extension, and needs to be protected as North Lincolnshire's primary shopping area. Any future erosion of ground floor shopping frontages in this area through the gradual incursion of non A1 (Retail) Class uses must be avoided to maintain its retail offer and attraction.*

7.23 *There is a need to encourage a mix of uses to ensure the ongoing vitality and viability of Scunthorpe town centre. The town centre is an attractive location for local independent retailers and specialist shopping, particularly in the western part of the centre which has also developed as a focus for evening activity and entertainment, with a growth in pubs and restaurants. These types of uses will therefore be encouraged in the town centre, and opportunities have also been identified for more residential development in the*

area, particularly in terms of first and second floor flats. The Council is also establishing a permanent Town Centre Management initiative, one of its aims being to ensure the ongoing vitality and viability of all areas of the town centre.

Retail and Leisure Development in Brigg Town Centre

7.24 *There is a potential for further expansion in the town centre of Brigg of a scale appropriate to the size and function of the town centre. A retail study of Brigg indicated that future growth for convenience shopping in the town would best be catered for by the extension of one of the existing stores or the development of a modern foodstore located on the Stockmarket site. The recently developed Tesco store fulfils this requirement. A potential mixed use site on Market Place/Cary Lane, which includes the former Smith Parkinson garage site, provides the opportunity for a range of uses including shopping, offices and leisure in the centre of Brigg. Further opportunities exist to extend the range and quality of retail and leisure provision in Brigg so as to further strengthen the vitality and viability of Brigg town centre.*

S3 - Development in Brigg Town Centre

The Council will actively promote the development of additional shopping and leisure facilities within Brigg town centre, of a size and scale compatible with the retail needs and character of the settlement. Particular encouragement will be given to development proposals that further enhance the vitality and viability of the market square area.

In the defined town centre area of Brigg:-

A) The following uses are preferred:

- i) **Shops (A1) on the ground floor frontages**
- ii) **Business (B1) at upper levels**
- iii) **Residential (C3) at upper levels**
- iv) **Offices used by the public (A2)**
- v) **Food & Drink Outlets (A3)**
- vi) **Hostels & Hotels (C1)**
- vii) **Residential Institutions (C2)**
- viii) **Community Facilities (D1) open daily**
- ix) **Leisure & Recreational Facilities (D2)**
- x) **Taxi and Vehicle Hire Businesses**

B) The following are examples of uses that will not be permitted:

- i) **Business (B1) on ground floor frontages**
- ii) **General Industry (B2)**
- iii) **Warehouses & Open Storage (B8)**
- iv) **Car Showrooms**
- v) **Garage & Transport Depots**

vi) Petrol Filling Stations

vii) Vehicle Repair Garages

Proposals for non-shopping uses (i.e. those falling outside Class A1 in group A of this policy) will be permitted within Brigg town centre frontages 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.

7.25 *There is a need to ensure that Brigg town centre continues to be a focus for investment and maintains its role as a service centre for the town. This will be achieved while ensuring that the retail character of the centre is not eroded as a result of inappropriate development.*

Retail and Leisure Development in Barton upon Humber Town Centre

7.26 The town centre area can accommodate a range of town centre uses, and the Council will encourage proposals that will maintain the future vitality and viability of the centre.

S4 - Development in Barton upon Humber Town Centre

The Council will actively promote the development of additional shopping and leisure facilities within Barton upon Humber town centre, of a size and scale compatible with the retail needs and character of the settlement. Particular encouragement will be given to development proposals which achieve regeneration of the west end of the High Street/Fleetgate area.

In the defined town centre area of Barton upon Humber:-

A) The following uses are preferred:

- i) Shops (A1) on the ground floor frontages**
- ii) Business (B1) at upper levels**
- iii) Residential (C3) at upper levels**
- iv) Offices used by the public (A2)**
- v) Food & Drink Outlets (A3)**
- vi) Hostels & Hotels (C1)**
- vii) Residential Institutions (C2)**
- viii) Community Facilities (D1) open daily**
- ix) Leisure & Recreational Facilities (D2)**
- x) Taxi and Vehicle Hire Businesses**

B) The following are examples of uses that will not be permitted:

- i) Business (B1) on ground floor frontages**
- ii) General Industry (B2)**
- iii) Warehouses & Open Storage (B8)**
- iv) Car Showrooms**
- v) Garage & Transport Depots**

vi) Petrol Filling Stations

vii) Vehicle Repair Garages

Proposals for non-shopping uses (i.e. those falling outside Class A1 in group A of this policy) will be permitted within Barton upon Humber town centre frontages 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.

7.27 *It is important that Barton town centre is maintained as a retail centre, and that new investment is focused to maintain the vitality and viability of existing retail areas. Proposals will be supported that secure the re-use of vacant retail units for retail purposes, particularly in the High Street/Fleetgate area. At the same time it is important to ensure that no further erosion of the retail character of Barton occurs through the introduction of inappropriate uses.*

Development in District Shopping Centres

7.28 In addition to the main town centres of Scunthorpe, Brigg and Barton upon Humber, the centres of Crowle, Epworth and Kirton in Lindsey, together with Frodingham Road and Ashby High Street in Scunthorpe function as district shopping centres, serving a more localised catchment and providing mainly specialist shopping, local convenience outlets used for day-to-day "top up" shopping, and in the case of Epworth, shops for tourists.

S5 - Development in Crowle, Epworth, Kirton in Lindsey, Frodingham Road and Ashby High Street District Shopping Centres

The Council will actively promote the development of additional shopping facilities within Crowle, Epworth, Kirton in Lindsey, Frodingham Road and Ashby High Street district shopping centres, of a size and scale compatible with the retail needs and character of the settlement.

In district shopping centres proposals for non-shopping uses (i.e. those falling outside Class A1) 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 and the resulting proportion of non-shopping uses.

Proposals for a new retail development will be given favourable consideration on the Nursery site and associated car park, Belton Road, Epworth.

7.29 *District shopping centres should offer retail and service facilities of a scale appropriate to meet the needs of their local catchment, and any erosion of their retail character will be resisted.*

Small Local Centres and Corner Shops

7.30 The Council wishes to protect local shopping facilities located in small local centres outside town and district centres, in order to ensure continuing convenience for residents, to promote a continued sense of community and to reduce longer journeys to out-of-centre shopping outlets in accordance with PPG13. It is

acknowledged, however, that the retention of shopping facilities on such a scale, in the current retailing climate, can sometimes be financially unviable. Policies for change of use to restaurants, hot food takeaways, taxi offices, and other normal development control considerations will be applied where appropriate.

S6 - Small Local Centres and Corner Shops

The change of use of corner shops and shops in small local centres from Use Class A1 (Shops) to non-shopping uses will be permitted provided that:

- i) the existing use is not a convenience goods store or retail outlet which is required to meet the day-to-day shopping needs of residents in the neighbourhood; and**
- ii) it can be satisfactorily demonstrated that the unit is no longer viable for retail purposes and that reasonable efforts have been made to dispose of the property for a Class A1 use; and**
- iii) it can be proven that the proposed use would be a significant benefit to the local community.**

7.31 *Policy S6 aims to ensure a continuing role for local shopping facilities outside the town and district centres. It will apply to single shop units and shopping parades within villages and local shopping parades within residential areas of larger centres. In terms of uses that are of significant benefit to the community, these will be uses that provide a direct service to local people so helping to reduce the need to travel to larger centres. Uses that will attract*

visitors to travel into these local centres will not be generally acceptable, as they would be more appropriately located within town and district centres.

Edge-of-centre Retail and Leisure Development

7.32 An edge-of-centre site is defined as a site that allows car-borne shoppers to walk into a town or district centre for other business, and visitors who arrive in the centre by other means of transport, to walk to the site, thereby facilitating linked trips. Hence an edge-of-centre location will be determined by what is an easy walking distance for shoppers walking to, but more importantly, away from the site carrying shopping. The limits on whether a pedestrian flow will result between edge-of-centre development and an existing centre will depend on local topography, including barriers to pedestrian movement, such as major roads and car parks, the strength of attraction of the town centre, and the attractiveness of the walk to or from the town centre.

S7 - Edge-of-centre Retail and Leisure Development

A site will be considered as an edge-of-centre retail location and developments will be permitted where:

- i) a clear need for the development has been demonstrated;**
- ii) the developer can demonstrate that there are no sites for the proposed use within the town or district centre that are suitable, viable for the proposed use and likely to become**

available within a reasonable time period;

- iii) the site shall be within easy walking distance of the primary shopping area of the centre;**
- iv) the developer can demonstrate that there are clear, unrestricted pedestrian linkages to the town or district centre or that such linkages can be established as part of the proposed development, and that the scale of the development is compatible with the size, function and character of that centre.**

Where a proposal site does not meet all the above criteria, the site will be considered as an out-of-centre location and assessed accordingly.

7.33 PPG6 requires developers to demonstrate a need for new retail and leisure development. This assessment should extend beyond simple analysis of demand and spare consumer expenditure capacity to encompass the full range of quantitative and qualitative factors which are relevant to the particular centre and its role in the hierarchy of centres. The Government advocates a sequential approach to assess suitable sites for retail and other developments traditionally located in town centres. This approach acknowledges the adverse effect on the vitality and viability of traditional town centres that results from allowing major retail and leisure growth outside these areas. Where it can be demonstrated that there is no adequate town centre location for a proposed development, a developer should next explore the viability of an edge-of-centre location in accordance

with the criteria set out in policy S7. For the purposes of this Plan, an edge-of-centre location shall be defined as a site outside a defined town centre, and within 200 - 300 metres of the perimeter of the town centre area. This will be particularly relevant in the case of supermarkets, where it may be difficult for operators to find large enough sites in town centre locations. Where a site does not meet the criteria listed in policy S7, a proposal will be considered as an out-of-centre development and will be assessed in accordance with policy S8.

Out-of-centre Retail and Leisure Development

- 7.34 Recent years have seen increasing pressure for proposals for retail and leisure development on sites that are clearly separate from existing town and district centres. Some types of retailing, such as large stores selling bulky white electrical goods, furniture or DIY materials, are often best suited for this type of location. The uncontrolled spread of major retailing and leisure uses into out-of-centre locations, can, however, result in an adverse impact on the vitality and viability of existing centres, jeopardising future private sector investment in existing centres, increasing vacancy rates, and ultimately the physical condition of a centre. Out-of-centre sites often act as major traffic generating uses, increasing reliance on the private car and limiting the shopping choices of people without access to cars.
- 7.35 These adverse impacts result not only from single large developments, but also as a result of the cumulative effect of recently completed out-of-centre developments in the catchment areas of existing town, district and local centres. The Council supports the government's objectives of sustaining and enhancing existing

centres. Permission will only be granted where it can be demonstrated that no adverse effects will result or that such effects can be substantially mitigated.

- 7.36 New forms of retailing have emerged in the early 1990s, such as warehouse clubs specialising in bulk sales at reduced prices, with access often limited to businesses, organisations or individuals that pay for membership. Some factories have opened ancillary retail outlets selling seconds and end-of-line goods. For the purposes of this plan, such establishments will be subject to the same locational policies as other traditional retail uses.

S8 - Out-of-centre Retail and Leisure Development

Planning permission will only be permitted for out-of-centre retail and leisure development where:

- i) a clear need for the development has been demonstrated;**
- ii) the developer can demonstrate that there are no sites for the proposed use within or at the edge of the town or district centre that are suitable, viable for the proposed use and likely to become available within a reasonable time period; and**
- iii) the proposal, in addition to the cumulative affects of recently completed developments and outstanding planning permissions, will have no adverse impact on the vitality and viability of existing town or**

district centres and the rural economy. In all cases, applications shall be accompanied by a retail impact assessment;

- iv) the site is, or can be made, accessible by a choice of means of transport, including public transport, walking and cycling.**

Where it is deemed appropriate, conditions will be imposed restricting the minimum unit size of the development and restricting the type and range of goods sold, so as to prevent the operators directly competing with existing town or district centres. In all such cases, the developer will be expected to support the proposal with evidence submitted in an impartial Retail Impact Assessment.

- 7.37 *PPG6 requires developers to demonstrate a need for new retail and leisure development. This assessment should extend beyond simple analysis of demand and spare consumer expenditure capacity to encompass the full range of quantitative and qualitative factors which are relevant to the particular centre and its role in the hierarchy of centres. The principle of the sequential approach applies to both comparison and convenience shopping. Comparison shopping should continue to be the mainstay of retailing in most sizeable town and district centres. Supermarkets and leisure uses such as cinemas and bowling centres complement comparison retailing. The government advises local authorities to encourage comparison shopping to locate in town and district centres and to avoid the sporadic siting of such uses out-of-centre.*

- 7.38 *While it is recognised that some types of retailing need large sites for storage and display, and may not be able to find suitable large sites in, or on the edge of town or district centres, there is still a need to ensure that such developments are located where they will be easily accessible by a choice of means of transport and have no detrimental impact on the road user hierarchy.*

Restaurants and Hot Food Takeaways

- 7.39 *While cold snack and sandwich bars are classed as shops (Use Class A1), restaurants, cafés and takeaway hot food establishments fall under a different class (A3) of the Town and Country Planning (Use Classes) Order 1987, and hence changes of use from existing shops and other uses to hot food takeaways and restaurants require planning permission. Although these uses complement town and district centre retail areas, it is important that they do not become too dominant in primary retail frontages.*
- 7.40 *A number of problems are often associated when takeaway food shops are proposed near residential areas. They will, therefore, only be appropriately located within town, district and local centres.*

S9 - Restaurants and Hot Food Takeaway Establishments

Proposals for restaurant and hot food takeaway establishments will be permitted in town, district and local centres subject to the following criteria:

- i) 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;

- ii) **the development must not create a road safety hazard or create traffic congestion, due to its being located on a bend, junction, hill or any other restriction on the public highway;**
- iii) **suitable off or on-street parking is available on or near the premises so as to avoid detriment to road safety or residential amenity;**
- iv) **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;**
- v) **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.**

7.41 *Takeaway food establishments and restaurants can add to the quality and*

attractiveness of existing centres and provide a useful service to shoppers and local residents. However, at the same time they can cause a nuisance both in the immediate area of the facility itself, through problems with noise, smell, traffic and litter, as well as further away.

Petrol Filling Stations

7.42 There has been a recent expansion in the number of petrol filling stations, and many now have a wide range of non-motorist goods. The Council recognises that this results in a valuable supplementary facility for basic convenience goods, particularly in those areas where local facilities are poor.

7.43 Such facilities can, however, cause a problem if not carefully sited. Particularly near residential areas, environmental problems, in terms of visual amenity, reduction in road safety, light spillage, fumes and noise (particularly late at night) can result. These problems can be exacerbated where ancillary uses such as car wash facilities are included. Within the open countryside, petrol filling stations can be unsightly due to their prominence in the surrounding countryside.

S10 - Petrol Filling Stations

Proposals for petrol filling stations will be permitted subject to the following criteria being met:

- i) **permission will not be granted within residential areas or the open countryside unless it can be demonstrated that there is no viable alternative site in a non-residential area or within a settlement development boundary;**

- ii) **the design of the development should not cause demonstrable harm to the character and appearance of the area. Where appropriate, a condition will be imposed requiring that a scheme of landscaping be implemented to a standard agreed by the local planning authority so as to minimise the visual impact of the development;**
- iii) **the development will not result in highway safety problems;**
- iv) **where necessary, a condition will be imposed limiting the hours of deliveries, equipment maintenance and the operation of car wash facilities so as to avoid any adverse effects on nearby residential properties.**

7.44 In recent years, retail facilities in petrol filling stations have expanded to serve motorists and increasingly have taken over the role of the traditional corner shop. This trend has, on the whole, been beneficial, but increased activity at petrol filling stations, particularly in terms of longer opening hours, has increased concerns relating to detrimental loss of amenity to adjoining occupiers by way of noise and disturbance. Such facilities can also be of an inappropriate scale and visual appearance to allow for their location in the open countryside. Policy S10, therefore seeks to control any detrimental side effects. Developers are also referred to the Environment Agency document Policy and Practice for the Protection of Groundwater for guidance on how to avoid pollution to important groundwater resources as a

result of run-off from petrol station forecourts.

Temporary Markets, Car Boot Sales and Lay-by Trading

7.45 These types of trading are becoming increasingly attractive to some operators due to the minimal investment and low overheads required to establish such businesses. Lay-by trading can provide a convenient service to passing drivers, particularly where catering facilities are provided. All such uses can, however, cause severe problems as regards road safety, parking, litter, unsightliness and signing.

S11 - Temporary Markets, Car Boot Sales and Lay-by Trading

Planning permission for temporary markets, car boot sales and lay-by trading will only be granted temporary planning permission provided that:

- i) **access and parking arrangements are adequate and will not result in a reduction of road safety, and;**
- ii) **no adverse impact will result on residential properties in the vicinity as a result of noise, disturbance, etc., and;**
- iii) **the proposal will not have an adverse impact upon the character and appearance of the area, particularly if the proposal is to be located in the open countryside or in other**

**environmentally
sensitive locations.**

- 7.46 *Planning permission is required for any vehicle or trailer that operates from the same site for more than 28 (not necessarily consecutive) days in any calendar year, reduced to 14 days in the case of markets and car boot sales. In order to ensure that facilities do not become permanent, and environmental and road safety problems do not persist in the future, the Council will only be prepared to grant temporary permission to those proposals where parking and access arrangements are adequate and the facility is properly maintained.*

Mixed Use Development

- 8.1 North Lincolnshire Council is committed to achieving sustainable development and prosperous communities. In large towns and urban areas the vitality and health of such communities is often dependent upon creating and maintaining thriving and diverse town centres which accommodate a multiplicity of retail, employment, leisure, cultural and other service activities. Town centres are also highly accessible by public transport and means other than the private car. Mixed uses can generate a significant number of trips and are most suitably located in town centres where major transport infrastructure is located and where they are also within close proximity to resident populations thus maximising opportunities for travel by walking, cycling and public transport.
- 8.2 The importance of promoting mixed use developments is acknowledged in

PPG1 which states that such proposals can help create vitality and diversity and reduce the need to travel. It also advises that local plans should identify individual sites where development should incorporate a mixture of uses and also include a list of those uses which are considered appropriate.

- 8.3 Town centres, in particular, are capable of absorbing a variety of development often at greater densities, if sensitively designed, without detrimental impact upon local amenity or the environment. The identification of town centre sites, which have often been previously developed, for mixed use developments can also promote the sustainable regeneration of town centres and improve the quality of the built environment. A review of sites in and adjacent to the central areas of settlements has been undertaken and those suitable for mixed use activities identified. In addition to land specifically identified for housing, industry, shopping, cultural and other service development it is considered

MX1 - Mixed Use Development

The following sites are proposed for mixed use development:

Site	Location	Use Classes Permitted	Area	
			Ha	Acres
SCUNTHORPE AND BOTTESFORD URBAN AREA				
MX1-1	Church Square	A1 and/or A2 and/or A3 and/or C3 and/or D1 and/or D2 and/or B1	2.79	6.9
MX1-2	East of Brigg Road	D2 and/or B1	1.14	2.8
MX1-3	Former Pioneer store site, Station Road	A3 and/or D1 and/or D2	1.08	2.54
MX1-4	Oswald Road/Dunstall Street	A2 and/or A3 and/or C3	0.26	0.6
MX1-5	Former Model Traffic Area	B1 and/or C1 and/or C2 and/or C3 and/or D1	0.84	2.1
MX1-6	Glebe Road	B1 and/or C3 and /or D1 and /or D2 (indoor outdoor sports/community centre only)	0.43	1.08
MX1-7	Glebe Pit	A1and/orD2 and/or B1	9.1	22.5

Mixed Use Development

Site	Location	Use Classes Permitted	Area	
			Ha	Acres
BARTON				
MX1-8	Ferriby Road	C3 and/or C1	2.06	5.1
MX1-9	Former Ropery Works	D1 and/or A3	0.49	1.2
BRIGG				
MX1-10	Atherton Way	B1 and/or B8 and/or D1	0.44	1.1
MX1-11	Cary Lane	A1 and/or A3 and/or C3, the latter to be at or above first floor level	1.87	4.62
MX1-12	Island Carr North	C3 and/or B1 and/or D2, with residential uses to be at or above first floor level to the extent of 60 dwellings	6.1	15.07
CROWLE				
MX1-13	West of Market Place	A1 and/or A2 and/or A3 and/or C3 (at first floor) and D1 and/or D2	0.16	0.37

that these areas would benefit from a more flexible approach to allow a wide range of potential land uses.

- 8.4 *The sites proposed for mixed uses can accommodate one or a variety of uses which would both contribute towards promoting the vitality and viability of centres and are in locations where appropriate development would not create any adverse impact upon the surrounding amenity or environment of the area. The sites identified are well served by public transport and are located close to large residential populations.*
- 8.5 *Mixed use sites which are closely related to town centres may be capable of accommodating an increased density of development. Where mixed use development is considered appropriate it will be necessary to ensure that the quality of design of the development contributes to and improves the appearance and character of the environment. In order to provide guidance for the design and development of such sites, development briefs will be prepared. Planning conditions and/or planning obligations will be utilised to secure an appropriate mixture of uses on certain sites and, where necessary, suitable open space provision may be required.*

MX2 - Mixed Uses in Crowle

Within the development limits for Crowle consideration will be given, where appropriate, to the development of previously used land for the following uses:

Shops	(A1)
Offices used by the public	(A2)
Food & drink outlets	(A3)
Business	(B1)
Hotels	(C1)
Residential	(C3)
Community facilities	(D1)
Leisure & recreation	(D2)

Development will be permitted subject to the following criteria being met:

- i) the proposal does not lead to a loss of amenity to any neighbouring properties, particularly dwellings, in the vicinity;**
- ii) any consent may be restricted to the specific use applied for, or to only some of the other**

uses within a particular use class;

- iii) within the established Conservation Area the Council will require the submission of full details in order to assess the potential impact of proposed development upon the existing character and appearance of the area.**

- 8.6 *The Council is committed to securing improvements in the level of re-use of vacant retail and commercial premises and to the overall economic and environmental regeneration of the central area of Crowle. To this end, there is benefit in securing the development of a range of small to medium size sites within the settlement boundary for residential, commercial and retailing uses.*
- 8.7 *This approach will be subject to proposals meeting normal planning considerations. These include ensuring that there is no adverse impact on surrounding land uses, particularly adjoining residential properties, and proposals being acceptable in terms of siting, design and external appearance of buildings, and landscaping of, and the means of access to, development sites.*

Transportation

Introduction

- 9.1 The movement of people, goods and services is vital to everyday life and to the economy of North Lincolnshire. An efficient transport system provides opportunities to widen access for local people and assists in the regeneration of the local economy. Car traffic in particular contributes to congestion and air pollution with consequent effects on the economy, health and quality of life. There is a need, therefore, for the transport system to balance the demands of the economy with sustainable mobility opportunities for its people and to have regard for the local and global environment. The location and nature of development has a profound effect on the need for and method of travel. The pattern of development is strongly influenced by transport infrastructure and policies. It is essential to develop transport policies that enable the full integration of planning and transport to reduce the need to travel and encourage mobility by means other than by private car.
- 9.2 Policies in this chapter set out the Council's preferred ways of integrating development with public transport, protecting and improving public transport, its approach to new road building and traffic management, policies for cyclists and walkers/pedestrians, and sets out vehicle parking standards. The overall strategy of the Plan is to ensure that new development is concentrated within urban areas, as far as possible, with good transportation links.
- 9.3 The Local Plan Strategy aims to concentrate development towards the settlements, as outlined in the settlement hierarchy policy, where employment, services and facilities can be efficiently provided with

minimum adverse impact upon the environment. However, in rural areas the scope for reducing reliance on the private car is reduced because of limited public transport provision and high car ownership levels. North Lincolnshire Council is committed to sustainable development. Nevertheless implementation sometimes relies upon the action of market forces, as in the example of rural bus service provision, and may also be hindered by the need for certain activities to be sited in rural locations which are still heavily reliant on the use of the lorry or private car.

Strategy and Policy Framework

Government Guidance

- 9.4 The Government recognises that a vital element of an integrated transport policy response to transport needs is integration with land use planning at national, regional and local level. This supports individuals and businesses in making more sustainable choices, reduces the need to travel and allows major travel generating uses to be located where they can be effectively served by public transport.
- 9.5 There have been a large number of important policy changes to transport in recent years, much of which was brought together in the Transport White Paper: "A New Deal for Transport: Better for everyone". This document sets out a framework for a more integrated transport policy involving travel choice, better public transport, tackling congestion and pollution.
- 9.6 Planning Policy Guidance Note 13 (PPG 13) "Transport" was published in 1994 (at the time of drafting this

PPG was under review in Draft form), providing advice on how local authorities should integrate transport and land use planning. The new draft PPG13 builds on the existing approach of the current PPG13. The new guidance is primarily aimed at promoting better integration between planning and transport and between transport modes and, achieving more consistency in the implementation of the existing approach. The original key aims are still relevant, which are to ensure that land use policies and transport policies help to:

- reduce growth in the length and number of motorised journeys;
- encourage alternative means of travel which have less environmental impact; and
- reduce the overall impact of transport on the environment.

Regional Transport Strategy

- 9.7 The Draft Regional Planning Guidance, published in August 1999, incorporates the Regional Transport Strategy, which recognises the government's aim of establishing a more integrated approach to transport planning and its impact on land use planning at the regional level. The Council views the Regional Transport Strategy as the single most important development affecting the immediate future of transport policy. The linkages between the Regional Transport Strategy, the Council's Local Transport Plan and this Local Plan will be pivotal to ensuring a consistent approach to transport in North Lincolnshire.

Council Transport Strategy

- 9.8 The Council is committed to addressing transport issues in North

Lincolnshire in a sustainable manner. To this end a series of studies have been undertaken on a comprehensive range of transport topics and this has included the production of strategies for walking, cycling and public transport. This work builds on the theme of sustainable mobility and on the policies contained in this Local Plan and will inform the production of the Local Transport Plan (LTP). LTPs replace the Transport Policies and Programme (TPP) system for informing local transport policies, bidding for capital funding and allocating resources. They cover all forms of transport, and are designed to co-ordinate and improve local transport provision. They include local targets, for example, for improving air quality, road safety, public transport and for reducing road traffic

- 9.9 The LTP 2000 – 2001 is an interim document before the new five year LTP 2001 – 2006 is prepared and submitted. The LTP sets out North Lincolnshire Council's policies and objectives for the development of travel and transport. It responds to the changing direction both in national and international policy regarding transport. It seeks to encourage a change to more sustainable travel choices through cost-effective schemes comprising measures, which will promote sustainable means of travel and begin to reduce dependence on the private car in North Lincolnshire.

- 9.10 The maintenance of good, efficient and safe networks for personal and commercial transport are vitally important for the vibrancy and development of the economy and local community. To ensure that the resources and efforts directed by the authority towards transport are properly focused, the Council has adopted two guiding principles, the Transport Vision and the Road User Hierarchy (RUH). These principles,

which are fundamental to the way North Lincolnshire Council manages travel and transport in its area, have been both the subject of elected member approval and been endorsed at public exhibition.

- 9.11 The Transport Vision is: "The provision of a sustainable transport system which provides a safe and prosperous environment for the citizens of North Lincolnshire and which integrates land use and all modes of travel to minimise environmental impact and reduce the need to travel, particularly by private car."
- 9.12 The Transport Vision is pivotal in determining the manner in which the Council discharges its transport related responsibilities and provides overall direction in formulating transport and travel related policy. It is in turn informed by the Council's vision statement and reflects the general ethos of both national policy and the emerging North Lincolnshire Local Plan policies. The Council's Transport Vision has also been incorporated into its Environmental Policy, further strengthening linkages between the two functions.
- 9.13 The RUH informs all aspects of North Lincolnshire Council's role as highway authority. From the formulation of funding bids, through the design and implementation of improvements and maintenance, to the negotiation of off-site highway works with developers, the RUH provides guidance that ensures the correct emphasis is given to the various transport modes. The purpose of the RUH is two-fold, firstly ensuring that the highway network develops in a way that complements the efforts of the local planning process in effecting a shift to sustainable modes. Secondly, from a safety viewpoint, adoption of the RUH ensures that the most vulnerable users of the highway are given due consideration, and will

enable the highway to develop as a safer and more inviting environment for these groups.

- 9.14 To reinforce the Council's commitment to the promotion of sustainable access and mobility in all matters relating to transport and land use, the needs of road user groups will be considered in the following priority order:
- Pedestrians (including those with impaired mobility);
 - Cyclists and equestrians;
 - Public transport/taxis;
 - Powered two wheeled vehicles;
 - Commercial/business users;
 - Car and coach borne shoppers/visitors;
 - Commuters.

Integration of Land Use, Development and Transport

- 9.15 By integrating land use and transportation policies, the Plan seeks to reduce trip length, achieve a modal shift to sustainable modes of travel and makes the best use of existing transport infrastructure. In allocating land, the Council seeks to concentrate development within the existing urban area of Scunthorpe and Bottesford, and to a lesser extent Brigg and Barton upon Humber, where they can be served by public transport and the opportunities for walking and cycling can be maximised. Other areas, including the South Humber Bank industrial site, North Killingholme industrial estate (a subsidiary part of the South

Humber Bank Industrial Area) and the Humberside International Airport Business Park, reflect particular special locational advantages away from the main centres of population. To further minimise travel, mixed use development in urban areas will be encouraged. Industrial developers will be encouraged to make use of rail, water and air freight, and development at sites identified in the Plan served by these modes will be supported.

T1 – Location of Development

Development proposals, which generate a significant volume of traffic movement, will be permitted provided that they are located:

- i) in the urban area of Scunthorpe and Bottesford, Barton upon Humber, Brigg, and the areas identified for development at the South Humber Bank and Humberside International Airport; and**
- ii) where there is good access to rail, water and air transport, or to the North Lincolnshire Strategic Road Network; and**
- iii) where there is good foot, cycle and public transport provision or where there are opportunities for foot, cycle and public transport to be provided.**

9.16 *Sustainable mobility in North Lincolnshire will be best achieved by locating development where the need for car and lorry use is minimised, thus*

reducing the demand for transport. Policy T1 provides guidance on the location of development which is likely to create a significant volume of traffic in relation to the settlement hierarchy, the existing highway network and public transport. Development will be encouraged to locate in the urban area, principal settlements and the special locations of the South Humber Bank Industrial Area (including North Killingholme Airfield) and the Humberside International Airport, where they are easily accessible by one or more of foot, cycle, public transport, water transport, rail transport or air transport. The type and location of proposed developments will inevitably vary therefore assessment of traffic volumes will be made on individual development proposals. Industrial developments, which involve handling large volumes of freight, should be located where access to the rail network or water transport is available. If development involving significant movement of freight is allowed, this will be located where good access to rail, water or air transport and the North Lincolnshire Strategic Road Network is possible.

Accessibility

9.17 A key planning objective of the Plan is to ensure that jobs, shopping, leisure and services are highly accessible by public transport, walking and cycling. Accessibility issues need to be taken into account when identifying preferred areas and sites for development. This is to ensure that genuine safe and easy access by a range of transport modes is offered.

9.18 The issue of access is a major element in defining the settlement hierarchy and in particular the availability or distance from the following:

- main employment centre
- main retail centre
- local retail centre
- main recreation facilities
- local community facilities
- primary school
- secondary school
- road user hierarchy categories

T2 – Access to Development

All development must be provided with a satisfactory access. In larger developments it should be served adequately by:

- i) being readily accessible by a choice of transport modes; and**
- ii) existing public transport services and infrastructure; or**
- iii) additions or extensions to such services linked directly to the development; and**
- iv) the existing highway network.**

9.19 *It is important that all development is accessible both for all modes of transport and by all users irrespective of any mobility impairment. In order to achieve greater sustainability and assist in the efficient movement of people, developments must be served adequately by public transport, cycling, walking and the existing highway network.*

9.20 *The Council will consult with the Highways Agency on all development proposals likely to have an adverse effect on the motorway and/or trunk road network. For motorways the Highways Agency will direct the Council to refuse any development proposals which propose access to a motorway or motorway slip roads unless the development relates to motorway service areas, motorway compounds or, exceptionally, other inter-modal transport infrastructure. The Highways Agency will advise, or direct the Council to refuse any development, which would lead to the motorway, or motorway junction, becoming overloaded. For All Purpose Trunk Roads (APTR) it is important that they can continue to perform their function as routes for the safe and expeditious movement of long distance through traffic. A particularly strict policy regarding the formation of new access will be applied, particularly along high quality stretches of rural trunk roads, and to trunk roads of near motorway standard inside and outside urban areas. The Highways Agency will advise, or direct the Council to refuse development if it leads to the trunk road, or access to it, becoming overloaded. If access to a motorway or trunk road proves acceptable the Highways Agency may advise, or if necessary direct, the Council to impose planning conditions for road improvements to take place before the commencement or occupancy of the development. Any road improvements made necessary as a result of development will be required to meet the Highways Agency's 15 year design horizon.*

T3 – Transport Assessments

Developers of major schemes will be required to provide transport assessments, which:

- i) **assess the likely modal split of journeys to and from the site; and**
- ii) **provide details of proposed measures to improve access to public transport, walking and cycling; and**
- iii) **reduce the number and impact of motorised journeys associated with the proposal.**

9.21 The Council has adopted the Transport Assessments (TA) procedure to address the effects of traffic, from proposed development, on the existing highway network. A TA procedure replaces the previous TIA procedure. This is consistent with the Draft revised PPG13 and Government guidance on the "New Approach To Appraisal", which will provide a clear and open framework, based on the five objectives of accessibility, safety, economy, environment and integration for decisions on the transport issues raised by development proposals.

9.22 The Council reserves the right to specify and amend TA thresholds where necessary. A TA informs developers of the importance attached to the investigation and accommodation of other modes of transport and requires developers to investigate such options. The content of a TA is considered in greater detail in the Council's Transport Assessment Guidelines and will normally be subject to a scoping meeting with the developer. In addition, the Highways Agency will require a TA on any development likely to impact on a trunk road (or junction) which is at or near capacity, or is likely to exceed capacity as a result of the development.

T4 - Developer Contributions

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. To the extent that the development will directly generate the requirement for additional public transport facilities to be provided or investment to be made in the local highway infrastructure, the Council will require developers to contribute towards measures in the vicinity of the development to enhance:

- i) **public transport services and infrastructure; and**
- ii) **facilities for pedestrians and cyclists; and**
- iii) **on street parking controls; and**
- iv) **traffic calming/reduction measures.**

Contributions will be sought through planning obligations in accordance with the advice of Circular 1/97 or any subsequent updating of this.

9.23 In order to promote more sustainable transport choices it is appropriate for planning obligations to be used to achieve improvements to public transport, walking, cycling, on street parking controls and traffic calming/reduction measures, where such measures would be likely to influence travel patterns to the site involved, either on their own or as part of a package of measures. While the individual circumstances of each site and the nature of the proposal will affect the details of planning obligations in relation to transport, developers will be expected to contribute more to improving access by

public transport, walking and cycling for development in locations away from North Lincolnshire's town centres and major transport interchanges, than for development on more central sites. Where development can only take place with improvements to public transport services, a contribution from the developer (payable to the Council) will be required. The use of planning obligations for sustainable transport solutions should be linked directly with the targets set out in the Council's LTP. In addition to this policy, policy DS2 (Planning Benefits) in the Development Standards Chapter applies generally to the issue of planning obligations.

T5 - Green Travel Plans

The Council will encourage business and organisations that either employ or attract a large number of visitors to draw up Green Travel Plans. Where development is permitted the use of conditions or planning obligations may be sought to ensure that a Green Travel Plan is binding on the developer.

- 9.24 *The Best Practice Guide to PPG13 states that the adoption of commuter plans will assist in reducing car use. Employers can help promote sustainable mobility in North Lincolnshire by producing Green Travel Plans for the users of new developments. These Plans can identify means of reducing travel by car by employees providing, for example, cycle facilities including showers, home working options, public transport information and car sharing schemes. Conditions and/or planning obligations may be attached to outline planning permissions requiring a commuter plan to be prepared at the detailed proposals stage.*

Promoting Walking and Cycling

Walking

- 9.25 *Walking has the least environmental impact of all travel modes. Currently 80% of all trips less than a mile are made by foot, however there is scope for increased levels of walking for other short trips (less than five miles) which form the majority of all trips.*

T6 - Pedestrian Routes and Footpaths

The safety, convenience and attractiveness of footpaths and pedestrian areas will be improved, and areas created, to form a pedestrian-friendly network throughout North Lincolnshire. Major new developments will be required to include links to nearby existing or proposed pedestrian routes.

- 9.26 *Pedestrian routes form a vital part of the provision for non-motorised transport. Personal safety on pedestrian routes is considered paramount. When pedestrian routes become inconvenient and create an unpleasant walking environment, people avoid or stop using them. The Council is currently drafting a walking strategy for submission with the LTP, which will include a programme of improvement works to enhance the pedestrian environment. This walking strategy should lead to improved walking conditions and increase walking as a mode of transport within both the urban and rural area of North Lincolnshire.*
- 9.27 *Pedestrian links to new development should be an integral part of new schemes, in which the development and the pedestrian environment are harmonised.*

- 9.28 *Policy T6 takes into account all forms of pedestrian routes and footpaths. In addition Policy R5 of the Leisure and Recreation Chapter specifically covers the issue of the recreational paths network.*

Cycling

- 9.29 Cycling is a sustainable and healthy mode of travel and is convenient for short journeys of less than 8km (5 miles). Many such trips are currently undertaken by car and increased cycle use would impact on the level of car use for this length of journey. The importance of cycling as a mode of travel is recognised by its high position in the Council's Road User Hierarchy.
- 9.30 The National Cycle Strategy published by the Government in 1996 recognises the existing and potential role of cycling in meeting sustainable development targets. It also recognises that levels of cycling will not increase unless the highway network is made less threatening to cyclists. The Local Plan aims to make the highway network more cycle-friendly by reallocating road space to cyclists. Most cycling takes place on roads and will continue to do so. There is a need, therefore, to make the road network more suitable for cycling. Segregated facilities can be important but will only be of limited value if cyclists are unable to use ordinary roads freely.

T7 – Development of a Cycle Network

The safety, convenience and attractiveness of cycle facilities and routes will be improved and new ones created to make North Lincolnshire cycle-friendly.

To promote cycling as a mode of transport, priority will be given to the following areas:

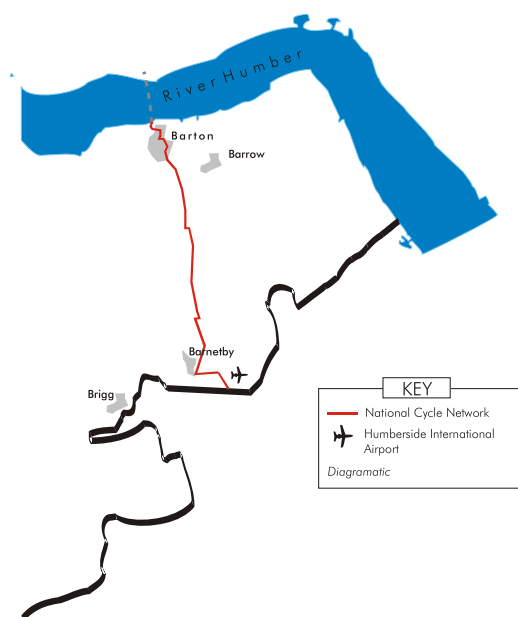
- i) a network of cycle corridors and facilities in the Scunthorpe and Bottesford Urban Area based on existing road space in combination with selected segregated facilities;**
- ii) intra-urban cycle facilities;**
- iii) support for the National Cycle Network through North Lincolnshire;**
- iv) circular recreational cycle routes;**
- v) the Isle of Axholme Greenway.**

- 9.31 *Cycling is an alternative to motor transport for trips which are too long for walking. It could therefore play a significant role in relieving traffic congestion (see policy T18).*
- 9.32 *The expansion of cycle routes will enable people to get more easily within and between settlements and to the part of the Hull to Harwich Sustrans cycle route located within North Lincolnshire which is now open (see figure 6). The Council's cycle strategy is included in the LTP, which includes a programme of improvement works to enhance the cycling environment. A network of cycle routes through Scunthorpe and Bottesford Urban Area has been identified and is shown on the proposals map. The importance of intra-urban cycle facilities for both commuting, shopping and leisure trips is recognised. In addition the cycling strategy includes the first 13 recreational circular routes and the Isle of Axholme recreational Greenway, which will also cater for walking and*

horse riding. Other routes and opportunities will be investigated where a demand is identified.

- 9.33 Cycle route links to new development should be an integral part of new schemes, in which the new development and its surrounding area are in harmony. It is important that existing and proposed cycle facilities are not compromised by new development. In large developments, shower facilities should be included to encourage cycle commuting. By providing quality cycle facilities and safe and efficient access to the highway network, cycle use by users of developments will be encouraged.

Figure 6 - National Cycle Network - North Lincolnshire



- 9.34 Cycling is a healthy pursuit, particularly where cycle routes are located away from busy main roads, which are polluted by exhaust fumes. The opportunity exists within North Lincolnshire to use quiet roads, disused railway lines and upgraded bridleways for cycling.

T8 - Cyclists and Development

New developments will be required to:

- i) **include cycle links with existing or proposed routes where such opportunity exists; and**
- ii) **ensure that the provision of cycle parking facilities are in accordance with the standards set out in Appendix 2.**

- 9.35 Journeys by cycle can be encouraged by the provision of adequate cycle facilities. Parking facilities should be easily accessible and located so as to deter risk of theft. Cycle parking guidelines will be subject to further development and review.
- 9.36 It is important that the impact of cycle facilities on other road users, in particular those with reduced mobility and pedestrians are fully considered.

Promoting Public Transport

- 9.37 The local authority has a number of duties to discharge under the 1985 Transport Act. These are as follows:
- The local authority must secure the provision of public transport services, which it considers are necessary but are not provided by operators acting commercially.
 - The authority must formulate policies about how it intends to do this. When drawing up policies it must also have regard to transport services it buys to fulfil its Education and Social Services functions.

- It must consult neighbouring authorities and public transport providers in its own area.
- It must have regard to the needs of elderly and disabled people when discharging its public transport functions.

Local authorities will gain additional duties when the Transport Bill 2000 becomes law.

Bus Use

9.38 In North Lincolnshire, buses are the most viable alternative to the car, particularly for commuter, shopping and leisure trips. They provide an important mode of travel for people with impaired mobility, particularly the elderly, in North Lincolnshire.

9.39 Improvements in the use of the bus will include investment in infrastructure, information systems and vehicle quality. For buses to attract increased levels of patronage there must be noticeable improvements to services and facilities. The provision of bus lanes, comfortable waiting areas and information facilities at stops, would contribute to this as would modern high quality bus fleets. North Lincolnshire Council will demonstrate its commitment to public transport by developing a strategy which assesses the major public transport corridors, and by introducing appropriate measures to improve bus journey times on each of those corridors. These measures will need to be carried out in the context of a developing partnership with local bus operators. The Council's role is primarily to fund and implement infrastructure development with a matching commitment from bus operators to invest in improved vehicles. Bus Quality Partnerships can help to bring together the potential of

commercial, subsidised and voluntary transport services to improve services and reverse the decline in the use of bus transport.

9.40 The Local Transport Plan will incorporate a variety of measures for all modes of transport, including bus infrastructure improvements within a strategic policy framework. The LTP will be used to secure investment to finance these improvement works.

9.41 The car will continue to be the main mode of travel in rural areas for the foreseeable future, but there is significant scope for improving travel choice in the rural areas. The Council has continued to support a basic public transport network and has used rural bus grant funding from the Government to enhance the rural bus network. The Council has developed assessment criteria to identify routes where financial support is required. The criteria reflect the Local Plan's aims and also take account of journey purpose, the availability of alternative public transport, the likely number of users, and the subsidy cost per passenger.

9.42 Although Humberside Airport has continued to expand, further growth will need to be consistent with the aims of sustainable development. The Council will therefore assess the need for improved public transport links to Humberside Airport.

9.43 The Council will seek to integrate different forms of transport by providing and improving public passenger interchanges. In order to achieve sustainable passenger interchanges they must be; conveniently located to centres of population; integrated to the transport network; safe in terms of road safety and personal security; convenient to use and accessible to people with disabilities; and operationally efficient.

including new and existing railway stations and the upgrading of existing railway lines;

vii) improvements to bus and rail connections to Humberside International Airport.

- 9.45 Buses already play a role in the transport system especially in the urban and rural areas of North Lincolnshire. However, their use has been declining over recent years in response to the growth of car ownership and use. They are a particularly efficient means of transport where demand to an area is high, and their increased use in place of the private car would generate benefits in terms of reduced congestion, efficient energy use and reduced environmental damage including atmospheric pollution. Specific schemes for bus priority will be developed through the LTP process.
- 9.46 A partnership is being developed between North Lincolnshire Council and bus operators to address these issues to encourage an increase in the use of buses. Improved passenger information will be provided both locally and as a part of the national network.
- 9.47 The needs of rural areas must also be considered. North Lincolnshire Council has sought to maintain a basic public transport network in the rural areas by using its powers under the 1985 Transport Act. This involves significant costs, and it is essential that, if sustainable transport system in the area is to be maintained and developed, that new developments in rural areas are concentrated to allow adequate bus services to be provided. The Council will continue to use the rural bus grant to enhance services to rural areas.
- 9.48 The attractiveness of urban areas to prospective developers can be

enhanced if they have a high quality rail network within them, and are linked to other strategic towns and cities in the UK.

- 9.49 North Lincolnshire Council has no direct responsibility for the rail network. The authority is, however, keen that service levels are maintained and in time lead to the provision of new services. This will also promote the attraction of rail as an alternative sustainable mode of travel to private car trips.
- 9.50 The Council will continue to press the case for improvements to rail services through the North Lincolnshire and South Humberside Rail Forum and by making representations to the Strategic Railway Authority. Railtrack and the private passenger service operating companies will be supported on projects and initiatives that improve reliability, journey times and passenger comfort. Access for people with disabilities will be enhanced where possible and will be safeguarded by OPRAF (Office for Passenger Rail Franchising) as part of its responsibilities under the Disability Discrimination Act 1995. North Lincolnshire Council will also seek improvements in the accommodation of cyclists on rail services.
- 9.51 Humberside International Airport is planned to expand in terms of passengers and freight and the aim of this Plan is to reduce the reliance on the motor vehicle and create a more sustainable airport location. The Council will therefore continue to investigate the potential for improved bus and rail connections to the airport to enable the airport to grow in a more sustainable way. Policy IN9 of the Industry and Employment Chapter covers the issue of operational and airport related development.

T10 - Public Transport Interchange

Proposals for the development of a new bus station in Scunthorpe will be permitted provided that:

- i) **such development provides satisfactorily for the continuity of bus service operations prior to full opening of a new station; and**
- ii) **provision is made for improving access for people with disabilities and restricted mobility**

9.52 *The Scunthorpe bus station has become inadequate for its purpose as the base for the town's principal bus operators in terms of capacity and operational condition. Increased bus capacity is needed to meet future passenger growth and to meet the Local Transport Plan strategy for greater promotion of public transport generally. There is currently a redevelopment and regeneration proposal affecting the existing bus station in Scunthorpe. These works will not compromise existing levels of service. It is intended that development projects will enhance and improve the existing facility in Scunthorpe town centre and encourage further public transport use by providing better facilities for passengers. To ensure this takes place, conditions and obligations to secure safety, convenience and operational efficiency will be imposed where necessary.*

T11 - Protecting Rail Routes

The existing network of rail freight and passenger routes will be safeguarded. Disused railway alignments will be protected from development where there is a reasonable prospect of their re-use for transport purposes or where there is potential for recreational use."

9.53 *Planning powers can be used to protect the network of routes from development, which might prejudice existing or future transport services.*

9.54 *The linear nature of railway routes offers opportunities for improving transport facilities. This could include expanding the pedestrian and cycle network. These opportunities should be protected.*

T12 - Taxis

The Council will seek to ensure that appropriate provision is made for taxis, including the location of ranks in the centres of Scunthorpe, Ashby High Street, Epworth, Crowle, Brigg and Barton upon Humber, and close to railway stations and bus stations.

9.55 *Taxis form an important mode of travel for many people who do not have access to a car and for journeys that are inconvenient by public transport or are taken at times when public transport services are not operating. The least mobile road users in particular, in both rural and urban areas, obtain the maximum benefits of being able to travel almost from "door to door".*

9.56 *Provision for taxis needs to be concentrated in town centres, public transport facilities and other passenger transport interchanges, particularly when new developments, which affect existing facilities, are being designed. Taxi offices and waiting areas need to accommodate suitable access arrangements for people with impaired mobility and avoid encroachment into unsuitable locations such as residential areas and primary retail frontages.*

9.57 *Taxi rank and waiting facilities are frequently used during the hours of darkness and customers may feel insecure and vulnerable. To alleviate this to a degree, waiting areas should be well illuminated and safe to ensure*

that customers are confident and comfortable using the facilities. For these reasons, the location of taxi ranks and waiting areas should be kept under review. It should be noted that the above policies apply to both hackney carriages and private hire vehicles.

T13 - Humberside International Airport

The Council will encourage improvements to both public transport and transport infrastructure to Humberside International Airport.

- 9.58 *Passenger and freight growth of Humberside International Airport will be encouraged by the Council, but the airport will need to become a more sustainable location by reconciling environmental concerns, particularly by improving public transport connections and transport infrastructure. Policy IN9 of the Industry and Employment chapter covers the issue of an operational boundary and airport related development.*

Road Planning

- 9.59 North Lincolnshire occupies a key position in the United Kingdom. It is situated on the south bank of the River Humber, one of Europe's major estuaries. It benefits from excellent highway connections via the M180/M18 to the M62 Trans-Pennine Route and M1/A1T north - south corridors. The A15T (Humber Bridge) provides access to north-east England. The volume of goods and the level of commercial traffic along the M180/A180T corridor are expected to increase.
- 9.60 The Council recognises the importance of the Trans-Pennine Corridor as a route into Europe via the Humber Estuary. This corridor comprises the main Trunk Roads

across the Pennines, (primarily the M62), and the main railway routes, (Leeds to Manchester via Huddersfield and Sheffield to Stockport / Manchester). The corridor forms part of a Trans-European Network (TEN).

- 9.61 Car ownership levels in North Lincolnshire are similar to those nationally but have increased faster over the last decade. There are higher than average instances of commuting by pedal and motor cycles, particularly in the Scunthorpe and Bottesford Urban Area where levels are three times those of Great Britain. However, significantly fewer journeys to work are taken by public transport in North Lincolnshire than the national average. Travel by road, especially by private transport, is by far the dominant means of movement, both locally and nationally. As outlined in the overall strategy, it is proposed that new developments are concentrated where services and facilities already exist in order to make the most efficient use of existing infrastructure, and this includes the road network.

The Road Network

- 9.62 Responsibility for the local transport system is shared by the local authority, the Highways Agency (the highway authority for motorways and trunk roads), bus and railway companies and private interests. North Lincolnshire Council formulates transport policy through the Local Plan, the Humberside Structure Plan, and the Local Transport Plan. Increasingly, this work is being carried out in consultation and partnership with local people, representatives of the business community, interest groups and private operators.

9.63 The local road network forms a vital part of the area's transport infrastructure. To maximise efficiency and ensure that the best use is made of existing provision the Council has identified and adopted an Inter-Urban Road Hierarchy to:

- assist in developing capital and maintenance programmes;
- advise in the determination of resource allocations;
- guide decision making on transportation and land use planning issues; and
- guide the prioritisation of proposed works on major roads through settlements.

In this hierarchy categories 1 and 2 denote roads of national and

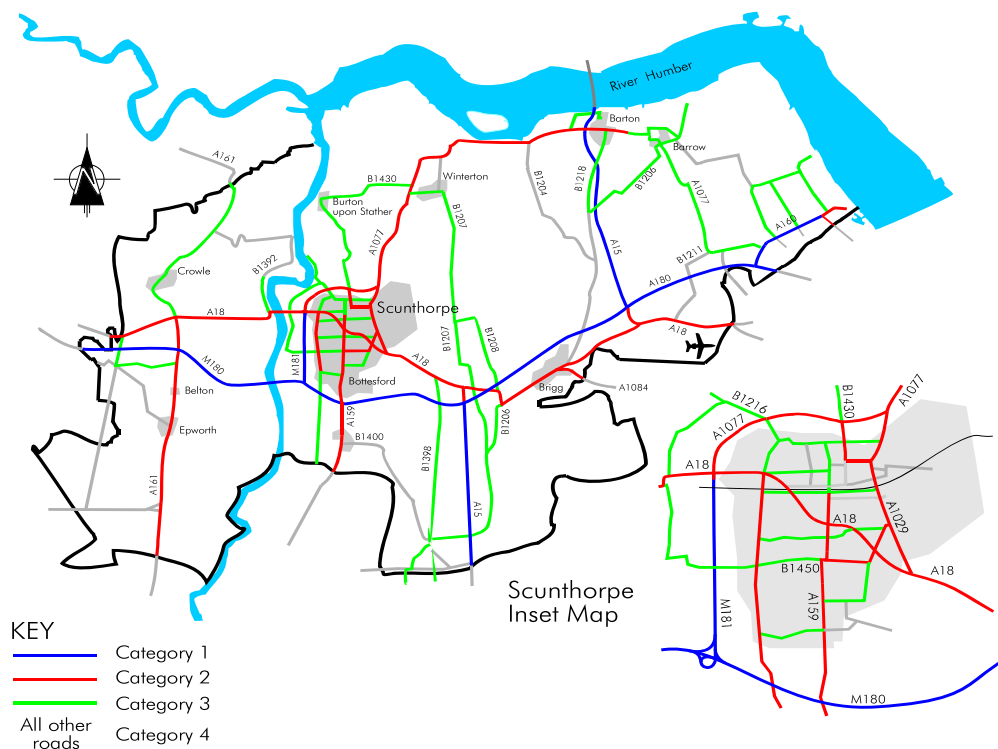
authority wide importance. Category 3 denotes roads of local importance, and category 4 local roads. This is shown in Figure 8 below.

9.64 The North Lincolnshire Strategic Road Network is shown in figure 8 and incorporates category 1, 2 and some 3 roads of more than local importance. This is shown in figure 9 on page 142.

T14 - The North Lincolnshire Strategic Road Network (NLSRN)

The Council will manage the use of roads within North Lincolnshire by establishing the area's Strategic Road Network. Traffic will be concentrated onto these roads whose main purpose will be to carry traffic of more than local significance of both public and private traffic.

Figure 8 - Inter-Urban Road Hierarchy



Developments, which compromise the function of the NLSRN in traffic and safety terms, will not be permitted.

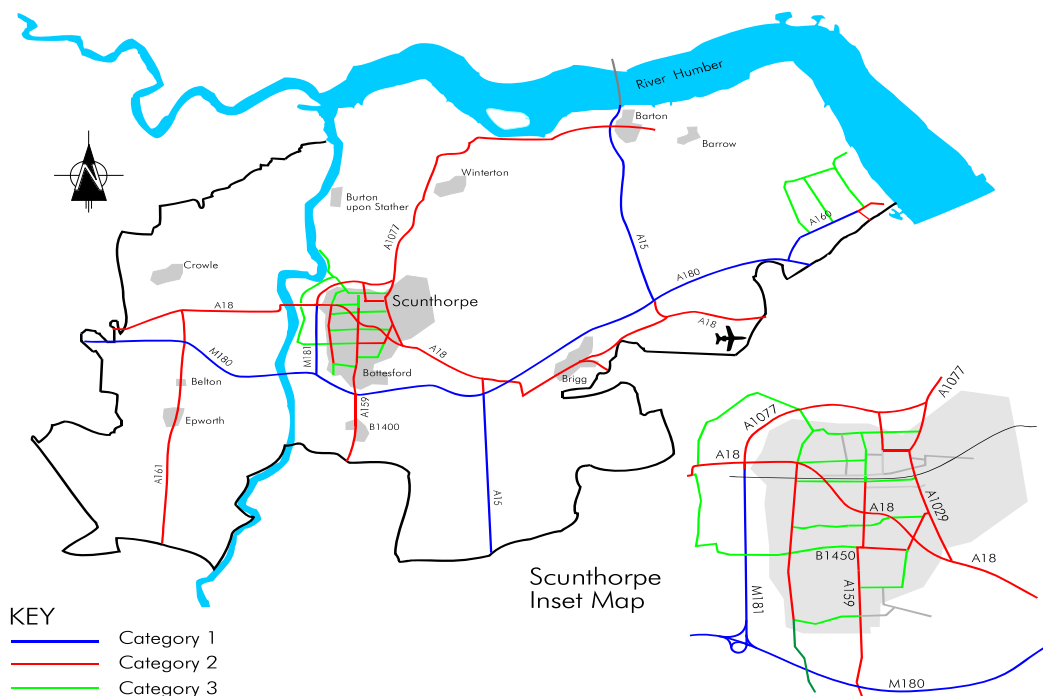
9.65 The NLSRN will be designed to:

- create priority routes for through traffic; and
- remove through traffic from town centres; and
- accommodate large volumes of local traffic; and
- encourage greater use of public transport; and
- protect and enhance the environment; and
- protect the regional policy of favouring freight movement, at the expense of commuting, for those

freight movements which can not transfer to rail or water-borne modes.

9.66 Defining a road hierarchy allows measures to be devised and taken which channel traffic onto the roads in the North Lincolnshire area, which are most able to accommodate it. Motorways, Primary and Strategic Routes together with other Principal Roads in North Lincolnshire are shown in figure 9. Inter urban traffic is predominantly carried by the M180/M181/A180T/A160 and A15T/Humber Bridge corridors. North Lincolnshire Council is responsible for all roads in the area with the exception of Motorways and Trunk Roads, which are managed by the Highways Agency. The A15 between the authority's southern boundary and Junction 4 of the M180, and Junction 5 of the M180 and the Humber Bridge, is currently Trunk Road, but has been identified as

Figure 9 - The North Lincolnshire Strategic Road Network



part of a national review as being non-core. It is anticipated that the route will be handed over to the control of the Council in the near future. The A15 north of junction 5 is currently in the process of being de-trunked. Some B and C classified roads have been included within the NLSRN because the routes are considered to be of more than local significance, carrying long distance and through traffic.

9.67 In cases where developments generating significant levels of road traffic are permitted there is a need to ensure that, in line with the guidance contained in PPG13, the best use of existing infrastructure is made. Much of this traffic will make use of the NLSRN. These are roads of national and authority-wide importance, whereas some Category 3 roads and all Category 4 roads are of local importance or local roads. It is therefore important that the role of the NLSRN in carrying long distance and through traffic is safeguarded. Developments that compromise these roads, in traffic or safety terms, will not be permitted.

9.68 Direct access to the NLSRN (Category 1 and 2 and some Category 3 roads) will be discouraged. On Trunk Roads the Highways Agency must approve access arrangements.

T15 - Highway Improvements and New Highway Construction

The Council will only undertake highway improvements and construct new highways where they:

- i) **calm traffic;**
- ii) **improve road safety;**
- iii) **relieve the impact of traffic on local**

communities, environmentally sensitive areas or designated sites;

- iv) **optimise the ease of movement for sustainable modes of travel and the mobility impaired;**
- v) **assist public transport;**
- vi) **improve access to employment areas;**
- vii) **provide access to land allocated for agreed development; or**
- viii) **form part of, or directly access, the North Lincolnshire Strategic Road Network.**

Where new highway infrastructure is being developed, or is included as an element of a development proposal, the design of the highway should take into account:

- a) **the optimum ease and safety of movement for public transport, pedestrians, cyclists and those with a mobility handicap; and**
- b) **the need to conserve important architectural and historic buildings and areas, landscape, the natural environment and archaeological features**

9.69 It is now accepted that it will not be possible to cater for the forecast levels of private car use by the construction of new highway infrastructure. Transport and land use planning policies in this Local Plan seek to reduce private car

usage and encourage sustainable modes of travel. Where possible, existing road space will be maximised and more road space will be made available for vulnerable road users and public transport. There are, however, some circumstances in which new highway infrastructure will be required. These include schemes to improve road safety conditions (including minimising the risk of injury arising from access usage), assist vulnerable road users and public transport, relieve severe environment problems, or bring substantial employment benefits.

9.70 The construction of new or improved highway infrastructure has inevitable impacts on users, the local environment and communities. In carrying out any new highway proposal a balance must be struck between restricting environmental impacts associated with construction and operation and the overall community benefits of the scheme. Procedures for assessing such schemes will be based on Volume 11, Environmental Assessment, of the Highways Agency's Design Manual for Roads and Bridges (DMRB) and 'The New Approach to Appraisal', which incorporates European Union and Central Government requirements on Environmental Assessment as it relates to highway schemes. Where appropriate, measures to mitigate the environmental impact of highway schemes will be identified and undertaken.

T16 – Minor Highway Schemes

The following minor highway schemes are proposed:

- 1) **St.Chad - Cherry Lane Footway, Barrow upon Humber**

- 2) **The east/west section of Sheepdyke Lane Footway, Bonby**
- 3) **Provision of a Cycle Track, Burton upon Stather**
- 4) **North Killingholme Industrial Access Road**
- 5) **B1430 Normanby Road - C157 Lodge Lane Route Realignment, Scunthorpe**
- 6) **C110 Provision of Footway, Coleby (near West Halton)**

9.71 The minor schemes listed are proposed to meet the local deficiencies in the highway network or to enable environmental or development objectives to be achieved. All the schemes would be expected to take place within the Local Plan period and involve the acquisition of land outside the existing highway boundary. As the programme for minor schemes is always changing the schemes listed are not a comprehensive list of projects which may take place during the Local Plan period.

T17 – Protecting Future Highway Schemes

Land required for highway route schemes and/or highway improvements will be safeguarded from other forms of development. The Council will undertake to safeguard the following bands of interest:

- **B1206 Barrow upon Humber bypass;**
- **A180/A160 trunk road improvement;**

- **minor highway schemes listed in Policy T16; and**
- **highway schemes within traffic calming areas.**

9.72 The B1206 is identified in Policy T2 of the operative Humberside Structure Plan. It was proposed to improve industrial and commercial accessibility, especially to the New Holland Dock, and hence to promote employment. It would also reduce environmental conflict and road congestion within Barrow and reduce accidents. The alignment of the B1206 Barrow bypass has been identified and the proposed road is likely to be included within the LTP 2001 – 2006.

9.73 For development proposals relating to the South Humber Bank Industrial Area to proceed it is important that the surrounding highway system has the capacity to cater for the increased volume and loads likely to be generated. A Highways Agency study completed in November 1999, examined these development proposals, focusing on their likely traffic impact. The study identified the scale of likely improvements that would be necessary to the trunk road network if the development proposals were carried out. The Council will seek further discussions with the DETR to establish the scale of future improvements to the A180/A160 trunk road scheme.

9.74 Minor highway schemes, which are intended to be implemented within the Plan period and need protecting, are identified in Policy T16.

9.75 Within traffic calming areas (see Policy T18), the precise solutions to environmental, road safety, and other traffic problems will be proposed only in consultation in each area. The existing bands of interest will be protected to allow a variety of solutions.

9.76 The LTP 2000 – 2001 is an interim document before the new five year LTP 2001 – 2006 is decided. The programme for highway schemes, particularly low cost highway schemes, is continually changing. This is because of changes in the availability of land and finance, in the occurrence of traffic problems and in the opportunities to include a scheme with an adjacent development. It is, therefore, not possible to list all highway schemes for the next ten years or more. It will be necessary to review bands of interest and protect new highway schemes in the future.

T18 - Traffic Management

Traffic management measures (such as accident reduction schemes, speed reduction schemes and traffic regulation orders) will be introduced on the road network so as to:

- minimise the danger and nuisance caused by through traffic in residential and other environmentally sensitive areas; and/or**
- give priority to selected types of transport, in particular buses, cyclists and pedestrians; and/or**
- concentrate through traffic onto the most suitable roads; and/or**
- minimise the problems caused by parking conflicts.**

9.77 Traffic management techniques, such as a speed management, demand management, accident investigation and road safety audit will be used to minimise the risks on the highway for all users. In particular traffic management will seek to improve the

highway environment for vulnerable road users, assist public transport and mitigate the worst effects of motor vehicles. The type of measures introduced will be appropriate to the area or route being considered. Consultations will take place with bus operators to ensure their particular requirements are met.

Car Parking Control

- 9.78 Current government guidance advocates a reduction in the growth and length of motorised journeys and a move away from reliance on the private car towards more sustainable modes of travel such as walking, cycling and public transport.
- 9.79 The provision and management of car parking are key elements in the management of traffic flow and nature and effectiveness of land use in any particular locality. Locational policies will facilitate these aims, but for those journeys where alternative modes could be used the availability of parking provision will be a major factor in deciding whether individuals travel by car. It is recognised that for many North Lincolnshire people, particularly in the rural areas, travel by car will remain the only realistic means of travel. For these journeys, and to regenerate the economy of the area, it is vital that car based accessibility is maintained.
- 9.80 The car parking policies below are a reflection of the "Parking and Demand Management" approach taken by the Local Transport Plan. The Council will therefore:
- take account of commuter plans with reductions in the amount of car parking space required where appropriate;
 - adopt reduced requirements for parking in locations which have

good access to other means of travel other than the private car;

- be flexible in the requirements for off-street residential parking space and reduce or waive them where necessary in order to provide quality and affordable high-density development in areas that have good access to other means of travel;
- ensure parking requirements in general are kept to the operational minimum, to avoid surplus spaces;
- not require developers to provide more spaces than they themselves wish unless there are significant road safety or traffic management implications;
- ensure that parking provision at peripheral office, retail and similar developments is not set at high levels which would have the effect of significantly disadvantaging more central areas;
- encourage communal car parking that is well sited for natural surveillance and provides visual amenity;
- in the case of residential spaces provided within curtilages, ensure that spaces are independently accessible.

T19 - Car Parking Provision and Standards

Provision will be made for car parking where it would:

- i) **meet the operational needs of businesses; or**

- ii) **be essential to the viability of a new development; or**
- iii) **improve the environment or safety of streets; or**
- iv) **meet the needs of people with disabilities; or**
- v) **be needed by visitors to the countryside;**

and comply with Appendix 2 - Parking Provision Guidelines.

- 9.81 *In order to minimise the detrimental effects and changes which might otherwise arise, the Council considers it a fundamental principle that new developments and changes of use which result in additional parking shall incorporate proposals to fully meet that demand. This approach is operated through standards of provision related to the relevant use of the proposed development. The standards set out in Appendix 2 are under review subject to the adoption of the Regional Planning Guidance for Yorkshire and the Humber. Any consequential amendments will be formally incorporated into the plan via an appropriate statutory procedure, e.g. by way of an Alteration to the Local Plan or at the time of the formal Review of the Plan. Proposals, which are for uses not covered by the Use Class Order, will be specifically assessed to determine appropriate provision necessary.*
- 9.82 *In line with PPG 13, the parking standards will be regarded as maxima rather than minima. PPG 13 additionally allows for local planning authorities to have discretion in setting the detailed levels of parking below the maximum thresholds so as to reflect local circumstances and for alternative public transport initiatives to be*

considered. Accordingly, some element of the identified demand may be expected to be met by alternative travel modes and to increase the number of trips made by public transport, cycling or walking. The review of the standards will also be expected to progress the objectives of PPG 13 and the Regional Planning Guidance. This may mean that in the future new parking standards may result in less parking than those set out in Appendix 2.

- 9.83 *Commercially essential spaces are regarded as being the minimum element of the adopted parking standard which is necessary for the business to operate comprising visitor spaces and those essential to staff required to use their cars for undertaking company business in providing an essential service to customers and clients.*

Public Car Parking

- 9.84 *A major objective of the Local Plan is to reduce the need to travel, particularly by private car. The implementation of this objective includes the development of a parking policy (as one part of a traffic demand strategy) that discourages car commuting, whilst enhancing travel by sustainable modes. Commuter traffic contributes to morning and evening peak hour traffic congestion. The Council's policies seek to give opportunities for people to make journeys which could conveniently be made by public transport, by cycle or on foot. Measures are, therefore, proposed to encourage these alternatives to the private car, which will also be of benefit to shoppers and other users. The overall parking stock in Scunthorpe and Bottesford Urban Area will be reduced in the long term as opportunities to travel by sustainable modes become more feasible. This will release brownfield land for development in the urban*

area, which when taken up, could further enhance the vitality and viability of Scunthorpe in particular.

- 9.85 The Council is currently undertaking to develop a demand management strategy for North Lincolnshire, which includes establishing:

- i) the number of long stay car parking that will become short stay spaces; and
- ii) the reduction in the number of spaces.

In addition, the strategy will re-allocate road space for use by sustainable forms of travel, balancing waiting time at junctions between all modes, implementing and utilising appropriate intelligent transport systems, and reviewing and adjusting parking charge regimes.

Short Stay Car Parking

- 9.86 The need for shoppers to access designated shopping areas by car in order to make and transport bulk purchases is recognised. The tendency of such journeys to be spread throughout the day and not coincide with peak times also means they are not deemed to be a particular congestion problem. Priority in designated shopping areas shall, therefore, be given to these users so as to maintain the vitality and viability of town centres.
- 9.87 PPG6 on Town Centres and Retail Development addresses the role of car parking. It recognises that the availability of town centre parking can affect traffic levels, which may in turn detract from the attractiveness of town centres. It suggests, therefore, that local authorities should adopt policies which favour short term parking for shoppers and visitors at the expense of commuters and that this should be

achieved through management and pricing policies. Maintaining consistency between competing centres will be an important consideration. The need for good quality parking is stressed with an emphasis on attractive and secure car parks. Part of the Council's parking strategy is to reduce the number of car spaces on existing car parks by providing cycle, motor cycle and disabled parking to "Gold Star Parking Standards". It is suggested that there is a need to reconcile the pressures for out of town development resulting from increased car ownership and use with the need for environmental improvements.

T20 – Provision of Short Stay Public Car Parking

Permanent short stay public car parks for shoppers and visitors will only be permitted where they make a positive contribution to traffic demand management and are located close to the town centres of Scunthorpe and Bottesford Urban Area, Barton upon Humber and Brigg.

- 9.88 *The environmental quality and safety of the town centres of the Scunthorpe and Bottesford Urban Area, Barton upon Humber and Brigg could be enhanced through reduction of traffic. Implementing measures to ensure safe access to car parks, good access by foot, cycle and public transport, and the provision of short stay car parking, would be beneficial to maintaining the vitality and viability of these areas. In addition there would also be a net improvement to the overall environmental quality of these public areas.*

T21 – Provision of Long Stay Public Car Parking

Permanent long stay public car parks for commuters will only be permitted where they make a positive contribution to traffic demand management and are located on the periphery of the town centres of the Scunthorpe and Bottesford Urban Area, Barton upon Humber and Brigg.

No further temporary public long stay car parking will be permitted and existing temporary permissions will not be renewed.

A transfer of long stay to short stay car parking will be promoted in the above town centres following the successful provision of good public transport alternatives.

9.89 *Management and limitations on the amount of long stay car parking in the Scunthorpe and Bottesford Urban Area, Barton upon Humber and Brigg, aims to discourage long stays and reduce unnecessary car use.*

Movement of Freight

9.90 The majority of freight movements are undertaken by road. The impact of these movements on the environment can be reduced by the increased use of rail and water transport. These are already important modes of transport in North Lincolnshire but there is the potential to increase the percentage of freight moved by these means. Government grants are available for the provision of rail and inland waterway facilities that bring environmental improvements as a result of reductions in heavy road traffic and, where appropriate, these applications will be supported.

T22 - Rail Freight

The use of rail for goods traffic will be encouraged by ensuring:

- i) new developments which generate freight capable of bulk transport by rail are located close to rail facilities wherever possible;**
- ii) greater use of private sidings and the introduction of new ones;**
- iii) the provision of rail freight handling and transport facilities at ports and other appropriate facilities**

9.91 *Although the proportion of total freight that is currently transported by rail is small it is an efficient means of providing for freight transport. Whilst increasing the amount of freight traffic carried by rail is difficult, by locating developments appropriately, there is scope for increasing the use of the rail network. In this respect Policy IN 12 of the Industry and Employment Chapter identifies several sites where bulk rail freight handling facilities will be permitted.*

9.92 *There are nationally significant freight routes to the South Humber Bank Industrial Area, Immingham Dock and out towards Doncaster and the rest of Yorkshire, and Lancashire, with links to the East Midlands and the South of England. In addition there is the freight route through Brigg, linking with Gainsborough and Retford. In the longer term, Railtrack is working with the Highways Agency to see how additional capacity for freight could be provided on Trans-Pennine routes.*

9.93 Railtrack's 1999 Network Management Statement includes continuing expenditure on infrastructure maintenance and renewal in the North Lincolnshire area. The rail route from Grimsby and Immingham and Scunthorpe to Manchester and Liverpool via Doncaster and Leeds is identified as a key route for freight services.

T23 - Water Freight

Proposals for new water freight development will be required to demonstrate that the movement of heavy goods by road is minimised by making use of deep-water frontages in the following ways:

- i) **locating on deep-water frontages;**
- ii) **ensuring transfer of bulk goods from sea to inland makes optimum use of railways, rivers, canals and pipelines/conveyor belts where appropriate.**

9.94 Water transport represents an efficient means of moving a variety of freight cargoes. North Lincolnshire is well sited to take advantage of water freight opportunities due to the wharf facilities sited on the Rivers Trent and Humber. There is scope for industry to capitalise on these facilities. Opportunities also exist to make better use of the Stainforth and Keadby Canal. It is important to make the most efficient use of existing wharf infrastructure, given the environmental impacts of such facilities. The Humber deep-water channel at Killingholme is a uniquely important national resource. The western extremity of the deep-water channel at North Killingholme Haven is already being developed. Associated British Ports are currently developing a new riverside terminal facility at South Killingholme and phase one of Simon's Humber Sea Terminal at North

Killingholme Haven is currently under construction. This is likely to have traffic implications on the surrounding road network. Improvement of the A160T will be required if the deep-water channel and the South Humber Bank Industrial Area are to fulfil their development potential (see Policy T17 and paragraph 9.74).

T24 - Road Freight

In settlements where heavy goods vehicles endanger safety, cause community severance or environmental intrusion, and alternative routes exist, the movement and parking of these vehicles will be restricted.

The environmental impact of moving freight by road will be reduced by:

- i) **concentrating lorries onto the North Lincolnshire Strategic Road Network; and**
- ii) **banning heavy goods vehicles from sensitive areas; and**
- iii) **encouraging the development of rail freight facilities; and**
- iv) **encouraging the use of the waterways.**

9.95 Where road freight is the only practicable means of transporting goods, use of sites which make efficient use of the existing highway infrastructure by means of good access to the North Lincolnshire Strategic Route Network, will also be encouraged.

9.96 North Lincolnshire Council will promote alternative means of freight movement to HGVs. However, there are many trips where transporting freight by road

is the only feasible option and there will inevitably still be a large number of HGVs using the highway network. The recent move to permit HGVs weighing up to 40 tonnes, and the possibility of a further increase to 44 tonnes in the future, will increase their potential impact on carriageway structures and sensitive communities e.g., in town centres, conservation areas, and country and village lanes.

- 9.97 In built up areas the intrusion of HGVs is already perceived to be significant and their conflict with other more environmentally sustainable modes of travel has the potential to endanger vulnerable road users. The Council will seek to develop measures to mitigate the adverse impact of these vehicles where necessary. Measures include the imposition of lorry bans, weight limits and the designation of advisory lorry routes.
- 9.98 Problems are not only caused by the movement of heavy goods vehicles, but also by their parking needs. This can give rise to specific problems e.g., noise from refrigeration units, as well as more general environmental or safety problems especially in residential areas. Where such problems occur then the parking of lorries will be restricted, and the Council will encourage the provision of parking areas for lorries when a need is established on safety or environmental grounds.
- 9.99 Existing heavy goods vehicle restrictions take the form of weight limited zones and weight limited roads. Weight limited zones have permitted through routes of up to an allowance of a 7.5 metric tonnes limit. The following zones currently exist: Westwoodside/Haxey, Scunthorpe and Glanford, Winterton, Broughton, Barton upon Humber, Barnetby, Goxhill, East Halton and South Killingholme. In addition, existing individual road restrictions subject to a 7.5 metric tonne limit are in place for a number of roads outside these weight

restriction zones. The Council will continue to review weight restriction orders on roads within North Lincolnshire.

T25 - Motorway Service Areas (MSA)

Proposals for the development of motorway service areas will only be permitted east of Scunthorpe (at least 15 miles from the MSA at the M180/M18 junction) if:

- i) there is a clear exceptional overriding need for it on safety grounds; and**
- ii) the development is located, designed and landscaped so as to minimise its impact on the surrounding area of open countryside in terms of visual intrusion noise and vehicle emissions; and**
- iii) the development is of an appropriate scale which serves only the needs of the motorway users.**

9.100 The Government announced in Circular 23/92 that responsibility for identifying sites for new motorway service areas (MSA), seeking planning permission and acquiring land will pass from the Department of Transport to the private sector.

9.101 In July 1998 the Government announced a policy statement on MSA. The statement suggested that priority be given to ensuring that MSA's are available roughly every thirty miles throughout the motorway network. Additional services at fifteen-mile intervals will still be allowed, but only exceptionally and where there is clear

need for them on safety grounds for only the needs of motorway users.

- 9.102 *There are currently no MSAs along the motorways in North Lincolnshire. The nearest MSA to North Lincolnshire has recently been completed at the junction of the M180 and M18, south of Thorne. Within North Lincolnshire, a roadside petrol and food facility exists at Junction 5 of the M180. This facility is not defined as a MSA, because the site is not directly accessed to and from the M180.*
- 9.103 *With a forecast increase in the volume of traffic using the M180 it is possible that demand for a further MSA facility can be expected within the lifetime of this Plan. Junctions 2 and 3 of the M180 are within 15 miles of the existing services at Thorne, therefore, if an additional MSA facility should be required, it should be located east of Scunthorpe, provided the policy criteria are met.*
- 9.104 *The M180 is routed through open countryside. The development of a MSA will therefore constitute a significant element in the landscape and have consequences on the character and quality of the open countryside. If a need for a MSA is proven the type and scale of development should have as little environmental impact as possible.*

T26 - Roadside Service Areas

Proposals for the development of roadside service facilities, including refreshment, fuelling, overnight travel lodge accommodation, parking and ancillary outdoor relaxation, will be permitted provided that the development:

- i) is essential for the provision of services to meet the needs of highway users on the**

North Lincolnshire Strategic Road Network; and

- ii) is located within settlement development boundaries; and**
- iii) has regard to the level of existing provision and commitments for development that serves the needs of highway users;**
- iv) does not include facilities of a scale or type that may cause the service area to become a destination in its own right; and**
- v) is sited and designed to have regard to the landform and natural features of the area and respects views and vistas to and from adjoining land and countryside; and**
- vi) does not cause detriment to nearby properties by reason of noise, general disturbance, fumes or external lighting.**

- 9.105 *It is essential that a development proposal for a roadside service area meets the requirements of the Plan’s overall strategy covered by policies ST1, ST2 and ST3 and the location of development policy covered under Policy T1. Such a development is considered to be intrusive when located in the open countryside.*

Leisure and Recreation

Introduction

- 10.1 Leisure and recreational facilities in North Lincolnshire are important in maintaining quality of life and health for people living and working in the area. Such facilities accommodate a wide range of activities for people to participate in, watch events, or simply relax. Leisure facilities also act as a focal point for community activities, and in the case of recreational open space, contribute to the environmental quality of the area. The leisure sector is an important source of employment.
- 10.2 The Council promotes, finances and manages a wide range of leisure facilities and activities and is involved in facility provision, improving existing facilities, promoting increased participation, targeting various groups and promoting excellence. In its role of encouraging the growth of the local economy, the Council promotes the private sector leisure market as a major employer. This process includes the improvement of local tourist facilities, both as a source of additional employment and to attract visitors from outside the area. Parish and Town Councils and the voluntary sector also contribute to leisure facility provision.
- 10.3 The Local Plan has an important role to play in the Council's commitment to protecting and improving leisure and recreation opportunities in North Lincolnshire. Recreation policies in the Local Plan will seek to remedy deficiencies in provision, encourage new forms of provision and protect important existing recreation facilities from inappropriate development.

- 10.4 Government advice contained in PPG17 confirms that local plans are the appropriate context in which to assess local need for recreational facilities. It highlights the importance of sport and recreation, not just for the contribution it can make towards an individual's health, but also for the sense of pride of place and the important social and economic benefits which such activities can help generate. It also confirms that sport and recreation are land use considerations in their own right, no less important than other uses. In particular, open spaces or other land with recreational or amenity value should normally be protected from built development.

Recreational Open Space

- 10.5 Open space is important for its contribution to the quality of the environment of towns and settlements. Open space with recreational value should be protected from development. Identifying recreational land on the proposals map and considering its wider amenity importance will ensure that its value to the community is taken into account in determining development proposals. It is important to ensure that there is no loss of recreational open space where it is of value to a community.

Assessing Recreational Need

- 10.6 The Council will assess recreational need for open space by considering minimum acceptable standards of provision for different types of open space. The Playing Pitch Strategy (April 1991), recommends that local planning authorities take a three point approach to the assessment of the adequacy of local provision.
- a) The adoption of the National Playing Fields Association (NPFPA)

	<p>minimum standard as a global measure of land available for a population.</p> <p>b) The undertaking of a detailed local assessment of facility requirements.</p> <p>c) On the basis of local research, the formulation of local standards of facility supply per 1,000 population.</p>	<p>pitch areas provided by Local Authorities, voluntary sports clubs and industrial/commercial employers, for soccer, rugby, hockey, lacrosse, cricket and American football. Education Authority playing fields are included as counting towards provision if they are available as a matter of practice and policy for public use. The Playing Pitch Strategy standard is 1.21 ha (3 acres) per 1,000 population.</p>
10.7	<p>The main types of NPFA recreational open space are identified as follows:</p> <p>i) Formal (Youth and Adult) Playing Space</p> <p>This category includes playing pitches as above, as well as ancillary training areas, and also provision for athletics, tennis and bowls. The NPFA standard is 1.6 ha (4 acres) per 1,000 population.</p> <p>ii) Informal Recreational Open Space</p> <p>Informal recreational open space is that which provides opportunities for more passive recreational pursuits such as walking, sitting and general relaxation, and may also have scope for informal play. It includes parks, linear open space, amenity space within housing areas, natural/informal open spaces, ornamental gardens and grassed sitting out areas. The NPFA standard is 0.4 ha (1 acre) per 1,000 population.</p>	<p>10.9 In accordance with the recommendations of the Playing Pitch Strategy, the Council appointed Strategic Leisure Limited Consultants in 1998 to produce a Playing Pitch and Public Open Space Strategy for North Lincolnshire, including the formulation of a local standard for playing pitch provision. Based on determining the actual number of pitches required to meet the demand of clubs and teams over the Local Plan period, the study recommends that there are sufficient pitches to meet projected demands, pitch provision being in equilibrium with demand. The study recommends a local standard to maintain this level of provision, of 0.9 ha (2.2 acres) per 1,000 population. The Council has therefore resolved to adopt this local standard.</p>
10.8	<p>The Playing Pitch Strategy recommends, however, that a separate standard be applied to playing pitch provision, due to particular concerns in relation to the pitch sports. This category of recreational open space includes</p>	<p>Amenity Value</p> <p>10.10 Recreational open space may also have an important wider amenity value and be of landscape or nature conservation importance. In assessing all planning applications involving recreational open space, its wider amenity value as urban green space and its contribution to the North Lincolnshire Open Space Network will be taken into account.</p> <p>Adequacy of Local Provision</p> <p>10.11 The Playing Pitch and Public Open Space Strategy , advises the Council</p>

to use NPFA standards to assess the adequacy of local children's play space and informal play space provision, and the adoption of a local standard to assess the adequacy of local playing pitch provision. The results show that while there are sufficient levels of pitch provision to accommodate demand over the Local Plan period, most areas of North Lincolnshire are underprovided in terms of children's play space. However, not all playing pitches are available at any one time for public use, and that the quality of some existing provision, in terms of maintenance and ancillary facilities such as changing accommodation is limiting the full utilisation of pitch resources. Policies in this plan will therefore aim to ensure that current levels of pitch provision are maintained, and where existing provision cannot meet the needs of residents of new housing, industrial and commercial developments, planning obligations will be entered into to secure the physical improvement of existing facilities and to secure improved community access.

- 10.12 It is intended that the Playing Pitch and Public Open Space Strategy will be used as the basis for Supplementary Planning Guidance on open space provision. This will give advice on the standards of open space provision expected in new developments, and where appropriate, how the system of developer contribution towards new and improved facilities will be administered.

R1 - Protecting Playing Fields

Planning permission will not be granted for any development which would lead to the loss of, or would prejudice the use of, a playing field unless:

- i) **an assessment of current and future needs has demonstrated that there is an excess of playing field provision in the catchment, and the site has no special significance to the interests of sport;**
- ii) **the proposed development is ancillary to the use of the site as a playing field, and does not affect the quantity and quality of pitches or adversely affect their use;**
- iii) **the proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of or inability to make use of any playing pitch, a reduction in the size of, the playing area of, any playing pitch or the loss of any other sporting/ancillary facilities on the site;**
- iv) **the playing fields which would be lost as a result of the proposed development would be replaced by playing fields of an equivalent or better quantity and quality, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development;**
- v) **the proposed development is for an indoor or outdoor sports facility, the provision of**

which would be of sufficient benefit to outweigh the detriment caused by the loss of the playing fields.

- 10.13 *The use of land as recreational open space is no less important than other uses and once built upon recreational open space is likely to be lost to the community forever. Consideration will be given to the long term impact of the loss of recreational open space, which will be protected from development if it serves an important recreational need.*
- 10.14 *Policy R1 reflects the guidance in PPG17 and Sport England's A sporting future for the playing fields in England - Policy on planning applications for development on playing fields (1997) which states that decisions on alternative use of recreational land and open space should be based on a long term perspective, and should take into account the needs of future generations.*
- 10.15 *Proposals will also be assessed against policy LC4 to ensure that any other amenity value which the open space has is properly taken into account.*

Children's Play

- 10.16 Children are great users of the outdoor environment and their needs must be fully respected. Play space is essential for children's healthy development. For supervision and safety reasons, play space should be situated close to home for the unrestricted use of children at play. Children's play space includes equipped children's playgrounds, adventure playgrounds and casual or informal play space within housing estates.

Adequacy of Local Provision

- 10.17 The level of provision of equipped children's playgrounds is below the NPFA minimum standards in all areas of North Lincolnshire. This under-provision has come about as a result of a steady flow of private house building and other development without accompanying funding for the public sector to provide play facilities and a lack of developer commitment to children's play provision. While the Council is committed to maintaining and improving play facilities in its ownership, it is appropriate that conditions and/or planning obligations are imposed on consents for residential development to secure new and improved play facilities. This will be achieved through the application of policies H9 and DS2.
- 10.18 It is important to protect and encourage provision for children's play whether these are informal areas of open space within housing areas or existing equipped children's play space.

R2 - Protecting Areas of Local Importance for Children's Play

Proposals that will:

- i) **result in the supply of outdoor playgrounds in the Scunthorpe and Bottesford Urban Area or any settlement to fall below the Council's minimum standard of 0.2 ha (0.5 acres) per 1,000 population; and/or**
- ii) **result in the supply of casual or informal play**

space within housing areas in the Scunthorpe and Bottesford Urban Area or any settlement to fall below the Council's minimum standard of 0.4 ha (1 acre) per 1,000 population.

Proposals will not be allowed unless the developer enhances an existing open space or provides a suitable replacement of equivalent quantity, quality, safety and amenity in the immediate locality.

10.19 *Local play space is important in meeting the recreational needs of children and will be protected from development. Play space will be considered to be of local importance if the development of the space would lead to a deficiency in play space provision, and/or where the site is identified by local people as being of importance for children's play.*

Indoor/Purpose Built Leisure Facilities

10.20 Some sporting and leisure activities require purpose built facilities. These range from indoor sporting facilities such as swimming pools, squash courts, indoor climbing walls and sports halls to outdoor facilities such as athletics tracks, synthetic surfaces and sports stadia. A local recreation strategy is being prepared which will assess current and future requirements for both community and specialist sports facilities. This will draw on the Sport England Facility Planning Model which provides guidance on major community sports facilities and on the national sports governing body facility strategies. This will be used as the basis for planning future facility provision.

10.21 The advent of the National Lottery and the Millennium Fund as potential sources of funding has recently considerably improved the feasibility of securing additional sporting and recreational facilities over the Local Plan period. Both the Council and the voluntary/educational sector have identified potential sites for facilities.

R3 - Built Sports Facilities

The Council will permit proposals which increase the provision of indoor/purpose built sports facilities or achieve an increase in the use of existing facilities. Additional provision will be secured through:-

- i) **securing funding through bids and funding applications;**
- ii) **permitting proposals that achieve increased use of existing facilities by providing new or improved lighting and the installation of Multi Use Games Areas and Synthetic Turf Pitches;**

Proposals that would result in the loss of existing built sports facilities will not be permitted unless an equivalent replacement facility is provided, or the developer can demonstrate that the facility is surplus to local recreational requirements.

10.22 *PPG17 confirms that local plans provide the appropriate context in which to assess local needs for sport and recreational facilities and to encourage the development of suitable sites. Such facilities are also important to attract tourism into the area.*

10.23 *Where proposals would result in a loss of existing facilities, the Council will*

require at least an equivalent replacement in terms of quality, quantity and accessibility, if the loss of a facility is unavoidable, unless it can be proved that the facility is genuinely redundant and there is no demand for a replacement based on a thorough local assessment.

Entertainment and Cultural Facilities

- 10.24 North Lincolnshire provides an attractive range of cultural and entertainment facilities. A broad range of entertainment and performing arts are provided at the Baths Hall, Scunthorpe Screen and the Plowright Theatre in Scunthorpe. The only privately owned art venue is the Barn Theatre in Elsham Hall Country Park. There are five museums in the area, and two cinemas, both in Scunthorpe. The Frodingham Road/Doncaster Road area of Scunthorpe has two nightclubs, although there has been ongoing interest from the leisure industry in providing additional nightclubs in Scunthorpe town centre.
- 10.25 The increased availability of funding for entertainment and cultural facilities through sources such as the National Lottery, presents opportunities to further improve this sector of the local economy. Plans are under way for the development of St Johns Church, Scunthorpe and the surrounding area as a centre for the visual arts and crafts. The wider development of St Johns Square as an area with a leisure focus, including an outdoor performance/events area, is being considered. Opportunities have been identified for a number of museum related developments: the development of Baysgarth Museum in Barton to interpret the history of Baysgarth House, including part of the grounds in Baysgarth Park, and the development of an area within

Normanby Hall Country Park, to interpret life on a late 19th century estate.

- 10.26 In terms of private sector investment, there are opportunities to expand provision in the area. PPG6 recognises that sites in or on the edge of town centres are the most appropriate location for major leisure uses of this type. The provision of a new multi-screen cinema has been secured in the eastern area of Scunthorpe town centre as part of the comprehensive redevelopment of this area.
- 10.27 In relation to the provision of additional nightclubs, there are problems associated with locating facilities in the western area of Scunthorpe town centre due to the proximity of residential areas. The development of such facilities at the eastern end of the town centre is less likely to affect neighbouring amenity and would encourage the spread of night time economies (i.e. pubs and restaurants) towards this end of the town centre. The development of a new nightclub has been secured on land at Church Square, Scunthorpe, the surrounding area may offer the potential for further entertainment based schemes.

R4 - Entertainment and Cultural Facilities

Planning applications for development which increases the provision of cultural/entertainment facilities in the area will be permitted subject to there being no conflict with other policies within this Plan. Provision will be made for the development of a Visual Arts Centre at St Johns Church, Church Square, Scunthorpe.

- 10.28 *The development of museums, arts and entertainment facilities in the area offer opportunities to raise the overall image*

of North Lincolnshire and the quality of life for its residents. There are still opportunities to further develop cultural and entertainment facilities for heritage interpretation, performances, exhibitions and other activities. In particular there are opportunities for a multi-use gallery/arts centre and opportunities to expand the provision of cinemas and nightclubs as a commercial enterprise.

The Recreational Paths Network

- 10.29 Accessibility is a crucial element in allowing the public to enjoy fully the recreational opportunities of the countryside. The area contains a large number of individual footpaths, and there is some scope to link these together to improve access. It is also important to provide linkages from built up areas to open spaces, woodland, riverside and water areas and the wider countryside. The aim will be to promote circular routes of differing lengths to provide a variety of interesting walks which reflect the varying needs and abilities of users.
- 10.30 People are unlikely to make full use of the recreational paths network unless they are confident that they are following the correct route and that their walk will be unimpeded. It is therefore important when dealing with relevant planning applications, to seek to protect existing recreational paths, improve existing ones and negotiate new links in the network.
- 10.31 The Council will seek to cater for the needs of walkers, cyclists, horse riders and people with disabilities within the recreational path network either on footpaths, cycleways and bridleways or on shared use paths where suitable. SPG4 provides guidance for public rights of way.

R5 - Recreational Paths Network

The creation of a strategic network of recreational paths to provide linkages from the built up areas of North Lincolnshire to open spaces, woodland, riverside and water areas and the wider countryside will actively be pursued. Additional footpath links are to be created over the Local Plan period.

In determining planning applications where development may either have implications for the maintenance of the recreational paths network, or offer opportunities to expand this network the following factors will be taken into account:

- i) favourable consideration will be given to development proposals which provide additional links to the recreational network;**
- ii) the Council will seek to negotiate additional linkages to the recreational paths network, where appropriate;**
- iii) favourable consideration will be given to development proposals which will improve the condition and appearance of existing links in the network;**
- iv) existing rights of way will be protected from development that would remove or restrict the right of way;**
- v) permission will not be granted for any development which**

would prejudice public access onto and through the recreational path network, unless specific arrangements are made for suitable alternative linkages;

vi) where necessary, the diversion of footpaths will be required.

- 10.32 *Policy R5 seeks to secure better access to the open countryside which will significantly enhance informal recreation opportunities. The Countryside Commission's Enjoying the Countryside initiatives, to put all formally designated rights of way into good condition by the year 2000 will also be reflected in the implementation of this policy. Any proposals for new rights of way will be considered in close liaison with landowners and managers, nature conservation organisations and other interested groups as appropriate.*

Water Based Leisure

- 10.33 The use of waterways and water areas for recreation, both on and alongside the water, and for recreational navigation has increased dramatically over the last 50 years and the potential for additional use and enjoyment is substantial. North Lincolnshire's rivers, canals, lakes and reservoirs are a valuable resource for active and passive leisure pursuits.
- 10.34 The Rivers Ancholme, Trent and Humber form navigable links with the country's waterway network. Marinas provide permanent moorings for boats clear of the navigational channel. At present these resources are largely under-used and offer enormous potential for recreation. The northern area of Ashby Ville lagoon to the south east of the

Scunthorpe and Bottesford Urban Area offers a potential site for water based recreation which is currently undertaken on an informal basis. Proposals have been put forward to provide an additional boat house on the banks of the River Ancholme, adjacent to the leisure centre at Scawby Brook, Brigg. Potential also exists for water based recreation in the Ironstone Gulleys area to the north east of Scunthorpe, and at Barton Claypits.

- 10.35 In encouraging water based recreational activities the environment is an important concern. Some sporting activities, such as fishing, canoeing and wind surfing may be considered less damaging than power boating and water skiing, which cause noise disturbance, create wash that can damage banks and cause oil and petroleum pollution. A large number of users in an area can have an adverse impact on the surrounding countryside, due to increased traffic, litter generation, over-use of paths and banks, and habitat destruction.

R6 - Water Based Leisure

Planning permission will be granted for the development of recreational activities on the Rivers Ancholme, Trent and Humber and on inland lagoons and water areas providing the following criteria are met:

- i) 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;

ii) there is no adverse effect on the provision and improvement of access points and footpath links to the waterway or water area;

iii) recreational and leisure activities do not prejudice the operational requirements of rivers as commercial waterways.

10.36 *Waterways and water areas in North Lincolnshire are under-utilised as a recreational and tourism resource. The Council is therefore committed to protecting and enhancing the recreation and leisure potential of these areas. This will involve closely controlling adjacent development to ensure that it will not prejudice the recreational use and leisure potential of waterways and water areas. These areas are also important for their nature and wildlife value, provide links in the overall network of green spaces and recreational paths and hence need to be protected from inappropriate development.*

Golf Courses

10.37 Golf is a sport growing in popularity and there is likely to be a continued demand for new golf courses within the Local Plan period. North Lincolnshire has at present two municipal golf courses and six private courses. By their open nature, golf courses are generally visually attractive and if designed appropriately can also be nature and wildlife havens. On the periphery of urban areas, golf courses and similar recreational uses of an open nature can be beneficial in that they help to prevent the encroachment of

settlements and improve urban fringe landscapes which often suffer from neglect. New buildings to be provided as part of any development should be carefully designed and sited in order to respect the often open character of golf courses and surrounding areas.

R7 - Golf Courses

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:

i) 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;

ii) 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;

iii) does not result in the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a);

iv) does not adversely affect sites of nature conservation value or archaeological or historic importance;

v) does not require additional built development in the open countryside unrelated to the operational

requirements of the golf course; and

- vi) 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 v) and a scale of development in keeping with the golfing facility.**

10.38 *Golf courses require substantial areas of land and inevitably involve changes in landscape character associated with the remodelling of topography and the introduction of artificial features and special maintenance regimes. Without due consideration, valuable wildlife habitats, historical and archaeological features and geological and physiographic features can be damaged or destroyed, either directly or indirectly, for example by drainage works. Conversely, a well designed proposal can enhance the nature conservation value of an area, and provide more diverse habitats and other environmental and landscape benefits. Golf course irrigation can also make substantial demands on local water supplies. Some habitats and landscape types can absorb golf courses without significant impact, and in degraded environments golf courses may offer a positive opportunity for environmental enhancement. Golf courses may also provide an important buffer between housing and agricultural land and between housing and areas of nature or archaeological importance.*

10.39 *Large scale built development, including housing, hotels, conference centres and sports facilities, is often proposed in association with golf courses, in locations where they would otherwise be refused, sometimes on the grounds that these facilities are required to maintain the viability of the*

course. Such built development will be strongly resisted in the open countryside.

Commercial Horse Riding Establishments

10.40 *Horse riding offers an attractive way of exploring the countryside, but attendant problems may arise in the case of commercial riding establishments and livery yards. These can potentially be substantial developments with stabling, flood-lit exercise areas and indoor riding schools and even demands for new housing to allow a 24 hour presence on site. In other cases, commercial establishments of this nature can be a positive force in maintaining traditional landscapes, especially where there is a commitment to pasture management and fence maintenance.*

R8 - Commercial Horse Riding Establishments

Development of commercial horse riding facilities and livery stables will be permitted, subject to proposals meeting the following criteria:

- i) a minimum of 0.6 ha (1.5 acres) of grazing land per horse or pony is available; and**
- ii) 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; and**
- iii) the proposal does not adversely affect sites of nature conservation value or archaeological**

or historic importance;
and

- iv) **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; and**
- v) **the proposal is accompanied by an integrated landscaping scheme and a scheme of boundary treatment; and**
- vi) **the site is accessible and adequate off-road trails and bridleways are available.**

10.41 *Commercial horse riding facilities are a type of land use that will most often be sited in open countryside, and are one of a number of uses that will in principle be suitable in these areas. This will be subject to the proposed development being of an appropriate scale and of a design in keeping with the locality; taking advantage of existing screening and well integrated with existing buildings; being based on a compact building layout; taking account of sites of archaeological importance, in particular upstanding earthwork remains which may be preserved under grazing or pasture land; there being sufficient suitable routes or land for riding in the vicinity without exacerbating pressure on already over-used areas; and incorporating sufficient grazing land as part of the overall development to allow for good pasture management and rotational grazing.*

Allotments

10.42 Allotments play an important recreational role, especially for those people with small gardens or no gardens at all. They may also have an amenity and nature conservation value. The Council is committed to protecting and maintaining an adequate supply of allotments. However, there are situations where allotments are in poor condition and the land could be better used for other purposes.

R9 - Allotments

The Council will not grant planning permission for development that would result in the loss of allotments unless:

- i) **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; and**
- ii) **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**
- iii) **the enhancement of nearby existing allotments by a developer may be acceptable, instead of the provision of new replacement allotments.**

10.43 *An adequate supply of allotments will be maintained to meet existing and likely future demand, and their development will not be permitted unless the allotment is no longer*

required to meet a local need, or the condition of the allotment has deteriorated to such a degree that its refurbishment is not feasible.

Potentially Disruptive Sports

10.44 There are a number of sporting activities which because of noise generation, landscape erosion, and/or general disturbance, can be particularly disruptive to residential and local amenity and the enjoyment of the countryside, and cause harm to features of acknowledged importance such as nature conservation and archaeological sites. This type of activity includes off-road motor sports, target and clay pigeon shooting, paintball, war games and live action role playing, certain aerial sports such as microlight aircraft flying and parachuting, and some water sports including jet-skiing and power boating.

10.45 Consideration will be given to permitting year round facilities for such activities where there is a proven local demand.

R10 - Potentially Disruptive Sports

The development of noisy sport or recreational uses will not be permitted within or adjacent to nature reserves, other important sites of wildlife habitat, archaeology or nature conservation interest, unless where, in exceptional circumstances;

- i) it can be developed so that the character, appearance and quiet enjoyment of the locality remains unharmed;**
- ii) the nature conservation or archaeological**

importance of the site will be unaffected.

Within close proximity to residential areas and elsewhere, such a use will be permitted provided:

- iii) it is adjacent to existing higher than normal noise generating uses and does not raise the ambient noise levels; and**
- iv) it is located where the existing topography or landscape forms an effective noise barrier; and**
- v) noise attenuation measures are incorporated to reduce ambient noise levels to an acceptable level; and**
- vi) it does not harm the amenity of neighbouring properties.**

10.46 PPG17 advises that where there is demand for noisy sport activities, it is important that local planning authorities should seek to identify sites which will minimise conflicts with other users, and that criteria be established for the selection of sites for regular use including those relating to the mitigation of potential adverse impacts of the activity on the site, on adjacent land uses and on the amenity of nearby residents. An off-road motorcycling facility is proposed for the north east area of Scunthorpe (see Policy IG6). Bagmoor Gullet to the north east of Scunthorpe is proposed for motorised and active water based leisure (See policy IG3).

10.47 The use of land for such activities can take place as temporary land uses for 28 days a year, or 14 days if motor sports, under the Town and Country

Planning General Permitted Development Order 1995 (GPDO). Where this type of temporary use would result in serious amenity or environmental damage, consideration will be given to the use of directions under Article 4 of the GPDO to remove these rights or control these activities.

Camping and Caravan Sites

10.48 Camping and caravan sites can make a valuable contribution towards providing inexpensive visitor accommodation in the area. Such facilities can however be a particularly intrusive element in the open countryside. A distinction must also be made between static caravan sites and chalets (which can be highly intrusive), and touring caravan sites, which are generally of a smaller scale with caravans removed during the winter and problems of off-season storage being largely avoided. Touring caravan sites tend not to be intrusive in the landscape.

10.49 Static holiday caravan and chalet sites are an all year round feature in the countryside, and place demands on infrastructure and services. They do, however, have a generally higher standard and wider range of facilities than touring sites and can contribute to the development of tourism and the rural economy. By directing the development of these sites mainly to principal recreational attractions, their environmental impact on the countryside can be minimised. Sporadic development, however, can cause uncertainty in infrastructure provision and place undue pressure on the surrounding locality and rural communities.

10.50 Transit and touring camping or caravan facilities are generally a less damaging feature on the open countryside than sites for static holiday caravans and chalets. The

need for on-site facilities and in some instances warden's accommodation, is recognised but these should be restricted to the site's immediate needs. A touring site should not be seen as a reason for erecting new dwellings or additional facilities such as shops, cafés and petrol stations in the countryside which would not be permitted under other policies in this Local Plan.

R11 - Camping and Caravan Sites

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:

- i) closely associated with a major existing or proposed recreational and tourist attraction; and**
- ii) 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; and**
- iii) existing sewerage facilities are capable of being upgraded 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.**

R12 - New Caravan and Camping Facilities

New caravan and camping facilities (both touring and static) will be granted planning permission provided:

- i) 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; and**
- ii) the site can be suitably screened by existing land forms and/or the provision of a scheme of landscaping; and**
- iii) the provision of any built development is restricted to those essential facilities which are required to service the site.**

In granting planning permission conditions will be imposed, where necessary, restricting the use of the site to holiday lettings.

- 10.51 *The environmental criteria against which new caravan sites will be judged will require the avoidance of development on sensitive landscapes and areas with already adequate provision of camping facilities. The Local Plan aims to provide for a variety of sites to improve recreational and tourist facilities in the area, while avoiding detriment to landscape and countryside amenity.*

Tourism

- 10.52 The development of tourism in North Lincolnshire is important in providing economic support for local people and for reinforcing local culture and local distinctiveness. Tourism can also provide a strong impetus for environmental enhancement, including the restoration of historic buildings, the interpretation of archaeological sites, the conservation of past industrial areas, and the enhancement of the countryside and water environment. If insensitively handled, however, it can lead to a rapid dilution of local character, cause damage to sensitive areas and threaten local qualities that attract visitors in the first place.
- 10.53 North Lincolnshire Council is committed to the principle that green or sustainable tourism should lie at the heart of a local tourism strategy. Local tourism should develop at a pace and scale which ensures that the assets of the area (both natural and cultural) are not diminished in the long term. Such a strategy should be socially and environmentally considerate, drawing on the natural beauty and character of the North Lincolnshire area, supporting the local economy and employing local people, and bringing conservation, regeneration and recreational benefits.

R13 - Tourism

Development proposals for tourism uses will be permitted where they:

- i) reinforce existing or provide new visitor facilities at a locally appropriate scale; and**

- ii) **have due regard to protecting the area's natural and heritage assets and the amenities of local communities; and**
- iii) **provide for visitor enjoyment of the countryside.**

10.54 PPG21 confirms that local plans should contain policies aimed at facilitating tourism development, and should also seek to protect the tourist industry by ensuring that other land uses are distributed in a way that respect the qualities that underpin the tourist industry. Policy R14, and other policies in this Local Plan seek to ensure that tourism development takes place in harmony with the protection of interests of acknowledged importance and fully benefits from the countryside and heritage assets that North Lincolnshire has to offer.

Visitor Accommodation

- 10.55 To encourage a broad range of visitors in addition to day trippers, and to meet the accommodation needs of businesses in the area, it is necessary to offer a wide range of visitor accommodation including hotels, bed and breakfasts and self catering facilities. Guest houses are distinguished from Houses in Multiple Occupation (see policy H14) in that guests are assumed to be staying on the premises under licence, and have no security of tenure.
- 10.56 In terms of existing provision, Scunthorpe in particular lacks hotel accommodation of the size and quality to fully capitalise on the market for accommodating local business visitors. The North Lincolnshire area as a whole acts as both a visitor attraction in itself and as a touring base for the wider

Lincolnshire and North Humber Bank area, and as such, offers wide opportunities for expanding accommodation.

R14 - Hotel and Guest House Accommodation

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.

In the open countryside outside defined settlement boundaries planning permission will be granted for:-

- i) **the extension of existing hotels, guest houses, public houses and farmhouse/bed and breakfast accommodation;**
 - ii) **the provision of visitor accommodation within the curtilage of existing public houses and restaurants;**
 - iii) **the change of use of residential premises; and**
 - iv) **the conversion of rural buildings; including those of architectural or historic merit.**
- provided that the development proposed;**
- a) **is compatible with its surroundings in**

**terms of siting,
scale, design
materials and
landscaping;**

- b) does not have an
adverse effect on
the character and
appearance of the
open countryside;**
- c) would not be
harmful to highway
safety or have a
detrimental impact
on the free flow of
traffic on the
adjacent highway
network; and**
- d) does not harm
neighbouring
residential amenity.**

10.57 *Policy R14 reflects emphasis in PPG21 for a general improvement and upgrading of all types of tourist accommodation in the UK. Annex A of the guidance emphasises how hotel development can bring economic and employment benefits for the local community. In line with this guidance, policy R14 will be applied to secure improved quantity and quality in hotel provision.*

Community Facilities

Introduction

- 11.1 Local community facilities meet a wide range of social, educational, cultural and recreational needs in North Lincolnshire. They also provide a focus for people to meet and socialise, and assist in developing a sense of community.
- 11.2 Facilities are provided by a wide variety of organisations from the public, private and voluntary sectors. They include schools, hospitals, medical centres, youth centres, village halls, community centres, nurseries and libraries and also venues for youth clubs, sports clubs, interest groups, playgroups, community groups and general leisure interests.
- 11.3 The actual provision and funding of community facilities is generally outside the scope of land use planning but the Council, through this Local Plan, and also through its development control function, has a role to play in:
- identifying and safeguarding sites to meet the projected needs of organisations which provide community services;
 - negotiating with developers for the provision of, or contribution towards, community facilities needed as a result of major new developments;
 - seeking to prevent the loss of community facilities which serve an important local need;
 - giving favourable consideration to proposals for new, replacement and extended community facilities wherever possible.

- 11.4 Local planning authorities are required to have regard to social considerations when preparing Local Plans. This will involve not only considering the broad relationship of planning policies and proposals to social needs and problems, and their impact on different groups in the population, but also making provision for land for schools and higher education, for places of worship and other community facilities and to establish criteria by which all planning applications for community facilities will be considered.

Health Authorities

- 11.5 Hospitals, doctors' and dentists' surgeries, medical centres, clinics and pharmacies are important in maintaining the health and welfare of North Lincolnshire's residents. Scunthorpe has the main hospital in the area and Messingham, Brigg and Bottesford have both surgeries and medical centres. Barnetby, Barrow upon Humber, Barton upon Humber, Burton upon Stather, Belton, Epworth, Haxey, Kirton in Lindsey, Owston Ferry, Ulceby and Winterton have either a surgery or a medical centre.
- 11.6 The Council will encourage the growth and expansion of facilities in other local and village centres so as to reduce the distance local residents are required to travel to other medical facilities, through allocating and protecting land required to meet the forward plans of health authorities. Developers may be required to provide additional health facilities, through entering into planning obligations under Section 106 of the Town and Country Planning Act 1990 wherever the pressure from major development results in demand for health facilities that cannot be met by existing provision.

Education

- 11.7 North Lincolnshire Council is a statutory education authority. There are 71 primary schools and 14 secondary schools, with Scunthorpe, Bottesford, Brigg, Barton upon Humber, Epworth, Crowle, Kirton in Lindsey and Winterton having both primary and secondary school facilities. An independent sixth form college and the North Lindsey College are also located in Scunthorpe. There are also a number of private schools in the area, together with 12 youth centres, 3 Adult Education centres, and an Outdoor Pursuits Course.

C1 - Educational Facilities

The following sites are allocated for new and extended school and college facilities:

- 1) **Land between John Leggott College and North Lindsey College, Kingsway, Scunthorpe**
- 2) **Land to the west of Old Warp Lane, South Ferriby**
- 3) **Land at York Road, Brigg. Proposed for development of an additional Primary School**
- 4) **Land adjacent to Bowmandale Primary School, Barton upon Humber.**
- 5) **Land at Ancholme Park, Brigg. Proposed for the development of a new primary school to replace the existing Brigg Primary School. This development will**

also include the provision of playing fields, the extension of Atherton Way access road, a footpath link to Grammar School Road, coach and car parking, and landscaping.

Where major new housing proposals would result in an increased demand for education facilities which cannot be met by existing schools and colleges, a developer may be required to enter into a planning obligation under Section 106 of the Town and Country Planning Act 1990, in order to secure the provision of, or contribution towards, new or extended facilities.

- 11.8 *The Local Plan aims to protect land to meet future needs for new and extended educational facilities. In cases where major new housing development proposals would result in demand for education facilities which cannot be met by existing schools and colleges, the Council may require a developer to enter into a planning obligation under Section 106 of the Town and Country Planning Act 1990 in order to secure the provision of, or contributions towards new or extended facilities.*

Protection of Community Facilities in Rural Local Centres

- 11.9 The Local Plan enables the retention of services in rural areas in accordance with its aim of achieving sustainable development. In the minimum growth settlements and rural hamlets and villages in the open countryside it is necessary to retain a level of essential services, which would avoid unnecessary trips and hardship for those with limited mobility.

11.10 One of the major issues facing these small centres is the loss of existing community facilities through change of use and vacancy. As both public and private organisations rationalise, there is a trend towards the closure of marginal facilities. This, however, can deprive rural communities of essential facilities required to meet their welfare and social needs, and in the long term can lead to wider decline in these centres. It is therefore the Council's aim to help retain and improve key village services, such as village schools, post offices, banks, doctors' surgeries and public houses, churches, chapels and village halls.

C2 - Community Facilities in Minimum Growth Settlements and Rural Hamlets and Villages in the Open Countryside.

Proposals which would lead to the loss of key village services, (Uses falling under Classes A1, A2, A3, C1, C2, D1 and D2 of the Town and Country Planning (Use Classes) Order 1987), including the change of use of vacant premises to uses outside these classes located in rural local centres will only be permitted where it can be demonstrated that these facilities are not economically viable and that all options for their continuance have been fully explored, and/or an accessible replacement facility exists elsewhere in the local centre.

11.11 *The retention of community facilities in rural local centres is considered essential in maintaining the long term vitality and viability of these areas.*

Planning for Accessibility

11.12 PPG1 states that good planning and design of new developments should consider the need to create a more

accessible environment for all people. Access issues do not only affect people with disabilities. In fact, most people will have difficulty at some stage of their lives with the way buildings have been designed. All those with a physical, sensory or learning impairment, everyone with a temporary disability through illness or injury, anyone whose mobility is reduced by being pregnant, pushing a pushchair or carrying children, shopping or luggage, or anyone with increasing frailty through old age have specific access needs.

Continuing to view access as a medical or welfare issue rather than as an environmental one has often led to access provision that segregates people with mobility difficulties, for example buildings which have platform lifts or stair lifts beside main entrance stairs, resulting in a lack of alternative access if these break down. For these reasons the Council will continue to directly involve disabled people and access groups in decision making processes.

11.13 Ensuring that people have access to new and altered buildings is a material planning consideration and must be taken into account in determining applications. Planning authorities can also seek to ensure that consideration is given to the provision of adequate access for disabled people in the preparation of site layouts and in the relationship between buildings and their associated car parking area and other public access points.

11.14 Part M of the Building Regulations 1991 (as revised) requires that reasonable provision be made for disabled people to gain access to and use new buildings; this includes considerations such as internal layout and circulation and the location and design of ramps, stairs, doors and sanitary conveniences. Also controlled are means of access to buildings from the point of entrance to the site and

from car parking. This includes detailed requirements for paths, ramps, surface types and provision of dropped kerbs.

- 11.15 There is a degree of overlap in the responsibilities of building control and planning officers in ensuring reasonable provision for disabled access. It is therefore important that a co-ordinated approach is taken and that developers contact planning and building control staff at an early stage to agree acceptable provision.

C3 - Planning for Accessibility

Access provision for all people, particularly those with disabilities and restricted mobility, will be required in proposals for the construction of new offices, shops, factories, educational establishments and other buildings which the public are likely to use.

Planning applications will be assessed against the following criteria, where relevant:

- i) provision of a suitable means of access to the building, particularly for people with disabilities or restricted mobility, which is well signposted and easily accessed from adjoining streets, pedestrian routes and car parks; and**
- ii) provision of suitable special car parking facilities for people with disabilities which are conveniently located for ease of access to the building; and**
- iii) provision of dropped kerbs and access ramps to facilitate ease of**

access around the building especially to disabled parking provision and any main open spaces and recreational areas; and

- iv) access into, and around the outside of buildings should be designed to minimise difficulties for partially sighted people and blind people; and**
- v) where a development proposal involves more than one building, a suitable route between the buildings for people with disabilities will be required; and**
- vi) these requirements will also apply to the alteration and change of use of existing buildings to shops, offices, factories, educational establishments or other uses to which the public are likely to have access, unless the applicant can demonstrate that this is neither practicable, nor reasonable.**

11.16 *The ability (or otherwise) to provide suitable disabled access including access to and from and around the site will be a material planning consideration in determining the acceptability of the proposal.*

11.17 *The Council is committed to ensuring better access within the built environment for all sectors of the community, particularly people with disabilities. Ensuring adequate access to new and altered buildings is an important means of achieving this.*

11.18 *Quality access provision benefits all sections of the community. Consideration of innovative schemes, and a comprehensive integration of access provision into the design of a scheme will ensure compliance with the policies in this Local Plan and ensure a better scheme. Buildings should not segregate or marginalise people with mobility difficulties, requiring disabled people to ask for assistance or use undignified and noisy equipment. Successful improvements might include automatic, rather than revolving doors, ramps designed to integrate into the architecture, and better use of coloured and textured surfaces to assist partially sighted people.*

Children's Day Care Provision

11.19 There is a growing need for day care facilities for children, as increasing numbers of parents find the need to combine work with childcare responsibilities. The growth of such facilities is an important contributor to allowing more people to enter employment and expanding choice in pre-school education. Such facilities include day nurseries, crèches and playgroups.

11.20 Proposals for childcare provision have planning implications including the impact on the amenity of residential areas and the safety and well-being of young children.

11.21 The use of existing dwelling houses for these purposes will require planning permission once the level of child-space provision from the premises reaches a level where the intensity of the use of the property represents a material change of use. This level will be nominally set at the supervision of 5 or more children at any one time (excluding a family's own children) although the individual circumstances may dictate that

planning permission is required for a lesser number.

C4 - Children's Day Care Provision

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:

- i) the property should be located within an area providing a safe environment for children; and**
- ii) 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**
- iii) there is on-site provision for resident and staff cars including satisfactory vehicular access and turning facilities within the site. The layout and design of these areas will be expected to maximise the safety of children within the site; and**
- iv) 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

- v) **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. 8.00 am to 6.00 pm Monday to Saturday inclusive, and may also be imposed limiting the number of children being cared for at any one time.**

Any consent may be restricted to the specific use applied for, or to only some of the other uses within Use Class D1 (Non-Residential Institutions) of the Town and Country Planning (Use Classes) Order 1987 (as amended).

- 11.22 *The provision of childcare facilities, while of considerable community benefit, can result in loss of amenity through noise and disturbance, and excessive vehicle movements in residential areas. In other locations, particularly industrial areas, the surrounding environment of heavy vehicles can prove unsuitable for childcare facilities. Because other uses within Class D1, such as a house resulting in public assembly could potentially cause amenity problems in some locations, the Council will aim to restrict some or all changes of use within the Use Class D1 where appropriate.*

Churches, Prayer Houses and Other Places of Worship

- 11.23 Places of worship provide an important focus for local communities, often providing meeting and educational facilities in addition to organised worship. In the past applications have been received from Christian groups, and ethnic communities for new facilities. In the Crosby area of Scunthorpe there have been a number of residential buildings converted to provide prayer houses for local ethnic communities.

- 11.24 While the Council supports the provision of places of worship within the communities they serve, nevertheless, there is a need to ensure that any such developments do not adversely affect the amenity of any adjoining residential properties. In some cases where new or extended places of worship are proposed, it may be necessary to consider whether the site is suitable to accommodate a non-traditional building design of a non-domestic scale.

C5 - Churches, Prayer Houses and Other Places of Worship

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;

- i) **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

- ii) **the proposal does not lead to loss of amenity to any residential properties in the vicinity.**

Any consent may be restricted to the specific use applied for, or to only some of the other uses within Use Class D1.

- 11.25 The Council's aim is to assist local communities in providing places of worship for all denominations and religions within the neighbourhoods they serve, while protecting the amenity of residents in these areas.

Cemeteries

- 11.26 Cemeteries are a necessary community need. This function is not only related to a practical social land use, but also has recreational and archaeological value in terms of providing open space and historical information.

C6 - Cemeteries

Cemetery sites are proposed at the following locations:

- 1) **Land at Plymouth Road, Scunthorpe**
- 2) **Land adjacent Barton cemetery**
- 3) **Land off Wiltshire Ave, Burton upon Stather**

If a need is identified for any other new cemeteries in North Lincolnshire, sites should be located adjacent or in close proximity to existing cemetery and crematoria facilities.

- 11.27 *A need has been identified to extend the existing cemetery facilities on land adjoining Barton cemetery, on land off Wiltshire Ave, Burton upon Stather and at Plymouth Road, Scunthorpe. The policy also addresses the possible need for further cemetery facilities arising in North Lincolnshire. If a need does arise, sites should be located adjacent or in close proximity to existing cemeteries and crematoria in order to help to reduce vehicle journeys and trip lengths.*

Community Centres

- 11.28 Community centres in North Lincolnshire serve a multipurpose function, accommodating sports and leisure uses, a meeting place for community groups and societies, and social functions. Their form varies, from the ethnic community centres that have been developed through the initiative of community groups in the Crosby area of Scunthorpe, to village halls in rural settlements.
- 11.29 The Council will continue to support existing community centres, and encourage the growth and expansion of such facilities through the securing of government and voluntary sector grant funding. The provision of additional community centres to serve new housing developments will be sought where appropriate, through the use of planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended).
- 11.30 There will remain a need to control the development of community centres so as to ensure that no detrimental loss of amenity occurs to the surrounding area.

C7 - Community Centres

Applications for new and extended community centres, and the change of use of existing premises into a community centre will be permitted subject to the following criteria:

- i) the premises should ideally be detached. Permission for the conversion of semi-detached or terraced dwelling houses, will only be given favourable consideration where the adjoining property is in some form of non-residential use, or a scheme of soundproofing is installed and is of a suitable standard to avoid any loss of amenity; and**
- ii) the proposal site is suitably located so as to avoid detrimental loss of amenity to a residential area. Where necessary, conditions will be imposed limiting the types of activity that can be undertaken from the premises, with particular reference to private parties, discos and live entertainment. Alternatively, conditions may be imposed restricting the hours when some, or all, of these activities may be carried out.**

Any permission may be restricted to the specific use applied for, or to only some of the other uses within Use Class D1.

seeking to extend such provision, the council will aim to ensure that there is no resulting detrimental loss of residential amenity.

11.31 The provision of community centres is essential to provide meeting and social facilities for local communities. In

Landscape and Conservation

Introduction

- 12.1 North Lincolnshire has a high quality natural environment and the protection and enhancement of these assets is fundamental to sustainable development and to improving the quality of life for both residents and visitors to the area. The Local Plan is a major component in achieving this together with other Council initiatives including the Local Agenda 21 strategy, the Local Biodiversity Action Plan and an appraisal of landscape character and the preparation of a Countryside Design Summary. Also of importance is the Humber Estuary Management Strategy which provides an overview of a wide range of planning issues, including nature conservation, which affect the estuary as a whole.
- 12.2 With regard to nature conservation the scene was set by the 1992 Rio de Janeiro Earth Summit which agreed an action plan for the environment including provision for the conservation and enhancement of biodiversity. This was complemented by the UK Conservation Strategy and UK Biodiversity Action Plan which aim to ensure policies contribute to the conservation of abundant and diverse British wildlife. Policies are aimed at the protection and enhancement of all natural assets as well as areas identified as having special quality.
- 12.3 North Lincolnshire has an abundance of wildlife habitats which range from the internationally important areas of the Humber estuary and Crowle Moors, through nationally and regionally important wildlife and geological sites to sites of particular local importance.
- 12.4 North Lincolnshire is also characterised by a variety of landscapes. A recent Landscape Assessment identified six basic landscape types ranging from the flat, low lying warpland of the Trent Floodplain, through the escarpment of the Lincoln Edge, the Ancholme Valley, the undulating Lincolnshire Wolds and the gently undulating Lincolnshire Drift to the estuarial lowlands of the Humber. These areas comprise predominantly arable land interspersed with a number of woodland and wetland areas and scattered hedgerows. Significant changes to the landscape have resulted following the extraction of minerals where semi-natural landscapes, such as Barton Clay Pits and the Ironstone Gulleys, have been created and also from the development of large scale industry such as at Killingholme at the mouth of the Humber estuary.
- 12.5 There are continued pressures on the landscape brought about by a number of factors including changes in agricultural practices; urban and village growth; new housing; large industrial or agricultural buildings in or on the edge of the countryside; the growth in leisure and tourism; communications infrastructure; power generation and transmission; mineral extraction; and the significant lack of trees and woodland in comparison with other parts of England. These are all issues which are addressed elsewhere within the Local Plan.
- 12.6 Government priority as outlined in PPG7 is to find ways of enriching the quality of the whole countryside to complement the protection which specific designations offer. The approach is to examine the overall character of the countryside which is derived from the interaction of physical and ecological features (including geology, landform, soil, wildlife and modern and historic man-made features) with land use

and other activities including farming, settlement form and building design. The overall aim is to accommodate change without sacrificing local character.

Nature Conservation

Sites of International Importance, Special Protection Areas, Special Areas of Conservation and Ramsar Sites

12.7 Sites of International Importance include Special Protection Areas (SPA) and Special Areas of Conservation (SAC), designated under the European Community Habitats Directive, and Ramsar sites notified in line with the Government's obligations as a signatory to the Ramsar Convention on wetlands of international importance. These sites support communities and populations of plants and animals which are particularly special, making them internationally important. These areas currently comprise the Humber Flats, Marshes and Coast SPA and Crowle Moors (part of Thorne Moors candidate SAC).

LC1 - Special Protection Areas, Special Areas of Conservation and Ramsar Sites

Proposals for development which may affect an SPA, a proposed SPA, a SAC or candidate SAC will be assessed according to their implications for the site's conservation objectives. Proposals not directly connected with, or necessary for, the site, and which are likely to have a significant effect on the site (either individually or in

combination with other proposals), will not be permitted unless it can be conclusively demonstrated that:

- i) there is no alternative solution; and**
- ii) there are imperative reasons of overriding public interest for the development.**

Where the site hosts a priority natural habitat type or a priority species, proposals will not be permitted unless it can be conclusively demonstrated that it is necessary for reasons of human health or public safety, or for consequences of primary importance for nature conservation.

Where such a development does proceed, the use of conditions or planning obligations to secure all compensatory measures necessary to comply with Article 3 of the EEC Habitats and Species Directive will be considered.

12.8 *Ramsar sites, SACs and SPAs are covered under the provisions of EU Directives. The provisions of the Ramsar Convention include requirements for contracting parties to promote wetlands generally and to:*

- i) formulate and implement their planning so as to promote the conservation of the wetlands included in the list, and as far as possible the wise use of wetlands in their territory;*
- ii) designate alternative sites of the original habitat type should the development of any of the presently designated sites become necessary in the national interest.*

12.9 *Annex C of PPG9 sets out the procedures to be followed in*

considering development proposals. The Habitats Directive provides the main mechanism for protecting these areas by restricting the grant of planning permission for development which is likely to significantly affect such areas and which is not directly connected with or necessary to their management. The local authority shall, after consulting with English Nature, consider the effect of any proposal, either individually or in combination with other proposals on the site and will require the developer to undertake an assessment of the impact of the proposal. The scope and content of the assessment will depend on the location, size and significance of the proposal.

Sites of National and Regional Nature Conservation Interest

- 12.10 It is essential to ensure that the abundance and diversity of wildlife and its habitats in North Lincolnshire is conserved and enhanced. The area already contains some 20 or so Sites of Special Scientific Interest (SSSI) which are sites of national and regional interest. Policies should be aimed at the continued protection of such areas and the designation of additional areas where special consideration needs to be given.

LC2 - Sites of Special Scientific Interest and National Nature Reserves

Proposals for development in, or likely to affect, Sites of Special Scientific Interest will be subject to special scrutiny. Where such development may have an adverse effect, directly or indirectly on the SSSI, it will not be permitted unless the reasons for the development clearly outweigh the nature conservation value of the site itself and the national policy to

safeguard the national network of such sites.

Where a site is a National Nature Reserve (NNR) or a site identified under the Nature Conservation Review (NCR) or Geological Conservation Review (GCR) particular regard will be paid to the individual site's national importance.

In all cases where development is permitted which would damage the nature conservation value of the site, such damage should 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.

- 12.11 *Some of these sites are particularly important because what they exemplify is rare and irreplaceable, and others are important as representative examples of their type on a local, national or international scale. Government guidance indicates that development proposals in or adjacent to SSSIs must be subject to special scrutiny. Where a development is permitted and there is no damage to a designated site, planning conditions or obligations will be sought to safeguard the nature conservation interest.*

Other Sites of Nature Conservation Interest

- 12.12 There are over 130 sites which are of significant local nature conservation interest. A number of these sites are worthy of designation as Local Nature Reserves (LNR), though to date there is only one designated Local Nature Reserve at Frodingham Railway Cutting in Scunthorpe. In addition to these sites, however, there are a multitude of other Sites of Importance for Nature Conservation (SINC). The

area also contains Regionally Important Geological Sites / Geomorphological Sites (RIGS).

LC3 - Local Nature Reserves

It is proposed that the following areas are designated as Local Nature Reserves.

- 1) **Brumby Wood, Scunthorpe**
- 2) **Atkinsons Warren/Skipppingdale Plantation, Scunthorpe**
- 3) **Sawcliffe, Scunthorpe**
- 4) **Dragonby Ponds, Scunthorpe**
- 5) **Silkstone Pond, Scunthorpe**
- 6) **Ashby Ville Ballast Pits, Scunthorpe**
- 7) **Axholme Lane, Haxey**
- 8) **Butterwick Hale and Common, East Butterwick**
- 9) **River Eau and Messingham Ings**
- 10) **Elsham Marsh**
- 11) **Waters Edge, Barton upon Humber**
- 12) **Chase Hill Wood**
- 13) **Burton Woodland**
- 14) **Sheffields Hill**
- 15) **Thealby Gullet**

16) **Yorkshire East Gullet (north)**

17) **Brumby Common, Scunthorpe**

18) **Owston Ferry Castle**

LC4 - Development Affecting Sites of Local Nature Conservation Importance

Any development or land use change which is likely to have an adverse impact on a Local Nature Reserve, a Site of Importance for Nature Conservation or a Regionally Important Geological Site 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.

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.

12.13 Sites of nature conservation and geological interest are important not only for the protection of natural assets and the promotion of bird nesting but also as a valuable local education resource. Sites of this nature should, therefore, be protected from the encroachment of development which may either destroy or adversely affect them.

LC5 - Species Protection

Planning permission will not be granted for development or land use changes which would have an adverse impact on badgers or species protected by Schedules 1, 5 or 8 of the Wildlife and Countryside Act 1981 (as amended). Where development is permitted that may have an effect on those species, conditions or the use of planning agreements will be considered to:

- i) facilitate the survival of individual members of the species; and**
- ii) reduce disturbance to a minimum; and**
- iii) provide adequate alternative habitats to sustain at least the current levels of population.**

12.14 *The EC Habitats and Species Directive 92/43, requires the UK Government to protect certain species in accordance with Articles 12-16. Furthermore PPG9 specifies that the presence of a protected species is a material planning consideration when considering development proposals which would be likely to result in harm to a species or its habitat. Where development is permitted the Council will impose conditions or enter into planning agreements to minimise any adverse impact on such species.*

Habitat Creation

12.15 The area contains a variety of sites of established nature conservation interest which are to be conserved and enhanced to assist in increasing biodiversity. There are however opportunities to create new habitats to

complement existing areas and to contribute to biodiversity.

LC6 - Habitat Creation

Provision will be made for the creation of nature reserves and new wildlife habitats both in rural and urban areas. Where appropriate, in granting planning permission, the creation of such areas will be required for the following types of development:

- i) in association with the reclamation of former mineral workings and waste disposal sites;**
- ii) in association with schemes for derelict land clearance;**
- iii) on land which is no longer required for long term agricultural use. Particular emphasis will be placed on the creation of habitats such as wet and dry heathland, wet woodland and reedbed in keeping with local and national biodiversity targets and provision of habitat for protected species.**

12.16 *National Biodiversity Action Plan targets have been identified for habitat creation to increase biodiversity, and these include targets for heathland and habitats for protected species. Specific sites have already been identified as priority areas for the creation of coversands heath, which forms part of the distinctive local character of parts of North Lincolnshire. Opportunities exist for this and other habitat creation particularly in relation to despoiled land, waste disposal sites and redundant agricultural land.*

Countryside Conservation and Enhancement

- 12.17 The landscape is an intrinsic part of the structure of North Lincolnshire and a major influence on development patterns. It is also a dynamic commodity which has been, and will continue to be, subject to change and it is the purpose of the Local Plan to control future changes to maintain and enhance the value of this important asset. An assessment of the landscape character of North Lincolnshire and the preparation of Guidelines and a Countryside Design Summary has been undertaken by landscape consultants.

LC7 - Landscape Protection

Where development is permitted within rural settlements or within the open countryside, special attention will be given to the protection of the scenic quality and distinctive local character of the landscape. Development which does not respect the character of the local landscape will not be permitted.

- 12.18 *Local landscape character areas and local landscape types have been defined for the whole of North Lincolnshire. All proposals for development will have regard to the conservation and enhancement of the district's landscape and its features, and will seek to maintain local variations in the landscape. Wherever possible, woodlands, grasslands, heathlands and other habitats of landscape importance together with valuable existing landscape features, such as hedgerows, trees, copses, ponds, watercourses, dykes, historical sites, estate features, enclosure landscapes, and other built heritage features will be protected and enhanced.*
- 12.19 *All proposals for development will have regard to the landscape assessment*

and guidelines and the Countryside Design Summary, which are to be used as supplementary planning guidance.

Areas of High Landscape Value

- 12.20 A review of Areas of High Landscape Value has been undertaken following the recent appraisal of the district's landscape character and in the light of guidance set out by the Countryside Commission in CCP 423 Landscape Assessment Guidance. In the light of this review it is proposed that a number of Areas of High Landscape Value should be retained. The Lincoln Edge Cliff, The Lincoln Edge Woodland and Heathland to the east of Scunthorpe and the Wold Villages Scarp Slope are already identified as being of special value. There are additional areas which should be designated for their special characteristics.

LC8 - Areas of High Landscape Value

The following Areas of High Landscape Value will be retained:

- 1) Lincoln Edge Cliff, between Whitton and Flixborough**
- 2) Lincoln Edge Woodland and Heathland areas, east of Scunthorpe and extending south to Kirton in Lindsey**
- 3) Wold Villages Scarp Slope**

LC9 - Proposed Areas of High Landscape Value

The following areas are proposed as Areas of High Landscape Value:

- 1) **Deepdale**
- 2) **Barton Claypits**
- 3) **Areas of woodland at Kirmington**

LC10 - Development in Areas of High Landscape Value

Proposals for development in Areas of High Landscape Value, existing or proposed, will be subject to special scrutiny. Development will only be permitted where it is sensitively related to the distinctive local character of the landscape and where:

- i) **there is no adverse impact on the special scenic quality of the landscape;**
- ii) **the development is required to meet the social and economic needs of rural communities or is for appropriate small scale tourist and recreational facilities;**
- iii) **the development is appropriately sited and is of a high standard of design and uses materials reflecting the traditional character of buildings in the area and the surrounding landscape;**

- iv) **there is no loss of features important to the local landscape including trees, copses, woodlands, hedges and ponds.**

12.21 *These areas are regarded as an important resource for the district, by reason of their scenic quality, their distinctive landscape character or sense of place, their lack of larger scale or visually intrusive development, and often through features of particular wildlife, historic, geological interest or cultural associations. As such they should be protected from insensitive development.*

Areas of Amenity Importance

12.22 In addition to Areas of High Landscape Value, there are numerous important amenity areas within North Lincolnshire. Such areas include not only public open space and recreational land, but also a multitude of areas in private ownership. Many areas are accessible for enjoyment by the public but others are identified purely for landscape or nature conservation reasons. These areas help to improve the image of North Lincolnshire, and contribute to local distinctiveness. They also assist greatly in promoting the health and welfare of the community.

LC11 - Areas of Amenity Importance

Within important amenity areas, development will only be permitted where it would not adversely affect their open character, visual amenity or wildlife value or compromise the gap between conflicting land uses. Where development is permitted, measures shall be taken to minimise their impact

or, where necessary, make a positive contribution to such areas.

12.23 *There are many areas of landscape which make a significant contribution to the character and amenity of settlements. In larger settlements they provide breaks between built up areas and often serve as important buffers between conflicting land uses such as housing and industry. Within settlements they also provide valuable havens and corridors for the establishment and movement of a variety of wildlife. Within smaller settlements they provide open areas important to the character and setting of villages, and may also contain interesting plants and animals. These important amenity areas are defined on the proposals map. These areas should be protected from development which would adversely affect them. It is, therefore, essential that such areas are retained and enhanced wherever possible. This could be promoted in the rural areas, through future parish appraisals and the preparation of Village Design Statements.*

LC12 - Protection of Trees, Woodland and Hedgerows

Proposals for all new development will, wherever possible ensure the retention of trees, woodland and hedgerows. Particular regard will be given to the protection of these features within the setting of settlements, the protection of ancient woodlands and historic hedgerows and the amenity value of trees within built up areas. Tree preservation orders will be made where trees which contribute to local amenity or local landscape character are at risk. Landscaping and tree and hedgerow planting schemes will be required to accompany applications for new development where it is appropriate to the development and its setting.

12.24 *Trees and woodland are relatively scarce in North Lincolnshire and are of particular importance in contributing to the character of the countryside. Similarly, hedgerows which are important to the character of the area particularly in relation to the scale and pattern of the landscape, and as a wildlife resource are markedly absent or in a state of decline through lack of proper management. There is a pressing need to protect and enhance these features not only through the control of development but also through encouraging farmers and landowners generally to increase tree and hedgerow planting and improve the management of such valuable features, including the retention of older trees where these are not prejudicial to public safety.*

LC13 - Parks, Gardens and Landscapes of Special Historic Interest

The character and features of parks and gardens of historic or landscape interest will be preserved and enhanced. Development within or adjacent to those listed in the Register of Parks and Gardens of Special Historic Interest, which is maintained by English Heritage, will not be permitted if this would adversely affect their special historic character and appearance or their setting.

Where development is permitted the use of conditions or planning obligations to ensure the protection and enhancement of special features will be sought.

12.25 *Historic parks, gardens and landscapes are an important part of the heritage and environment of North Lincolnshire. Nationally, English Heritage is currently updating the Register of Parks and Gardens of Special Historic Interest and PPG15 indicates the desirability of protecting such sites. In addition to*

these nationally important sites, there are other significant sites of regional or local importance which should be protected from harm and enhanced where possible. Work is underway to compile a list of the regionally and locally important sites, and this policy seeks to ensure their protection and where possible their enhancement. The conservation and restoration of their layout, landscape and architectural features will be encouraged and where appropriate will be secured through planning conditions or obligations.

LC14 - Area of Special Historic Landscape Interest

The Isle of Axholme is designated as an area of Special Historic Landscape Interest.

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.

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.

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.

Schemes to improve, restore or manage the historic landscape will be sought in connection with, and commensurate with the scale of, any new development affecting the area of Special Historic Landscape Interest.

12.26 *The Isle of Axholme has been the subject of an intensive study of landscape character commissioned by the Countryside Commission. The study has identified significant areas of medieval open strip fields and Turbaries, both of which are of considerable national importance. These attributes together with enclosed land and the overall settlement pattern of the area make it unique in the country. It is essential therefore that future development is not allowed to adversely impact on this valuable historic resource. This is particularly so in relation to the character of settlements and to individual buildings or overall groups of buildings in the open countryside.*

Countryside Enhancement

12.27 *The Local Plan contains policies for the protection of the vulnerable countryside and landscape resources, but there is also a need to ensure that where possible the landscape is enhanced.*

LC15 - Landscape Enhancement

The following landscape enhancement schemes are proposed:

Scunthorpe and Bottesford Urban Area

- 1) North West Escarpment**
- 2) Conesby Quarry / Sawcliffe**
- 3) Bottesford Beck**
- 4) Railway Sidings, Station Road**
- 5) Land North of Rowland Road**

Barton upon Humber

- 6) Barton East**
- 7) Barton West**
- 8) Waters Edge**

Brigg

- 9) Power Station**
- 10) River Ancholme**
- 11) Wrawby Road Approach**
- 12) Brigg North**

Medium Growth Settlements

- 13) Winterton - North West Boundary**
- 14) Winterton - North East Boundary**
- 15) Messingham - South West Boundary**
- 16) Broughton - Northern Boundary**
- 17) Epworth - Eastern Boundary**

Minimum Growth Settlements

- 18) Hibaldstow - Station Road**
- 19) New Holland - Industrial Estate**
- 20) New Holland - Mere**

12.28 *Proposals for enhancement can result in the creation of new and informal landscape areas, wildlife habitats and improved surroundings for historic buildings and features. They are also*

important in screening visually intrusive developments, particularly in the open countryside. The landscape enhancement schemes under policy LC15 are shown on the proposals map in an indicative manner. The actual scheme will be defined by a process of negotiation. Where the provision of an allocated landscaping scheme is a prerequisite for achieving development of a site, the implementation and maintenance of allocated landscaping schemes will be achieved through the use of planning conditions and agreements. In other cases the Council will undertake, or secure funding for, the implementation and maintenance of the allocated landscaping proposals. Such improvements will, in the majority of cases, need to be secured through management agreements. It will be important to discuss proposals affecting coastal defences or river corridors with the Environment Agency.

LC16 - Lincoln Edge Scarp Slope Landscape Enhancement Area

Special emphasis will be placed on the protection and enhancement of the landscape and the creation of new landscapes within the Lincoln Edge Scarp Slope Landscape Enhancement Area.

Development will only be permitted where it provides opportunities for landscape enhancement or creation.

12.29 *The Ironstone Gulleys are distinctive and valuable features of the landscape to the north east of Scunthorpe. Whilst parts of the area require protection as features of the landscape and for their nature conservation value, there remain significant opportunities for landscape enhancement throughout the area. A variety of measures should be encouraged and where appropriate, secured as part of any development proposals, including, the creation of*

new landscapes and habitats, the restoration of former habitats including heathland and woodland, the removal of eyesores and redundant structures and the conservation and management of existing features important to the landscape.

LC17 - Barton and Barrow Clay Pits

Planning permission will not be granted for development which would result in the loss of, or do demonstrable harm to, existing nature conservation and recreational land uses in the Barton and Barrow Clay Pits areas and immediate surroundings.

- 12.30 The area of Barton and Barrow Clay Pits, to which this policy relates, is co-incident with that of the Area of High Landscape Value LC9-2. The Barton and Barrow Clay Pits form a valuable wetland natural resource, the majority of which is a Site of Special Scientific Interest (SSSI). It was identified, in two separate stages as a Special Protection Area/Ramsar site. The first stage covers the Humber foreshore, excluding the area adjacent the Waters Edge site, and was formally designated in July 1994. The proposed second stage covers the inland area of the SSSI. In recent years there has been demand for water-based recreational uses and nature reserves, and consequently a balance between the needs of nature conservation and recreation throughout the Clay Pits area has developed. A major attraction has been created which generates 250,000 visitors per year, for a wide variety of purposes including sightseeing, water sports, educational visits, bird watching, rambling, industrial archaeology at the tile works, and nature conservation. Planning permission for development will therefore only be given if such development retains the important balance of nature conservation and

recreation, and appropriate management agreements are secured.

LC18 - Humber Bridge to Chowder Ness

Planning permission for development related to nature conservation and, where appropriate, for quiet, informal recreation such as fishing and nature study, will be allowed to the west of the Humber Bridge, between the A15 and Chowder Ness, within the Barton and Barrow Clay Pits.

In these areas, proposals for development will not be permitted if they would generate noise of a level and nature sufficient to be perceived as unacceptably intrusive beyond the site boundary.

- 12.31 The balance between nature conservation and recreation throughout the Clay Pits is essential. The area of greatest nature conservation value is to the west of the Humber Bridge where precedence is given to protecting this asset. Therefore, quiet, relatively informal recreation such as fishing and nature study are appropriate uses. Noisy sports as defined in the policy, will prejudice nature conservation, particularly causing disturbance to wildfowl, and will not be permitted.

LC19 - Humber Bridge to New Holland Mere

Planning permission for development related to nature conservation and general water-based recreation will be allowed to the east of the Humber Bridge between the A15(T) and New Holland Mere within the Barton and Barrow Clay Pits.

- 12.32 The area of greatest organised water-based recreation has historically been located in the Clay Pits to the east of the Humber Bridge i.e. water skiing,

sailing and wind-surfing. Since the needs of nature conservation have been successfully integrated with these recreational land uses, a continuation of this policy is appropriate.

South Humber Bank Landscape Initiative

12.33 One of the key issues raised in this part of North Lincolnshire is the relationship between industry and nearby settlements. The environment of local communities is heavily dependent not only on the quality of the immediate setting within which the industry lies but also on the general character of the countryside which surrounds it. Buffer areas will be retained between settlements and industry. To protect important sites of nature conservation or amenity value it is proposed to set up a partnership involving the industrial and agricultural communities to co-ordinate and progress schemes of environmental enhancement.

LC20 - South Humber Bank - Landscape Initiative

It is proposed that the following measures will be undertaken throughout the South Humber Bank Landscape Initiative area:

- i) **softening - provision of stepped-back security fences, fringed with shrubs and trees;**
- ii) **screening - establishment of mixed broad-leaf and conifer belts;**
- iii) **habitat conservation - maintenance of wet areas and other existing features, such as woods and hedges, to provide a**

good framework for future improvements;

- iv) **habitat creation - introduction of lakes, ponds and marshes;**
- v) **field boundary management - careful management of existing hedges to increase height;**
- vi) **tree and hedge planting - new planting, carefully positioned for maximum effect, with minimum impact on farm management industry's operational needs and sites of archaeological importance.**

12.34 *The South Humber Bank Landscape Initiative offers good opportunities for industry and agriculture to help create a showcase where both are placed in greater harmony with their surroundings. In the case of industry, there is a growing public interest in the environment and an increasing concern about the effects large-scale industrial development can bring.*

12.35 *Individual improvements can be planned to dovetail with present and future operational needs. In this way a network of grassland, hedgerows, woodland and open water between and around industry could be developed. By planning ahead, landscape improvements could reach maturity in readiness for new developments to have considerable combined effect on the appearance of the whole industrial zone. A better environment for industry means a better image, a better workplace and better relations with the whole community. In addition, substantial scope exists to increase the recreational use of the area. Footpath links through to the Humber Bank can*

be enhanced and provision for many informal pursuits (walking, fishing etc.) can be improved for residents, workers and visitors.

The Ironstone Gullets

Introduction

- 13.1 The Ironstone Gullets provide an outstanding environmental resource in North Lincolnshire. The gullets afford a major opportunity for nature conservation, water based recreation and form a significant element in the strategy for the enhancement of the landscape and setting of the countryside surrounding Scunthorpe. These former mineral workings also provide a rich habitat which supports a diverse range of plants and animals, and yield a geological and palaeontological resource of international scientific and educational significance.
- 13.2 The Ironstone Gullets form a series of large excavations created by the open cast extraction of ironstone from the Frodingham Ironfield which supplied the iron and steel industry at Scunthorpe. The gullets extend for around 11.8 kilometres (7.3 miles) running north-south along the Lincoln Edge and directly north and east of Scunthorpe and around 7 kilometres (4.4 miles) east-west. The Frodingham Ironfield extends further south and east of the gullets but is presently considered uneconomic to extract. The gullets vary in size ranging from the Yarborough Gullet which is around 2,700 metres in length (1.7 miles) and 500 metres (0.3 miles) in width to small scale workings at Dragonby. The depth of the gullets varies according to the amount of overburden which covers the ore bed. The ore is present at surface level to depths of over 40 metres (130 feet).
- 13.3 The extraction of ironstone commenced soon after its discovery in 1859 and ceased in 1989. As a result, many of the earlier worked out gullets particularly in the northern

area, have naturally regenerated and flooded providing attractive water features and a diverse habitat for wildlife. A number of the gullets have planning consent for waste tipping and further areas remain operational by British Steel plc. Oil is also extracted from Crosby Warren and significant areas within the gullets are susceptible to instability and subsidence mainly due to underground mining in the past. The gullets are used by the public on an informal basis, for walking, fishing, swimming, diving, sail boarding, motorcycle scrambling, geology and education and a number of other recreational and outdoor pursuit activities.

- 13.4 An Advisory Ironstone Restoration Study Group was established in 1986 to review future reclamation and uses of the gullets. This included representatives from the Department of Environment, British Steel plc, the Ministry of Agriculture and the former local planning authorities. This group considered various land use proposals for the Ironstone Gullets and this Local Plan seeks to review those proposals and formulate a co-ordinated strategy which realises their potential.

Environment and Landscape

- 13.5 The Ironstone Gullets have created a valuable habitat for nature conservation and wildlife. In particular, Thealby Gullet, Yorkshire East Gullet, Winterton Lagoon, part of Crosby Warren, Silkstone Pond and the Dragonby Ponds have been worked out for some time and have not been the subject of restoration. These gullets are flooded and have naturally regenerated and are of considerable ecological importance. The landscape surrounding the gullets is of equal habitat and ecological

value. Risby Warren is a designated Site of Special Scientific Interest (SSSI) and is the largest relic inland sand dune system in Britain. A further SSSI is designated at part of the Yorkshire East Gullet and it is important that sensitive areas within the gulleets together with attractive landscapes are protected. These are protected by policies in the Landscape and Conservation chapter.

- 13.6
- Seven local nature reserves are proposed. These are: Silkstone Pond, Dragonby Ponds, Sheffield's Hill, Thealby Gullet, Yorkshire East Gullet (north) and Sawcliffe.
- 13.7
- The Ironstone Gulleets create a significant opportunity for a number of other uses, principally for leisure and recreation and nature conservation. It is however, important to ensure that plants and animals and their natural habitats, geological and physiographic features, are conserved and enhanced where they are considered to be important. The gulleets contain numerous rare and protected species including great crested newts, grayling butterflies and Red Data Species such as the scarce vapourer moth. Other important plants and animals include bearded fescue grass, wood horsetail, bee orchid, spotted orchid and southern marsh orchid. The importance of the gulleets' habitats are reflected in the fact that many species occur nowhere else in the South Humber area.

IG1 - Ironstone Gulleets - Management Schemes

In order to protect and enhance areas of nature conservation value, the Council will enter into management schemes, planning obligations and other agreements with landowners.

IG2 - Environmental Enhancement and Habitat Restoration

Environmental enhancement, tree planting and habitat restoration schemes are proposed at:

- 1)

Dragonby Ponds/Berkeley East
- 2)

Sawcliffe Community Woodland
- 3)

Conesby Quarry
- 13.8
- The Ironstone Gulleets area prior to mineral extraction was a significant coversands heath habitat. Whilst many gulleets have naturally regenerated, those areas which have been worked out more recently are still despoiled. Although some of these sites continue to be operational, there are significant areas which are suitable for environmental enhancement and the creation of new landscape habitats as well as the restoration of the coversands heathland. Such habitat creation is important to local and national bio diversity strategies, given the scarcity of coversands heaths. The Council will, in conjunction with other public and private bodies, promote and enhance the landscape of the Ironstone Gulleets for nature conservation and as an integral part of the strategy for 'greening' the landscape and improving the environment of the Scunthorpe and Bottesford Urban Area.*
- 13.9
- The Council will seek to enter into management schemes, planning obligations and/or other agreements with landowners in order to protect and enhance areas of nature conservation value.*

Leisure and Recreation

IG3 - Water Based Motor Sports

Bagmoor Gullet is proposed for motorised and active water based leisure and recreational development.

13.10 *The extraction of ironstone has created a tremendous opportunity for water based recreation. The size and scale of some of the less environmentally sensitive gullets afford potential for a major water sports facility. Bagmoor Gullet would be especially suited for such uses and is located immediately east of Normanby Hall Country Park which includes 160 hectares (395 acres) of gardens and parkland. It also contains a deer park, farming museum and 18 hole golf course, and attracted around 160,000 visitors in 1996.*

IG4 - Informal Recreation

The following gullets are proposed for water based recreation (fishing, non-motorised boating) and informal recreation:

- 1) **Thealby Gullet**
- 2) **Winterton Lagoon**
- 3) **Yorkshire East (north)**

IG5 - Footpaths and Cycleways

The former North Lindsey Light Railway Line will be safeguarded for the construction of a linear footpath, bridleway and cycleway.

13.11 *The nature conservation and environmental value of the more mature gullets which have substantially regenerated precludes their use for active water based leisure pursuits.*

These gullets are, however, under-used as a recreational and tourism resource and are capable of sustaining recreational activities including fishing, walking, swimming, cycling (including off-road cycling in less sensitive areas), canoeing and general relaxation. The Council aims to promote greater recreational use of the gullets where this does not cause conflict with nature conservation.

13.12 *The Council will seek to provide on-site information and interpretative facilities and the creation of picnic sites and parking facilities on the edge of the gullets area to promote their enjoyment. The sense of remoteness within the gullets will be preserved with more sensitive forms of access into the gullets such as footpaths and cycleways, being developed. In particular, the North Lindsey Light Railway, which is used for the transportation of waste, provides direct access from Scunthorpe into the gullets system. On completion of waste tipping, in areas accessible by this railway, it is intended that the line will be converted into a linear walkway and cycle path system.*

IG6 - Motorised Recreation

The eastern part of the former Tarmac site (south of Conesby Quarry) is proposed for motorcross and other motorised recreational activities.

13.13 *The Scunthorpe and Bottesford Urban Area has no facilities for motorcross or for motorcycle training. In the past this has resulted in the unauthorised and inappropriate use of amenity spaces and Local Nature Reserves. In response to a clear need, a motorcycle training scheme has been in operation for some time and future motorcycle activities are to be permitted at land south of Conesby Quarry (part of the former Tarmac site) on the urban fringe of Scunthorpe. This site which is adjacent to the existing highway*

network, and located some distance from residential areas is of little nature conservation importance.

Geology

- 13.14 The Frodingham Ironfield is an outstanding stratigraphic and palaeogeographic area. Mineral extraction has yielded internationally important ammonite species and the Ironstone Gulleets provide a significant teaching locality for European academic and scientific research. Conesby Quarry is perhaps the most significant gullet but as a result of waste tipping is incapable of being preserved for future research. Opportunities for the establishment of a safe store of fossil-rich ironstone will be sought in order to provide access to fossil collecting by local schools and amateur palaeontologists who may otherwise have limited access to such material.

IG7 - Geological Research

The mineral face of the Yorkshire East Gullet (south) will be conserved for geological research.

- 13.15 *The Yorkshire East Gullet is of significant scientific value and it is proposed that part of the ironstone face is conserved for future research where this does not conflict with its designation as a Site of Special Scientific Interest. The Council will also endeavour to enter into management agreements with landowners in the future in order to gain access and secure, where possible, other sites of geological importance in neighbouring gulleets.*

Waste Tipping

- 13.16 Many former workings have been restored in accordance with the Town and Country Planning Act 1990 (as

amended). More recently planning consent has been obtained in certain gulleets for the tipping of both domestic and commercial waste as a means of landfill restoration, particularly where gulleets created problems of land subsidence. Planning consents have been approved at Conesby Quarry, Crosby Warren (part), Roxby Gullet, Winterton Gullet and Yarborough Gullet. There is also further substantial tipping capacity at both Santon and Dragonby underground mines which may prevent further land instability in the area. The infilling of a small open cast area immediately south of Dragonby village is necessary in order to protect the settlement from land subsidence.

- 13.17 Existing landfill sites within the Ironstone Gulleets area provides more than 28 million cubic metres of infill capacity, with most gulleets containing between 20 and 40 years' capacity, see Table 11. North Lincolnshire has a substantial over-supply of existing infill sites in both the short and long term and much of the present waste is imported from both outside and from elsewhere within the region.

Table 11 Ironstone Gulleets - Committed Landfill Capacity January 1996

Site Location	Total Landfill Capacity
Conesby Gullet	2,300,000 m ³
Crosby Warren (south)	700,000 m ³
Roxby Gullet	5,000,000 m ³
Winterton Gullet	13,000,000 m ³
Yarborough Gullet	7,250,000 m ³

IG8 - Future Waste Tipping

The following sites in the ironstone gulleets area are proposed for new waste tipping:

- 1) Dragonby North - inert non domestic waste**

2) Dragonby and Santon underground mines - inert non domestic waste

13.18 Government guidance in PPG23 places greater emphasis on the reduction, re-use and recovery of waste rather than simple disposal without recovery. Guidance also promotes the 'proximity principle' which aims to ensure that the majority of waste is disposed of within the region of generation. Given the outstanding nature conservation, recreational and leisure potential of both the naturally regenerated and existing despoiled gullets and also the existing capacity of gullets with waste tipping planning consents, no further consents will be granted except for that area required to stabilise Dragonby Village and those areas required by British Steel plc for the disposal of works waste.

13.19 Planning consent will only be granted for the tipping of waste, particularly in underground mines, following consultation with Anglian Water and the Environment Agency to ensure that tipping does not result in the contamination of aquifers and other water sources.

Mineral Extraction

13.20 The Ironstone Gullets area contains existing reserves of both ironstone and oil.

IG9 - Ironstone Extraction

The area to the east of Yarborough Gullet will be safeguarded from development which would result in the sterilisation of the ironstone reserves

13.21 While no ironstone is being extracted at present, working in the long term could recommence should international ore market conditions change. The substantial remaining ore reserves,

although largely located below agricultural land, will need to be safeguarded from any future potentially sterilising development.

IG10 - Oil Extraction

Proposals for oil extraction at Crosby Warren (part) will be permitted provided that there will be no adverse impact on the surrounding landscape.

13.22 Oil is extracted in part of the Crosby Warren area and three boreholes have been sunk and are currently in commercial production. It is important that any future boreholes do not have an unacceptable impact on the surrounding landscape of the gullets area and are located in the least environmentally sensitive areas. Where planning consent is granted for future exploratory boreholes or oil production facilities the Council will seek to ensure that planning conditions are implemented to mitigate any adverse effects upon the landscape and ecology of the area.

Unstable Land

13.23 The open cast extraction of ironstone in some gullets has in the past created problems of agricultural land subsidence immediately adjacent to the affected open cast area. Planning consent for the tipping of waste into these gullets has previously been approved in order to alleviate this problem. However, with the exception of the small area at Dragonby Ponds, those gullets susceptible to significant land subsidence are operational as waste tips and infilling of other gullets is not necessary.

13.24 The cessation of underground ironstone extraction at Dragonby and Santon mines has caused land subsidence problems in the form of crown holes occurring at the surface.

This has resulted in the need for minor roads and bridleways in the open countryside to be diverted. The requirement for the area around crown holes to be physically enclosed prevents the land being farmed but does provide opportunities to enhance the landscape with woodland cover. The Council will seek agreement with landowners to implement tree planting schemes in order to improve the environment and landscape which has lost many woodland areas in the past as a consequence of agricultural intensification.

Agriculture

- 13.25 The Ironstone Gulleets area includes significant areas of agricultural land which contain either existing ironstone mineral reserves, are susceptible to subsidence as a result of ironstone mining or forms part of the intrinsic landscape character of the gulleets. It is intended that this land will remain in agricultural use and for development purposes will be considered as part of the open countryside.

The Historic Environment

- 14.1 The Local Plan aims to maintain and enhance the quality of the historic environment, through policies that control development and enable the promotion of schemes of enhancement and improvement throughout these areas. This heritage will be protected from harmful change, whilst allowing for sympathetic adaptation and re-use.
- 14.2 North Lincolnshire has 1,088 listed buildings, of which 43 (4%) are Grade 1, 17 Conservation Areas and 35 Scheduled Ancient Monuments (SAMs). The proportion of Grade 1 Listed Buildings is twice the national figure which indicates the historic importance of the area.
- 14.3 Despite being the largest settlement in North Lincolnshire, Scunthorpe contains relatively few statutory listed buildings. Those that are protected reflect the early beginnings of the town and its industrial heritage. Two Conservation Areas have been designated in Scunthorpe at Old Crosby and New Frodingham. The latter has been extensively refurbished and enhanced in line with its historic importance as one of the few planned industrial settlements connected with the iron and steel industry. It received the coveted Europa Nostra Award in 1996.
- 14.4 North Lincolnshire is rich in archaeological remains indicative of past settlement and land use, burial sites, and of farming and industrial activities. Archaeological sites are sometimes visible as upstanding remains or standing structures, but are often buried or invisible. Sites in North Lincolnshire date from all periods and represent many different site types. Finds of stone implements of prehistoric hunter gatherers and the first farmers are especially well known from the sandy warrens around Scunthorpe. Remains from the Iron Age and Romano-British periods are particularly prolific on the limestone edge and also occur along the chalk Wolds; well known settlements of this date are located at Dragonby and Kirmington. Roman Ermine Street runs through North Lincolnshire to the Humber and there are Roman small towns at Old Winteringham and Hibaldstow and a number of important villas.
- 14.5 Many towns and villages have their origins in the Anglo Saxon period and traces of their original planned layout survive. The area is noted for its fine churches many of which contain surviving 11th century masonry. North Lincolnshire has a number of fine monuments of medieval date preserved as earthworks, these include several moated sites, village earthworks and fields of ridges and furrow lying between Goxhill and South Killingholme on the Lincolnshire marsh. From the post-medieval period there are remains of the early brick and tile, quarrying and lime-burning industries. The regional wetland potential for archaeological sites is only just being recognised.
- 14.6 The Isle of Axholme has a unique character being largely reclaimed land created by the construction of a complex network of dykes undertaken by the Dutch engineer Cornelius Vermuyden in the seventeenth century. This network, together with its bridges, pumping stations and outfalls, forms an important record of the development of land drainage systems as well as providing wildlife habitats. The more significant structures are listed.
- 14.7 Of the major settlements on the Isle of Axholme, Crowle and Epworth have Conservation Areas in their

historic cores. The latter contains many fine historic buildings and has international renown as the birth place of John Wesley, the founder of Methodism. Both the rectory and the tomb in the church yard, from which he made his early speeches, are significant buildings. The Isle also contains a fine agricultural heritage with strip cultivation still being practised and providing one of the most extensive and finest examples in England.

- 14.8 East of the River Trent, the market towns of Brigg and Barton upon Humber contain significant areas of built heritage. Brigg retains the historic character of its centre, including the traditional street pattern, Market Square and narrow alleyways. The centre is a Conservation Area, and contains many listed buildings. Considerable enhancements have been made following the completion of a relief road to the north. Barton upon Humber, similarly, has a long and distinguished history and retains the settlement pattern around two centres of development (firstly, at Market Lane, High Street, George Street and King Street and secondly at Fleetgate), which remain substantially intact. The pattern of streets and buildings within the Barton upon Humber Conservation Area creates a tangible townscape quality comprising vernacular architecture and grand houses in substantial grounds.
- 14.9 The centres of Alkborough, Appleby, Barrow upon Humber, Burton upon Stather, Kirton in Lindsey and Winterton have also been designated as Conservation Areas. Thornton Abbey (a Scheduled Ancient Monument near Thornton Curtis), and Normanby Hall are both visitor attractions in the area.
- 14.10 The Planning (Listed Buildings and Conservation Areas) Act 1990, establishes duties to ensure that development proposals preserve and

enhance the character and appearance of Conservation Areas and their settings, and listed buildings. These duties aim to prevent harmful alterations and demolition of listed buildings and buildings in Conservation Areas, and provide mechanisms to formulate and publish proposals for the preservation and enhancement of Conservation Areas. The policies in the Local Plan establish aims and objectives for undertaking these duties which are to preserve and enhance historic areas and buildings in North Lincolnshire as assets to the image and appearance of the area.

Conservation Areas

HE1 - Conservation Areas

The Council will continue to protect areas of architectural special interest by designating them, where appropriate, as Conservation Areas. The Council will periodically review its Conservation Area Programme, designate new areas and review existing ones as appropriate. Appraisal and review will be undertaken against the following criteria:

- **Location and landscape setting;**
- **History of the settlement;**
- **Geology and building materials;**
- **Archaeology;**
- **Character and appearance of the settlement;**
- **Historic layout – Plan form;**
- **Mix of activities/uses;**

- **Open spaces, trees and vistas;**
- **Architectural style, scaling and detailing of buildings;**
- **Listed buildings and buildings of townscape merit;**
- **Traffic impact on pedestrian use;**
- **Boundary review;**
- **Enhancement;**
- **Policy review.**

14.11 Conservation Areas are areas of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance. To date, seventeen conservation areas have been designated in North Lincolnshire. These are:

- Alkborough
- Appleby
- Barrow upon Humber
- Barton upon Humber
- Brigg
- Burton upon Stather
- Crowle
- Epworth
- Kirton in Lindsey
- Normanby
- Redbourne
- Saxby all Saints
- Scawby
- Old Crosby, Scunthorpe
- New Frodingham, Scunthorpe
- Winteringham
- Winterton

These are shown on the Inset Maps as the areas within which particular policies will apply. All Conservation

Area boundaries are being reviewed to ensure that boundaries accurately reflect the current area of special interest. It is proposed that the settlement of Thornton Curtis is reviewed for possible Conservation Area status.

14.12 As required by Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the Council will from time to time determine whether any further parts of North Lincolnshire should be designated as conservation areas. This may result both in the designation of entirely new areas and/or the review of existing ones.

HE2 - Development in Conservation Areas

All development proposals in, or which affect the setting of, Conservation Areas should preserve or enhance the character and appearance of the area and its setting.

The following criteria will be applied in determining applications for development in Conservation Areas:

- i) **development should be of a standard of design which respects the appearance and character of the Conservation Area in terms of its bulk, height, mass, vertical and horizontal emphasis, proportions, layout, siting, landscaping and other matters of design such as roofscape and architectural style and detailing; and**
- ii) **development should harmonise with adjoining buildings, preserve or enhance the**

- | | | |
|------|--|--|
| | street scene and should not detract from important existing spaces and views; and | measures to enhance them where possible; and |
| iii) | building materials should be appropriate to the locality and context and sympathetic to those of existing and nearby buildings in terms of type, texture, colour and size. Walls, gates and fences should be of a type traditionally used in the locality; and | vii) the development should avoid the loss of open areas, gaps in frontages, and natural and built features (such as trees, hedges, fences, walls and paving materials) if they are important to the character of the Conservation Area; and |
| iv) | the development must have a satisfactory means of access which does not detract from the character of the area, not generate excessive traffic and where appropriate should provide for adequate car parking in a way which is sympathetic to the Conservation Area. In instances where there is conflict between the highway requirements and the retention of the character of the area, the latter shall prevail; and | viii) the development should not spoil or destroy attractive views and vistas into, within and out of the Conservation Area if they are important to the character of the area. |
| v) | the development should retain important landscape and ecological features and where possible, include measures to enhance these features; and | |
| vi) | the development should retain important architectural and historical features such as traditional street furniture and paving and should include | |
- Where appropriate, Article 4 Directions will be made to remove permitted development rights where works otherwise classed as permitted development will potentially have an adverse impact on the special architectural or historical character or appearance of the area.**
- 14.13 *In considering any applications in, or affecting a Conservation Area, the primary consideration will be the need to preserve or enhance the area's character and appearance. The Council will promote the enhancement of Conservation Areas by co-ordinating and giving advice to the public and by encouraging schemes in conjunction with public and private bodies.*
- 14.14 *Very careful consideration needs to be given to the quality of design of each development proposal to ensure that it preserves or enhances the area's setting. The character of a Conservation Area could also be adversely affected by an unsuitable change of use of land or buildings e.g.*

through noise or traffic generation. Proposals for development adjacent to Conservation Areas should be designed to be in harmony with the size, form and materials found within the Conservation Area and care should be taken that the view into and out of the area remains unspoiled. The character of Conservation Areas is vulnerable to change through permitted development alterations, the most widespread of which have been the replacement of doors and windows and of roof coverings. Other permitted development works which can have a significant and sometimes adverse effect on the character of a Conservation Area include the erection of walls and fences and the construction of minor extensions to buildings. The use of Article 4 Directions will be considered, to control any permitted development which is detrimental to the special character and appearance of Conservation Areas.

14.15 Consent is needed for most types of demolition in a Conservation Area. If the building is still economically viable or important to the area's character then demolition will be resisted.

14.16 When planning applications are submitted for development in Conservation Areas, there is a need for the submitted plans to be sufficiently detailed so as to determine what effect a scheme will have on the special historical and architectural character of the area. For this reason, outline planning applications will only be considered when sufficiently detailed to allow for this appraisal to be undertaken. Applicants should establish the Council's submission requirements in respect of each development proposal in a Conservation Area before submitting a formal planning application. Outline applications do not generally provide enough information to determine as to whether a development will protect and enhance the special historical and architectural character and appearance of a

Conservation Area. Additional information will therefore be required as needed, and applicants are advised to submit full planning applications.

HE3 - Demolition in Conservation Areas

- i) **Proposals for the demolition of a building or structure within a Conservation Area will be assessed against the following criteria:**
 - a) **it is proved to be wholly beyond viable repair; or**
 - b) **it is incapable of reasonable beneficial use; or**
 - c) **it is not of intrinsic architectural, historic or townscape importance and its removal or replacement would enhance the appearance or character of the area; or**
 - d) **its removal would allow the redevelopment or rehabilitation of an adjacent larger site which is under used, neglected or derelict, providing this redevelopment would enhance the character and appearance of the Conservation Area;**
 - e) **sufficient information is provided to enable**

the impact of the proposal for demolition or redevelopment on the Conservation Area to be assessed.

- ii) **Consent for demolition of a building will be conditional on it not being demolished until either:**
- a) **detailed planning permission for the redevelopment of the site has been obtained and the Council has had sight of an agreed contract for the carrying out of works of redevelopment, or**
 - b) **a landscaping and improvement scheme is submitted and an agreement is entered into to maintain the scheme, if the site is to be kept in open space use.**
 - c) **Whenever appropriate, proposals which would entail the loss of historic fabric from a listed building will be conditional upon a programme of recording being agreed and implemented.**

14.17 *If approval is given for the demolition of a building in a Conservation Area, it will ensure that unsightly gaps and dereliction are not created by requiring that either development of a high*

quality will replace it or the site is improved to create an attractive open space of amenity value.

Development Standards in Conservation Areas

HE4 - Shopfronts, Advertisements, Canopies and Blinds in Conservation Areas

The removal of traditional shopfronts within Conservation Areas will be resisted if they are of architectural or historic value and contribute to the special character of the area. Such features should be restored and repaired wherever practicable.

Proposals for new shopfronts or the alteration or replacement of existing shopfronts which do not warrant retention will be allowed provided that the design respects the character and appearance of the buildings and their surroundings.

In dealing with applications involving shopfronts and associated signs in Conservation Areas the following criteria will be taken into account:

- i) **the shopfront must respect the character and architectural composition of the building in which it is set, in particular the design of the upper elevation of the building. It should also be sympathetic to the character of adjoining properties and shopfronts. The use of materials unsympathetic to the character and appearance of**

- | | |
|--|--|
| <p>Conservation Areas will not be allowed; and</p> <p>ii) stall risers, pilasters and recessed doorways will be included where they are traditional characteristics of the area, and will be of a design which respects the local context; and</p> <p>iii) unsympathetic alterations to the facades of shops including blinds, awnings, canopies and security grilles which are inappropriate in terms of design, or materials will not be allowed. Security measures including shutters should be located inside the shop front and should be capable of being shielded from view when not in use. Security shutters should be of an open grille type; and</p> <p>iv) fascia signs should be in keeping with the character of the shopfront and the building as a whole, particularly in terms of their size, proportions, positioning, materials, type of construction, colour and style of lettering. Sign written fascias will be preferred; and</p> <p>v) external box housings will not be permitted unless they can be incorporated within fascias and thereby rendered unobtrusive; and</p> | <p>vi) the Council will only permit internal illumination of either fascia or projecting signs in a Conservation Area where there are no detrimental effects on the architectural or historic quality of the Conservation Area; and</p> <p>vii) canopies and blinds on shopfronts should respect the age, scale and appearance of the premises with regard to size, proportion, materials and colour.</p> <p>14.18 <i>It is important to ensure that the design of shopfronts and the style and design of signs on the shopfront complement each other and respect the character and appearance of the Conservation Area.</i></p> <p>14.19 <i>In particular, the unsympathetic location of security measures, such as shutters, on the outside of shop fronts is a threat to the character and appearance of Conservation Areas and will normally be resisted. An open grille type placed inside the shopfront is beneficial for amenity and security reasons.</i></p> <p>14.20 <i>Special consideration will need to be given to the repair techniques of traditional shopfronts, and in the integration of signs, canopies and blinds.</i></p> <p>14.21 <i>It is important that an advertisement given consent in a Conservation Area respects the special characteristics of that area. Standard corporate logos therefore may not be acceptable in Conservation Areas. A proliferation of signs can also erode this character and, therefore, the amount of signage allowed will be kept to a minimum.</i></p> |
|--|--|

Listed Buildings

- 14.22 Listed Buildings are buildings or structures which are considered to be of special architectural or historic interest. The Department of Culture, Media and Sport decides which buildings or structures are worthy of listing, but the Council and members of the public can also nominate buildings or structures for consideration.
- 14.23 There are 1,088 listed buildings in North Lincolnshire at present. They represent only a very small proportion of the total building stock, but are a vital part of the area's character and history. They are attractive, add variety to the urban fabric and are an important cultural and historic link in North Lincolnshire's heritage.
- 14.24 Government advice in PPG15 contains a strong presumption in favour of the preservation of listed buildings unless a convincing case can be made otherwise. They should be protected from demolition, unsympathetic alterations and extensions, and unsuitable changes of use. Planning permission and listed building consent are needed in most cases for such works.
- 14.25 The Council will use its powers to ensure that listed buildings do not fall into an unacceptable state of disrepair. This may involve the use of Urgent Repair Notices, Repair Notices, Building Preservation Notices, and listed building enforcement measures. The Council will maintain a register of historic buildings at risk and will, where necessary, exercise its powers under the Planning (Listed Buildings and Conservation Areas) Act 1990 to secure the proper preservation of listed buildings.
- 14.26 It is important that listed buildings are regularly maintained and kept in a

good state of repair. This will involve using appropriate materials and skills. Technical advice is available from English Heritage or from the officers of the Council. The Council also maintains a fund for the repair of historic buildings.

- 14.27 Listed building consent is required for works affecting the character of the listed building. Those seeking to undertake work that may affect the character of the building are advised to contact officers of the Council at an early stage so that the need for an application can be resolved.

HE5 - Development affecting Listed Buildings

The Council will seek to secure the preservation, restoration and continued use of buildings of special architectural or historic interest. When applications for planning permission relating to a listed building or listed building consent are being assessed, the primary consideration will be the need to preserve or enhance the fabric and character of the building. Permission or consent will not be granted unless it has been demonstrated that the proposed works would secure this objective. The Council will encourage the retention and restoration of the historic setting of listed buildings. Proposals which damage the setting of a listed building will be resisted. Whenever appropriate, proposals which would entail the loss of historic fabric from a listed building will be conditional upon a programme of recording being agreed and implemented.

- 14.28 *Alterations and additions should not adversely affect the essential character of the building, should be in keeping with its architectural style and features and should harmonise with its surroundings. In particular such development will have to be of a high standard of design. The external*

appearance and materials will be expected to match, as near as possible those of the existing building in kind and in detail.

14.29 The setting of a building of special architectural or historic interest often contributes to its character. The setting could be its garden, grounds, open space or the general street scene. Developers are advised to contact the Council at an early stage to discuss the nature and extent of the setting. It is therefore important to consider the impacts of development and other proposals within the vicinity of listed buildings. Control over the quality of design of new development in close proximity to a listed building will be necessary to protect its setting. Conditions may need to be imposed on such development to achieve the quality required.

14.30 The best way of preserving the character and appearance of buildings of architectural or historic importance will be to keep them in their original use. Some listed buildings are no longer required for their original use and there is a danger that they could lie empty and fall into disrepair, causing an eyesore and increasing pressure for them to be demolished. Therefore, there is a need to be flexible in considering alternative uses for such buildings if that use holds the key to a building's preservation. For such a change of use to be acceptable, it should maintain the integrity of the building in terms of its appearance and character. This might include retaining the original interior layout and important architectural features.

HE6 - Demolition of Listed Buildings

Consent for the demolition of listed buildings will not be granted other than in the most exceptional circumstances and only when the planning authority is satisfied that

every possible effort has been made to continue the present use or find a suitable alternative use, and such efforts have failed. Whenever appropriate, proposals which would entail the loss of historic fabric from a listed building will be conditional upon a programme of recording being agreed and implemented.

14.31 Before demolition can take place on Grade II listed buildings, or demolition or part demolition takes place on Grade II, Grade II* or Grade I listed buildings, listed building consent must be given which entails consultation with the Secretary of State for the Environment who makes the final decision. Other interested organisations are also consulted. These include English Heritage, the Council for British Archaeology, the Ancient Monuments Society, the Georgian Group and the Victorian Society".

14.32 Listed buildings are of recognised architectural or historic interest and their loss through demolition would be detrimental to the character and appearance of the surrounding area and to the overall heritage of North Lincolnshire. Demolition will therefore only be allowed in the most exceptional circumstances and only if this is the last feasible option. Following demolition of the listed building, the site may be of archaeological interest and Policy HE10 will apply.

HE7 - Advertisements and Listed Buildings

The display of signs or advertisements on, or affecting the setting of, listed buildings will not be allowed if they would detract from the character, appearance or setting of that building.

14.33 It is appreciated that companies wish to identify and advertise their premises. However, special care is needed to ensure that any advertisement

displayed on, or close to, a listed building does not detract from the integrity of the building's design, historical character or structure, and does not spoil or compromise its setting.

- 14.34 *Most advertisements on listed buildings will constitute an alteration to the building and will, therefore, also require listed building consent.*

Archaeology

- 14.35 Archaeological remains are a finite and non-renewable resource and form an important part of our national heritage, valuable for their own sake and for their role in education and tourism. They contain irreplaceable information about the past and are highly vulnerable to damage and destruction.
- 14.36 The Secretary of State for Culture, Media and Sport compiles and maintains a Schedule of Ancient Monuments (SAMs), which have statutory protection under the Ancient Monuments and Archaeological Areas Act 1979. These are monuments of national importance and their preservation from the effects of development is extremely important. It is an offence to damage these sites. Consent is required from the Secretary of State before any works are carried out on these sites. Owners of SAMs, or developers, should consult with English Heritage on any proposals prior to applying for the relevant planning permission. A copy of the Schedule of Ancient Monuments is retained by the Council and currently contains 38 entries. These represent the scheduled sites known at the time of plan preparation. Policy HE8 will apply to all Scheduled Ancient Monuments whether or not depicted on the proposal maps. It should be noted that not all nationally important

remains meriting preservation will necessarily be scheduled.

- 14.37 Government advice in PPG16 Archaeology and Planning states that where nationally important archaeological remains, whether scheduled or not, and their settings are affected by development, there should be a presumption in favour of their physical preservation. Local Plans should therefore include policies for the protection, enhancement and preservation of sites of archaeological interest. The prime objective is the preservation of the remains in situ.
- 14.38 North Lincolnshire Council maintains and continually updates a database of known archaeological sites and finds for the area. This is known as the North Lincolnshire Sites and Monuments Record (SMR) and has been formally adopted by the Council. In addition to the 38 Scheduled Ancient Monuments, North Lincolnshire's SMR has just over 3,000 records of sites of archaeological interest. These include standing monuments, earthworks, findspot locations and sites recorded by aerial photography. Information about many sites is limited because of their below-ground nature. As well as protecting known archaeological sites, it is important to ensure that new archaeological evidence is not destroyed by development.

HE8 - Ancient Monuments

Development proposals which would result in an adverse effect on Scheduled Ancient Monuments and other nationally important monuments, or their settings, will not be permitted.

HE9 - Archaeological Evaluation

Where development proposals affect sites of known or suspected archaeological importance, an archaeological assessment to be submitted prior to the determination of a planning application will be required. Planning permission will not be granted without adequate assessment of the nature, extent and significance of the remains present and the degree to which the proposed development is likely to affect them.

Sites of known archaeological importance will be protected. When development affecting such sites is acceptable in principle, mitigation of damage must be ensured and the preservation of the remains in situ is a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before and during development.

14.39 *In accordance with PPG16, the planning authority will require sufficient information from applicants to assess the potential impact of their proposals on any archaeological remains and their settings. This will enable informed planning decisions to be taken. In some cases, an archaeological assessment will be required which may comprise a desk-based study, or fieldwork, including geophysical survey and limited trial trenching. To avoid potential delays in determining planning applications, developers are strongly recommended to include, as part of site feasibility research, an initial investigation to establish whether the site in question is known to contain or likely to contain any archaeological remains. SMR staff check all planning applications against the record in order to determine their potential effect on Scheduled Monuments or sites of archaeological importance and will*

advise the planning authority of the appropriate course of action.

14.40 *Developers are therefore advised to consult the SMR at an early stage when considering development proposals to discuss the potential archaeological implications. Developers may wish to commission a professional archaeological consultant to undertake this consultation on their behalf. This early liaison allows developers to make financial and timescale provision for any archaeological requirements.*

14.41 *Where development sites are shown to contain significant archaeological remains which would be adversely affected, the planning authority will need to be satisfied that adequate mitigation measures will be implemented. The preferred option for important archaeological remains is preservation in situ; this may be achieved by modification of proposals, where appropriate, for example changes in site layout or redesign of foundation construction.*

14.42 *Where the preservation of the site in situ is not feasible, evidence will be required to demonstrate that the developer has made appropriate and satisfactory provision for the recording of the remains, in consultation with officers of the SMR who will advise the planning authority. Preservation by record can take place either in advance of or during development and may involve full excavation followed by post-excavation analysis and publication of results. Planning conditions or legal agreements will be used to secure this work.*

Minerals

Introduction

- 15.1 Mineral resources are an important element of the economy. They provide the raw materials for a number of industries, in particular those of construction, manufacturing and agriculture. Their exploitation provides direct employment and supports numerous jobs in these and other related industries. The restoration of mineral workings can help to create new habitats, diversify land use and landscapes and create new open space. However, their working can also have significant detrimental effects on the environment through damage due to noise, dust, and traffic. The loss of land and impacts upon archaeological sites can also occur, as a result of mineral working.
- 15.2 An important aspect of mineral planning, which is different to other types of land use planning is that mineral resources can only be worked where they are found. This can lead to conflicts with other land uses. The presence of particular mineral resources sometimes coincides with areas of attractive or environmentally important landscapes such as in the chalk uplands of the Lincolnshire Wolds or the peat deposits of the Crowle Moors. This presents specific challenges in trying to achieve a balance between protection of the environment and meeting the need for minerals. It is also important to ensure that minerals are worked in a planned fashion over time to make optimum use of these finite resources.
- 15.3 North Lincolnshire Council has responsibility for all mineral planning matters within its area under the provisions of the Town and Country Planning Act 1990. This includes the processing of planning applications

for the winning and working of minerals and associated developments and the production of Mineral Planning policies.

- 15.4 Government guidance on minerals planning is set out in Mineral Planning Guidance Notes (MPGs), Planning Policy Guidance Notes (PPGs) and Regional Planning Guidance for the Yorkshire and Humber region. The advice forms the basis for the policies and proposals of the Local Plan and for development control decision making.
- 15.5 The working of minerals is a fundamentally unsustainable activity. However, while accepting society's unavoidable need for minerals, there is considerable scope for minimising the negative effects of mineral working and conserving resources through proper planning. The policies and proposals of the Local Plan have therefore been prepared with the protection of the environment as a central theme. The Local Plan also seeks to ensure that where practicable the highest grade mineral resources are reserved for the most appropriate use.
- 15.6 The Local Plan covers all minerals within North Lincolnshire which may be worked during the Plan period. Separate inset maps identify these areas.
- 15.7 A policy for the processing and supply of secondary and recycled aggregates is also included. The Local Plan does not cover marine won aggregates or offshore oil and gas as these lie outside planning control. Their extraction is governed by licences issued by the DETR and Welsh Office.

Geology

- 15.8 North Lincolnshire has significant deposits of a wide variety of minerals

of which the most important are silica sand, chalk, limestone, clay and peat. There are also reserves of oil, gas, ironstone, sand and gravel. Exposures of the solid geology in the area occur mainly in the upland areas of the Lincolnshire Wolds and around the Scunthorpe area. The remainder of the area is overlain extensively with drift deposits consisting mainly of alluvium, peat, blown sands and boulder clay. Chalk of the Upper Cretaceous period underlies much of the area to the east and outcrops of Jurassic limestone occur to the south of Scunthorpe. To the north are outcrops of the Frodingham Ironstone. Further west in the Trent Valley layers of Quaternary deposits are underlain by Mercia Mudstone (formerly known as Keuper Marl). Blown sands are found in the areas around Messingham and Manton.

Recycling and Secondary Aggregates

- 15.9 It is Government policy to encourage the use of secondary aggregates and recycled materials in order to reduce the need for primary mineral extraction and to reduce the need for landfill. MPG6 suggests that up to 65 million tonnes of aggregates may be produced by secondary and recycled sources in the Yorkshire and Humber region for the period up to 2006.
- 15.10 Secondary aggregates are those materials suitable for aggregate uses which are a by-product from other mineral extraction processes or from other processes such as power generation and steel making. Materials such as colliery shale, pulverised fuel ash, furnace bottom ash and blast furnace slag are included in this category. Recycled materials come from two main sources: construction and demolition wastes and road planings.

- 15.11 There are a number of problems associated with the viability of secondary and recycled materials. The cost of transporting the materials is a major problem as the low cost and quality of the materials allows little scope for price elasticity and in this area they are competing with comparatively cheap primary aggregates. However, the situation in North Lincolnshire is better than in some parts of the rest of the UK due to the availability of blast furnace slag within the area and the proximity of arisings from the coal and power generation industries.
- 15.12 Another problem is the ability of these materials to meet high specification end uses, such as in road construction, as their use is often precluded by technical requirements. This issue is being tackled at national level and their use may become more common in the future.
- 15.13 Sites for processing and sorting materials require good transport links. Areas for stockpiling, sorting and despatch may require associated plant and machinery. Such sites should ideally be located away from residential and other potentially sensitive areas, and should be well screened.
- 15.14 Aggregate recycling facilities may often be suited to existing mineral working sites. However, prolonging activities at a site may prejudice its long term restoration. No other material reclamation or waste storage should take place at such sites. The Council supports the move towards the use of a higher proportion of secondary and recycled aggregates and supports the national targets set out in MPG6 (40 million tonnes per annum (mtpa) by 2001 and 55mtpa by 2006).

Mineral Workings

Sand and Gravel

- 15.15 Sand and gravel deposits for aggregate use are distributed sporadically across North Lincolnshire but there are only a few areas where its exploitation is economically viable. Small scale workings are found in the Trent Valley and on the southern edge of the Humber but it is likely that the area will continue to be a net importer of sand and gravel for aggregate use.
- 15.16 Government advice for securing supply to meet forecast demands for aggregates on a national and regional basis is presented in MPG6: Guidelines for aggregate provision in England. This advice is based upon past consumption and forecast demand over the period 1992 to 2006 and is currently being reviewed. Advice contained within the MPG recommends that a landbank of permitted reserves for sand and gravel sufficient for at least seven years' supply should be maintained at all times. The Guidance also identifies the regional apportionment of demand for aggregates to the Yorkshire and Humber Region. The sub-regional apportionment of aggregate production is calculated by the Regional Aggregates Working Party and figures are agreed by the member authorities for use in plans.
- 15.17 Information on sand and gravel supply and demand for the region is collected and assessed by the Yorkshire and Humber Region Aggregates Working Party (YHRAWP). This is a technical group made up of officers of the mineral planning authorities in the region, the DETR, The Quarry Products Association, British Geological Survey, Farming

and Rural Conservation Agency and The Coal Authority. The information collected is presented as an Aggregates Monitoring Survey every four years. An Annual Monitoring Report and Survey is also published.

- 15.8 The Yorkshire and Humber Region Aggregates Working Party assessed the requirements set out in MPG 6 and advised the Regional Planning Conference (RPC) of its recommendations. The RPC commended a figure of nine million tonnes of sand and gravel for the former County of Humberside for the period 1992 - 2006. This equated to an average production of some 0.6 million tonnes per annum. North Lincolnshire Council is committed to fulfilling its role in the Regional Apportionment of aggregate sand and gravel and an assessment of the relative proportion of its contribution to the region's figures is currently being made.

Table 12 - Sand and Gravel Requirement for the North Lincolnshire Area

Sub regional apportionment for period 1992 - 2006 (i.e. 30% of the total)	2.7mt (9.0)
Less 1992 - 1997 production element (6x 0.18mt)	1.08 mt (3.6)
Sub total : North Lincolnshire requirement 1996 - 2006	1.62mt (5.4)
Plus 7 year landbank at 2006 (7x0.18mt)	1.26mt (4.2)
Sub total North Lincolnshire requirement 1996 - 2006	2.88mt (9.6)
Less permitted reserves at 31.12.97	2.5mt
North Lincolnshire Provision required	0.38mt

Figures in brackets show the YHRAWP sub-regional apportionment for the former Humberside County area.

Figures are rounded where appropriate and relate to calendar years. Permitted reserves of

2.5 million tonnes are composed of the sites identified in policy M12'

Silica Sand

- 15.19 Silica sand is worked at sites near Messingham and Manton and has been worked in the Isle of Axholme near Haxey. In the latter case the highest grade silica sand has been worked out and sand extracted is now used primarily for building purposes, although some is used for filler in cement manufacture. Silica sand is most commonly used for industrial purposes including foundry use and glass making. For this reason it is a strategically important mineral and the area makes an important contribution to the national need for the mineral. MPG15 - Provision of Silica Sand in England, emphasises its importance as a national economic resource.

Chalk

- 15.20 There are three operational chalk sites in North Lincolnshire (Melton Ross quarries, Ulceby Vale quarry, Ulceby and Middlegate quarry, South Ferriby) Use of the material as an aggregate is limited due to its softness and susceptibility to frost. However, it is used as a fill material and the higher quality chalk deposits are used for a range of specialist applications such as fillers or extenders in the paper industry, as a flux in the steel making process, for cement manufacture and as agricultural lime. Permitted reserves for chalk within North Lincolnshire exist well beyond the 10 year Plan period for each type of use. For this reason no allocations for chalk extraction have been made in the Local Plan. However, it will be important to keep the position under review.

Limestone

- 15.21 One site at Kirton in Lindsey is being worked for limestone, its primary use being for bulk constructional fill.

Crushed Rock

- 15.22 MPG 6 provides guidance on the supply and demand of aggregate crushed rock and recommends that it may be appropriate to maintain a land-bank of this for a period in excess of 7 years. Data on the production and consumption of crushed rock for aggregate and industrial use is also collected and analysed by the Yorkshire and Humber Region Aggregates Working Party. The sub-regional apportionment is commended to the Regional Planning Conference in the same way as for sand and gravel. In the period 1992-2006 the sub-regional apportionment was eleven million tonnes for Humberside which equated to an annual production figure of 0.73 million tonnes. The Council is committed to maintaining its role in the apportionment of aggregate crushed rock in the region.

Table 13 - Crushed Rock Requirement for North Lincolnshire

Sub regional apportionment for North Lincolnshire area 1992- 2006 (i.e. 50% of total)	5.5mt (11.0)
Less 1992- 1997 production element (6x 0.366mt)	2.2 mt (4.4)
Sub total - North Lincolnshire requirement to 2006	3.3mt (6.6)
Plus ten year landbank at 2006 (10 x 0.366 mt)	(7.3)
SUB TOTAL North Lincolnshire 1996 - 2006	6.96 mt (14)
Less actual permitted reserves of aggregate crushed rock	30.25mt
Total North Lincolnshire provision required can be met	23.25mt surplus
Landbank for crushed rock at 31.12.97 based upon apportionment i.e. 0.366 mt per annum	82.6 years
Landbank for crushed rock at 31.12 .97 based upon average actual production i.e. 0.137 mt per annum	220.8 years

Clay

- 15.23 There are a number of operational clay extraction sites within North Lincolnshire (Low Melwood clay pits, Pasture Road, Barton upon Humber and Goxhill Tileries). The majority provide alluvial clays for tile manufacture, although some brick production takes place and some materials are used in cement manufacture. Clay has also been increasingly used as low permeability liner material for waste disposal sites.

Peat

- 15.24 Peat extraction is carried out in the west of the authority area at Crowle Moors. Much of the peat cutting takes place under a single 1940s planning permission with limited restoration

conditions. These conditions are currently being updated to enable restoration to a nature conservation after-use for the area under the Environment Act 1995.

Oil and Gas

- 15.25 A number of exploratory wells have been sunk over the last 40 years in the North Lincolnshire area and oil production commenced in the 1980s at the Crosby Warren well site to the north east of Scunthorpe. Further exploration may be carried out in the future under licences issued by the Department of Trade and Industry. MPG16 outlines the policies and requirements for onshore exploration.

Ironstone

- 15.26 Most of the ironstone used in the steel industry is currently imported but significant deposits of ironstone exist around Scunthorpe. There is no indication that it will be worked in the short term; however, the mineral remains a significant resource and may be required in the future.

Marine Dredged Aggregates

- 15.27 The United Kingdom is second only to Japan in terms of the production of marine aggregates. There are six main dredging areas off the coast of England. The area of the North Sea off the Humber is one of the most important. Planning controls are limited to the siting of wharves where the minerals are unloaded. Although there are currently no facilities in North Lincolnshire handling marine won materials, the potential exists for future development.

M1 - Applications for Mineral Working

Proposals for mineral extraction will be permitted provided that:

- i) **adequate proposals are made to minimise visual and other amenity impacts to an acceptable level; and**
- ii) **the proposed order and method of working, and overall programme for extraction are satisfactory; and**
- iii) **the proposals and programme for progressive restoration are satisfactory, and are accompanied by proposals for beneficial after-use and management of the land; and**
- iv) **the local road network or other proposed transport facilities are adequate**

15.28 *In considering applications for mineral extraction it is necessary to draw a balance between the environmental impacts which may result and the need for the mineral in question.*

M2 - Secondary Aggregates and Recycled Materials

Proposals which involve the use of secondary aggregates and recycled materials will be supported. Sites for the processing of such materials should not be located adjacent to residential or other sensitive areas, should be well screened and have good access to the transport network.

15.29 *Greater use of recycled materials and secondary aggregates could help to reduce the need for quarrying, and to a certain extent, landfilling.*

M3 - Residential Amenity and Protection Zones

Mineral working and processing will not be allowed directly adjoining existing or proposed housing or other land uses where unacceptable impacts may arise. The width of separation (buffer zone) will depend on the nature of proposed working, the scale of the potential impact and the potential to use other successful mitigatory measures.

15.30 *Residential amenity is a key concern in the determination of mineral working proposals. Wherever possible the effects of mineral workings will be kept away from all residential areas by the use of protection zones.*

M4 - Ancient Monuments and Archaeological Sites

Proposals for minerals development affecting sites of known or potential archaeological importance must be accompanied by an archaeological assessment and where necessary, a field evaluation which includes proposals for the preserving in situ of the archaeological interest or where this is not justified, for excavating and recording remains.

Minerals development affecting Scheduled Ancient Monuments or other nationally important archaeological sites will not be allowed unless the reasons for the development clearly outweigh the archaeological value of the site itself. In such cases there shall be a presumption in favour of the physical preservation in situ of such sites and their settings.

15.31 Where the preservation of the site in situ proves impracticable, development may well involve the destruction of the site. In such cases evidence will be required to demonstrate that the developer has made appropriate and satisfactory provision for the excavation and recording of the remains, including negotiations with officers of the Council and consultant archaeologists as necessary.

M5 - Best and Most Versatile Agricultural Land

Applications for new mineral working on the best and most versatile agricultural land (grades 1, 2 and 3a) will be allowed only where it can be shown that restoration and after-care will preserve the long term potential of the land as a national, high quality, agricultural resource. Where non-agricultural uses are proposed as after-uses on the best and most versatile agricultural land, the methods used in restoration and after-care should enable the land to retain its longer term capacity to be farmed to its former land-classification potential, thus retaining a high quality resource for the future

15.32 It is Government policy to protect the best and most versatile agricultural land defined as being of Grades 1, 2 and 3a. Such land is regarded as being a nationally important resource and should be protected from irreversible loss.

M6 - Proposals for Mineral Extraction on Sites Allocated for Development

Operators making planning applications for mineral extraction on sites allocated for other forms of development will be required to show how the site will be worked without

prejudicing the subsequent proposed development.

15.33 Due to the incomplete geological knowledge of North Lincolnshire, there may be instances where land allocated for other development is found to contain significant mineral deposits. It may be practical to extract the deposit before commencing with the permitted development. However, in such cases it will be necessary for the operator to indicate how the site will be restored to a state where it may be developed in the allocated way and that no contamination or instability of the land will arise.

M7 - Transportation of Minerals

Planning permission for new mineral workings will only be granted where the Council is satisfied that the level of traffic movements can be accommodated on the local road network, and where impacts on local communities can be reduced to an acceptable level. Applications involving the transportation of minerals by means other than by road, including rail, barge, pipeline or conveyor, will generally be viewed favourably provided no unacceptable environmental impacts result.

15.34 The environmental impact of mineral workings and transport impacts in particular can sometimes be reduced by the use of other available transportation means. The planning authority wishes to see that alternative options are given full consideration. The impact of HGV traffic can be reduced through the imposition of conditions on the hours of working of the site, the maximum number of vehicle movements per day and the detailed design of the site access. Where appropriate, traffic routing agreements may be used but these are voluntary and require the co-operation of the operator to maintain compliance.

M8 - Safeguarding Aggregate Minerals

Existing aggregate mineral resources, wharves and railhead facilities used in conjunction with the transportation of minerals will be safeguarded from development that may otherwise sterilise or adversely affect their operation.

- 15.35 *The planning system has an important role to play in safeguarding deposits which may be or may become of economic importance from unnecessary sterilisation by surface development.*

M9 - Planning Obligations

Where it is deemed necessary to undertake highway improvements on local roads in order to allow mineral working to proceed, the Council will seek to conclude legally binding obligations under Section 106 of the Town and Country Planning Act 1990 or other appropriate legislation before the granting of permission.

- 15.36 *In certain cases where permission for mineral extraction is otherwise acceptable the local road network may not be sufficient to cope with the additional road movements of associated traffic and some improvements may be required. In such circumstances, the Council will insist that such improvements are implemented prior to the commencement of the mineral extraction. The Council may use legally binding agreements to achieve this.*

M10 - Phasing and Progressive Reclamation

All mineral applications must be accompanied by detailed proposals for subsequent reclamation of the site, whether for the resumption of the former land use or for a new use. A

detailed scheme of working, incorporating a progressive reclamation scheme will also be required. Where restoration is for agriculture, forestry or amenity use, aftercare of the site shall be required for a period of five years from the completion of restoration. Planning conditions will be imposed upon permissions in order to guarantee that restoration and aftercare will commence even if this is earlier than the scheduled date for the cessation of working following incomplete extraction of the mineral.

- 15.37 *Considerable opportunities exist during the operational life of mineral workings to minimise their environmental impact through the phasing of workings and the achievement of early restoration benefits through a progressive restoration strategy. The Council strongly encourages these approaches to site working and will place an emphasis on the provision of appropriately detailed schemes as part of planning applications.*

- 15.38 *Aftercare of restored mineral workings is an important requirement to ensure that the site is maintained following its completion and so that the restoration can become established. In order to ensure that mineral working sites are not left derelict in the event of early or incomplete extraction of the mineral, conditions to implement reclamation immediately following the cessation of mineral workings will be imposed.*

M11 - Sand and Gravel

Proposals for sand and gravel extraction will only be granted:

- i) **in order to secure continuity of supply for a geographical area because permitted reserves are nearing exhaustion and the area would otherwise not be**

adequately supplied without transporting minerals over significant distances by road; or

- ii) where there would be a reduction in the adverse environmental impacts of existing workings.**

15.39 The majority of the traditional sources of sand and gravel in the area are becoming exhausted and no significant replacement deposits are currently known. These factors, along with a shortage of detailed geological knowledge mean that the precise definition of future workings is difficult. It is anticipated that the area will remain a net importer of aggregate sand and gravel. The policy allows for the area's continued contribution to the region's figures for production and consumption.

M12 - Sand and Gravel, Future Extraction

Reserves of land with planning permission for the winning and working of aggregate sand and gravel (a landbank) of at least seven years will be maintained throughout the plan period.

Proposals for sand and gravel extraction will be permitted within the following areas:

- 1) Land west of Willow Holt, Flixborough**
- 2) Land at Cove Farm, Haxey**

15.40 For the period 1996-2006 provision will be made for the supply of 2.88 million tonnes of aggregate sand and gravel, this figure being 30% of YHRAWP requirement for that period. A landbank of permitted reserves will

be maintained providing for at least 7 years' production.

15.41 Sand and gravel is a resource of regional importance and it is necessary for the plan to make appropriate provision for the continued adequate supply of the material. Demand for the mineral and the area's contribution to the regional supply are expected to continue for the foreseeable future.

M13 - Crushed Rock

Reserves of land with planning permission for the winning and working of aggregate crushed rock (a landbank) of at least ten years will be maintained throughout the plan period.

Proposals for crushed rock extraction will only be granted:

- i) in order to secure continuity of supply for a geographical area because permitted reserves are nearing exhaustion and the area would not otherwise be adequately supplied without transporting minerals over significant distances by road; or**
- ii) where there would be a reduction in the adverse environmental impacts of existing workings.**

15.42 MPG 6 provides guidance on the supply and demand for aggregate crushed rock. This policy gives some flexibility to permit extensions to existing workings, to meet unforeseen demand, to ensure continuity of supply and to allow the area's contribution to the region's supply of crushed rock to be maintained where possible.

M14 - Borrow Pits

Planning permission for borrow pits will be permitted where:

- i) **the material extracted will only be used in connection with the specific project with which the borrow pit is associated;**
- ii) **the borrow pit is located close enough to the development scheme it is intended to supply in order to avoid or minimise the use of local public roads;**
- iii) **its life is limited to that of the development project in question;**
- iv) **extraction would represent an overriding net environmental benefit when compared with extraction from existing permitted sources, taking into account the availability of secondary and recycled aggregates;**
- v) **proposals are submitted which allow restoration within the timescale of the associated project and which minimise the amount of any imported materials.**

15.43 *Planning permission for borrow pits is required except where they are very small and located entirely within the boundary of highway construction sites. In considering such proposals it will need to be demonstrated that the borrow pit represents the most suitable source of material to satisfy the specific demand involved and that both working*

and restoration can be achieved without causing unacceptable environmental impacts. Particular emphasis will be placed upon restoration proposals to create habitats such as wet and dry heathland and reedbeds in keeping with local and national biodiversity targets and provision of habitats for protected species such as water vole, bats and great crested newts.

M15 - Safeguarding of Clay Reserves

Areas for clay working will be safeguarded for use by the local clay tile and brick industries at the following sites:

- 1) **land adjacent/east of Barrow Tileries, Barrow Haven**
- 2) **land adjacent/ north of Far Ings Road, Barton upon Humber.**
- 3) **land north of South Marsh Farm, east of Falklands Way, Barton upon Humber**
- 4) **land west of Low Melwood Farm adjacent the C204 between Epworth and Owston Ferry**

15.44 *North Lincolnshire has several good quality clay reserves and it is important to safeguard these areas for the continued working of clay by the local clay tile and brick industries. The areas for safeguarding are identified on the proposals map.*

M16 - Safeguarding of Messingham Village

Unless it can be shown that there will be no significant adverse effects due to mineral related road traffic, planning permission for new sand working or new processing plant at Messingham will only be granted where mineral extracted on the east side of Messingham is processed on the east side and mineral extracted on the west side of Messingham is processed on the west side.

15.45 Some problems with traffic and proximity of workings to residential areas in Messingham and Manton were experienced prior to the implementation of the Messingham Development Brief (1980) and the avoidance of these problems will continue to be an objective of planning policy. In particular, the movement of heavy goods traffic from the point of extraction to processing plant will continue to be restricted. At present a traffic routing arrangement requires westbound lorries from sand workings to the east of Messingham to travel via Scotter whilst only eastbound heavy goods vehicles travel through the village. At present, workings are undertaken on both sides of the village. However, processing facilities are currently on the east side of the village off Brigg Road.

M17 - Messingham Protection Zone

A protection zone of 600 metres from the development boundary of Messingham village will be maintained. Within this area planning permission for new mineral workings will not be permitted.

15.46 A protection zone has formed an important part of the policy framework for protecting residential amenity in Messingham and this will be

maintained in order to safeguard residential areas from possible additional development during the Local Plan period.

M18 - Silica Sand Future Supply

Proposals for development which would sterilise reserves of silica sand will not be permitted except in circumstances where the benefits of the development clearly outweigh the strategic importance of the mineral.

M19 - Silica Sand Future Extraction

Reserves of land with planning permission for the winning and working of silica sand (a landbank) of at least 10 years will be maintained throughout the plan period

Proposals for silica sand extraction will be permitted within the following areas:

- 1) **land adjacent/west of North Moor Road, Messingham**
- 2) **land east of Scallow Grove and adjacent/east of Kirton Road, Messingham**
- 3) **land adjacent/west of the Lincoln edge, north west of Manton**
- 4) **land at Black Nook Wood**

15.47 Silica sand is a resource of strategic national importance and it is necessary for the Local Plan to make appropriate provision for the continued adequate supply of the material. Demand for the mineral and the area's contribution to

the national supply are expected to continue for the foreseeable future.

M20 - Peat Workings

The future extraction of peat from new sites will be restricted to areas which have already been significantly damaged by recent human activity and are of limited or no current nature conservation or archaeological value. The Council will continue to seek the voluntary revocation of planning permissions for peat extraction and will review and update all planning permissions for peat extraction in order to bring conditions up to a modern standard of operation and restoration.

15.48 *Mineral planning policy guidance on peat was issued for the first time as a draft MPG in September 1994. The main thrust of this is that there should be no new planning permissions granted for peat extraction outside existing areas with planning consent or already damaged by working and which have little or no nature conservation value. Sites within North Lincolnshire are the subject of a proposed SPA and would therefore be inappropriate for future working. In addition North Lincolnshire Council has signed the Peatlands Charter which commits the Authority to conserving the remaining peatland habitat. They are also of importance for nature conservation both locally and nationally.*

M21 - Oil and Gas Exploration Boreholes

Proposals for exploratory boreholes for energy minerals will be permitted, provided that:

- i) the site is located in the least environmentally sensitive part of the geological prospect;**

- ii) site selection has taken into account the potential for the borehole to be retained for longer term appraisal and development;**
- iii) adequate provision is made for short term mitigation of environmental impacts during borehole use;**
- iv) adequate provision is made at the implementation stage for further mitigation where appropriate, should the borehole be carried forward for appraisal use or become permanent;**
- v) adequate proposals are made for the restoration of the site at the end of the exploratory phase.**

The grant of planning permission for an exploratory borehole will not commit the Council to any subsequent grant of permission for appraisal or production related development.

15.49 *The drilling of test boreholes requires planning permission and the Council will have regard to the development control policies of the Local Plan in considering proposals. The development of test boreholes can involve a range of potential environmental impacts. The Council is supportive of onshore oil and gas exploration and, subject to the protection of the environment, will normally give favourable consideration to proposals for exploratory boreholes.*

M22 - Oil and Gas Appraisal Boreholes

Proposals for the drilling and testing of appraisal boreholes will be permitted, provided that:

- i) the applicant has demonstrated the likely extent of the geological structure to be appraised using the best available information;**
- ii) any additional boreholes will be located within this area;**
- iii) the proposed works are necessary to determine the quality, extent and characteristics of the deposit;**
- iv) adequate proposals are made for environmental protection during operation and restoration on completion.**

The grant of planning permission for appraisal and testing boreholes will not commit the Council to any subsequent grant of planning permission for oil and gas production related development.

- 15.50 *Where exploratory boreholes show that further appraisal is appropriate, more boreholes may be needed to test the extent of the geological structure involved and additional infrastructure may be required to support the appraisal. This additional development has the potential to create environmental impacts and to extend the working over a wider area. Consequently it is important that the likely extent of working is established and the implications can be assessed.*

M23 - Oil and Gas Production

Proposals for oil and gas production facilities will be permitted, provided that the proposal incorporates environmental protection measures that are adequate to mitigate the impacts arising from a long term or permanent site.

- 15.51 *Oil and gas production wells and associated infrastructure may originate as a result of the development and upgrading of an earlier exploration or appraisal borehole site or they may be developed on a new site following the conclusions of the appraisal stage. Where previous boreholes are developed for production purposes, the Council will wish to review the mitigation proposals submitted previously and where necessary will wish to see these improved, taking into account their effectiveness and the scale of the proposed development. Oil and gas production facilities can result in a requirement for long term or permanent sites. In such cases, it is important that adequate environmental protection measures are taken.*

Environmental Appraisal, Monitoring and Review

- 15.52 *The minerals policies and proposals of the Local Plan have been prepared on the basis of the information currently available. Geological information on the distribution of minerals within North Lincolnshire is incomplete, particularly in relation to the exact location, quality and quantity of the workable materials. Equally important is the potential impact of the Plans policies and proposals on the natural and historic*

environment. As further information becomes available it may be appropriate to amend some of the policies and proposals. Other factors such as changing economic conditions, accuracy of forecasting and alterations in national and regional planning policy may also have an effect.

- 15.53 In preparing the minerals policies and proposals of the Local Plan there is an inherent requirement to consider the longer term beyond the Plan period. This is important, both in order to place the planning for future mineral working in a wider temporal context and to best consider the sustainability of the Local Plan content. Adequate flexibility exists for operators to put forward proposals to extend existing sites in the shorter term where proven demand and need exist. However the position on new workings will need to be evaluated in conjunction with any re-examination of Government projections.

Waste

Introduction

- 16.1 At present, large quantities of waste are produced by households and industries in and around the North Lincolnshire area. The quantities of controlled wastes disposed of within North Lincolnshire amount to more than 2 million tonnes each year, the majority of which is landfilled. However, other means of dealing with waste are being developed and a number of issues regarding the development of waste management facilities need to be considered.
- 16.2 The purpose of the Local Plan is to inform interested parties of waste management issues and to set out policies and proposals for waste management activities. An important element of the Local Plan is to identify policies for managing waste within the area which draw the right balance between the protection of the environment and the provision and maintenance of sufficient capacity to deal with the waste produced. The local authority is currently preparing its waste strategy to manage its disposal of municipal waste.

Strategic Policy Context

- 16.3 The existing pattern of legislation has an important direct effect on shaping current and future waste management activities.

European Union Directives and Guidance

Strategic Principles

- 16.4 In 1989, the Commission of the European Communities produced its strategy for waste management which embodies the policy objective of the Fourth Action Programme on the Environment in a series of strategic guidelines. These objectives, now at the heart of the Fifth Action Programme (1993 - 2000), set out a clear hierarchy of preferences for all forms of waste disposal. The strategic principles on which the Commission's policy is based are:
- waste prevention;
 - waste recycling and re-use;
 - optimisation of final disposal of waste;
 - rational organisation of all operations related to waste management;
 - remedial action (rehabilitation of contaminated sites, including old landfills).

Waste Framework Directive

- 16.5 The Framework Directive on Waste (75/442/EEC as amended by 91/156/EEC and 91/962/EEC) is of particular significance. The latest Framework Directive retains the important principles of the Commission's policy outlined above. It also contains a wider definition of waste and much greater emphasis on waste reduction by the use of clean technologies, waste minimisation during product manufacture, recycling, re-use or reclamation and

the use of waste as an energy source (Articles 1 and 3).

- 16.6 Article 5 of the Directive describes what is commonly known as the proximity principle. This requires each Member State to take appropriate measures for the establishment of an adequate network of facilities to enable it to be self sufficient in waste disposal. The aim is for waste to be disposed of in one of the nearest appropriate methods and technologies, in order to ensure a high level of protection for the environment and public health. However, the following criteria must be taken into account:
- use of the Best Available Technology Not Entailing Excessive Cost (BATNEEC);
 - geographical circumstances;
 - the need for specialised facilities for certain types of waste.
- 16.7 The Directive also requires management plans to be drawn up (Article 7) and part of this requirement is implemented through development plans, including the Structure Plan and Waste Policies of the Local Plan.

Draft Landfill Directive

- 16.8 The objective of the proposed Landfill Directive 4103/95 (January 9th 1995) is to raise standards in landfill practice throughout the EU. Improving landfill standards and reflecting the full social, environmental and economic costs of landfill as a disposal option are seen as key steps in improving waste management practices generally. By making landfill more costly, waste producers are more likely to consider waste minimisation and recycling as part of their waste management strategy.

Municipal Waste Incineration Directives

- 16.9 The EU has issued a detailed series of Directives dealing with emission controls from municipal waste incinerators. Any new plants proposed in the Local Plan area will have to take account of Directive 89/369/EEC which specifies controls for new plant according to the size of the facility.

Packaging and Packaging Waste Directive

- 16.10 This Directive, (94/62/EEC) is intended to provide a framework for the establishment of a waste management packaging programme throughout the community. Its aims are:
- to prevent the production of packaging waste;
 - to promote the re-use, recycling and recovery of packaging waste;
 - to reduce the final disposal of such waste;
 - The target for Member States is to recover at least 50% of packaging waste by 2001.

National Guidance

- 16.11 There is genuine public concern about proposals for new waste facilities. However, there is a need for the responsible management and disposal of waste generated and the criteria in development plans should not be drawn up to exclude all provision in plans for potentially polluting development projects such as waste management facilities. There is, therefore, a range of

Government guidance aimed both at the strategic management of waste and protection of the environment.

16.12 The strategic guidance is based upon the 1990 Government White Paper This Common Inheritance which has been taken further in Sustainable Development, the UK Strategy (1994) and developed for waste management in Making Waste Work, a Strategy for Sustainable Waste Management in England and Wales. Government advice on recycling has been developed in Waste Management Paper 28. Procedural advice and general planning considerations for the protection of the environment are developed in the series of Planning Policy Guidance notes.

16.13 A strategy for sustainable waste management in England and Wales Making Waste Work was published in December 1995. The aim of the strategy is to identify ways in which waste can be managed in a more sustainable way and targets are set for achieving that aim. The strategy also provides the policy framework within which the landfill tax operates and which enables industry, local government and the Environment Agency to plan ahead with a common understanding of the longer term objectives for waste management. The key objectives are:

- to reduce the amount of waste society produces;
- to make the best use of the waste that is produced;
- to choose waste management practices which minimise the risks of immediate and future environmental pollution and harm to human health.

16.14 Central to the policy framework is the overall aim for achieving sustainable

waste management by increasing the proportion of waste managed by options at the top of the waste hierarchy. The following primary targets have been set:

- to reduce the proportion of controlled waste going to landfill to 60% by the year 2005;
- to recover 40% of municipal waste by 2005;
- to set a target before the end of 1998 for the reduction of waste.

16.15 The strategy also incorporates secondary targets relating to particular waste streams, and for the introduction of composting schemes, the accessibility of recycling facilities and the use of secondary and recycled materials as aggregates. Key features of the planning strategy set out in the document include the proximity principle, the need to take account of the waste hierarchy in planning and provide facilities for recovery as well as disposal and regional self sufficiency. The movement of waste by rail and water should also be encouraged where possible.

16.16 The Waste Strategy is an advisory and non-statutory document but planning authorities are required to have regard to it in drawing up their development plans.

Planning and Pollution Control

16.17 General policy guidance is contained in PPG10 Planning and Waste Management. This reiterates the need for a sustainable approach to waste management with greater emphasis on options at the top of the waste management hierarchy in accordance with the EU framework directive. The

Government wishes to see future waste management decisions based upon the following principles:

- a) consideration of the Best Practicable Environmental Option for each waste stream
- b) regional self sufficiency
- c) the proximity principle
- d) a waste hierarchy

These factors all need to be taken into account in identifying the combination of facilities and other waste management options which give the best balance between environmental social and economic needs.

Waste Planning Authorities will need to develop Waste Planning Strategies for their area which should take account of

- a) obligations required by European Legislation
- b) the policies and principles of waste management set out in the Governments emerging waste strategy
- c) National and Regional Planning Guidance on waste
- d) strategies prepared by the Regional Technical Advisory Bodies

Work is currently being carried out by the Yorkshire and Humber Assembly to prepare a Regional Integrated Waste Management Strategy which will attempt to translate Government waste policy (as set out in the National Waste Strategy 2000) into a series of regionally specific policies and actions. A series of sub regional workshops have taken place with local authorities to determine views

on a range of possible waste management options. A wider consultation is planned on the data, options and land use implications of the strategy which will eventually be fed into a selective review of Regional Planning Guidance. It is intended that North Lincolnshire Council will contribute to the coordinated Regional approach to waste management, the outcome of which will be reflected in an early review of the local plan.

16.18 An underlying approach is the proximity principle which means that waste should be disposed of close to the point at which it is generated. However, the PPG recognises that there may be some circumstances where longer distance waste movement may be justified. Where waste cannot be disposed of reasonably close to its source, then priority should be given to the use of rail or water transport where this would reduce the environmental impact and is economically feasible.

16.19 PPG23 also distinguishes between the respective roles of the planning and pollution control systems. The planning system is concerned with the land use planning aspects of waste and decisions about where to locate new sites. The pollution control system is concerned with management of waste to prevent pollution in accordance with legislation and in particular with that set out in the Environmental Protection Act 1990 and the Environment Act 1995.

Regional Guidance

16.20 Regional Planning Guidance for the Yorkshire and Humber Region was published in March, 1995. This reiterates the Government's waste management strategy and aims to make economic development more

Table 14 - Waste Categories and Waste Types

Waste categories	Predominant waste types
Construction and demolition wastes	Inert
Collected (municipal solid) wastes	Municipal
Commercial wastes	Non-hazardous
Non-hazardous industrial wastes	Non-hazardous
Transfrontier shipment wastes	Hazardous
Special wastes, including solvents and organic compounds arising from the chemical, metal processing, pharmaceutical and agrochemical industries, contaminated soil and asbestos	Hazardous

sustainable and encourage waste treatment, recycling and disposal options which minimise environmental damage and seeks to improve environmental standards. The guidance acknowledges that the bulk of controlled waste disposal is to landfill and that this trend is likely to continue. Constraints on the disposal of liquid waste and sewage sludge to the sea or on land will increase with requirements to satisfy international conventions and national protection policies on discharges to sea and groundwater.

- 16.21 A co-ordinated approach to waste disposal planning between authorities in the region is encouraged. The guidance also proposes that specific provision for a regional toxic waste incineration facility should be made and that planning authorities should consider the availability of suitable sites within their areas.

Quantitative Background to the Plan

- 16.22 In planning the need for future waste management facilities, information is required on the types and amounts produced and disposed of within the area. There is also a need to understand the current situation with respect to existing licensed facilities,

Table 15 - Projected Total Waste Arisings in North Lincolnshire for the Plan Period - January 1999 - December 2008

Waste category	North Lincs	
	'000m³	'000m³
Municipal	989	1,236
Commercial	147	183
Non-hazardous industrial	7,872	9,839
Total non-inert	9,007	11,259
Inert	n/a	n/a

Note: Conversion factors: 1.5 tonnes inert per cubic metre and 0.8 tonnes non-inert per cubic metre.

Table 16 - Permitted known remaining landfill capacity as at 1 January 1995 ('000 cubic metres)

North Lincs	Inert only	Non-inert
Large	486	23,883
Agg small	330	238
Total	816	24,121

Note: Site with a capacity is defined as a void or site that is currently operational and has the necessary approval (planning permission and / or licence) for waste disposal.

including the types of waste permitted, the proximity of a site to the waste arisings and the availability of the facility within the Local Plan period. This information helps to establish the scale and nature of

Figure 10 - Location of Inert Landfill Sites in North Lincolnshire

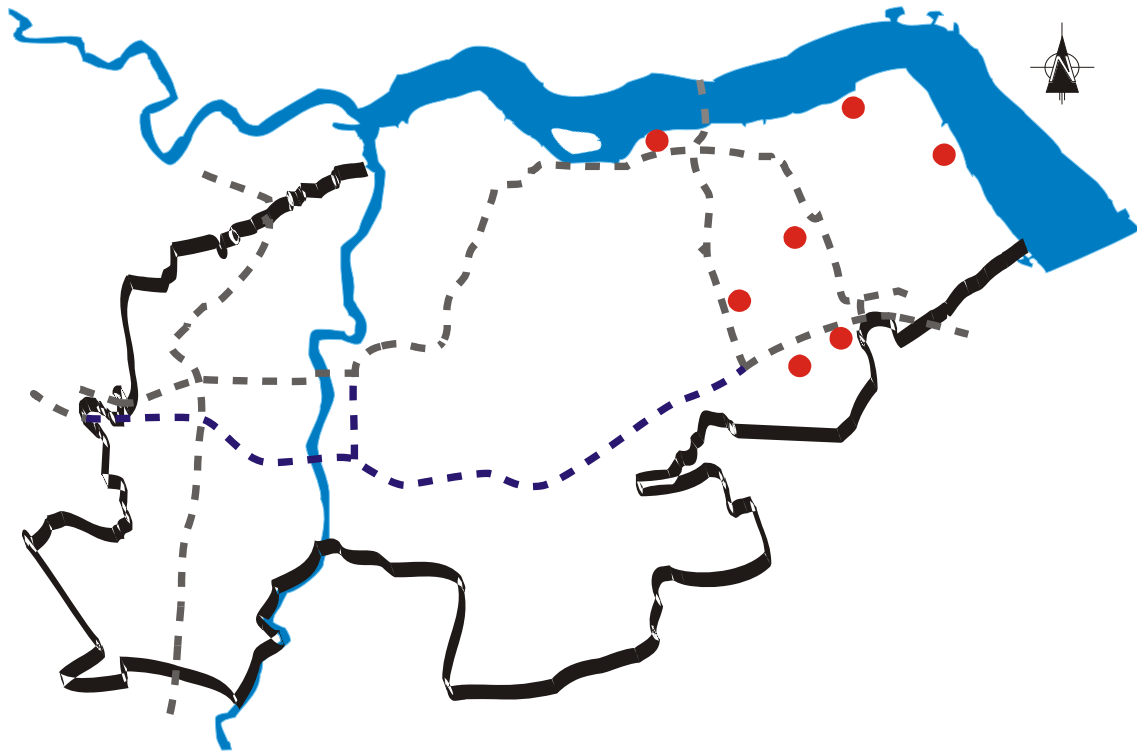
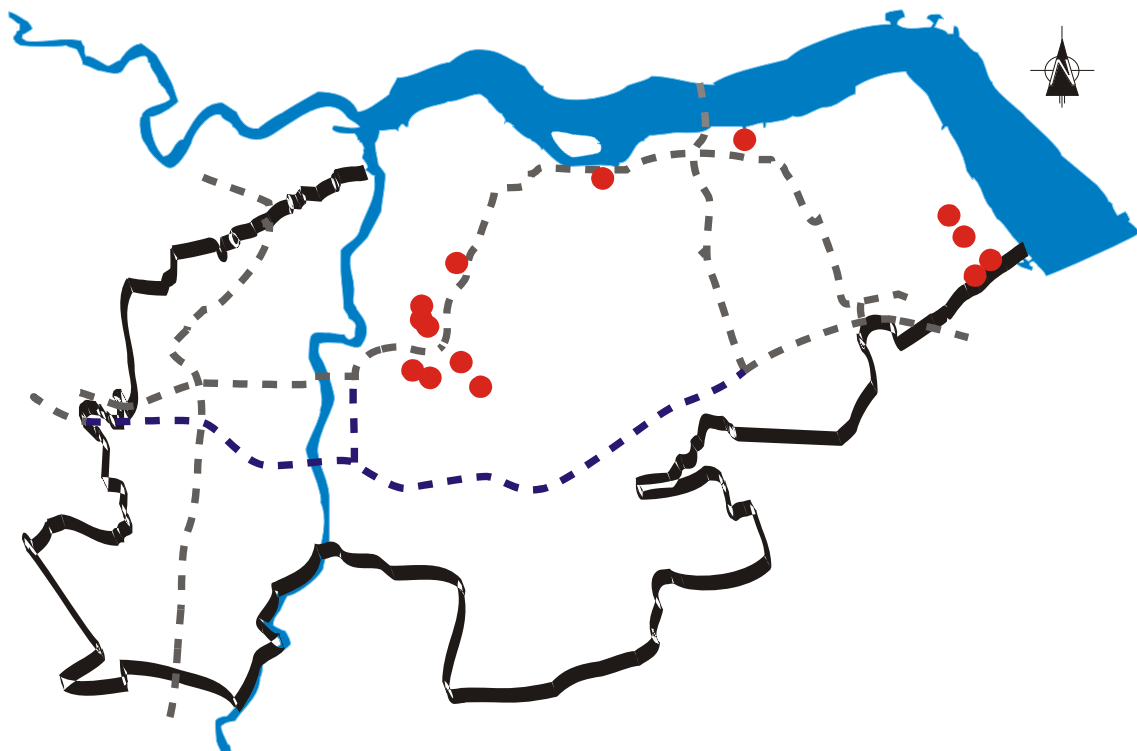


Figure 11 - Location of Non-Inert Landfill Sites in North Lincolnshire



waste management in the area so that informed decisions can be made about the realistic provision of future facilities. Appendix 3 lists the existing waste management facilities in North Lincolnshire.

Inert Wastes

- 16.23 Data on inert waste arisings has traditionally been sparse and it is currently not possible to obtain an accurate figure for the authority.

Non-inert Wastes

- 16.24 The non-inert waste category includes municipal (household, amenity and collected commercial wastes) and other commercial and non-hazardous industrial wastes. With respect to municipal waste arisings, figures have been amended from the Waste Management Plan using updated population statistics and information from district wide surveys as described in the Waste Management Strategy Phase 1 Report. This indicates that some 89,000 tonnes of household, amenity and collected commercial wastes were generated within North Lincolnshire in 1994/95.
- 16.25 This figure for municipal waste arisings was collected by the former district authorities and represents the best available information for projection purposes for the Local Plan period. In addition to the commercial waste collected, forming part of the municipal waste arisings, commercial waste is also collected by private contractors.

Non-hazardous Industrial Wastes

- 16.26 A survey of industrial waste producers was conducted in 1990 which provided the basis for figures

produced in the Humberside Waste Management Plan. The majority of industrial waste arisings are solid wastes and relate to a few waste types, mainly as a result of the concentration of metal manufacturing industries in the area. Some 1.4 million tonnes of industrial material is recycled which is primarily attributable to slag reprocessing from British Steel's operations in Scunthorpe.

- 16.27 Most of the industrial waste arisings are dealt with in the area, but small amounts of specific non-hazardous industrial wastes, such as oil, require treatment or disposal outside the area. This relatively low level of cross-boundary movements is likely to continue for the Local Plan period.

Projection of Waste Arisings

Inert Wastes

- 16.28 Projections of inert waste arisings are difficult to estimate as data has traditionally been sparse and it is currently not possible to obtain an accurate figure for the authority. Arisings are influenced by trends in economic activity but these effects are unquantifiable.
- 16.29 At present the construction industry in the area is relatively static. There is only a limited redevelopment programme and no large scale civil engineering projects have been identified in the immediate future.
- 16.30 It is considered that any growth in arisings in this sector will be offset by increased waste minimisation and recycling of construction and demolition wastes. A study undertaken in 1994 found that almost 30% of construction and demolition waste produced annually, including clay and subsoil, is currently

recycled for low grade uses and 4% is used in place of primary aggregates. There is considerable potential for using recycled construction and demolition waste as a substitute for aggregates and other quarried materials. Targets have been set for the increase of waste/recycled materials by the year 2006. The landfill tax was introduced in October 1996 and is likely to further encourage efforts at waste minimisation in line with Government policy.

Non-inert Wastes

16.31 Projected arisings of non-inert waste are based upon the assumption that there is a correlation between levels of municipal and commercial waste generation and population size. For municipal and district collected commercial waste arisings projections over the Local Plan period have been calculated using figures from the Waste Management Strategy Phase 1 Report 1996. The arisings are estimates before taking account of recycling.

16.32 For commercial wastes collected by private contractors and for non-hazardous industrial wastes, an extrapolation has been done assuming that any growth in arisings will be offset by increased minimisation. Again, arisings are associated with projected trends of economic activity.

Table 17 - Estimated baseline annual inert and non-inert waste arisings in North Lincolnshire requiring disposal

Waste category	Waste arisings '000 tonnes North Lincs
Municipal	89
Commercial	13
Non-hazardous industrial	716
Total non-inert	818
Inert	n.a

Notes: Municipal arisings from Waste Management Strategy Phase 1 Report 1996

Waste Disposal Capacity

16.33 In order to assess the need for new facilities an assessment of the current permitted disposal capacity is required. In North Lincolnshire all inert and non-inert waste arisings requiring disposal are currently disposed of to landfill.

16.34 The landfill sites with a capacity of over 1 million cubic metres include:

- Winterton
- Crosby Warren (British Steel)
- Yarborough Quarry, Scunthorpe (British Steel)
- Roxby Gullet, Roxby
- Conesby Quarry 2, Scunthorpe
- Kirton Quarries

All of these sites have an estimated life well beyond the Plan period based on current input rates.

The Need for New Waste Management Facilities

- 16.35 The rate of void space taken up over the Plan period will be affected by a number of factors, including the level of waste reduction achieved, the life and capacity of the area's existing landfill facilities and any future resource recovery/waste processing capacity. The likely scenarios for wastes are given below.
- 16.36 The likely case and best case scenarios indicate that there will be more than adequate void space to fulfil the authority's non-inert waste disposal requirements for the Local Plan period and beyond. The total void space surplus at the end of the Plan period amounts to at least 14 million cubic metres in both scenarios. Given the void space availability and the need to continue landfill as part of the restoration requirements for some mineral workings, it is considered that there will not be a need for the authority to consider the development of new waste disposal capacity as part of its strategy. However, there will be a continued requirement for the authority to encourage waste minimisation and reduction, particularly in the industrial sectors, which constitute nearly 90% of the waste arisings requiring disposal in the area.

Other Wastes

Transfrontier Shipment of Wastes

- 16.37 Waste entering the region's ports from abroad, primarily Europe, consist mainly of special wastes and require, under the Transfrontier Shipment of Hazardous Waste

Regulations 1988, a contract to be drawn up between the producer and disposer before the shipment takes place. A system of detailed consignment notes are used to monitor these waste movements.

Special and Difficult Wastes

- 16.38 Special waste is defined under the 1996 Special Waste Regulations. In recent years the definition of special waste has widened and it all falls within the description of hazardous waste. Much is industrial in origin although most waste streams contain some special waste. Products such as vehicle batteries, asbestos, medicines and pesticides, can become special wastes and attract high disposal costs. Winterton is currently the only open site licensed to deal with special wastes but the Roxby Landfill acceptsioxide by-products which are classified as difficult wastes and began taking household waste in October 1997.

Clinical Wastes

- 16.39 Clinical waste is generated by a number of institutions including hospitals, clinics, health centres, pharmacies and medical, dental and veterinary surgeries. Collections of clinical wastes are made by the local authority, private companies, and the Health Authority. The majority of clinical waste arisings come from hospitals. This waste is processed by incineration outside the authority's area.
- 16.40 The current trend towards local community based treatment can be expected to increase the amount of clinical wastes from residential and nursing homes, domestic housing and health centres. The increase in private care and diversification of treatment away from the NHS will produce

other sources of clinical wastes requiring safe disposal.

- 16.41 The capability of new and proposed incineration plant to fulfil future needs and have the flexibility or contingency to ensure adequate disposal is an issue which requires addressing at the regional level. The requirement for all clinical incinerators to meet Best Practicable Means Standards from 1995 may provide an opportunity for a new long term waste incineration strategy for the area.

Waste Water Treatment and Sewage Sludge

- 16.42 Waste water treatment and sewage disposal services within North Lincolnshire are provided by Severn Trent plc, and Anglian Water plc. The majority of these waste types are recycled through landspreading on agricultural land. However, alternative options for the disposal of sewage sludge include incineration, composting and landfilling.

Agricultural Wastes

- 16.43 Agricultural land occupies some 89% of North Lincolnshire and is a significant producer of non-controlled waste arisings. The key agricultural waste in terms of its potential and/or requirements for off-site treatment and disposal is livestock slurry. Agriculture will continue to play an important role in the area's economy over the Local Plan period and options for future management of these arisings need to be considered.
- 16.44 In addition to ongoing research on the anaerobic digestion of farm wastes, landspreading represents a potentially economical and environmentally safe way of recovering value from organic wastes such as manure, slurry, silage effluent

and crop residues in accordance with the Government's Waste Strategy for England and Wales (1995). The landspreading of organic farm wastes is covered by Codes of Good Agricultural Practice for the Protection of Water, Air and Soil, issued by the Ministry of Agriculture, Fisheries and Food. The landspreading of sewage sludge on land is controlled by the Sewage Sludge (Use in Agriculture) Regulations 1989 (as amended) which is enforced by the Environment Agency. These documents contain a range of measures designed to protect soil and crop quality, human and animal health and the environment.

Review of Waste Management Options

- 16.45 Increased pre-treatment, recycling and recovery capacity are required to meet Government targets and to minimise the amount of waste going to landfill. An adequate stock of landfill capacity in recognition of existing and future shortfalls needs to be maintained.

The Choice of Waste Management Facilities

- 16.46 In assessing options for waste management options and the future pattern and location of facilities in North Lincolnshire, the following factors need to be considered:
- the maximisation of waste management options at the top of the waste management hierarchy in accordance with the Government strategy;
 - the key environmental constraints affecting the siting and development of facilities, including the land requirements;

- the optimum use of North Lincolnshire's transportation network including the potential for rail transport and the use of the Humber, Trent and Ouse rivers.

The Waste Hierarchy

16.47 The move towards using waste management options at the top of the waste hierarchy will place emphasis on waste minimisation and on the continued development of separation, recycling, composting and Materials Recycling Facilities (MRFs) which provide for direct recovery and use of waste materials. Other factors which need to be considered are the potential for:

- anaerobic digestion of organic wastes incorporating organic arisings from municipal, agricultural and sewage treatment processes;
- incineration with energy recovery or combined heat and power facilities to reduce the quantity of general non-inert wastes requiring disposal, in particular where existing landfill capacity is limited;
- the continuing need for landfill for both the direct disposal of inert and untreated wastes as necessary and for the disposal of residues arising from treatment processes.

W1 - Applications for Waste Management Facilities

Proposals for waste management facilities will only be permitted where it can be demonstrated that:

- i) **the proposed site has adequate access and the local road network or other proposed transport facilities can**

accommodate the anticipated traffic;

- ii) **the proposed siting, design and landscaping of the development are of the highest practicable standard and are appropriate to the location of the proposal;**

- iii) **the engineering design of the development is technically feasible and accords with current best practice;**

- iv) **where appropriate, adequate provision should be made at the planning design stage for the provision of gas or leachate control systems;**

- v) **the development includes adequate measures to ensure that there would be no unacceptable visual and other amenity impacts;**

- vi) **the development includes adequate measures to ensure that there would be no unacceptable impacts on ecological and archaeological interests;**

- vii) **the development includes adequate measures to ensure that there would be no significant risk of pollution or danger to public health or safety, including the effects on water and air quality;**

- viii) **where appropriate, adequate provision is**

made for the restoration, aftercare and management of the development to an agreed and suitable after-use. Applications for waste disposal will be required to be accompanied by proposals for high quality restoration of the site within a reasonable time scale. Normally, this will be for agriculture, forestry, nature conservation or amenity/recreation. Other beneficial uses which accord with the policies of the development plan may be permitted. A scheme of aftercare for a period of five years following restoration will be required for waste disposal sites which are restored for agriculture, forestry or amenity use;

- ix) **there would not be adverse cumulative environmental effects having regard to other similar developments which are either taking place or permitted to take place in the area.**

In addition, proposed sites for major waste management facilities should be located close to the strategic road network.

- 16.48 *In considering applications for waste disposal a balance must be drawn between the environmental impacts that may result and the need for the development in question. The assessment and control of potentially polluting effects of waste proposals will be a matter for the Environment Agency and these matters will be taken into account by the Waste Planning*

Authority only to the extent that they have land use implications. Applications which have inadequate information to enable the proposals to be assessed will not be determined until the required information is provided.

- 16.49 *The Council is committed to achieving high standards of restoration for waste disposal sites. In making planning applications for new landfill development, the developer will be expected to include details in accordance with Government Guidance contained in MPG7 (or Waste Management Paper 26E).*
- 16.50 *Aftercare of restored landfill sites is an important requirement to ensure that the site is maintained following its completion and so that the restoration can become established.*

W2 - Groundwater Protection

Proposals for waste management facilities will only be permitted where they will not adversely affect groundwater protection zones, water courses, lakes, ponds and reservoirs.

- 16.51 *Much of the water supply in North Lincolnshire is derived from potable groundwater associated with chalk and sandstone aquifers in the area. These essential groundwater resources are susceptible to pollution from waste management activities and if contamination occurs it can be expensive and difficult to remediate. An important principle of the Environment Agency's groundwater protection policy is the delineation of zones around boreholes within which potentially polluting activities should be restricted.*

W3 - Flood Risk Areas

Proposals for waste management facilities will not be permitted in areas

likely to be significantly and adversely affected by coastal erosion or tidal or river flooding and where such proposals are at a direct risk, nor will they be permitted where they will significantly reduce the capacity of the floodplain and impede the flow of flood water thereby significantly increasing the risk of flooding elsewhere.

16.52 Surface waters can be affected by pollution and should also be protected. In common with most other forms of development, waste management facilities should not be located in areas which are susceptible to coastal erosion or land that is at risk of flooding. This applies to development which would significantly reduce the capacity of a floodplain thereby increasing the risk of flooding elsewhere.

W4 - Waste Management Facilities and the Best and Most Versatile Agricultural Land

Applications for waste management facilities on the best and most versatile agricultural land in Grades 1, 2 and 3a will only be permitted where:

- i) the proposal overrides the need to protect the land;**
- ii) restoration and aftercare proposals will achieve reinstatement of the land to an equivalent or higher grade where appropriate.**

16.53 It is Government Policy to protect the best and most versatile land defined as being of Grades 1, 2 and 3a. Such land is regarded as being a nationally important resource and should be protected from irreversible loss.

W5 - Mineral Reserves

Where permitted mineral reserves remain in a site proposed for waste disposal, permission will only be granted for the waste development when it can be demonstrated that the remaining mineral reserves are no longer needed to be worked.

16.54 Historically, there have been strong links between mineral extraction and waste disposal, with waste being used to infill and restore the voids left following mineral extraction. At sites where permitted reserves still remain, the sterilisation of remaining reserves will be resisted unless it can be satisfied that there is a justifiable case as to why reserves should no longer be worked.

W6 - Transportation of Waste

Proposals involving the transportation of waste by road will not be permitted where the potential for rail and river transportation exists. Development proposals involving the transportation of waste by rail and/or river will be supported.

16.55 Waste can rarely be disposed of where it arises. In consequence it has to be transported to waste recycling plants, incinerators, landfill or landraising sites. Some of the movements may involve transfer stations at which waste is bulked up. This has the effect of reducing overall vehicle movements. The movement of waste by road can have a significant environmental impact upon a local area and hence the movement of waste by rail or water is strongly preferred.

W7 - Waste Management Facilities and Humberside International Airport

Proposals for waste management facilities will not be permitted in areas likely to pose a threat to the safety of flights using Humberside International Airport.

16.56 *Humberside International Airport is an important part of the transport infrastructure for the region and provides a valuable facility for passengers and freight. It is important that new development does not affect the safety of flights. Landfilling and landraising can attract scavenging birds which could pose a threat to aircraft. It is therefore essential that the Civil Aviation Authority be consulted on any such proposals in the vicinity of the airport and for such development to be refused where it would constitute a threat to safety.*

W8 - Protection Zones and Waste Management Facilities

Proposals for waste management facilities will be permitted provided that there is an adequate protection zone between the waste development and neighbouring existing or proposed sensitive uses.

Planning consent will not be granted for land uses or other activities within that zone which could be adversely affected by the effects of the waste development and which could prejudice the ability of the waste operator to implement the permission.

16.57 *Waste development can be incompatible with many forms of built development such as housing, schools, hospitals and the food industry if they are too close to one another. In such circumstances the provision of a tract of*

land between two uses can prevent one prejudicing the other. Consideration has been given to defining specific buffer zones around waste developments and whilst guidance suggests a minimum buffer zone of 250 metres a more flexible approach is required as no two sites are the same. Each site will be judged on its merits at the planning application stage following consideration of all the relevant environmental and land use implications.

Waste Reduction

16.58 The Council will seek to encourage and support appropriate action and initiatives to reduce the creation of waste and give favourable consideration to appropriate development proposals which are required for the purpose of minimising waste or which incorporate the principles of waste minimisation. Waste minimisation relies heavily on organisations and individuals making changes to their current processes and practices to reduce the generation of waste. However, achievement of this objective may have land use implications where, for example, changes are required to the layout and design of new development.

W9 - Handling of Waste

Proposals for the use of land and the erection of plant and buildings for the recycling, transfer, storage and other treatment or handling of waste will be permitted provided that:

- i) the proposed site is located near to the likely source(s) of waste and/or the market(s) for the recycled or recovered materials; and**

- ii) **the proposed site is located within an existing industrial site or on land which is permitted or allocated for industrial or similarly related development; or within an area of land that has already been disturbed by permanent development; or at a waste management facility provided that the proposed development is connected with the waste management operation and is for a temporary period commensurate with the operational life of the facility; and**
- iii) **the proposal will not give rise to an unacceptable impact on local communities or the environment.**

16.59 *Recycling plants may be appropriate at existing waste management facilities including some landfill sites. Permission will normally be granted for such plants for a period equal to the operational life of the existing facility provided that they would not be likely to give rise to an unacceptable environmental impact.*

W10 - Source Separation

Proposals for major development which involves the disposal of waste and proposals which attract a significant number of people, will be permitted provided that facilities for the source separation and storage of different types of waste for recycling are installed.

16.60 *In preparing schemes for new development the developer will need to ensure that the recycling objectives of the Council are met. The layout and design of such schemes will have to*

incorporate measures for the provision and servicing of recycling facilities.

Use of Spoil

16.61 *Natural spoil from construction projects should be re-used with or within the project, or as a preparation for development in site landscaping or land restoration. In accordance with the Government's strategy for the management of inert wastes greater re-use and recycling of demolition, construction, mineral and other inert wastes will be encouraged.*

W11 - Processing of Waste Materials

Proposals for temporary facilities for the recovery, separation and, where appropriate, processing of waste materials generated by on-site demolition or construction works will be permitted provided that:

- i) **no waste materials are to be imported to the facilities at the site from elsewhere; and**
- ii) **the proposal will not give rise to unacceptable impact on local communities or the environment; and**
- iii) **the facilities are removed on completion of the demolition or construction project.**

16.62 *Where the need for temporary facilities is identified at the point of waste generation there is a need to ensure that proposals satisfy the requirements for protection of local amenities and the environment.*

16.63 *For certain industrial and commercial waste, recycling plants may be*

appropriate at the premises where the waste is produced. Allowing facilities at the point of waste generation would reduce the need to transport waste to recycling facilities elsewhere. However, any proposal for recycling at premises where the waste is produced will have to satisfy the requirements of other policies of the Local Plan regarding impacts on local communities and protection of the environment.

W12 - Household Waste and Recycling Facilities

Proposals for new household waste disposal and recycling facilities will be permitted provided that:

- i) **the proposal is suitably located on appropriate industrial estates or active landfill sites; and**
- ii) **the proposal is suitably located in relation to the existing network of sites; and**
- iii) **the proposal will not give rise to unacceptable impact on local communities or the environment.**

16.64 Recycling has been identified as the central component for the future integration of waste management services including the collection and disposal of municipal and solid waste. A network of household waste disposal sites is already in place around the area which provides an appropriate basis for the provision of land for recycling.

W13 - Waste Transfer Stations

Proposals for new waste transfer stations to ensure an integrated and

adequate network of appropriate waste management facilities will be permitted provided that:

- i) **the proposed site is located within an existing industrial site or on land which is permitted or allocated for industrial or related development, or is within an area that has already been disturbed by permanent development; and**
- ii) **the proposal is suitably located in relation to the existing network of transfer station sites; and**
- iii) **the proposal will not give rise to unacceptable impact upon local communities or the environment.**

16.65 There will be a continuing need for waste transfer stations in the area during the Plan period, particularly around the densely populated area of Scunthorpe. Proposals will need to be assessed in accordance with policies W2 and W4.

W14 - Waste Transfer and Putrescible Waste

Proposals for waste transfer stations handling putrescible waste will be permitted provided that the operations are fully enclosed within a building having the external appearance of a factory or warehouse.

16.66 Waste transfer facilities have traditionally been seen as a bad neighbour development particularly those sited on cramped sites or within degraded urban areas. Environmental nuisance can be caused by noise, dust

and litter and they can contribute to road traffic congestion as well as having an unsightly appearance. However, there should be no reason why transfer stations should not be considered as acceptable development in industrial areas provided that operations dealing with putrescible waste are fully enclosed.

W15 - Development Proposals for Waste Recycling

Proposals which would prevent or prejudice the use of established or permitted sites used for waste recycling, re-use, storage, transfer or processing will not be permitted.

16.67 *It is difficult to find acceptable sites for waste recycling, re-use, storage, transfer and processing and it is therefore essential to safeguard existing facilities together with land which has been permitted for such use.*

W16 - Green Waste Composting Schemes

The Council will support in principle proposals for composting schemes provided that:

- i) **where the proposal is in the open countryside it is in scale and in keeping with the surrounding landscape; and**
- ii) **the proposal will not give rise to unacceptable impact on local communities or the environment.**

16.68 *The Council supports the Government's strategy for increased waste composting, the targets for which are to be achieved through the introduction and encouragement of household and*

garden waste composting schemes at the household level, particularly in rural areas and for urban households with gardens. Due to potential nuisances, which can arise, proposals should be located away from residential and other sensitive land uses. The most appropriate location is therefore likely to be in the open countryside where development should be strictly controlled in accordance with Government guidance contained in PPG7.

W17 - Anaerobic Digestion

Proposals for centralised anaerobic digestion facilities for the treatment of agricultural wastes will be permitted provided that:

- i) **the proposed site is located close to the main source(s) of agricultural waste and/or the market(s) for the recovered materials; and**
- ii) **the proposed site has adequate access to the road network; and**
- iii) **the proposal will not give rise to unacceptable impact on the local landscape, local communities or the environment.**

16.69 *Anaerobic digestion is recognised as a potential solution for the treatment of organic municipal solid waste and is linked to food processing and agricultural waste streams in the region. Large scale anaerobic digestion plants provide a more acceptable alternative for the identified waste treatment capacity to achieve the required reduction in waste for disposal.*

W18 - Waste Water Treatment

Proposals for anaerobic digestion facilities forming part of an overall strategy for waste water treatment will be permitted provided that:

- i) the proposed site is located within or adjoining an existing waste management facility; and**
- ii) the proposal will not give rise to unacceptable impact on local communities or the environment.**

16.70 *It is recognised that anaerobic digestion may also have a role to play in the treatment of sewage sludge generated by waste water treatment processes. Proposals for anaerobic digestion plants for sewage treatment purposes should be considered by the water companies as part of an overall strategy for the management of sewage sludge.*

W19 - Non-inert Wastes

Proposals for the development of additional landfill capacity for non-inert wastes will be permitted provided that:

- i) it can be demonstrated that there is a local need for the development and the waste could not practically be disposed of in any other way; and**
- ii) the proposal would not create an unacceptable increase in traffic impact or perpetuate an existing unacceptable traffic problem; and**

- iii) the proposal will not give rise to unacceptable impacts on local communities or the environment.**

16.71 *Strategies to reduce the reliance on landfill require time to be planned and implemented. However, the choice of location for new waste disposal facilities will be restricted by environmental and geological constraints.*

W20 - Landraising

Proposals for the disposal of waste by landraising will only be permitted where:

- i) it can be demonstrated that there is a need for the development and the waste cannot be disposed of in any other way;**
- ii) the benefits of the proposal outweigh any adverse environmental impacts which it is likely to cause;**

and taking into account:

- iii) the impact of the operations on the amenities of the area, including the visual impact and disturbance caused by noise and operation of the plant;**
- iv) the intended operational life of the site;**
- v) the scale and visual impact of the permanent changes to local landscape;**

- vi) **the scope for improvements to the landscape or screening of the waste or other developments.**

16.72 Traditionally, waste disposal has been associated with mineral workings in order to provide beneficial restoration. However, certain sensitive locations such as on chalk aquifers are not geologically suitable for biodegradable wastes. Technical guidance in Waste Management Paper 26B and from the Environment Agency indicates that disposal of waste by landraising can have benefits in the form of better control of environmentally damaging processes such as leachate formation, groundwater pollution and gas control. From a planning viewpoint landraising has the potential for the introduction of visually intrusive and possibly noisy operations into the countryside and can involve the development of greenfield sites. Special consideration of such proposals is necessary.

W21 - Utilisation of Landfill Gas

Proposals for new landfill or landraising sites and for extensions to existing waste disposal sites will be required to incorporate schemes for the utilisation of landfill gas wherever possible.

16.73 Many non-inert landfill sites have the potential for the recovery of energy from landfill gas produced from the decomposition of waste materials. This may be used on site to generate heat or power directly for the facility or may benefit the wider community. In accordance with technical guidance in Waste Management Paper 26B and in line with Government policy, schemes which incorporate energy recovery from landfill gas will be encouraged.

W22 - Sewage Treatment Works

Proposals for new waste water treatment and sludge treatment works, or extensions, or upgrading of existing works, will be permitted provided that:

- i) **it can be demonstrated that the proposal is necessary to improve the treatment and discharge quality of waste water, or for the processing and disposal of sewage sludge; and**
- ii) **the proposal will not give rise to unacceptable impact on local communities and the environment.**

Priority will be given to resource recovery where facilities for the treatment of sewage sludge are proposed.

16.74 The water companies within the area have been, or are currently, upgrading and extending their facilities for urban waste water treatment in order to comply with the Urban Wastewater Treatment Directive and to provide sufficient capacity for the area's future needs over the Local Plan period. These schemes will be supported in principle providing that the proposals accord with other policies in the Local Plan.

Development Standards

Introduction

- 17.1 An important purpose of this Local Plan is to provide certainty about what types of development will or will not be permitted. In deciding whether to grant planning permission the provisions of this plan will be referred to together with all other material considerations. These considerations will include factors such as the number, size, layout, siting, design and external appearance of buildings, the proposed means of access to them, and landscaping proposals. Impact on the amenity, the archaeological resource, the character of the area, the street scene and the availability of infrastructure are also material considerations.
- 17.2 Whilst the above principles are relevant in some degree to all of the policies in the Local Plan, there are a number of planning issues that do not fit easily into any of the broader topics outlined earlier. Frequently these are issues that are relevant to more than one type of development. To avoid repetition in individual chapters these are grouped here under the heading of Development Standards.
- 17.3 Planning briefs will be prepared for the development of major sites within the area, and for smaller sensitive sites such as Conservation Areas, where there is a need to maintain and raise the quality of new development. Detailed guidance on design will also be prepared, including specific guidance for individual settlements in the form of Village Design Statements (VDSs), one of which has already been prepared for Appleby. These, together with other guidance statements, will be continually published in the form of

Supplementary Planning Guidance which will provide supporting information to policies within the Local Plan. These statements will be based upon the general requirements set down in the policies in this and other chapters of the Local Plan and will be available to assist developers in interpreting those policies in the particular circumstances of each site before formulating detailed proposals and submitting a planning application.

DS1 - General Requirements

A high standard of design is expected in all developments in both built-up areas and the countryside and proposals for poorly designed development will be refused. All proposals will be considered against the criteria set out below:

Quality of Design

- i) **The design and external appearance of the proposal should reflect or enhance the character, appearance and setting of the immediate area; and**
- ii) **the design and layout should respect and where possible retain and/or enhance the existing landform of the site.**

Amenity

- iii) **No unacceptable loss of amenity to neighbouring land uses should result in terms of noise, smell, fumes, dust or other nuisance, or through the effects of overlooking or overshadowing; and**

- iv) amenity open space in the area should be retained, wherever possible; and
- v) no pollution of water, air or land should result which poses a danger or creates detrimental environmental conditions.

Where appropriate, conditions will be imposed requiring the provision of landscaping to enhance new development.

Conservation

- vi) There should not be an adverse effect on features of acknowledged importance, on or surrounding, the site, including species of plants and animals of nature conservation value (particularly species protected by Schedules 1, 5 and 8 of the Wildlife and Countryside Act 1981), Scheduled Ancient Monuments, archaeological remains, listed buildings and Conservation Areas or trees and woodland covered by Tree Preservation Orders; and
- vii) the development must ensure the retention of those existing site features that make an important contribution to the character or amenity of the site or the surrounding area; and

- viii) development proposals should include the results of archaeological assessment, where appropriate, and adequate measures to ensure that there would be no unacceptable impacts on archaeological remains. Conditions will be imposed to secure suitable mitigation at the appropriate time in the development process.

Resources

- ix) There should be no conflict with an allocated or approved land-use proposal in the locality nor should the reasonable potential for development of a neighbouring site be prejudiced; and
- x) the location and design of developments on the urban fringe (sites adjoining settlement development limits) should take into account the need to minimise the impact of the development on adjoining agricultural land or other countryside interests; and
- xi) measures to conserve energy will be expected in:
 - a) the design, orientation and layout of buildings; and

- b) the location of development; and**
- c) improvements to the transport network and in the management of traffic.**

Utilities and Services

- xii) There should be no reliance on public finances being available to provide infrastructure and services; and**
- xiii) suitable on-site drainage should be provided and where there are off-site drainage problems the developer will be expected to overcome them.**

17.4 The national guidelines for development of business, industry and housing, embodied in PPG1, require local plans to set out the criteria and standards against which all development proposals will be judged. These must specifically include concern for the protection of the environment, efficiency in provision of infrastructure, and matters of location, access, siting and design. Case law and Government regulations have in turn established issues of nature conservation, landscaping, amenity, nuisance, health hazard and pollution as areas of justifiable concern.

17.5 The purpose of Policy DS1 is to set out the generality of these environmental and other criteria and standards, which every planning application will be expected to meet, thus achieving economy, efficiency, convenience, amenity and safety in the development and use of land.

17.6 The Government's national planning guidance, the UK Strategy on Sustainable Development and the good practice guide *Planning for Sustainable Development: Towards Better Practice*, encourage energy conservation, in order to reduce emissions of greenhouse gases and the depletion of energy sources. Buildings can be designed to take advantage of new techniques for energy conservation. All new building and conversions must comply with the Building Regulations (Part L) which concern the conservation of energy. However location, density, aspect and orientation can also influence energy conservation and are matters controlled by the planning authority. In addition, the location of different types of development influences how much people need to travel and the scale of carbon dioxide emissions from vehicles. Emission of greenhouse gases can also be reduced by more energy efficient transport policies and encouraging public transport, walking and cycling.

Planning Benefits

17.7 New developments can generate demand for additional services, and social and community facilities such as new and improved roads, schools, health centres, public open spaces and leisure facilities.

17.8 Section 106 of the Town and Country Planning Act 1990 states that the Council may enter into an agreement or accept a unilateral obligation with a developer to restrict the development or use of land, require operations or activities to be carried out, require land to be used in a specific way or require payments to be made to a local authority in lieu of providing facilities. Such planning obligations should not be used where planning conditions can achieve the same aims, and therefore planning obligations will usually be negotiated to achieve the provision of off-site

improvements or developments, although in some cases on-site provision of facilities will be appropriate.

DS2 - Planning Benefits

Where development is acceptable in principle, under the policies of this Plan, development proposals will be expected to have regard to existing levels of infrastructure, services and amenities.

Planning obligations will be sought where they would enhance development proposals provided that:

- i) they are necessary to the granting of planning permission, relevant to planning and directly related to the development to be permitted; and**
- ii) the benefits sought are reasonably related in scale and kind to the developments concerned.**

17.9 *Planning legislation allows local planning authorities to enter into agreements which regulate the development of land. It enables agreements to be made about the provision of community benefits which conditions on planning permissions cannot always secure.*

17.10 *Service provision for any development needs to be well planned. This can, in some cases, involve providing open space and land for buildings at no cost to the Council and/or contributions in full or part to the construction of new facilities, or the extension and enlargement of existing facilities.*

17.11 *The following, whilst not being exhaustive, is a list of some of the*

benefits which may be sought from development proposals:

- i) Improvements to public transport facilities;*
- ii) provision of public facilities such as open space, community buildings, sport, leisure and recreational facilities, public cycle/car parking facilities, improved pedestrian access or other facilities which help meet the plan's objectives;*
- iii) conservation or renovation of buildings or places of historic architectural or townscape interest;*
- iv) provision of residential accommodation of a type likely to meet the Council's needs such as low cost housing and housing to rent;*
- v) conservation or enhancement of the countryside or urban environment;*
- vi) redevelopment of areas of poor layout and design including improvements to the highway system which will benefit local residents (e.g. rear servicing, traffic calming, highways' improvements);*
- vii) provision of small industrial or business units;*
- viii) provision of art, murals, sculpture, etc., for the benefit of the community.*

17.12 *Circular 1/97, Planning Obligations 1997, paragraphs B9 to B13 explain that where planning obligations are to be sought regularly in connection with certain types of development, the planning authority's policy should be made clear in the development plan.*

Several policies in the Local Plan indicate where obligations may be sought. This policy sets out the general principles which the Council will follow in such cases. Advice given in Circular 1/97 suggests that planning obligations may enhance the quality of development and enable proposals to go ahead which might otherwise be refused. Nevertheless they should be relevant to planning and directly related to the proposed development if they are to influence a decision on a planning application. In addition, they should only be sought where they are necessary to make a proposal acceptable in land-use planning terms.

Planning Out Crime

17.13 Planning has a role to play in combating and preventing the risk of crime. The design of new buildings and the layout of the public realm are environmental factors that have an influence on vandalism and crime. The main opportunity to ensure that design helps reduce opportunities for crime is at the beginning of the design process and can be achieved by careful consideration of the design of layout, lighting and landscaping. Desolate, sterile and featureless surroundings can engender feelings of hostility and alienation. New development should, therefore, take the security of people and property fully into account.

17.14 In areas where crime is frequent and serious and/or there is a local perception that there is a high risk of crime occurring the need to incorporate crime prevention measures in a new development is capable of being a material consideration. These measures may include the deterrent effects of good design, layout, landscaping and lighting, which reassure the public by making crime more difficult to commit, increases the risk of

detection, and provides a safer and more secure environment.

DS3 - Planning Out Crime

New development should take into account personal safety and the security of people and property by:

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

17.15 Circular 5/94 recognised that crime prevention is capable of being a material consideration when assessing planning applications. As with all material considerations the weight that is given to it will depend on the individual circumstances of the case. Presently, consultation with the Police Authority's Architectural Liaison Officer on development proposals is carried out when such action is warranted.

Changes of Use in Residential Areas

- 17.16 Structural changes in the economy have resulted in a growing trend towards domestic properties being used as a base for starting a new business. The benefit of such businesses in stimulating the economy of both urban and rural areas is recognised. In some cases the change of use will be so small in scale that it will not require planning permission. In other cases activities can be carried out with no resulting adverse affects on local amenity, as most uses will fall within Use Class B1 (Business and Light Industrial Use) of the Town and Country Planning (Use Classes) Order 1987 (as amended).
- 17.17 Uses are viewed as unacceptable wherever they give rise to nuisance or inconvenience, for example as a result of higher levels of vehicle movement than would reasonably be expected from a residential address, or because of noisy or odorous operations. In some cases, planning conditions can be used to control the impact of such proposals, but if adverse impacts cannot be reduced to acceptable levels, planning permission will be refused.
- 17.18 Vehicle repair businesses, while providing a source of employment, are one particular source of complaints of noise and disturbance when operated within or adjacent to residential areas. They are best located within general or heavy industrial areas where there will be minimal adverse impact on surrounding users.

DS4 - Changes of Use in Residential Areas

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.

- 17.19 *The purpose of Policy DS3 is to help encourage the growth and development of small businesses but to maintain control over the impact that business activity, carried out at home, can have on the surrounding area.*

Residential Extensions

- 17.20 Many residential extensions fall within permitted development rights set down in the Town and Country Planning (General Permitted Development) Order 1995 and do not require planning permission. The majority of those that do require consent are acceptable and are normally approved. Some extensions including garages and outbuildings, can however, cause loss of amenity to adjoining occupiers as a result of loss of sunlight and daylight, loss of privacy, and an intolerable overbearing effect. It is important to ensure that a reasonable standard of sunlight, privacy and avoidance of overbearing effects is maintained following all residential development. The general appearance and character of the main building and street should not be harmed.

DS5 - Residential Extensions

Planning applications for residential extensions and the erection of garages, outbuildings, walls and other structures will be allowed providing that the proposal does not unreasonably reduce sunlight or

daylight, or result in overshadowing, overbearing or loss of privacy to adjacent dwellings. The proposals should also be sympathetic in design, scale and materials to the existing dwelling and its neighbours and should not:

- i) cause overshadowing as a result of the height and depth of the extension blocking daylight and sunlight, particularly in the case of two storey extensions located on or close to the boundary; and**
- ii) result in dormer extensions which are too large in scale and design in relation to the form and appearance of the original roof; and**
- iii) use materials or finishes which contrast markedly with those of the original building or neighbouring properties.**

17.21 *This policy aims to ensure that a reasonable standard of sunlighting, daylighting and the avoidance of overbearing effects is retained, following all extensions to residential properties. Supplementary Planning Guidance Note 1, published with this Plan, provides detailed guidance on acceptable standards for residential extensions.*

Temporary Buildings

17.22 Temporary buildings include portable offices and classrooms. These usually do not give the appearance of being substantial structures intended to remain in situ on a permanent basis, and can potentially have a negative impact on local amenity. However, it is recognised that such facilities can

be vital to the expansion of industrial and commercial premises, and that short-term arrangements are often required to accommodate the expansion of community facilities such as schools and health centres. In other cases, permanent development might prejudice other planned development, when the site is in temporary occupation pending such development commencing. Only in these circumstances will the erection of temporary buildings be given favourable consideration.

17.23 The Town and Country Planning (General Permitted Development) Order 1995 provides permitted development rights for temporary buildings associated with construction works. In all other circumstances where planning permission is sought for the siting of temporary buildings, the need for such structures will be balanced against the need to avoid any adverse affects on visual amenity.

DS6 - Temporary Buildings

Planning permission will be granted for temporary buildings provided the following criteria are met:

- i) the building is not highly visible to the general public or detrimental to the amenity of the area/landscape; and**
- ii) the development will not prejudice proposals for permanent development on the site.**

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.

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.

- 17.24 *Temporary buildings, whilst being essential to the expansion and development of business and community facilities, are by their nature likely to incur high maintenance and running costs. There is no wish to overly restrict the erection or use of such buildings but there is nevertheless a need to ensure that they are adequately maintained and removed from the site when their useable life has expired. Neither should the erection of a temporary building prevent the satisfactory development of permanent buildings on the site at a later date.*

Contaminated Land and Methane Emissions

- 17.25 Where land has been contaminated as a result of previous use it must be made safe before new development or redevelopment takes place. Potential hazards can include old sewage works where concentrations of metals in the soil may be high, land previously used by industries where a range of hazardous substances may be found, and completed domestic and industrial landfill sites where combustible gases such as methane may build up and problems such as soil settlement and the generation of leachate may result.
- 17.26 Proposals for developing contaminated land may be refused if contamination is severe and cannot be overcome. Alternatively, conditions can be imposed on planning permissions requiring a detailed site investigation by the developer before work commences and the implementation of measures to overcome contamination problems.

Proposals for development on any identified or suspected contaminated land must be accompanied by details of the type and levels of contaminants together with details of any remedial measures required to deal with any hazards. Such reports should include an appraisal of the implications of redevelopment on ground and surface water. On sites where the contamination takes the form of methane, details of venting and monitoring systems for the prevention of methane emissions should be included in applications for planning permission.

DS7 - Contaminated Land

In the case of proposals for development on land known or strongly suspected as being contaminated, applicants will be required to demonstrate that the level of contamination can be overcome by remedial measures or improvements.

Permission will only be granted on contaminated sites where a detailed site survey has been submitted, and a suitable scheme of remedial measures has been agreed to overcome any existing contamination. Conditions will be imposed and/or a planning obligation entered into to secure the implementation of such a scheme at the appropriate time in the development process and to otherwise restrict and control the development.

DS8 - Methane Emissions

Planning consents for new development on former waste disposal sites will be subject to the imposition of conditions requiring the carrying out of works by the developer to prevent the build up of methane by venting or other agreed means.

- 17.27 *Contaminated land is land which represents an actual or potential*

hazard to health or the environment as a result of current or previous use. It is important that the contamination of land by previous users is redressed before any new development is contemplated. Whilst contamination will not always prevent development any difficulties should be resolved properly before development is allowed. This will avoid environmental and health risks to the occupiers or users of the land in line with the Government's suitable for use approach policy which aims to bring back contaminated land to a healthy and environmentally acceptable beneficial use. Measures will often be unique to the type and level of the contamination ranging from complete removal of contaminated materials to treatment, venting or sealing off the land.

Hazardous Installations

- 17.28 PPG12 states detailed development plans should set out the criteria for control of hazardous development and for development within the vicinity of hazardous installations. Proposals for sites to accommodate hazardous installations and the adjoining areas where development will need to be controlled should be shown on proposal maps. Policies DS9 and DS10 have been produced in line with this guidance. In line with Circular 11/92, the Council will consult with the Health and Safety Executive in respect of proposals to develop land in the vicinity of hazardous installations and pipelines, and will use these consultation responses as a material consideration in the determination of planning applications.

DS9 - Development of Land in the Vicinity of Established Hazardous Installations and Pipelines

In the significant risk area surrounding a hazardous installation or pipeline planning permission will only be granted for housing or any commercial, industrial, retail or recreational use which introduces a significant number of people into the risk area, where it can be demonstrated that the associated hazards and risks identified with locating in proximity to the installation are acceptable, or can be overcome through the imposition of appropriate planning conditions.

DS10 - New Hazardous Installations and Pipelines

Planning permission for development which involves the storage of materials or the carrying out of processes that are toxic, highly reactive, explosive or highly flammable will only be granted if the applicant can demonstrate that the proposal will impose no significant development restrictions upon surrounding land users; will not put at risk surrounding residential properties; or prove a risk to other premises in the locality where significant numbers of people regularly congregate.

- 17.29 Some types of land uses, predominantly industrial, are intrinsically dangerous. In order to ensure that risks remain as low as possible, other development which might otherwise be acceptable, should not be located close to such sites. Similarly, any permissions granted for potentially hazardous installations should be on sites well separated from housing and other land uses which involve large numbers of people. The expertise of the Health and Safety

Executive (HSE) is relied upon to assess risks from the storage of hazardous materials or the carrying out of a hazardous industrial process, and the HSE will be consulted on any planning applications for development of hazardous installations or pipelines, or any major development undertaken within the HSE's specified consultation zones. The Council will assess the advice received from any consultations with the HSE, and take this into account when determining whether planning permission should be granted.

- 17.30 *The Council also has authority under the Planning (Hazardous Substance) Act 1990 to grant or refuse consent for the storage of hazardous substances in excess of a controlled quantity, and will grant such consent only when the storage of such substances is appropriate to the location proposed, and risks arising to persons in the surrounding area and the wider community have been assessed.*

Polluting Activities

- 17.31 *The release of substances which are capable of causing harm to people and the environment needs to be avoided. Such pollution can also prejudice neighbouring land use, result in long term contamination of sites and have an adverse impact on urban regeneration.*
- 17.32 *Where a proposal for industrial, commercial or agricultural development may potentially result in pollution to air, land or water there is a need to ensure that such activities are within limits set by national and European Community guidelines and standards. The Town and Country Planning (General Permitted Development) Order 1995 requires local planning authorities to consult the Environment Agency when considering certain types of applications, but there may be other*

developments on which the Council will consult the Environment Agency to receive the specialist advice which is needed to make a decision.

- 17.33 *In such cases certain supplementary environmental information will be required for a proper judgement to be made on the application.*

DS11 - Polluting Activities

Planning permission for development, including extensions to existing premises and changes of use, will only be permitted where it can be demonstrated that the levels of potentially polluting emissions, including effluent, leachates, smoke, fumes, gases, dust, steam, 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.

- 17.34 *PPG12 states that (development plans) may also include policies designed to control pollution and to limit and reduce nuisances such as noise, smells and dirt. PPG23 states that when the risk and consequences of a pollution incident are considered unacceptable and cannot be overcome by appropriate planning conditions, then permission should be refused. The potential for polluting activities to affect surrounding land is a material planning consideration, and hence policy DS11 establishes criteria for the determination of planning applications for potentially polluting activities, formulated to complement the role of the Environment Agency and the Council's own duties under the Environmental Protection Act 1990.*

Light Pollution

- 17.35 Floodlighting and other forms of lighting can have beneficial properties and can contribute to the safety and security of areas. Lighting can extend the hours of use of outdoor sporting facilities, especially in the winter months, and can be used to advertise or to exhibit particular buildings, landscapes or features.
- 17.36 However, inappropriate and unnecessary lighting, or lighting which is insensitively used can adversely affect the amenity of an area, including harm on wildlife and to the night sky. The policy is designed to control and prevent badly designed lighting schemes that cause light spillage to the detriment of nearby residents and wildlife.

DS12 - Light Pollution

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 on local amenities.

- 17.37 *Appropriate planning conditions may be attached to a planning permission which control and moderate the impact of light generating development including floodlighting and external illumination of advertisements.*

The Water Environment

- 17.38 North Lincolnshire's water environment is very important to its residents in terms of its health, social and economic well being, its recreational facilities and the character and appearance of the landscape.
- 17.39 Development of land can adversely affect the water environment and it is

therefore necessary to exercise controls.

- 17.40 Approximately 50% of the local population depends upon water supplies from groundwater aquifers. It is therefore important that when new development is planned, ground water supplies need to be protected from pollution and land drainage problems addressed. The Environment Agency has detailed a number of Groundwater Protection Zones in North Lincolnshire, which need to be taken into account when major development proposals are formulated.
- 17.41 In North Lincolnshire, the Environment Agency is responsible for land drainage on major waterways such as the Rivers Ancholme, Humber and Trent, while the Internal Drainage Boards look after smaller waterways, as well as the private riparian owners in the area.
- 17.42 It is also important to ensure that new development is adequately serviced in terms of foul or surface water sewers, and that suitable provision is made by the developer to upgrade existing services where they are likely to be overburdened. In most of the North Lincolnshire area this means connection to the existing foul and surface water sewers, but where new sewers are not technically feasible, the provision of cesspits or septic tanks may be acceptable.

DS13 - Groundwater Protection and Land Drainage

All development proposals must take account of the need to secure effective land drainage measures and ground water protection in order to control the level of water in the land drainage system.

DS14 - Foul Sewage and Surface Water Drainage

The Council will require satisfactory provision to be made for the disposal of foul and surface water from new development, either by agreeing details before planning permission is granted, or by imposing conditions on a planning permission or completing planning agreements to achieve the same outcome.

DS15 - Water Resources

Development will not be permitted which would adversely affect the quality and quantity of water resources or adversely affect nature conservation, fisheries and amenity by means of:

- i) pollution from the development; or**
- ii) water abstraction**

unless adequate measures are undertaken to reduce the impact to an acceptable level.

17.43 *Groundwater resources are a vital component of drinkable water supplies but once polluted the damage is irreversible. Flood risk and ground pollution also results from inadequate drainage provision. It is essential therefore that development should not threaten resources, create drainage problems or create problems for the local drainage infrastructure.*

Flood Risk

17.44 Two major rivers, the Trent and the Humber, and the smaller River Ancholme fall within North Lincolnshire. The Isle of Axholme in particular is protected by a sophisticated network of flood

defence works and drainage measures. The method by which the flood plains of these rivers is protected, especially the Humber Estuary, is important.

DS16 - Flood Risk

Development will not be permitted within floodplains where it would:

- i) increase the number of people or buildings at risk; or**
- ii) impede the flow of floodwater; or**
- iii) impede access for the future maintenance of watercourses; or**
- iv) reduce the storage capacity of the floodplain; or**
- v) increase the risk of flooding elsewhere; or**
- vi) undermine the integrity of existing flood defences**

unless adequate protection or mitigation measures are undertaken.

17.45 *New development should not be at risk from flooding. Flood plains and areas of low-lying land adjacent to a watercourse are by their very nature liable to flood under certain conditions. Flood plains also provide for the storage of floodwater, so development can reduce this storage capacity and hence increase the risk of flooding elsewhere. The local planning authority will publish, as supplementary planning guidance, the area of flood risk where policy DS16 is to be applied.*

17.46 *Government Circular 30/92 states that development plans should take into account flood risk when allocating land for development. The Environment Agency will be consulted in evaluating the nature of any flood risk and the adequacy of any works proposed to contain that risk. The Environment Agency has published the Humber Shoreline Management Plan which gives guidance on the need for flood defence. In some cases a planning obligation will be imposed to provide suitable mitigating measures, and also guarantees of future access to watercourses will be required.*

Overhead Power Lines

17.47 The appearance of transmission towers (commonly called pylons) in the countryside is generally perceived as being unsightly, especially where several lines converge or run in parallel. In parts of North Lincolnshire this problem is exacerbated by the flat nature of the landscape, and by the edges of scarp slopes and by the absence of tree cover. This makes pylons visible over long distances. National Grid lines run mainly east west across North Lincolnshire. A National Grid line running from Immingham westwards and feeding into Keadby Power Station is nearing completion, to join five existing lines crossing the River Trent. There is a general need to minimise the unsightliness of overhead power lines proposed in the future.

17.48 The Council aims to reduce the number of overhead power lines crossing North Lincolnshire. There is already an abundance of overhead power lines feeding into the area of Keadby power station and Humber Bank power station, and there is a growing need to avoid further impact on the landscape and character of the area.

DS17 - Overhead Power Lines and High Powered Electrical Installations

The Council will seek to minimise the environmental effects of proposals for overhead power lines of 132kv or over, and high-powered electrical installations. The Council will not support such development within or in locations where the development would have a detrimental impact upon the following areas:

- i) Special Protection Areas, Special Areas of Conservation and Ramsar sites;**
- ii) SSSIs or other statutory nature conservation sites;**
- iii) Conservation Areas and sites and buildings of historic or archaeological interest, including listed buildings and scheduled monuments;**
- iv) existing committed or allocated housing areas.**

In view of the substantial practical, technical and cost disadvantages involved, it is only in exceptional circumstances that the Council will seek to have lines placed underground, where this is not damaging to sites of nature conservation value or archaeological importance. Careful line routing will usually be the most appropriate way to minimise the visual impact of high voltage power lines.

To ensure a satisfactory built environment the Council will have regard to the amenity of potential future occupiers in determining

applications for development close to overhead power lines

- 17.49 *Proposals for the construction of power lines are determined by the Government, but the Council is given the opportunity to comment. When applying for the construction of long lengths of power lines along new routes, the National Grid Company is required to submit an Environmental Impact Assessment.*
- 17.50 *Landscaping, usually by planting close to viewpoints e.g. along roadsides together with careful line routing can often help to minimise the visual impact of new power lines. Of particular concern to the Council are the visual impacts of power lines on landscape features and on dwellings and the death and injury caused to wild birds particularly on migratory routes. The use of high visibility devices along pylon routes may be desirable near to sites important for wild birds and migratory routes, but these devices may cause detrimental effect on the visual amenity of the areas crossed by power lines. The need for high visibility devices will need to be considered against the effect that these devices will have on visual amenity.*

When considering proposals for housing near to high voltage overhead lines and proposals for high powered electrical installations, the Council will refer to the Guidance given by the National Radiological Protection Board, which is the UK Government's advisor on non-ionising radiation.

DS18 - Advertisement Control

Applications for the display of advertisements will be granted provided that:

- i) the advertisement is appropriately positioned in relation to the design of the building and is of an appropriate scale; and**
- ii) the advertisement does not create a hazard to public safety; and**
- iii) advertisements are kept to the minimum to avoid clutter which would detract from the character of the building and street scene; and**
- iv) where a sign is lit the type and level of illumination is appropriate to the location; and**
- v) the construction, materials and colour of the advertisement are sympathetic to the building and locality.**

- 17.51 *Advertisements on shop fronts need to be related to the use of the building or the identification of the user. It is important for visual amenity that advertisements are well related to the design of the building and the character of the surrounding area.*

- 17.52 *Special attention must be given to applications for illuminated advertisements and conditions will be imposed to control their intensity and hours of illumination in the interests of visual amenity and public safety. In order to maximise the potential for*

advertisers to use illuminated signage, the use of external floodlighting or the individual lighting of letters, rather than full internal illumination will be encouraged.

17.53 Advertisement hoardings are not generally acceptable in, or adjacent to, residential areas, or at an entrance point into predominately residential areas or into open countryside. Within commercial and industrial areas they will only be allowed if they screen unsightly land or buildings, and at least maintain and, where necessary, enhance the character and appearance of the local environment.

17.54 While the value of advertising to promote and signpost businesses is recognised, it is important that advance directional signs do not result in a reduction in highway safety, or lead to detriment to the visual amenity of urban and rural areas. The impact of the advertisement will be considered in terms of its cumulative effect, the impact on its surroundings, and whether the advertisement is likely to be so distracting as to endanger passing motorists or block important views onto junctions and bends.

Telecommunications - Licensed Code Systems

17.55 The Council recognises that modern telecommunications systems are an essential component of a sustainable economy. PPG 8 Telecommunications requires local planning authorities to facilitate the growth of new and existing systems, but still be committed to environmental objectives and well established national policies for the protection of the countryside and urban areas.

DS19 - Telecommunications Equipment

When considering planning applications for telecommunications equipment consideration will be given to:

- i) the siting, design and visual impact of the equipment;**
- ii) the impact upon the character or setting of any listed building, Conservation Area or site of archaeological importance, the open countryside, or the amenities of a residential area;**
- iii) whether the operator has explored the possibility of erecting antennae on existing buildings, other structures or mast sites;**
- iv) whether the operator has explored the possibility of sharing an existing mast or replacing it with one suitable for shared use;**
- v) securing the removal of any telecommunications apparatus that is no longer required for its original purpose and the restoration of the site.**

DS20 - Telecommunications Apparatus on Domestic Dwellings

Normally not more than one satellite dish or antenna per building will be permitted. Telecommunications apparatus should be located as

unobtrusively as possible, usually on the rear elevations of buildings. Proposals which have a detrimental effect on the character, appearance or amenities of the surrounding area, particularly Conservation Areas or the appearance or setting of listed buildings will be refused.

- 17.56 *Whilst an amendment to the General Development Order 1991 permits certain telecommunications development to take place without the Council's express consent, it is still important that where such apparatus is subject to control it does not harm the environment. A condition of permitted development rights does require the careful location of an antenna installed on a building. This policy is intended to achieve the necessary balance between the growth of telecommunications and minimising the impact on the environment.*
- 17.57 *Those wishing to install a satellite television dish on a residential building are recommended to consult ("A Householder's Planning Guide for the Installation of Satellite Television Dishes") published by the DETR for detailed information on what requires planning permission.*
- 17.58 *The use of limited period permissions (5 years) may be considered in the case of particularly sensitive locations in order to allow the Council to monitor the effect of satellite dishes and telecommunications antennae on the environment.*
- 17.59 *The council would recommend that any new transmission requirements should where possible be accommodated on existing sites, and aerials shared as necessary, in order to minimise the impact on the environment. In addition operators will be encouraged to remove telecommunications structures that have become redundant.*

Renewable Energy

- 17.60 Renewable energy is derived from resources which occur and recur naturally in the environment, rather than from finite fossil fuel reserves. These sources of energy supply at present; play a marginal, but growing role in meeting household and business heat and power requirements. In addition to helping to conserve finite energy sources, the technology employed to generate renewable energy is essentially clean, contributing to the reduction of Britain's emissions of greenhouse gases. In order to promote an increased growth in the contribution of renewable energy sources to the energy market, renewable energy must be a reliable energy source available at a reasonable price. The Local Plan aims to provide guidance and incentives to promote the expansion of the exploitation of renewable energy sources in North Lincolnshire.
- 17.61 The opportunity to generate energy from the following sources may be possible within North Lincolnshire: waste incineration; waste digestion and landfill gas (methane); farm animal wastes; biomass from agricultural products, the use of crops to produce alcohol and other transport fuels, and the rotation of arable coppicing for wood fuel; wind energy; geothermal energy including geothermal aquifers and geothermal hot dry rock; tidal power; wave energy; and solar energy.
- 17.62 Opportunities for developing power from renewable energy sources have been limited in North Lincolnshire to date: the only such scheme is a chicken manure power station at Flixborough. Given that North Lincolnshire is bordered extensively by the rivers Trent and Humber, there may be opportunities to develop energy generation uses on sites close

to these rivers. From previous studies undertaken, wind energy power generation would only be attracted into the North Lincolnshire area if wind turbine technology advances to cope with low average wind speeds. It is, therefore, recognised that renewable energy development, such as wind and water power, will require site locations close to the source of power. The harnessing of such power often requires large structures, particularly in the case of wind power generation which requires single or grouped turbines with revolving rotors. Therefore all proposals will be considered in terms of their impact on nearby land uses and activities.

DS21 - Renewable Energy

Proposals for the generation of energy from renewable resources will be permitted provided that:

- i) any detrimental effect on features and interests of acknowledged importance, including local character and amenity, is outweighed by environmental benefits; and**
- ii) proposals include details of associated developments including access roads and other ancillary buildings and their likely impact upon the environment.**

Where appropriate, conditions will be imposed requiring the restoration of the site to its original condition or the implementation of an agreed scheme of after-use and restoration.

17.63 *Government policy is to encourage the development of renewable energy sources wherever they have prospects of being both economically competitive and*

acceptable in terms of impact on the environment. PPG22 sets out the national planning framework for dealing with proposals for renewable energy uses. The guidance specifies that local plans should include detailed policies for developing renewable energy sources.

17.64 *Whilst proposals for the generation of energy from renewable sources, as opposed to the generation of energy from non-renewable sources, will be supported in principle there is the need to ensure that schemes are appropriate and suitable for their location. Permission will be granted provided that any resulting adverse effects are outweighed by environmental benefits.*

Monitoring and Review

Introduction

- 18.1 Government guidance requires planning authorities to monitor those issues which may affect the development of the Plan area. Three aspects, in particular, are important to keep under review:
- the principal physical and economic characteristics of the area;
 - the size, composition and distribution of the population of the area;
 - the communication, traffic and transport system of the area.
- 18.2 A monitoring system can also assess whether the Local Plan has achieved what the policies set out to achieve and identifies which policies need to be strengthened, maintained or altered. To check progress on how the objectives of the Local Plan are being achieved and to evaluate the effectiveness of policies, a number of key targets have been set. These all relate to the aim of the Local Plan which is to improve and enhance the environment of North Lincolnshire by enabling development to be undertaken in the most economically and environmentally sustainable way. These targets will form the core element of the Local Plan monitoring system. Details are in Table 18.
- 18.3 Development is a continuous process and the Council intends to monitor changes and assess the effectiveness of policies by using many research resources including a Geographical Information System (GIS). The Council will also make use of data

collated by other agencies such as central Government and regional bodies. Table 19 identifies some of the monitoring criteria to be used in assessing the effectiveness of Local Plan policies.

MR1 - Monitoring

The Council will monitor and keep under review key policy indicators and other demographic, physical and environmental data for North Lincolnshire to ensure a plan, monitor and manage approach and the efficacy of local plan policies.

- 18.4 *North Lincolnshire Council is committed to providing a plan, monitor and manage approach to the future planning of the area. The Council provides annual monitoring reports in order to review and evaluate the effectiveness of local plan policies. The Council will seek to develop monitoring systems in the future to review indicators identified in the DETR's document Monitoring Provision of Housing through the Planning System and will publish an annual local plan report in order to contribute towards the Yorkshire and Humber Regional Planning Monitoring Report."*
- 18.5 *In order to assess the effectiveness of the Plan the Council will monitor the policies and proposals in two main ways:*
- a) *by preparing a separate monitoring report; and*
 - b) *a separate environmental appraisal document.*
- 18.6 *The monitoring report will present an analysis of relevant indicators (see Tables 18, 19 and 20) of trends affecting the effectiveness of the Plan, while the appraisal gives a more detailed indication of the objective of*

every policy and impact each is likely to have on the environment.

18.7 *The Council is in the process of implementing the Eco-Management and Audit Scheme (EMAS), which is an environmental management system specifically adapted for local authorities. The EMAS process ties in with the information being monitored through the planning system.*

18.8 *Where necessary, the Plan policies will be revised to ensure that the plan is relevant to broader economic, social and political changes. Any review or updating of the Plan's policies will be subject to full public consultation.*

Table 18 - Local Plan Objectives and Targets

Objective	Target	Measured by
Promote economic prosperity	Widen the range of employment opportunities	Number of new types of employment
	Alternative uses for buildings and land in employment uses	Number and range of uses
	House completions, c500 per annum	House building rates
	Create 1000 jobs by end of plan period	New business formation
	Develop 60 hectares of industrial land by end of plan period	Planning consents
Conserve/enhance the environment	Create 2 new conservation areas	
Urban/Rural regeneration	50% of new development to be on brownfield sites	Planning consents
	Reclamation of 100 hectares of derelict land	Individual project details
Use of resources and materials	Increase use of recycled aggregates	Minerals consents
	Reduce CO ₂ emissions	Environmental data
Reduce pollution and manage waste	Reduce amount of waste disposed by landfill	Planning consents
	Reduce CO ₂ emissions	Environmental data
Reduce need to travel	60% population in urban area and principal settlements by end of plan period	Population estimates
	Reduction in the growth of car use Targets being formulated	Transport data
Housing needs	200 affordable housing units in Scunthorpe and Bottesford Urban Area by end of plan period	House building rates
	50 affordable units elsewhere by end of plan period	House building rates
Town and village service role	No new major out of centre retail development	Planning consents

Table 19 - DETR Monitoring Indicators					
Indicators and Information Sources					
	Indicator	Source	Availability	Reliability	Usefulness
POPULATION	Estimates of 'current' population totals and by age bands and gender.	Office For National Statistics (ONS) mid-year estimates.	Widely available from ONS at local authority level.	The official mid-year estimates.	Basic data source.
	Estimates of 'current' population totals and by age bands and gender.	LA own estimates (if produced).	Dependent on own procedures.	Reliable but must always recognise these will be estimates.	Basic data source
	Estimates of 'current' population totals and by age bands and gender.	Voluntary survey via electoral registration	Optional LA initiative: additional survey form enclosed with electoral registration form, but completion must be on a voluntary basis.	Limitations as for all postal surveys. Can only collect minimal information. Must be confident that collection of additional information will not affect task of electoral registration.	Useful as a check on population estimates but with proviso about reliability of data collected - excludes people not eligible to vote. Can be used to collect (limited) other information e.g. on migration trends.
	Population projections	ONS sub-national population projections	Published in ONS publication series PP2	The official population projections	Basic data source in terms of numbers and structure of population.
	Household mid-year estimates	DETR	Regularly published, for example at local authority level in ONS Regional Trends	Reliable but must always recognise these are estimates	Basic data source
	Household projections	DETR	At local authority level, available from the Household Projection Service	Must always recognise projections are based on past trends and should be aware of underlying assumptions	Basic data source both in terms of total numbers and household type
	Population of 70+ years and 16/17 year olds	Electoral registration	Information collected for compilation of electoral register. Requires in-house analysis within data protection rules	Assumes all households complete and return their forms accurately	A check on population estimates. Shows households with at least one elderly person (i.e. 70+) and scale of potential newly-forming households

DETR Monitoring Indicators (continued)					
Indicators and Information Sources					
	Indicator	Source	Availability	Reliability	Usefulness
POPULATION (continued)	Full range of demographic data	1991 Census	Widely available within LAs or from ONS	1991 information which is increasingly out of date. Under-enumeration could be a problem for some areas such as parts of London	Limitations because of age of data but provides base against which to measure trends. May be only comprehensive source of information on commuting patterns
HOUSING NEEDS	Households registering with LA for social housing	LA housing department; - shown in HLP returns to DETR	Information collected by LA; readily available	Robust information but with three provisos: (i) those in priority need provides better picture of current demand; (ii) some housing associations maintain their own housing lists independent of LA; (iii) Housing Register can become out of date and include households who no longer require affordable housing	Measure of need for affordable housing. Care needed in interpreting information. Trends over time provide pointers to increasing/reducing affordability and/or issues of low/high demand. Information on current supply of social housing (i.e. relets and vacancies)
	Homeless households	LA housing department; shown in annual HLP and quarterly PLE returns to DETR	Information collected by LA; readily available	Robust information but important to identify trends in homeless acceptances and household types accepted	Measure of expressed need for affordable housing. Care needed in interpretation
	Local housing need assessments	Local authority own survey	Readily available	Limitations as for any survey based findings, but good practice guidance on need assessments available from DETR	Provides more comprehensive review of local area needs than other partial indicators but needs to be kept under review. Other indicators can help in keeping up to date information on scale and type of need for affordable housing

DETR Monitoring Indicators (continued)					
Indicators and Information Sources					
	Indicator	Source	Availability	Reliability	Usefulness
HOUSING NEEDS (continued)	Take up of housing association properties	CORE (Continuous Recording of RSL lettings and sales)	Quarterly bulletins on general needs lettings. Six monthly bulletins on low cost home ownership sales and 'supported' house lettings. Data available at local authority level. Joint DETR/Housing Corporation sponsored survey - available from Joint Centre for Scottish Housing Research	Relies on data from housing associations	Provides information on characteristics (household type, previous tenure, employment status etc) of those taking up affordable housing and can be used to compare patterns between areas
	Social rented relets and shared ownership 'resales'	HIP return and local authority own data	Information collected by LA; readily available	Reliable	Provides information on supply of affordable housing from existing stock. Important to compare with patterns of demand in assessing future need for additional supply
	Housing benefit recipients in private rented sector	LA own data. Figures for individual rent officer areas published quarterly in Rent Officer Statistics	Housing benefit records show overall picture but subject to data collection limitations	Reliable	Useful in assessing role of private rented sector in meeting affordable housing needs in area
	Affordability. House price: income ratio	Local Needs Assessment	Readily available to local authorities which undertake a Local Needs Assessment	Limitations as for any survey-based findings	Provides more comprehensive review of local area needs than other partial indicators but needs to be kept under review. Other indicators can help in keeping up to date information on scale and type of need for affordable housing

DETR Monitoring Indicators (continued)					
Indicators and Information Sources					
	Indicator	Source	Availability	Reliability	Usefulness
HOUSING NEEDS (continued)	Affordability. House price: income ratio	Combining information on house prices with income data e.g. from New Earnings Survey (NES)	See below for sources on property prices	Data sources have own limitations and must interpret results with care. Important to avoid simple averages - must look at 'spread' of both incomes and house prices. See also DETR good practice guide on needs assessments	Provides up to date information on affordability and can use to identify important trends. But data limitations highlight need for careful interpretation. Must relate to situation of those on margins of 'affordability'
	Property prices	HM Land Registry (HMLR)	HMLR provides quarterly information on house prices at UA, county and regional level - can also provide information on request. HMLR publications can also be found at the Land Registry website at www.landreg.gov.uk	HMLR uses simple average prices which reduces reliability for estimating trends - because a shift in the mix of dwellings sold within a particular type (e.g detached house) will have an effect on the average price quoted. For smaller areas, this can be particularly important so HMLR data should be interpreted with care. But HMLR has benefit that it is not reliant on any one funder and offers complete coverage of the entire market in England - including 25% or so of transactions that are cash purchases	Unique source of information on house prices at local level. However, price change information from one period to the next must be interpreted with care because the averages are not mix-adjusted

DETR Monitoring Indicators (continued)					
Indicators and Information Sources					
	Indicator	Source	Availability	Reliability	Usefulness
HOUSING NEEDS (continued)	Property Prices	DETR 5% Survey of Mortgage Lenders	From DETR and Stationery Office (Housing and Construction Statistics). Provides quarterly data at national and regional level	Based on a 5% sample of most mortgage lenders. Excludes cash purchases. The mix-adjusted prices provide a more robust indicator of price trends than the HMLR simple average data	Not directly useful at district, UA or county level but provides useful comparisons with national and regional trends and pointers to consumer behaviour. Gives basic data on property prices but also other information, e.g. price comparisons between new and second hand properties and between purchase price for first time and other buyers
	Property Prices	Halifax plc and Nationwide Building Society	Directly from provider or from Internet (www.halifax.co.uk) Monthly figures available at national level for new and existing houses and for first time buyers and former owner occupiers. Quarterly data for regions and for post-towns (i.e. towns that provide the first letter(s) of post code)	Based on all mortgage applications approved by the lender, so both represent company-specific information. Also some mortgage applications may not go through to completion and the purchase price at completion may differ from that quoted on the mortgage application. Nevertheless prices taken from the mortgage approval stage provide a valuable early indication of house price movement	Both the Halifax and Nationwide indices are very timely and provide the earliest indication of house price trends and useful comparative information

DETR Monitoring Indicators (continued)					
Indicators and Information Sources					
	Indicator	Source	Availability	Reliability	Usefulness
HOUSING NEEDS (continued)	Housing Transactions	HM Land Registry	HM Land Registry provides quarterly information on house prices at Unitary Authority, county and regional level and can also provide information for smaller areas on request. Basic HMLR information is available free and can be found at www.landreg.gov.uk	The smaller the area covered, the less reliable the results for individual quarters. But HMLR data not reliant on any one funder and offers complete coverage of the entire market in England - including 25% or so of transactions that are cash purchases	Levels of transactions can be a useful guide to the market and can sometimes provide better pointers to local market trends than price movements. Transaction information also given by property types (flats, semi-detached houses etc). information on trends over time and comparisons with neighbouring areas can show up a housing 'hotspot' or areas where market activity is weak.
	New property prices and transaction levels	Local house builders	Local house builders may provide views on local demand, supply and prices. The House Builders Federation may be able to assist with contacts and provide general information	Based on recent performance and will reflect new properties on the market at any one time. Value of information increases as number of house builders will to share their information is increased	Potential source of local information on sale patterns for new housing (price, speed of take up etc) information about purchasers may also be available (dependent on information collected by builders) and could cover, for instance, first time buyers and previous home location
	Land values	Property Market Report, Valuation Office	Property Market Report provides information on land values at national and regional level. Local house builders may provide collective information (see above)	Property Market Report relies on local District Valuers information	Residential land value changes can give 'early warnings' of stresses in local land supply - of low and high demand. Can be a better early indicator that house price trends, but are also subject to a range of influences. Trends should not be used simplistically to inform policy directions

DETR Monitoring Indicators (continued)					
Indicators and Information Sources					
	Indicator	Source	Availability	Reliability	Usefulness
HOUSING STOCK	Number and tenure of dwelling stock	DETR Housing Flows Reconciliation (HFR) Return	To be collected with effect from 2000/01 for some authorities, and from 2001/02 for all	Expected to be reliable; guidance from DETR to improve consistency of data collection	Expected to be very useful
	Number and tenure of dwelling stock - local estimates	1991 Census and LA in house updates including DETR P2A, P3 and P4 returns (or HFR return)	Census widely available - updates derived from annual figures on stock change collected 'in-house' on new build, conversions and demolitions. Size of stock supplemented by data on change of tenure (e.g. large scale voluntary transfers, right to buy)	Depends on availability of reliable in-house sources. As time progresses since Census, more difficult to maintain 100% accurate information. Important to check on 'tenure switches' between market and affordable stock. Estimates or private rented stock can be problematic - must be realistic about robustness of local estimates	Provides important baseline figure of housing in area; must recognise where estimates are less robust and treat accordingly
	Number and tenure of dwelling stock - national and regional estimates	DETR estimates at national and regional levels	Quarterly and annual figures published in Housing and Construction Statistics	As time progresses since Census, figures become less accurate and are not as reliable or comprehensive	Provides essential baseline figures at regional and national level
	Completions, conversions and demolitions by tenure	DETR HFR return	To be collected with effect from 2000/01 for some authorities, and from 2001/02 for all	Expected to be reliable - guidance from DETR to improve consistency of data collection	Expected to be very useful
	Vacants	Empty Homes Strategy; council tax analysis; HIP returns to DETR	Local authority's own data. For use of Council Tax records, compliance with Data Protection Act is responsibility of local authority	Council tax records - check with department responsible to identify potential problems. Necessary to distinguish between 'casual vacancies' and long-term vacant properties.	Demonstrates whether best use is being made of existing stock. Provides early warnings of areas of low demand and indicators of effectiveness of policies for area regeneration

DETR Monitoring Indicators (continued)					
Indicators and Information Sources					
	Indicator	Source	Availability	Reliability	Usefulness
HOUSING STOCK (continued)	Vacants - social housing	HIP returns and Housing Corporation	Annually at local authority level	Both LA and RSL vacancy figures are obtainable from HIP returns. However, RSL vacancy figures from Housing Corporation annual RSR are more reliable	Important source of information of vacancy levels in social stock. Provides early warnings of areas of low/high demand for social housing
	Second homes	Analysis of council tax records	Local authority's own data (compliance with Data Protection Act is responsibility of local authority)	Council tax records - check with department responsible to identify potential reliability problems	Demonstrates extent of second homes market in area and whether there are 'hotspots'. Data should be interpreted with care; best used as trend information
	Dwelling size	1991 Census and 'in house' updates including P2A and HFR return to DETR	Census widely available. Updates derived from annual returns to DETR on housing completions	Local authorities will differ in preferred measure of size of dwelling for new housing but necessary at least to cover number of bedrooms. With increasing time since Census, recognise difficulties in estimating changes within stock; robustness of estimates needs to be made clear	Provides baseline information against which to frame policies about future dwelling size mix sought in area. Need is to compare size of property available against future household requirements
	Dwelling size and type	English House Condition Survey	From DETR: carried out every five years National, regional and local level; latest survey in 1996. Available from Stationery Office and DETR housing website (www.detr.gov.uk)	Survey of over 20,000 dwellings and households. Representative at national and regional levels and groups of local authorities	Useful information to consider regional/national trends

DETR Monitoring Indicators (continued)					
Indicators and Information Sources					
	Indicator	Source	Availability	Reliability	Usefulness
HOUSING STOCK (continued)	Condition of stock, without basic amenities	1991 Census	Widely available	Information from last Census is increasingly out of date	Focuses on particular aspects such as availability of facilities
	Condition of stock	English House Condition Survey	From DETR: carried out every five years National, regional and local level; latest survey in 1996. Available from Stationery Office and DETR housing website (www.detr.gov.uk)	Survey of over 20,000 dwellings and households. Representative at national and regional levels and groups of local authorities	Information provided on age and condition of stock. Relates conditions of properties to tenure at national level. Valuable information on trends in conditions for larger areas but also provides information to compare with local picture
	Condition of stock	Stock surveys. Authorities undertake (sample) stock surveys of public and private housing for a variety of reasons	In house, on own stock (where relevant) plus data on other stock (e.g. from EHO on houses in multiple occupation)	Dependent on what the authority collects for other (i.e. non-planning) purposes	Can provide a more up to date picture of the condition of the stock, albeit partially
	Losses through demolition	DETR Housing Flows Reconciliation return	Proposed DETR return - see above. Some housing demolitions require planning permissions - but not all will. Other housing demolitions picked up through 'prior approvals' procedures (see Circular 10/95)	Should be high level of reliability	Where number of demolitions is significant can have an impact on requirement for new housing. Important to recognise where demolitions arise through planned redevelopment/regeneration of area
	Persons per room	1991 Census	Widely available	Detailed information at local level but data from last Census is increasingly out of date	Shows how space is being used and provides indicators of high levels of occupancy, related to housing need

DETR Monitoring Indicators (continued)					
Indicators and Information Sources					
	Indicator	Source	Availability	Reliability	Usefulness
HOUSING STOCK (continued)	Persons per room	Survey of English Housing	Stationary Office and reference libraries. Electronic data sets available from Essex Archive. National and regional level data	Continuous dwelling-based survey of 20,000 per annum. Provides more up-to-date and reliable information than Census	Wide range of information about property type, occupancy and movements between tenures
	Tenure change (RTB and RSL purchases)	LA housing department - shown in quarterly PIB returns to DETR; and from RSLs in area	Should be readily available - may require annual check with RSLs. Annual figures for local authorities and RSLs published in Housing and Construction Statistics	Reliable information of tenure change where changing from social rented/shared ownership to owner occupier or vice versa. More difficult to identify changes between owner occupied and private rented. Latter can be drawn from housing benefit analysis and EHO information on houses in multiple occupation	Important to understand tenure profile of area and movement within stock. Purchase of market housing by housing associations can have important implications for provision of affordable housing - especially where associations purchasing at 'bottom' end of sale market
UNPOPULAR HOUSING	Area house price differentials - notably price change differentials	In-house local surveys or property press	Readily available information - useful to supplement property press survey with discussions with local agents	Property details in press to not necessarily equal agreed sale price and properties advertised not necessarily all properties for sale and actual sale price and asking price may be different BUT information is a reasonable indicator of localised trends and patterns	Only source of information readily available to identify differences within local property market. Vital information to identify areas of low demand; early warning of areas in decline
	Time taken to sell	As above	As above	Property details in press not necessarily all properties for sale, but information is a reasonable indicator of localised trends and patterns	Only source of information readily available to identify differences within local property market. Time taken to sell is a very good indicator of areas of low demand

DETR Monitoring Indicators (continued)					
Indicators and Information Sources					
	Indicator	Source	Availability	Reliability	Usefulness
UNPOPULAR HOUSING (continued)	Rate of social rent relets and vacancies - LA stock	Local authority own data; HJP return	Readily available	Reliable, but care needed in dealing with transfers within an area. Can be combined with other information e.g. transfer requests into/out of area to provide robust overview of areas of low demand	Provides factual basis for assessing social rented areas of low/high demand and trend information can give early warning of emerging problems
	Rate of social rent relets - RSLs	CORE (Continuous Recording of RSL lettings and sales	See earlier	Relies on data from housing associations	Provides information on number of RSL lettings and rental levels achieved. Combined with data on total stock, turnover figures and vacancies provides powerful indication of areas of high/low demand for social housing

Table 20 - Topic Monitoring Criteria

Objective	Target	Frequency
Strategy	The scale of development on a settlement basis and in the open countryside	Continuous
	Development and availability of brownfield sites	Annually
Population and Housing	Population levels and projections	Annually
	Housing permissions/completions	Continuous
	Scale of land available for housing	Annually
	Local housing market and prices	Quarterly
Industry and Employment	Size of workforce	Annually
	Unemployment levels	Monthly
	Rate of earnings	Annually
	Scale of land available for industry	Annually
	Land developed, new business (and types of businesses), jobs created	Continuously
Rural Development	Loss of agricultural land	Continuously
	Number of rural diversification planning consents	Continuously
	Impact of existing/proposed intensive livestock developments	Continuously
Shopping and Town Centres	Retail floorspace per settlement	Continuously
	Change of use in town centres	Continuously
	Retail vacancy rates	Annually
	Footfall counts	Annually
	Shopping facilities available in rural areas	Annually
Mixed Use Development	Development of identified sites	Annually
Transportation	Length of new cycleways/footpaths	Annually
	Traffic flows	Continuously
	Road accident rates	Annually
	New Motorway Service Provision	Continuously
	Impact of development on sensitive routes	Continuously
	Public transport provision	Continuously
	On and off street parking and usage patterns	Continuously
	Number of highway schemes completed	Annually
Leisure and Recreation	Levels of open space/play space/allotments/leisure facilities	Continuously
	Tourism - visitor numbers	Annually
	Number of new tourism facilities	Annually
	Length of recreational footpaths	Annually

Monitoring and Review

Objective	Target	Frequency
Community Facilities	New facilities	Continuously
Landscape, Nature Conservation and Countryside Enhancement	Levels of various landscape designations and wildlife habitats	Continuously
Ironstone Gulleys	Impact of new planning consents on Ironstone Gulleys	Continuously
Historic Environment	Number and condition of listed buildings	Annually
	Planning consent in new and existing Conservation Areas	Continuously
	Development proposals on nationally important archaeological sites or monuments or their settings	Continuously
Minerals and Waste	Levels of various mineral extraction and impact of development	Continuous
	Levels and types of waste disposal sites and impact of development	Continuous
	Landfill sites and impact on the environment and utilisation of landfill gas schemes	Continuous
	Impact of new waste water treatment works	Continuous
Development Standards	Number and type of planning applications	Annually
	Telecommunications development	Continuous

Appendix 1

DETR Planning and Mineral Planning Policy Guidance Notes

Planning Policy Guidance Number	Title	Date Issued
1 (revised)	General Policy And Principles	February 1997
2 (revised)	Green Belts	January 1995
3 (revised)	Housing	March 2000
4	Industrial and Commercial Development and Small Firms	November 1992
5	Simplified Planning Zones, Town Centres and Retail Development	November 1992
6	Town Centres and Retail Developments	June 1996
7 (revised)	The Countryside - Environmental Quality and Economic and Social Development	February 1997
8 (revised)	Telecommunications	December 1992
9	Nature Conservation	October 1994
10	Planning and Waste Management	September 1999
11	Regional Planning	February 1999
12	Development Plans	December 1999
13	Transport	March 1994
14	Development on Unstable Land Annex 1 to PPG14 (Landslides and Planning)	April 1990 March 1996
15	Planning and the Historic Environment	September 1994
16	Archaeology and Planning	November 1990
17	Sports and Recreation	September 1991
18	Enforcing Planning Control	December 1991
19	Outdoor Advertisement Control	March 1992
20	Coastal Planning	September 1992
21	Tourism	November 1992
22	Renewable Energy Annexes to PPG22	February 1993 October 1994
23	Planning and Pollution Control	July 1994
24	Planning and Noise	September 1994
25	Development and Flood Risk	April 2000

Appendix 1

Minerals Policy Guidance Number	Title	Date Issued
1	General Consideration and the Development Plan System	June 1996
2	Applications, Permissions and Conditions	January 1988
3 (revised)	Coal Mining and Colliery Spoil Disposal	March 1999
4	Revocation, Modification, Discontinuation, Prohibition and Suspension Orders Town and Country Planning Act (Compensation of Restrictions on Mineral Working and Mineral Waste Depositing) Regulations 1997	August 1997
5	Stability in Surface Mineral Workings and Tips	January 2000
6	Guidelines for Aggregates Provision in England	April 1994
7	The Reclamation of Mineral Workings	November 1996
8	Planning and Compensation Act 1991: Interim Development Order Permissions (IDOs) - Statutory Provisions and Procedures	September 1991
9	Planning and Compensation Act 1991: Interim Development Order Permissions (IDOs) - Conditions	March 1992
10	Provision of Raw Material for the Cement Industry	November 1991
11	Control of Noise at Surface Mineral Workings	April 1993
12	Treatment of Disused Mine Openings and Availability of Information on Mined Ground	March 1994
13	Guideline for Peat Provision in England (Including the Place of Alternative Materials)	July 1995
14	Environment Act 1995: Review of Mineral Planning Permissions	September 1995
15	Provision of Silica Sand in England	September 1996

Appendix-2

Parking Provision Guidelines

For New and Change of Use Developments in North Lincolnshire

Introduction

This Appendix provides general guidance on parking provision for all new development, redevelopment and change of use in North Lincolnshire. It is recommended that these guidelines should be referred to as a starting point only, and should not, therefore, be regarded as definitive. As local factors vary considerably between sites, each application should be considered on its own individual merits taking the following factors into account:

- the type of development, re-development or change of use proposed;
- the availability of land;
- existing public transport provision; and
- transportation policies for the area.

It is recommended, however, that all operational parking be provided within the site curtilage, although this requirement may be relaxed in pedestrian areas.

Policy Context

Planning Policy Guidance Note 13 (PPG13) advocates a reduction in the growth and length of motorised journeys and the move away from reliance on the private car towards more sustainable modes of travel such as walking, cycling and public transport. North Lincolnshire Council fully endorses the principles of PPG13 and has determined the land allocations within the Local Plan in

accordance with it. In addition, to further support the Council's sustainable transport policies, a Road User Hierarchy for the area has been adopted. In all matters, therefore, relating to transport and land use planning, consideration will be given to the needs of the following user groups in order of priority:

Pedestrians (including those with restricted mobility)
Cyclists
Public Transport/Taxis
Motor Cycles
Commercial/Business Users
Car & Coach Borne Shoppers & Visitors
Car Borne Commuters

When drawing up proposals for parking areas, developers will, therefore be expected to demonstrate that the above hierarchy has been adhered to.

In line with PPG13 the Council will:

- adopt reduced requirements for parking for locations which have good access to alternative means of travel to the private car;
- be flexible in the requirements for off-street residential parking space and reduce or waive them where necessary in order to provide quality and affordable high density development in areas of good access to other means of travel;
- ensure parking requirements in general are kept to the operational minimum;
- not require developers to provide more spaces than they themselves wish unless there are significant road safety or traffic management implications;
- ensure that parking provision at peripheral office, retail and similar developments is not set at high levels which would have the effect

of significantly disadvantaging more central areas.

In addition, the Council will also:

- encourage communal parking which is well sited for natural surveillance and provides visual amenity;
- take account of commuter plans with reductions in the amount of car parking space required where appropriate; and
- in the case of residential spaces provided within the dwelling curtilage, ensure that spaces are independently accessible.

In cases of large out of town business parks and retail/leisure developments consideration should also be given to the possibility of including public transport facilities, where possible, within the site curtilage. Again, each case would need to be assessed on its individual merits within the overall transportation policy framework for the area.

Provision for Disabled People

With the introduction of the Disability Discrimination Act 1995 it is now a legal requirement that disabled people have the same right of access to service provision as able bodied people. Care must be taken, therefore, to ensure that all parking facilities provided do not contravene the Act. The Council requires that parking provision for

disabled people be made in accordance with the following:

Cycle Parking

North Lincolnshire Council is currently preparing a Cycling Strategy for the area based on National Cycling Strategy guidelines. In line with this guidance and in order to encourage the use of the cycle as an alternative mode of transport particularly within urban areas, it is essential that adequate, secure parking provision is made at all developments to which the public has access. Consideration should be given, therefore, to providing cycle parking at all new developments in central urban areas at the recommended rate of 1 cycle space per 4 vehicle parking spaces, with a minimum of 4 cycle spaces. This guideline may be relaxed in non central areas. Some provision of secure cycle parking facilities should, however, be sought at all major developments and at educational institutions and public transport interchanges. This is in accordance with the guidance contained within PPG13.

Type of Car Park	Up to 200 bays	Over 200 bays
Employees & visitors to business premises	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is the greater	6 bays plus 2% of total capacity

The above guidance is based on the former DOT's Traffic Advisory Leaflet 5/95, 'Parking for Disabled People'. These spaces should be located in the most convenient position near to the entrance of the building/facility. Parking bays for use by disabled people should be 3.6m wide or at least 3m wide where two bays share an unloading area (Design Bulletin 32).

Design Of Car Parks

Due regard should be paid to layout, safety, vehicle/personal security and landscaping when considering layout proposals. Reference should also be made to the following:

- Cycle Friendly Infrastructure, Guidelines for Planning & Design (Institution of Highways & Transportation)
- The National Cycle Network, Guidelines & Practical Details (Sustrans)
- Design Bulletin 32, Second Edition (HMSO)
- Residential Roads Design Guide - Draft (North Lincolnshire Council)
- Industrial Roads Design Guide - Draft (North Lincolnshire Council)
- Designing for Deliveries (Freight Transport Association).

Parking Provision For New Development

Use Class A1, Shops

- a) Town Centre/Neighbourhood Shops
1 space per 30m² gross floor area (GFA) plus 1 service vehicle space per 500m² GFA.
- b) Supermarkets (under 5,000m² GFA)
1 space per 10m² GFA plus 1 service vehicle space per 500m² GFA.
- c) Superstores (5,000 - 10,000m² GFA)
1 space per 10m² GFA plus 1 service vehicle space per 750m² GFA.
- d) Hypermarkets (over 10,000m² GFA)

1 space per 10m² GFA plus 1 service vehicle space per 1,000m² GFA.

- e) DIY Stores
5 spaces per 100m² GFA.
- f) Garden Centres
5 spaces per 100m² retail floor area (RFA).

Consideration should be given to the provision of parking for full time and part time staff at each of the above land uses at the recommended rate of 1 space per 3 employees.

Use Class A2, Financial and Professional Services

Banks, Building Societies, Estates Agents
Each to be assessed on individual merit.

Use Class A3, Food and Drink

- a) Public Houses
1 space per 3 seats or 1 space per 5m² GFA devoted to patrons whichever is the greater plus appropriate provision for any residential and/or separate restaurant facilities.
- b) Licensed Clubs
As per public houses but may be considered on merit according to membership, GFA, special circumstances etc.
- c) Restaurants and Cafés (including fast food style takeaways)
1 space per 3 seats.
- d) Transport Cafés
1 commercial vehicle space of not less than 50m² per each seat of 75% of the total seating capacity plus 1 vehicle space per 2 seats of the remaining 25% of the total seating capacity. Additional provision is also required if there is a petrol filling station.

Consideration should be given to the provision of parking for full time and part time staff at each of the above land uses at the

recommended rate of 1 space per 3 employees.

Use Class B1, Business

- a) Offices
1 space per 25m² GFA or 1 space per 4 employees whichever is greater.
- b) Business Parks, Offices on Greenfield Sites
1 space per 20m² GFA.

Use Class B2 & B8, General Industry, Storage and Distribution

- a) Industrial Buildings
1 space per 50m² of gross industrial floor area, 25% of such spaces to be 50m² each for commercial vehicles plus appropriate provision for any office accommodation.
- b) Warehouses & Other Wholesale Establishments
2 commercial vehicle spaces of 50m² each per 500m² GFA plus 1 car space per 200m² GFA plus appropriate provision for any office accommodation.

Use Class C1, Hotels and Hostels

- a) Hotels, Motels and Hostels
1 space per bedroom plus spaces for proprietors plus 1 space per 3 employees plus appropriate provision for restaurants and public houses where these facilities are also provided.
- b) Traditional Holiday Accommodation e.g. Boarding Houses, Holiday Flats
1 space per bedroom or holiday flat. In the case of boarding houses additional spaces must be provided for the proprietors plus 1 space per 3 employees.

Use Class C2, Residential Institutions

- a) Hospitals
1 space per 3 beds plus 1 space per doctor/surgeon plus 1 space per 2 other members of staff.
- b) Care Homes
1 space per full time member of staff present at the busiest time plus 1 space per 3 part time members of staff plus 1 space per 4 residents (other than staff) for use by visitors.
- c) Student Accommodation (Halls of Residence)
1 space per 3 students in residence plus 1 space per 10 students for visitors.

Use Class C3, Dwelling Houses

- a) Bedsits and Houses in Multiple Occupancy (HMO) within Scunthorpe, Barton upon Humber and Brigg Urban Areas
Up to 4 households - 1 space to be provided, 5 or 6 households - 2 spaces to be provided, above 6 households - 3 spaces to be provided

Outside of these Urban Areas - 1 space per 2 households to be provided
- b) Flats
1 space per flat within the curtilage of the property
- c) Detached and Semi Detached Dwellings
Requirement - 2 spaces per dwelling within the curtilage of the property.
- d) Terraced Properties and Grouped Dwellings
Requirement - 1 assigned space per dwelling plus 1 unassigned space per 2 dwellings.
- e) Single Bedroomed Retired Persons Dwellings
Requirement - 1 unassigned space per 2 dwellings.

- f) Sheltered Houses - Warden Aided Accommodation
1 space per 2 dwellings for use by residents and visitors plus 1 space per 2 non resident members of staff normally present plus the above relevant provision for warden's dwelling.

Use Class D1, Non-residential Institutions

- a) Places of Worship
1 space per 10 seats.
- b) Colleges of Further Education
1 space per 2 lecturers plus 1 space per 4 other members of staff plus 1 space per 8 students plus appropriate provision for any residential accommodation. Parking and turning facilities for buses to be determined on merit.
- c) Nursery Schools and Playgroups
1 space per 2 members of staff plus 1 space per 3 children for visitors.
- d) Primary and Secondary Schools
1 space per 2 members of staff plus 1 space per 30 pupils for visitors. Special occasion bulk parking provision to be provided within the curtilage. Parking and turning facilities for buses to be determined on merit.
- e) Health Centres/Clinics/Medical, Dental and Veterinary Practices
1 space per medical/dental staff plus 3 spaces per consulting room.
- f) Conference Centres
1 space per 3 members of staff plus 1 space per 3 seats or 1 space per 10m² GFA whichever is the greater plus provision for coaches where appropriate.
- g) Libraries, Museums, Art Galleries
1 space per 2 members of staff plus 1 space per 25m² GFA.

Land Use D2, Assembly and Leisure

- a) Youth Clubs and Similar
1 space per 20m² of gross assembly area but may be considered on merit.

Caravan, Camping Sites
1 space per unit plus casual parking provision of 1 space per 10 units.
- b) Theatres (Urban Locations)
1 space per 3 employees plus 1 space per 10 seats.
- c) Theatres (Other Locations)
1 space per 3 employees plus 1 space per 8 seats for the first 300 plus 1 space per 20 seats thereafter.
- d) Cinemas (including multi screen), Ballrooms, Bingo Halls and Similar Places of Entertainment
1 space per 3 employees plus 1 space per 4 seats.
- e) Bowling Centres
4 spaces per lane plus provision for any bar/food facilities where appropriate.
- f) Playing Fields
To be determined on individual merit depending upon size, location, use etc. Parking for club house (as per licensed club) where appropriate.
- g) Swimming Pools and Skating Rinks
1 space per 3 employees plus 1 space per 10m² pool/rink area plus 1 space per 10 seats plus a minimum of 1 coach space.
- h) Sports Stadia, Indoor Sports Dromes etc.
1 space per 3 employees plus 1 space per 10m² of gross usable floor space plus coach parking space to be determined on merit.

Other Uses

- a) Garages and Petrol Filling Stations
1 space per 25m² of gross building area,
10% of such spaces to be 50m² each for
commercial vehicle parking, plus 1 space
per 4 employees plus 1 space per 4
vehicles displayed for sale
internally/externally.
- b) Taxi businesses
 - i) Within town centres and where the
number of taxis to be operated does
not exceed 6 - no on-site car
parking will be required. Where the
number of taxis to be operated
exceeds 6 - 1 car space for each
taxi in excess of 6.
 - ii) In any other area one car space for
each taxi to be operated.

Existing Waste Management Facilities

LANDFILL SITES

Site name	Licence Holder	Licence Status	Facility Status	Waste Types	Initial Capacity (m ³)	Input Rate (tpa)	Input Rate (m ³ pa)	Estimated Remaining Capacity as at 1 Jan 1995 (m ³)
Epworth (Belton Brickworks/Tarmac)	Ibstock Building Materials Ltd	Inactive	In house	I	nd	NIL	NIL	8400
Winterton	Wastewise Waste Management Services Ltd	Active	Open	M,N,I, H	13000000	340756	nd	6618.003
Scunthorpe (Dawes Lane/Hornsby & Goodwin)	Hornsby & Goodwin Ltd	Closed	In house	I,N	130000	nd	nd	nd
Elsham (Scholl Hill Quarry/Singleton Birch)	Singleton Birch Ltd	Active	Open	I	650000	nd	nd	nd
Melton Ross Quarry (Singleton Birch)	Singleton Birch Ltd	Active	Open	I	320000	44580	13374	nd
South Ferriby (Rugby Cement)	Rugby Portland Cement Company	Active	In house	I,N	nd	37917	nd	nd
Goxhill Tileworks	Goxhill Tileries Ltd	Active	In house	I	138000	325	nd	nd
Glebe Pit	East Lincolnshire Properties Ltd	Active	Open	N	176000	6807	14259	145988
Crosby Warren (British Steel)	British Steel	Active	In house	N,H	7000000	219642	nd	4478000
Lindsey Oil Refinery Site	Lindsey Oil Refinery Ltd	Active	In house	I,N	450000	nd	426	nd
Killingholme (Humber Refinery/Conoco)	Conoco Ltd	Active	In house	N	nd	1244	nd	nd
Scunthorpe (Dawes Lane/Bitmac)	Bitmac Ltd	Active	In house	I,N	45000	285	459	688
Yaddletorpe (Scotter Road/Waters)	M. Waters	Closed	Open	I	480000	nd	20000	nd

Appendix 3

Site name	Licence Holder	Licence Status	Facility Status	Waste Types	Initial Capacity (m³)	Input Rate (tpa)	Input Rate (m³pa)	Estimated Remaining Capacity as at 1 Jan 1995 (m³)
Scunthorpe Yarborough Quarry (British Steel)	British Steel	Active	In house	N	nd	230882	nd	6450000
Barton (Pasture Lane/W.Blythe Tileries)	William Blyth Tileries Ltd	Active	In house	N,I	13000	nd	nd	16000
Ulceby Vale Quarry (Clugstons)	Clugstons Holdings Ltd	Active	Open	I	3000000	72120	60644	75000
Scunthorpe (Conesby Quarry I)	Glanford/Scunthorpe Joint Committee	Closed	In house	I,N	800000	nd	nd	nd
Barton (Cliffe Quarry/Wilson)	Mr. F. M. Wilson	Active	Open	I	170000	7045	nd	485909
Messingham (Brigg Road/Hepworths)	Hepworth Minerals & Chemicals	Active	Open	I	68000	24957	nd	nd
Lindsey Oil Refinery	Lindsey Oil Refinery Ltd	Active	In house	N,H	nd	nd	nd	nd
Scunthorpe B.F.I.	Drinkwater Sabey Ltd	Active	Open	N,I	640000	nd	220716	337132
Thornton Curtis (Stoneledge)	Stoneledge (South Bank) Ltd	Active	Open	I	65000	10835	nd	nd
Roxby (Roxby Gullet Landfill)	U.K. Waste Management Limited	Active	Open	I,H,M.	5000000	112605	136726	3402545
South Killingholme (Humber Road/Tioxide)	Tioxide UK Ltd	Active	In house	N	70000	5670	nd	72000
Keadby Power Station	Keadby Power Limited	Closed	In house	I	8000	0	0	3500
Winteringham (Eastfield Farm/Dowson)	Mr. I. W. Dowson	Active	Open	I	8600	nd	nd	8600
North Killingholme (Clough Lane)	Simon Storage Group Ltd	Not Activated	Open	I	185000	0	0	185000
Keadby Power Station (J.Brown Engineering)	John Brown Engineering Ltd	Closed	In house	I	40000	nd	35000	nd
Scunthorpe (Conesby Quarry I I)	Glanford & Scunthorpe Joint Committee	Active	In house	I,H	1500000	nd	nd	1500000
Worlaby (Middlegate Lane/Stoneledge)	Stoneledge (South Bank) Ltd	Closed	Open	I	40000	nd	nd	40000

Site name	Licence Holder	Licence Status	Facility Status	Waste Types	Initial Capacity (m ³)	Input Rate (tpa)	Input Rate (m ³ pa)	Estimated Remaining Capacity as at 1 Jan 1995 (m ³)
TRANSFER STATION								
Crowle Brickworks	S.J. Engineering	Closed	Open	H,N	nd	nd		
Scunthorpe (Midland Road/G.A. Castellow)	G.A. Castellow Skip Hire Service	Closed	Open	N	17431	nd		
Scunthorpe (Pit Bottom/J.P.Bell)	Mr. J. Bell	Active	Open	N	nd	nd		
Scunthorpe (Cottage Beck Road)	North Lincolnshire Council	Active	Open	N	8599	nd		
Roxby (Roxby Sidings)	U.K. Waste Management Limited	Active	In house	N,M	nd	nd		
Scunthorpe (Dudley Road)	Yorkshire Electricity Group plc	Active	Open	N	nd	393		
Scunthorpe (Hospital/Clean-World)	Clean-World Limited	Active	In house	H	944	nd		
Goxhill (Airfield/Tioxide Europe Ltd)	Tioxide Europe Limited	Active	Open	N	53457	nd		
Yaddletorpe (Seven-Trent Sewage Works)	North Lincolnshire Council	Active	Open	N	504	nd		
Scunthorpe (Winterton Rd/Thompson Metals)	Messr's K.&D. Thompson	Active	Open	N	224	nd		
Ealand (Brickworks/S.J. Engineering)	Mr. B.&S. Jones (S.J. Engineering)	Active	Open	N	nd	nd		
Gunness (Grove Wharf/Wharton Shipping)	J. Wharton Shipping Ltd	Active	Open	N	nd	nd		
CIVIC AMENITY SITE								
Scunthorpe (Cottage Beck Road)	Wastewise Waste Management Services Ltd	Active	Open	M				
Winterton (North Street)	Wastewise Waste Management Services Ltd	Active	Open	M				

Appendix 3

Site name	Licence Holder	Licence Status	Facility Status	Waste Types	Initial Capacity (m³)	Input Rate (tpa)	Input Rate (m³pa)	Estimated Remaining Capacity as at 1 Jan 1995 (m³)
Barton (Gravel Pit Road)	Wastewise Waste Management Services Ltd	Active	Open	M				
Goxhill (College Road)	Wastewise Waste Management Services Ltd	Active	Open	M				
Broughton (Brigg Road)	Wastewise Waste Management Services Ltd	Active	Open	M				
Barnetby	Wastewise Waste Management Services Ltd	Active	Open	M				
Kirton Lindsey (Redbourne Mere)	Wastewise Waste Management Services Ltd	Active	Open	M				
Belton (Epworth Road)	Wastewise Waste Management Services Ltd	Active	Open	M				
South Killingholme (Eastfield Road)	Wastewise Waste Management Services Ltd	Active	Open	M				
SCRAPYARD								
Scunthorpe (Normanby Road/L.D. Workshops)	Loxley Dismantling Company Ltd	Active	Open	N	nd			
Scunthorpe (Banbury Road/L.A.S. Metals)	L.A.S. Metals	Active	Open	N	8337			
Bottesford (Scotter Road/ R.C.Edley Sal)	Mr. Richard Colin Edley	Active	Open	N	nd			
Bottesford (Moorwell Road/Ellsons Salvage)	Mr. David Bell	Active	Open	N	80			
Scawby (Station Road/Scawby Spares)	Mr. Philip Croxon & Kathleen Gathercole	Active	Open	N		475		
Scunthorpe (High Street/George Webster)	George Webster Eva	Active	Open	N	nd			

Site name	Licence Holder	Licence Status	Facility Status	Waste Types	Initial Capacity (m ³)	Input Rate (tpa)	Input Rate (m ³ pa)	Estimated Remaining Capacity as at 1 Jan 1995 (m ³)
Scunthorpe (Queensway Metal Company)	Mr. J. McPherson	Active	Open	N	nd			
Scunthorpe (Winterton Rd/Checkbuild)	Checkbuild Limited	Active	Open	N	nd			
Scunthorpe (Winterton Road/A.C Autos)	Mr. Carrington	Active	Open	N		97		
Belton (Greenwood Garage/Delta Salvage)	Mr. George Hirst & Mr. Garry Hirst	Active	Open	N	nd			
Scunthorpe (Midland Road/Waggy's)	Sweeney	Active	Open	N	nd			
Broughton (Keith Brown Motorcycles)	Mr. Keith Brown	Active	In house	N	nd			
Kirton in Lindsey (Cleatham Road/Churchill)	Churchill's Tractor Parts Limited	Active	Open	N	nd			
Scunthorpe (High Street East/Checkbuild)	Checkbuild Limited	Active	Open	N	686			

NOTES

- Information contained within this appendix is based on data supplied by Humberside County Council Waste Regulation Authority, September 1995.
- Operational sites includes all sites with an active licence, this may include sites with no remaining capacity.
- Waste types: I = Inert, M = Municipal, N = Non-hazardous and H = Hazardous, which may include special wastes.
- Extensions to licensed areas and improved calculation techniques have increased the estimated remaining capacity figures beyond initial capacity value for some sites.
- Conversion rates assumed are 1.5 tonnes per cubic metre in tip volume for inert wastes and 0.8 tonnes per cubic metre in tip volume for non-inert wastes.
- In the absence of further data, remaining capacity figures have been estimated from initial capacity figures less input rates.
- nd = no data
- Zero input rates indicate either sites with no remaining capacity or currently dormant sites.
- Existing permissions not implemented and permission for extension of waste handling subject to legal agreement.

Glossary of Terms

This glossary of terms is provided for information only. It has been included in the Local Plan to help readers understand the text, describing names or terms which may be unfamiliar. However, it does not provide definitive or legalistic descriptions.

A

Advance Directional Sign

Signage located outside the curtilage of a business, attraction or other facility, intended to attract passing custom.

Advertisements

These include shop fascia signs, projecting signs, pole signs, canopy signs, directional signs on highways, estate agents' boards, etc. The local planning authority exercise control over advertisements in the interest of visual amenity and public safety.

Affordable Housing

Housing which is accessible to people whose incomes do not enable them to buy or rent appropriate housing for their needs in the free housing market.

Agenda 21

An accord set down at the United Nations Conference on the Environment and Development in Rio de Janeiro in June 1992 to which the UK Government was a signatory. This established a commitment to controlling atmospheric emissions of greenhouse and other gases, and the promotion of environmentally sound energy systems,

particularly new and renewable sources of energy.

Aggregates

Sand, gravel, crushed rock and other bulk materials used by the construction industry.

Agriculture

Agriculture is defined by Section 336 of the Town and Country Planning Act 1990 as "horticulture, fruit growing, seed growing, dairy farming, the breeding and keeping of livestock (including any creature kept for the production of food, wool, skins or furs, or for the purpose of its use in the farming of land), the use of land as grazing land, meadow land, osier land, market gardens and nursery grounds, and the use of land for woodlands where the use is ancillary to the farming of land for other agricultural purposes".

Agricultural Land Classification

A method which assesses land quality and classifies agricultural land by grade according to the extent to which its physical or chemical characteristics impose long term limitations on agricultural use for food production. The Ministry of Agriculture, Fisheries and Food (MAFF) Agricultural Land Classification (ALC) system classifies land into five grades numbered 1 to 5, with grade 3 divided into two sub-grades (3a and 3b). The best and most versatile agricultural land is quoted in this Local Plan and falls into grades 1, 2 and 3a. This land ranges from excellent (grade 1) to good quality (grade 3a) and is the most flexible, productive and efficient in response to inputs. Considerable weight is given to protecting this higher grade agricultural land as a national resource for future generations against development. Land in grade 3b is of more moderate quality with lower yields and/or a more restricted cropping range. Grades 4 and 5 are poor and very poor quality land with severe or very severe limitations respectively.

Airport/Aviation Development

Development that is necessary for the operational efficiency of the airport i.e. runways, aprons, navigational aids and fuelling facilities; and industrial/commercial development which needs to use the airport in the operation of the business.

Alluvium

Materials (usually sand, gravel and mud) transported and deposited by a river.

Amenity

Pleasantness of a place or quality of life of an area.

Ancient Woodland

Sites which have had continuous woodland cover since at least AD1600 to the present day and which have only been cleared for underwood or timber production. The former date marks roughly the time when plantation forestry was widely adopted and also the limit of historical evidence in map form. Woods present at that time would more than likely have existed for many centuries and the majority are believed to be surviving fragments of primeval forests.

Ancillary

Activity which is technically different from the main land use, but which is incidental to and dependent upon it.

Anaerobic Digestion

The process of biological fermentation of animal waste into methane, to provide a renewable energy resource.

Aquifer

A subsurface zone of rock or formation which contains exploitable resources of groundwater.

Archaeological Assessment

The process of determining the presence, nature, extent and significance of archaeological remains for the purpose of assessing the impact of development and the means of mitigating damage/destruction to remains of archaeological importance. A variety of assessment techniques may be used including desk-based appraisal, field walking, non-destructive geophysical survey and/or limited trial trenching.

Area of High Landscape Value

An area considered to be of outstanding scenic value and therefore protected from development. They may often provide valuable habitats for wildlife.

Area of Amenity Importance

Open space within and adjoining the urban area and settlements of North Lincolnshire which serves a multi-purpose role, for example as recreational open space, as a buffer between incompatible land uses and as an area of visual amenity importance which contribute to the character of an area or settlement.

Article 4 Direction

The local authority can seek to make a legal direction requiring planning permission to be obtained for development that would normally be allowed by the General Permitted Development Order - see below. This is called an Article 4 Direction.

B

Backland

Areas of land within the curtilages of properties and premises, behind frontage boundaries and away from the highway.

Bad Neighbour Use

Any use which is incompatible with neighbouring activities, usually as a result of its adverse effect on amenity.

Best Available Technology Not Entailing Excessive Cost (BATNEEC)

A methodology for appraising the suitability of waste disposal facilities.

Biodegradation

The breakdown of material by the action of micro-organisms.

Biodiversity Local Action Plan

A strategy for conserving and increasing the variety of plants and animals at the local level,

therefore contributing towards the preservation of the earth's species in the future.

Borrow Pit

An excavation which may or may not be a mineral working which is located in close proximity to, solely to provide material for, a large construction or engineering project.

Boulder Clay

Unstratified glacial deposit of clay containing stones of various sizes.

Bridleway

A route where the public have a right of way on foot, horseback, when leading a horse or on a bicycle.

Brownfield Site

Previously developed land which is, or was, occupied by a permanent (non agricultural) structure, and associated fixed surface infrastructure¹. The definition covers the curtilage of the development². Previously developed land may occur in both built-up and rural settings. The definition includes defence buildings, and land used for mineral extraction and waste disposal³ where provision for

1 The urban uses as defined by the DETR's Land-Use Change Statistics (excluding "urban land not previously developed")

2 The curtilage is defined as the area of land attached to a building. All of the land within the curtilage (as defined above) will also be defined as previously developed. The curtilage will be that as defined for the DETR/Ordnance Survey/Land Use Change Statistics classification.

However, this does not mean that the whole area of the curtilage should therefore be redeveloped. For example, where the footprint of a building only occupies a proportion of a site of which the remainder is open land (such as at an airfield or a hospital) the whole site should not normally be developed to the boundary of the curtilage. The Council will make a judgement about site layout in this context, bearing in mind other planning considerations, such as policies for development in the countryside, requirements for on-site open space, buffer strips, landscaped areas etc; and how the site relates to the surrounding area.

3 These land uses are in addition to the Land-Use Change Statistics "urban" groups.

restoration has not been made through development control procedures⁴.

The definition excludes land and buildings that have been used for agricultural purposes, forest and woodland, and land in built-up areas which has not been developed previously (e.g. parks, recreational grounds, and allotments - even though these areas may contain certain urban features such as paths, pavilions and other buildings). Also excluded is land that was previously developed but where the remains of any structure or activity have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings), or has subsequently been put to an amenity use and cannot be regarded as requiring redevelopment.

Building Line

The line identified by the Council as the forward limit beyond which development will not normally be permitted. This line is usually specified by the local authority prior to development in the interest of highway visibility and visual amenity.

Building Regulations

Legal requirements to be observed in the construction of domestic, commercial and industrial buildings to ensure that they are safe and energy efficient.

Built Environment

Surroundings which are urban and 'hard' in character (as opposed to the 'natural' or 'green' environment).

Bulk Fill

Materials of low economic value used mainly in construction projects.

C

Catchment Population

The area from which persons are drawn by facility within North Lincolnshire (e.g. employment, shopping or leisure).

Circulars

These are formal expressions of Government policy on selected subjects. Although advisory, a Council will need strong justifiable grounds for ignoring the advice contained within them. They represent important considerations in formulating policy and determining planning applications.

Civil Aviation Authority (CAA)

The statutory body who regulate civilian aircraft flights. Relevant to this Plan in the context of Humberside Airport (as a regional passenger and freight airport and heliport), light aircraft and microlight aircraft use.

Committed Site

A site which has planning permission and on which development has started to be implemented. Residential committed sites refers to sites of 10 dwellings or more.

⁴ This relates to minerals and waste sites which are to remain unrestored after use because the planning permission allowing them did not include a restoration condition. All other such sites will be restored to "greenfield" status, by virtue of the planning condition.

Commuted Sum

A sum of money paid by a developer, under a planning obligation, to a local authority to cover, or contribute towards, the cost of providing necessary related facilities, at or near, the site of a proposed development in order to overcome relevant planning objections. Alternatively, payments may be made periodically to a local authority or some other body, for a specified period, to cover (for example) ongoing maintenance costs - these are generally known as 'commuted maintenance sums'.

Commuter Plan

A document produced in order to assess the potential for employees to travel to work by means other than the private car, in the case of new developments that potentially generate significant commuter trips.

Comparison Goods/Durable Goods

Goods that are generally more expensive and more durable than convenience goods such as clothes, furniture and electrical appliances.

Completion Notice

When a development which has been commenced but left unfinished or incomplete for a period of time found unreasonable by the Council, a notice can be served under S.94 of the 1990 Act rescinding the planning permission. Once a completion notice takes effect, any development which has taken place in the process of partially implementing a planning permission will, in effect, be development undertaken without the benefit of planning permission, hence opening the incomplete development to enforcement procedures.

Composting

A process which stimulates the decay of organic materials.

Control of Major Accident Hazards (COMAH)

Some types of land uses, predominantly industrial, are intrinsically dangerous. The Health and Safety Executive (HSE) is consulted on all proposals for development of hazardous installations, substances and materials. Similarly, consultation takes place with the HSE on any major development undertaken within the HSE's specified consultation zone. The HSE calls the guidance on such matters the (COMAH) Regulations'.

Controlled Waste

Household, industrial and commercial wastes which are subject to the control of the waste regulation authority and require a waste management licence for their disposal.

Conservation Area

An area of special architectural or historic interest, and whose character or appearance should be preserved or enhanced. Local planning authorities are empowered to designate Conservation Areas under Sections 69 and 70 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Contaminated Land

Land which is in such condition, by reason of substances in, on or under the land, that it poses an actual or potential hazard to health and/or the environment. Such land normally requires remedial treatment in order to render it capable of development.

Convenience Goods

Every day shopping items, such as food, newspapers, toiletries, etc., which are purchased for immediate consumption.

Countryside Agency

A national organisation funded by the Government, which advises on countryside issues. Formerly known as the Countryside Commission and the Rural Development Agency.

Curtilage

The area of land attached to a building.

D

Density

A standard used to determine the intensity of development on a site. This is usually expressed as dwellings per hectare/acre or persons per hectare/acre. Industrial or commercial planning permissions are usually expressed in square metres/feet of proposed floor space.

Department of the Environment, Transport and the Regions (DETR)

The Government department which deals with planning matters. It was formerly known as the Department of the Environment.

Derelict Land

Land which is damaged by industrial or other development. This land is often incapable of beneficial use without treatment.

Derelict Land Grant

Grant from the Government (English Partnerships) for funding the reclamation of derelict land.

Design Bulletin 32

Government advice on highway design.

Development

Defined as “the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land” (Section 55 of the Town and Country Planning Act 1990).

Development Brief

A statement of development opportunities and constraints for a particular site prepared to guide potential developers. It will generally give details of favoured land uses for the site and development standards.

Development Limit/Development Boundary

The boundary drawn around a settlement enclosing the main built up part and sites allocated for development, outside of which countryside policies apply.

Development Control

A general description of the Council's function of receiving, processing and determining planning applications to develop land. Development control also includes consideration of applications relating to advertisements, tree preservation orders and consultations from other authorities such as adjacent planning authorities, and Statutory Undertakers such as British Gas and Electricity companies. Exercise of enforcement powers also falls within this function.

Development Plan

The framework of statutory plans which affect an area. Once adopted this document (together with the Humberside Structure Plan) will represent the Development Plan for North Lincolnshire. Development decisions must conform to the Development Plan, unless material considerations indicate otherwise.

Disabled Persons

People suffering partial or total loss of use of a sense or part of the body.

E

Economic Base

The companies and employers who constitute available sources of employment and investment in North Lincolnshire.

Economic Development Strategy

A document produced by North Lincolnshire Council setting out proposals formulated to encourage the development of a strong, diverse

industrial base thereby creating the opportunity for sustainable employment of the workforce.

Economic Diversification

Diversification describes an economic strategy to increase the range of companies and employers operating in the Borough. This will result in a wider range of skills within the work force and reduce heavy employment losses that tend to result when employment in an area is concentrated in one major employer.

Edge-of-centre Retail Development

An edge-of-centre location is a site outside a defined town centre, and within 200 - 300 metres of the perimeter.

Effluent

Fluid discharged or emitted to the external environment.

Energy From Waste

The processing of waste by burning whereby the energy released is used to produce power and heat.

English Heritage

Formerly the Historic Building and Monuments Commission for England. This Government funded organisation is responsible for securing the preservation of England's architectural and archaeological heritage, in addition to promoting the public's knowledge and enjoyment of their heritage. English Heritage acts as the Government's adviser on matters affecting Scheduled Ancient Monuments.

English Nature

Formerly the Nature Conservancy Council (NCC), this Government funded organisation acts as a statutory advisory body on nature conservation. It designates Sites of Special Scientific Interest and advises relevant organisations on necessary protective measures.

Environment Agency

An independent agency established under the 1995 Environment Act with powers to protect Britain's air, land and water from pollution. The Agency has an overall aim of enhancing the whole environment as a contribution to the world-wide environmental goal of sustainable development. It assumes and combines the functions of the former National Rivers Authority, Her Majesty's Inspectorate of Pollution, the Waste Regulation Authorities and several smaller units from the Department of the Environment.

Environmental Assessment (EA)

The Town and Country Planning (Assessment of Environmental Effects (Amendments) Regulations 1994) requires information relating to the likely environmental effects of certain major projects to be collected, assessed and submitted to the local planning authority in the form of an Environmental Statement. This is to be taken into account in determining whether development should go ahead. Environmental Assessment is mandatory for certain development projects (listed in Schedule 1 of the Regulations) but is also required if the particular development proposed would be likely to have significant environmental effects by virtue of factors such as its nature, size and location (as listed in Schedule 2). Such statements are also known as 'Environmental Impact Assessments'.

Environmental Improvements

Environmental works, including landscaping, tree planting, surfacing, repairs to buildings and other work designed to enhance the environmental quality of an area.

Environmental Statement

Document containing an environmental assessment of a particular project.

Estuary Related Development

Development which needs to be located within close proximity to the Humber estuary.

F

Farm/Rural Diversification

The establishment of enterprises on existing farm holdings can provide alternative sources of income, these can add value to farm produce and introduce alternative crops and livestock, as well as enterprises unrelated to agricultural production such as forestry, sporting enterprises, tourism and recreation-related activities, and craft workshops.

Flats

Small units of self-contained residential accommodation which are often the result of conversion of a single residential dwelling to two or more self-contained dwelling units, each flat being on separate floors. Such conversions require planning permission.

Flood Plain

All land adjacent to a watercourse over which water flows in times of flood or would flow but for the presence of flood defences.

Formal Recreation

Sporting and other recreational activities, usually of an organised and competitive nature, that benefit from purpose built facilities.

Full/Detailed Planning Application

An application for full planning permission to carry out development, accompanied by detailed plans and drawings. See also Outline Planning Application.

Furnace Bottom Ash (FBA)

Furnace Bottom Ash is a byproduct of the steel making process.

G

Garden Centre

Retail establishment selling trees, plants, seeds and a range of gardening tools and sundries.

General Permitted Development Order (GPDO)

The Town and Country Planning (General Permitted Development) Order 1995 grants planning permissions for certain classes of minor or governmental/institutional development, described as 'permitted development'. They do not therefore require the express approval of the local planning

authority (unless this right has been removed under the terms of a previous planning permission or an Article 4 Direction).

Geographic Information System (GIS)

An organised collection of computer hardware, software and geographic data enabling the manipulation, analysis and display of all forms of geographically referenced information.

Geological Conservation Review (GCR)

Identification, assessment and description of all British geological and geomorphological areas where conservation is essential for education and research. Designated by English Nature.

Greenfield Land/Sites

All land which has not been previously developed for any urban or other significant use. The definition includes land and buildings that have been used for agricultural purposes, forest and woodland, and land in built-up areas which has not been developed previously (e.g. parks, recreational grounds, and allotments - even though these areas may contain certain urban features such as paths, pavilions and other buildings). Also included is land that was previously developed but where the remains of any structure or activity have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings), or has subsequently been put to an amenity use and cannot be regarded as requiring redevelopment.

Gross Floor Space

Figure calculated as the total internal area up to and including the internal and external walls of a development. Includes floorspace devoted to corridors, toilets, storage etc., but does not include an area outside the building or

proposed building. On buildings over single storey this will include the upper floors.

Groundwater

Water which occurs in the soil and rock below the land surface and occupies the total pore space in the rock.

Groundwater Protection Zone

Zones defined by the Environment Agency (EA) where underground reserves need to be protected.

H

Habitat

A site or area inhabited by a particular species of wild plants or animals, and which provides the environmental attributes required for its continued free existence.

Hazardous Installations

Any site notified by the Health and Safety Executive as posing a potential threat to the health and safety of workers or the public, by virtue of the type and quantity of materials stored or used or the nature of processes involved.

Hazardous Substances

These are substances which have the potential of posing a health and safety risk or a serious threat to the environment.

Hazardous Waste

Any waste which is covered by Directive 91/689/EEC.

Health and Safety Executive (HSE)

The statutory organisation which is responsible for assessing the levels of risk that will result from certain types of development, mainly those involving the carrying out of hazardous industrial processes and the storage of hazardous substances.

Hectare

A unit of measurement of an area of land equivalent to 10,000 square metres or 2.471 acres.

Heritage

Artistic or cultural assets which are passed down or inherited from previous generations and which are of local, regional or national interest. These include archaeological remains, buildings and monuments of architectural or historic importance, Conservation Areas, landscapes and natural historical features.

Highways Agency

The Highways Agency is a Government Agency responsible for motorways and trunk roads.

Highway Authority

North Lincolnshire Council is the Highway Authority with responsibility for the maintenance and improvement of public highways, except for motorways and trunk roads.

Houses in Multiple Occupation

These are houses subdivided by multi-room or single room lettings where some facilities (e.g. bathroom, kitchen) are shared, and also where the relationship between residents in a home is so tenuous that they cannot be viewed as a single household. Substantial accommodation of lodgers may also be viewed as a multiple occupancy household. Planning Permission is required to operate a dwelling as a House in Multiple Occupation.

Housing Association

A non-profit making organisation which provides, constructs, improves and manages houses, either for people who cannot afford to buy their own or for those who need special types of housing, for example elderly people. Associations usually have paid workers and are managed by a voluntary management committee.

Hydrocarbon

Compounds of hydrogen and carbon formed from decomposed microscopic plants and animals. In this Plan the term hydrocarbon refers to coal, oil and gas.

I

Inert Waste

Waste that does not undergo any significant physical, chemical or biological transformations.

Infill Development

Development of no more than three dwellings completing a small gap in an otherwise continuously built-up frontage.

Informal Recreation

Recreational activities, such as walking and cycling, which do not require designated facilities or formal organisation; they are often non-competitive in nature.

Infrastructure

The system of roads, communications and services whose construction often constitutes a precondition to the development of a site.

Intensification

The issue of when an ancillary use of land grows in scale or intensity to a point where it represents a change of use that will require planning permission. This is exemplified by cases of small businesses run from residential addresses that begin to displace the original residential use.

Intensive Livestock Unit

Buildings and associated works for the permanent indoor housing of pigs, poultry or cattle.

Inter-urban Road Hierarchy

The categorisation of the highway network with regard to its importance in carrying traffic between urban centres and other important traffic destinations.

Interim Development Order

Permissions granted after 21st July 1943 and before 1st July 1948, which have been

preserved by successive Planning Acts as valid planning permissions in respect of development involving the winning and working of minerals or the depositing of minerals waste, which had not been carried out by 1st July 1948. These permissions have been reviewed under the Planning and Compensation Act 1991.

L

Landbank

A stock of mineral reserves with planning permission but which have not yet been extracted.

Landbanking

Obtaining and assembling land for development.

Landfill

The engineered deposit of waste into or onto land.

Landfill Gas

A by product from the digestion by anaerobic bacteria of putrescible matter present in waste deposited on landfill sites. The gas is predominantly methane (65%) with carbon dioxide (35%) and trace concentrations of a range of vapours and gases.

Landscaping

The treatment of the spaces between and around buildings. It can help create an attractive and mature environment that integrates new development with the landscape character of the surrounding area. Landscaping works may be 'hard' (in the case of paving, street furniture and lighting) or 'soft'

(earthworks, the planting of trees and shrubbery and the creation of grassed areas).

Land Allocations

Sites for which there are specified land uses in the Local Plan (e.g. for housing, industry etc.).

Layout

Site planning involves the arrangement of the external physical environment in order to support human behaviour. Plans will locate structures and activities within the site, taking into account the general accessibility and location of the area, the requirements of the users, and the topography and characteristics of the site. Detailed layouts are usually included within planning applications, although the local planning authority will sometimes specify site layouts in Planning and Design Briefs.

Leachates

A chemical broth resulting from the percolation of waste materials.

Leisure Strategy

An inter-related, inter-dependant and comprehensive set of statements directed towards the achievement of stated aims and objectives for leisure.

Licensed Code Telecommunications

An operator of public telecommunications subject to Schedule 2 "Telecommunications Code" of the Telecommunications Act 1984. These include cable, satellite and terrestrial TV broadcasting, and cellular/mobile phone companies.

Light Pollution

The effect of over-lighting resulting from poorly designed exterior lighting schemes and excessive levels of light. Effects include sky glow (spoiling views of the night sky), glare (a hazard to highway users) and light trespass beyond the boundary of a property, potentially affecting neighbouring amenity.

Listed Building

A building included in a statutory list compiled by the Department of Culture, Media and Sport as a consequence of its architectural or historical association with nationally important people or events. These are placed in one of three grades to give an indication of their relative importance (Grades I, II* and II, in descending order) - the majority of listed buildings fall within the lowest grade. Most works to, or affecting, a listed building require listed building consent.

Listed Building Consent

The consent of the local planning authority is required for any demolition, alteration or extension of a listed building which would affect its character (Planning (Listed Buildings and Conservation Areas) Act 1990). An application for listed building consent is free and separate from any planning application that may also be required, though in practice it is common for both applications to be dealt with together.

Local Nature Reserve (LNR)

Habitats of local significance which make important contributions both to nature conservation and to the promotion of opportunities for the public to see, learn about and enjoy wildlife. These are statutorily designated under S.39 of the Wildlife and Countryside Act 1981, to secure management practices relating to privately controlled land which conserve or enhance its natural beauty, amenity, nature conservation interest or heritage value.

Local Shopping Centre

A small group of shops, outside town centre commercial areas, providing food and other day-to-day goods for local people.

Local Transport Plan (LTP)

LTPs cover all forms of transport, and are designated to co-ordinate and improve local transport provision. They replace the Transport Policies and Programme (TPP) system for informing local transport policies, bidding for capital funding and allocating resources.

M

Management Agreement

A legal agreement between a local authority and landowners, prepared under S.39 of the Wildlife and Countryside Act 1981, to secure management practices relating to privately controlled land which conserve or enhance its natural beauty, amenity, nature conservation interest or heritage value.

Methane

A highly combustible hydrocarbon gas, caused by the decomposition of organic matter underground. Methane build-up is a common occurrence following the infilling of domestic refuse tips. Such land, if proposed for development, will usually require the installation of venting and safety equipment prior to any works taking place.

Migration

The movement of population into or out of a defined area. This is a factor used to project gains and losses in total population.

Mineral Planning Guidance Note (MPG)

The Government's principal source of policy guidance on planning matters relating to mineral extraction and conservation.

Mineral Waste

Unwanted or surplus material arising from the winning and working of minerals which requires disposal.

Ministry of Agriculture, Fisheries and Food (MAFF)

A Government department which is responsible for agriculture, fisheries and food.

Mixed Use Development

A mixture of land uses provided on a single site (e.g. housing, offices, recreation and shopping), which may be complementary and which can co-exist without undue conflict.

Municipal Waste

A description used to define domestic waste.

N

National Farmers' Union (NFU)

The organisation that represents the interests of the farming workforce.

National Nature Reserve (NNR)

These are sites of national importance for the conservation of plants and animals, designated as Sites of Special Scientific Interest under the Wildlife and Countryside Act 1981.

National Playing Fields Association (NPFA)

A voluntary organisation which seeks the provision of playing fields, public open space and children's play space.

Natural Environment

"Green" areas and habitats that support plants and animals (as opposed to the 'built' or 'hard' environment).

Nature Conservation

The protection and management of animal and plant communities.

Nature Conservation Review (NCR)

A comprehensive survey and assessment of biological sites of national and international importance.

Non-inert and Inert Wastes

The distinction between putrescible biological waste and refuse, which potentially decomposes to form methane, and waste such as rubble and spoil which will remain in a stable form.

Non-controlled Waste

Non-controlled waste includes certain categories of waste that are exempt from the control of the waste regulation authority. For example, radioactive wastes, mines and quarry waste, and agricultural waste.

Non-hazardous Waste

Waste not covered by Directive 91/689/EEC.

North Lincolnshire Strategic Route Network (NLSRN)

The motorway network and other roads of strategic importance as identified in the Council's Local Transport Plan. The NLSRN incorporates category 1,2 and some 3 roads of more than local importance, carrying essential long distance and through traffic.

O

Occupancy Condition

A form of planning condition which aims to control the occupancy of a proposed development, particularly a building.

Opencast

A method of surface mining to win minerals where overburden is literally cast from the working face to the rear as mineral is exposed.

Open Countryside

All land situated outside development limits or other specified land allocations.

Open Space

Land used for formal or informal recreation or which has wider amenity value. It may be in public or private ownership.

Outline Planning Application

A planning application to determine whether the broad principle of a development proposal is acceptable, before time and expense are expended on the production of detailed plans and drawings. Where an 'outline planning permission' is granted, detailed aspects of the proposal are reserved for subsequent consideration. A 'reserved matters' application must be submitted, normally within three years, and approval is required before development can take place.

Out-of-centre Development

Retail or leisure outlets which are located outside existing town centres.

Overburden

Soil and other material that overlays a mineral deposit which has to be excavated and either tipped or stockpiled during working.

P

Passive Recreation

This term describes the use of open space for informal leisure activities which do not require

formally dedicated facilities, such as walking, picnicking, sitting or 'kick abouts' etc. This is distinct from organised sports and activities.

Permitted Reserves

Proven mineral deposits which have planning permission for extraction.

Phasing

The gradual release of land for development or the development of a site in distinct stages over a stated period of time. Phasing may be necessary to ensure the long-term availability of suitable sites for development or to allow for the upgrading of infrastructure, where immediate and complete development of a site would overload existing provision.

Planning Briefs

A document to guide the development of a particular site usually prepared by a local planning authority. It identifies the characteristics and constraints of the site, details relevant planning policy considerations and advises on appropriate land uses. Also known as 'Development Brief'.

Planning Conditions

Local planning authorities have the power under the Town and Country Planning Act 1990 to impose conditions when granting planning permission which can enable a development proposal to proceed which would otherwise have been unacceptable. A planning condition must however, be relevant (to planning and the development under consideration), enforceable, precise and reasonable in all other respects.

Planning Obligation

Under S.106 of the 1990 Act the Council may enter into a legal agreement with the developer restricting use of land in a certain way, to

require that specified works or operations be carried out, or to require that certain sums of money be paid. These powers come into effect when planning objectives cannot be achieved via the imposition of planning conditions. These are often cases where off-site works are necessary to facilitate the development (e.g. highway improvements), or where a new development places a demand on local facilities such as schools, health or recreational facilities that cannot be accommodated without the improvement of existing facilities.

Planning Permission

The written approval of the local planning authority to carry out development as described in the planning application. Where granted, planning permission is generally subject to planning conditions. The time a planning permission is in force depends upon the type of permission applied for. Outline permission lasts for three years whilst approval of reserved matters defined on the outline permission will last for two years from the date of approval of the reserved matters or for five years from the date of the original outline permission, whichever is the later date. A detailed full permission lasts for five years.

Planning Policy Guidance Note (PPG)

The Government's principal source of guidance on planning matters.

Pollution

The addition of materials or energy to an existing environmental system to the extent that undesirable changes are produced directly or indirectly in that system.

Primary Aggregates

Naturally occurring aggregate materials.

Primary Road Network

All trunk roads and important principal roads of more than local significance in both urban and rural areas, but excluding motorways. The network is designated jointly by the Department of the Environment, Transport and the Regions and the Council.

Primary Shopping Areas

Part of a town centre where shopping is the key activity and where non-retail uses will be strictly limited.

Progressive Restoration

A continuous programme of restoring land following mineral extraction.

Proposed Site

A site which is allocated for a specific land use which may or may not have the benefit of planning permission and on which development has not yet started.

Protection Areas

These are areas where mineral working will not be permitted in order to safeguard local residential amenity.

Public Open Space

The term public open space embraces a wide range of recreational land including land laid out as a public garden, or used for the purpose of public recreation, or land which is a disused burial ground.

Public Rights of Way

Routes over which the public have a right to pass; all rights of way are highways in law. How a right of way can be used depends upon what

type of highway it is. Footpaths may only be used for walking. Bridleways may be used for riding or leading a horse as well as for walking and cycling.

Pulverised Fuel Ash (PFA)

A by-product of the steel making industry which is used as a secondary aggregate in road construction.

Putrescible Waste

Waste materials that readily biodegrade.

Q

Quarry Products Association (QPA)

Formerly known as the Sand and Gravel Association (SAGA) and the British Aggregate Construction Materials Industries (BACMI). A body which represents the interests of the quarry products industry.

R

Ramsar

International convention, held in Ramsar, Iran in 1971, ratified by 60 nations and subsequently accepted by some 80 countries, for the protection of wetlands of international importance, especially as waterfowl habitat.

Recycling

Collection and separation of materials from waste and their subsequent processing to produce useable products.

Regional Planning Guidance (RPG)

Issued by the Government and relating to a region, which covers many local authority areas. It sets out broad strategic policies for land use and development where there are issues which, though not of national scope, apply across regions (or parts of regions) and need to be considered on a scale wider than the area or a single planning authority. This Local Plan has been prepared in the light of Regional Planning Guidance for Yorkshire and Humberside (RPG 12).

Regionally Important Geological Site (RIGS)

An advisory designation put forward by English Nature, applying to sites where exposures of geological and palaeological strata are of interest to geological research, which the council recognises in this Plan. The statutory protection of geological sites is included within Sites of Special Scientific Interest designation.

Renewable Energy

A source of energy derived from resources that occur and recur naturally in the environment, rather than from finite fossil fuel reserves.

Renewal of Planning Permission

The granting of planning permission for development previously approved but unimplemented, or unlikely to be implemented, at the time the previous approval lapses - thereby allowing a further period of time in which development may be carried out.

Alternatively, where the local planning authority considers it expedient to limit the duration of a particular development or use (through the imposition of a planning condition), it will grant a further temporary permission.

Retail Impact Assessment

A study required as a component of all major applications for retail development over 2,500 square metres gross providing: evidence as to whether an applicant adopts a sequential approach to site selection; effects on the vitality and viability of existing centres; accessibility by a choice of means of transport; general effects on travel patterns in an area; and significant environmental impacts. It is also at the Council's discretion to require the submission of a Retail Impact Assessment in the case of smaller scale developments likely to substantially affect a town or district centre in the locality.

Ribbon/Linear Development

Development (usually residential in nature) which extends outwards from settlements, along pre-existing roads, to the detriment of the form and character of settlements, obtruding into open countryside.

Road User Hierarchy

The priority that will be given to different transport user groups in making transportation and land use planning decisions.

Rural Development Area (RDA)

Rural Development Areas are designated by the Rural Development Commission. The selection criteria include persistent high unemployment, narrow industrial and employment structure, lack of social services, and disadvantage as a result of location. RDAs are the focus for financial assistance

through the Rural Development Commission to encourage economic regeneration.

Rural Diversification

Diversification of the rural economy to provide wide and varied employment opportunities for rural people other than agricultural employment, particularly for those formerly employed in agriculture and related sectors. For example, they may include woodland management, farm shops, equestrian business, sporting facilities, nature trails, craft workshops and holiday accommodation.

Rural Hamlets

Small villages, hamlets, farmsteads and groupings of agricultural buildings located outside a settlement boundary.

S

Scheduled Ancient Monument (SAM)

A site of national importance by virtue of its historic, architectural or archaeological value, included in a Schedule compiled by the Secretary of State for Culture, Media and Sport, and given statutory protection under the Ancient Monuments and Archaeological Areas Act 1979. Any works which will have a material affect upon such sites require prior consent from the Secretary of State who will be advised by English Heritage.

Screening

The use of plants, trees, walling, fencing and bunding to create a barrier to reduce noise, smell or visual impact of a development, especially where the development would, in other circumstances, be out of character with the surrounding area.

Secondary Aggregates

Materials which are the by-product of other forms of mineral extraction processes, such as power generation and steel making, or from the recycling of mineral resources from construction and demolition wastes and road planings which may be used for aggregate purposes.

Section 106 Agreement

Section 106 of the Town and Country Planning Act 1990 enables the local planning authority to enter into a legal agreement with a developer in order to ensure that works which become essential as a result of the approval of a planning application are implemented. The works required must be directly related to the proposal being considered, to counteract the harm or loss caused by the implementation of the permission.

Section 215 Notice

If the amenity of a neighbourhood is being adversely affected by untidy or derelict sites the Council has powers under section 215 of the Town and Country Planning Act 1990 to ensure proper maintenance of the land. This power extends from untidy private gardens and premises to larger private and commercial sites, land and buildings. A notice served under S.215 will require steps to be taken to remedy the condition of the land within a specified period. Proceedings may be taken against the owner or occupier of the land for non-compliance with the provisions of a notice, or as an alternative the Council is empowered to enter the land and undertake the required remedial work, the cost of which will then be charged to the owner or occupier of the land.

Sequential Approach

A means of determining where new development should be located. In the case of retail development PPG6 states that the first preference is for town centres, followed by edge of town centres, district and local centres

and only then out-of-centre sites in locations that are accessible by a choice of means of transport.

Shoreline Management Plan (SMP)

SMPs set out a strategy for sustainable coastal defence within coastal sediment cells, taking account of natural coastal processes and human and other environmental influences and needs.

Single Regeneration Budget (SRB)

A competitive bidding regime for funding to help improve local areas and enhance the quality of life of local people by tackling need, stimulating wealth creation and enhancing competitiveness. There is an emphasis on a joint approach to formulating bids, encouraging local people, the Council, businesses and other public, private, and voluntary sector agencies to come together as partners in identifying priorities and needs.

Site of Importance for Nature Conservation (SINC)

Sites which are of local importance for the conservation of wildlife.

Site of Special Scientific Interest (SSSI)

An area recognised nationally, by virtue of plants, animals, geological or physiological features and designated by English Nature.

Special Area of Conservation (SAC)

Site of national and international importance for the conservation of wild plants and animals.

Special Protection Area (SPA)

Habitats containing threatened species of wildlife which are of national and international importance.

Specialist Retailing

Small to medium sized retail outlets that supply a range of goods focused on a particular market or customer demand.

Spoil

Materials removed during mining or mineral extraction which are not used.

Street Furniture

A broad term describing features and fixtures provided in public areas for the comfort of the public and to improve the amenity of an area (e.g. benches, litter bins, raised planters, etc.).

Structure Plan

A statutory document which sets out broad guidelines for the strategic allocation and distribution of new development.

Supermarkets

"Single level, self-service stores selling mainly food, with a gross trading floorspace of between 500 and 2,500 square metres, often with their own car parks", as defined in PPG6 (Town Centres and Retail Developments).

Superstores

"Single level, self service stores selling mainly food, or food and non-food goods, usually

with at least 2,500 square metres floorspace and dedicated surface car parks”, as defined in PPG6 (Town Centre and Retail Developments).

Supplementary Planning Guidance (SPG)

Non-statutory documents issued by a local planning authority, such as development briefs and design guides, in order to provide detailed guidance for applicants in relation to specific policies and proposals of a development plan. Although supplementary planning guidance may be a material consideration in determining planning applications it does not carry the weight of a policy or proposal contained in a development plan.

Surface or Residual Water

Water contained on the surface of the earth (in streams, rivers, lakes, reservoirs, seas and oceans) as opposed to that found in soil or pores/crevices in rock (groundwater).

Sustainability

The principle that land and resources are finite and non-renewable. Hence, the short term needs of today’s society should neither deprive future generations of the environmental quality and resources we enjoy nor create an inheritance of environmental problems.

Sustainable Development

Defined by the World Commission on Environment and Development (the “Brundtland Commission”) in 1987 as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs”. PPG1 (General Policies and Principles) indicates that “the sum total of decisions in the planning field should not deny future generations the best of today’s environment”.

T

Tandem Development

Consists of one house being sited immediately behind another and sharing the same access. This is generally unsatisfactory because of the difficulties of access to the house at the back and the disturbances and lack of privacy suffered by the house at the front.

The Housing (Right to Acquire or Enfranchise) (Designated Rural Areas in the North East) Order 1997

“The Housing (Right to Acquire or Enfranchise) (Designated Rural Areas in the North East) Order 1997” provides tenants of housing associations (and other registered social landlords) the opportunity to buy the home they live in at a discount. All the settlement’s in North Lincolnshire are exempt from the order except for the Scunthorpe and Bottesford Urban Area, the Principal Growth Settlements of Barton upon Humber and Brigg, and the two Medium Growth Settlements of Winterton and Broughton”.

Townscape and Streetscape

The basic character, form and quality of the physical elements of an urban or rural settlement. It consists of buildings, the streets and open spaces in between, the routes and links between them and the people and functions therein.

Tourism

The temporary short-term movements of people to destinations outside the places where they would normally live and work and the activities they would undertake during their stay at these destinations. This definition can include travel and visits for business, professional and domestic purposes as well as for holidays and recreation. Tourism includes not only the

annual family holiday, but also a wide range of shorter visits, weekend breaks and day trips.

Traffic Calming

Measures designed to slow traffic speeds where it at present causes a danger, or redirect traffic to alternative routes to avoid congestion, reduce accidents and injuries and prevent excess levels of pollution.

Traffic Management

Measures which are designed to ensure the free flow of traffic and maximise safety for all road users, including pedestrians. They will also seek to improve the highway environment for vulnerable road users, assist public transport and mitigate the worst effects of motor vehicles. The type of measures introduced will be appropriate to the area or route being considered.

Transport Assessments (TA)

TAs address the effects of traffic, from proposed development, on the existing highway network. A TA procedure replaces the previous TIA procedure.

Travel to Work Area (TTWA)

These are approximations to self-contained labour markets and, as such, form the smallest areas for which unemployment rates are quoted in the Labour Market Data section of the Employment Gazette (volume 92, number 9).

Travellers

Persons of an itinerant lifestyle who will require temporary camp sites in the area on a short term and/or seasonal basis.

Tree Preservation Order (TPO)

Local authorities can protect individual or groups of trees or woodland by making a Tree Preservation Order under S.198 of the Town and Country Planning Act 1990. The consent of the local planning authority is required for the cutting down, topping, lopping or uprooting of protected trees. It is an offence to cause wilful damage or destruction to protected trees.

Trunk Road

Major road for which the Department of Environment, Transport and the Regions is the Highway Authority and for which construction and maintenance is funded by the Government.

U

UK Conservation Strategy

Such strategies are prepared as a consequence of the International Convention held in Rio in 1992. It is an Action Plan setting out the UK's strategy for improving bio diversity.

Urban Fringe

Essentially open land on the edge of an existing urban area.

Use Classes Order (UCO)

The Town and Country Planning (Use Classes) Order 1987 (as amended) is a statutory instrument which defines broad categories of land uses. The consent of the local planning authority is generally required for changes of

use between, but not within, a class and also changes to or from uses not defined within a class, termed 'sui generis' uses. Various exceptions are specified under Part 3 to Schedule 2 of the General Permitted Development Order.

The classes are summarised as follows:

- A1 Shops
- A2 Financial and Professional Services
- A3 Food and Drink (to be consumed on the premises or hot food to take away)
- B1 Business
- B2 General Industry
- B8 Storage and Distribution
- C1 Hotels and Hostels
- C2 Residential Institutions
- C3 Dwelling Houses
- D1 Non-Residential Institutions
- D2 Assembly and Leisure

V

Viable repair

Works necessary to safeguard the integrity of a building.

Village Design Statement

A study highlighting the special qualities and features that create the particular local character of a settlement. Usually prepared by local communities and adopted by the local

authority as Supplementary Planning Guidance and used to assess whether new development would be in keeping with a village's character and appearance.

Vitality and Viability (of a Town Centre)

Vitality and Viability refers to the 'health' of a town centre. A number of indicators may be used to assess vitality and viability, including: commercial property yields; shop rents; pedestrian numbers and movements; the nature and diversity of uses; and the proportion of units vacant.

W

Warehousing

Buildings used for storage and distribution of any purpose as defined by the Town and Country Planning (Use Classes) Order 1987 (Class B8).

Waste

Any substance or object defined in Directive 75/442/EEC.

Water Authority

The Severn Trent and Anglian Water Authorities provide water, sewerage and drainage facilities to the North Lincolnshire area. They are regularly consulted on all planning applications for major development proposals where new or improved water, sewerage and drainage facilities are required. Minor/domestic planning applications are processed by North Lincolnshire Council.

Wind Farm

A concentration or group of wind turbines for the generation of electricity from wind power. Single wind turbine generators are excluded from this definition.

Windfall Site

A site for residential development which is not allocated in the Local Plan but which complies with all planning policies and subsequently receives planning permission.

Y

Yorkshire and Humberside Regional Aggregates Working Party (YHRAWP)

The organisation which assesses and monitors the reserves of, and demand for, sand, gravel and hard rock available in the region suitable for aggregate production.