

SAFE WELL PROSPEROUS CONNECTED

North Lincolnshire Local Plan (2020-2038)

Gypsy and Traveller Site Assessment Document

Includes Site Assessment Methodology and individual Site Assessments

March 2024

Contents

1. Introduction and Background	1
2. Site size justification.....	2
3. Sites for assessment.....	4
4. Site assessment methodology	5
Stage one: initial site assessment	5
SFRA Flood Risk Zone 3b (Functional Flood Plain where flood risk cannot be mitigated)	5
Site of Special Scientific Interest (SSSI)	6
Internationally designated sites.....	6
National Nature Reserve (NNR)	7
Scheduled Monument.....	8
Ancient Woodland	8
Air Quality Management Area	9
Highways and vehicular access	9
Stage two: detailed site assessment.....	11
Accessibility to local services and facilities	11
Utilities and infrastructure capacity.....	13
Agricultural land value	14
Contamination, noise, odour	15
Heritage and historic environment.....	16
Landscape and natural environment	17
Ecology, biodiversity and geodiversity.....	18
Flood risk.....	19
Integration with the settlement boundary	20
Compatibility with neighbouring uses	21
Brownfield/previously developed land.....	22
Site can accommodate need identified	23
Located in area of need	23
Ownership.....	24
Legal/covenants	24
Owner/agent promotion.....	25
Planning application/consent	25
Developer interest	26
Market factors.....	27
Cost factors, including site preparation costs.....	27

Delivery factors	28
5. Individual site assessments.....	29
H6BAR-1: Land at Caistor Road, Barton upon Humber	30
H6BAR-2: Land west of Gravel Pit Road, Barton upon Humber	36
H6BAR-3: Melrose Farm, Barrow Road, Barton upon Humber	44
H6BRG-1: Former Public House, Scawby Road, Brigg	52
H6BRG-2: Land at Castlethorpe, Brigg	59
H6BRG-3: Land east of Scawby Road (Power Station), Brigg.....	63
H6BRG-4: Land North of Scawby Road (west of A18), Brigg.....	70
H6BRG-5: Land North of Scawby Road (east of A18), Brigg.....	77
H6BRG-6: Land off Wrawby Road, Wrawby, Brigg	86
H6BRG-7: Layby north of A18, Brigg	92
H6BRG-8: Layby south of M180, Brigg.....	96
H6BRG-9: Land east of Mill Lane, Brigg	100
H6BRG-10: Land at Station Road, Brigg	107
6. Review of site assessments and conclusion.....	114
7. Appendices.....	116
Appendix 1 – Blank Site Assessment Proforma	116
Appendix 2 – Site assessment outcomes.....	119
Table 1: Overview of final site assessment outcomes	119

1. Introduction and Background

- 1.1 National planning policy¹ requires Local Authorities to assess the housing need for gypsies and travellers and set targets for new pitches and plots to meet the identified local need. Local authorities must also identify and maintain a five-year supply of sites in order to meet their target for both new and permanent residential and transit pitches.
- 1.2 The Planning Policy for Traveller Sites (PPTS) defines gypsies and travellers as *“Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such”*. The PPTS also explains *“For the purposes of this planning policy, “pitch” means a pitch on a “gypsy and traveller” site and “plot” means a pitch on a “travelling showpeople” site (often called a “yard”). This terminology differentiates between residential pitches for “gypsies and travellers” and mixed-use plots for “travelling showpeople”, which may / will need to incorporate space or to be split to allow for the storage of equipment.”* For the avoidance of doubt, the same terminology is used throughout this document.
- 1.3 The new North Lincolnshire Local Plan has been submitted to the Secretary of State and is currently undergoing examination. As part of the Plan’s preparation and evidence base, the Council published a Gypsy and Traveller Accommodation Needs Assessment (2021) (GTAA). This document identified a need for 17 additional permanent residential pitches and no need for additional transit pitches was identified over the plan period (2020-2038). The report highlighted that eight of these pitches are to be delivered in the first five years of the Plan period. However, following the publication of the GTAA, two unauthorised pitches at Messingham have recently been approved on appeal and have catered for some of this need. Therefore, only six permanent residential pitches are now required in the first five years of the Plan period. Existing permitted provision in North Lincolnshire (in addition to the new pitches at Messingham) consists of three adjacent sites in Brigg (Mill View, The Paddock and River View on Mill Lane) and one site in Kirton in Lindsey (Hill Mill View) totalling 41 permanent residential pitches and 20 transit pitches.
- 1.4 This Site Assessment Document sets out the detailed process undertaken to assess and identify suitable land for 17 gypsy and traveller pitches in North Lincolnshire. Despite the reduction in the identified need as set out above, the Council still consider it appropriate to allocate land large enough for 17 pitches to allow a level of flexibility and future proof provision.

¹ National planning policy includes the [National Planning Policy Framework](#) and [Planning Policy for Traveller Sites](#).

2. Site size justification

- 2.1 There are no national standards to determine the size of gypsy and traveller pitches. A Designing Gypsy and Traveller Sites Good Practice Guide² published by Communities and Local Government in 2008 provided guidance on size and layout considerations and was the latest national guidance available before the introduction of Planning Policy for Traveller Sites. This document set out that pitches for one traveller household should be able to accommodate a mobile home, touring caravan, utility (amenity) building and parking space. It also confirmed the preferred overall site layout is a circular or horseshoe shaped design in comparison to more traditional linear layouts, which provides better surveillance, security and sense of community. Traveller families are often larger than average sized families and the site size should consider the demographic of the families that reside on them.
- 2.2 Existing provision in North Lincolnshire and other authority guidance documents were also considered to determine a suitable allocation size for 17 pitches. Some local authorities provided a recommended pitch size, whereas others only stated what facilities each pitch should be able to accommodate. This gives some indication to dimensions (such as size of amenity blocks and mobile homes etc.), but other site aspects such as open space and roads need to be considered and are not included in the calculations. There is no 'one size fits all' approach.
- 2.3 The Gypsy and Traveller Liaison Officer at North Lincolnshire Council suggests pitches in the authority area are approximately 400sqm in size. In comparison, Leeds City Council guidance³ recommends a standard pitch size of 320sqm which includes space for an amenity block, two caravans and two vehicles on each pitch. East Devon District Council's Supplementary Planning Document⁴ recommends a minimum standard pitch size of 500sqm as this reflects existing provision in that area. This considers the uses that need to be accommodated on each pitch and need for large vehicle turning space and landscaping.
- 2.4 As a pitch size of 400sqm best reflects the existing local provision in North Lincolnshire and is an average of other authority pitch sizes researched, it is considered a suitable standard pitch size to plan for. With an identified need for 17 pitches at 400sqm, there is a minimum requirement for a site of 0.68ha. However, additional land for suitable open space and roads should be considered in the overall allocation size.
- 2.5 Guidance produced by Merton Council (London)⁵, sets a standard pitch size of 225sqm but also provides area requirements for the provision of roads, off-pitch parking and shared (open/play) space. For a ten-pitch site, they suggest a lower and upper end provision of 950sqm - 1000sqm for roads, 0sqm - 550sqm for off pitch parking and 350sqm - 1100sqm for shared space. These standards (lower, upper and an average of the two) were applied to calculate the requirements for a site of 17 pitches at 400sqm in size, as set out in the table below.

² [\[Withdrawn\] Designing Gypsy and Traveller sites: good practice guide - GOV.UK \(www.gov.uk\)](#)

³ [Gypsy and Traveller Site Design Guide.pdf \(leeds.gov.uk\)](#)

⁴ [Gypsy and Traveller Plan - Gypsy and Traveller Site Design and Layout Guidance \(Supplementary Planning Document\) - East Devon](#)

⁵ [Microsoft Word - site density v01.doc \(merton.gov.uk\)](#)

Site component	Merton Council lower to upper end requirement (for 10 pitches)	Proposed Local Plan allocation lower to upper end requirement (for 17 pitches)
Pitches	(225sqm per pitch) 2,250sqm	(400sqm per pitch) 6,800sqm
Site roads	950 - 1,000sqm	1,615 - 1,700sqm
Off-pitch parking	0 - 550sqm	0 - 935sqm
Shared (open/play) space	350 - 1,100sqm	595 - 1,870sqm
Total site area required (lower)	3,550sqm	9,010sqm
Average site area required	4225sqm	10,097.5sqm
Total site area required (upper)	4,900sqm	11,305sqm

- 2.6 Existing North Lincolnshire Local Plan policy requires the provision of 10sqm of open space per dwelling on site, which equates to 170sqm informal open space on the proposed gypsy and traveller allocation. Emerging Local Plan policy requires a slightly higher provision of 12sqm per dwelling of informal recreation space on site, which totals 204sqm on the proposed site. This level of provision falls below the lower standard requirement of open space set by Merton Council, therefore it is considered allocating the smaller site area of 0.9ha is suitable and can be justified.
- 2.7 A 0.9ha site in line with the Merton Council standards allows for 595sqm of open space, which is almost three times more than the amount of open space require by the emerging North Lincolnshire Local Plan policy. An additional 1,615sqm of space is included for the provision of roads on site whereas no allowance is made for off-pitch parking using the lower standard. However, the Council is confident the proposed allocation of 0.9ha is a sufficient site size and allows a buffer for other site and pitch facilities to be provided (such as off-site parking). Allocating this additional space also ensures different sized pitches could be provided to accommodate larger than average traveller families.
- 2.8 The Merton Council guidance also states that architects who designed a local gypsy and traveller scheme in London, advise the minimum area for a site with no constraints to accommodate five pitches is around 2,145sqm. This equates to 8,580sqm for 20 pitches, which further justifies our decision to allocate 0.9ha for 17 pitches as a suitable site size.
- 2.9 It should be noted that while these calculations make an estimated allowance for the inclusion of roads, parking and open space, a suitable site layout and amount of provision will need to be confirmed on the chosen allocation through the planning application process in line with adopted Local Plan policy.

3. Sites for assessment

- 3.1 The GTAA has identified Scunthorpe, Brigg and Barton upon Humber as areas where Gypsy and Traveller sites should be located due to the number of repeat encampments in these general areas. From these findings the Council have decided to look primarily at Brigg and Barton upon Humber for suitable sites, using sites previously considered for Gypsy and Traveller use.
- 3.2 Only one site was previously considered for Gypsy and Traveller use in Scunthorpe in the 2008 Housing and Employment Land Allocations Development Plan Document (HELA DPD) Additional Issues and Options for Gypsy and Traveller Sites, which was land at Conesby Quarry, Normanby Road. This site was an existing Gypsy and Traveller transit site containing 20 transit pitches with amenity facilities that was council owned, but was temporarily closed due to vandalism. The Council's Estate team confirmed the site is now permanently closed and sold (subject to contract) for an alternative use. The previous assessment suggested the site could accommodate approximately 12 residential pitches, however at 0.38ha in size it is now considered the site could only accommodate 9.5 pitches at the recommended 400sqm per pitch size.
- 3.3 The site has not been considered further in this document as it was primarily a transit site and only residential pitches are currently required, the site is not large enough to accommodate the identified need of 17 pitches, the site is now permanently closed and out of council ownership and would require considerable work following vandalism to bring it back into use. No further sites in Scunthorpe have been identified for assessment therefore only sites in Barton upon Humber and Brigg are considered in this document.
- 3.4 A total of 13 potential gypsy and traveller sites have been sourced by considering the suitability of recycled housing sites for Gypsy and Traveller use that were previously discounted for housing use. Two of the sites are Council owned whereas others are privately owned and may have been submitted to the Council for consideration in the Local Plan through previous call for sites. Further details of each site's origin are provided in the individual site assessment proformas. It should be noted there was a need to ensure the list of potential sites for assessment was manageable, while ensuring a broad range of sites were available to assess. The sites assessed in this document are listed below:
- Land at Caistor Road, Barton upon Humber
 - Land west of Gravel Pit Road, Barton upon Humber
 - Melrose Farm, Barrow Road, Barton upon Humber
 - Former Public House, Scawby Road, Brigg
 - Land at Castlethorpe, Brigg
 - Land east of Scawby Road (Power Station), Brigg
 - Land north of Scawby Road (west of A18), Brigg
 - Land north of Scawby Road (east of A18), Brigg
 - Land off Wrawby Road, Wrawby, Brigg
 - Layby north of A18, Brigg
 - Layby south of M180, Brigg
 - Land east of Mill Lane, Brigg
 - Land at Station Road, Brigg
- 3.5 Maps showing all of these sites are included in the individual site assessments in [Chapter Five](#).

4. Site assessment methodology

- 4.1 This document mainly follows the same process and assessment criteria as used in the council’s Strategic Housing and Employment Land Availability Assessment (SHELAA) with some minor amendments and additional criteria included that are specific to gypsy and traveller sites which are highlighted below.
- 4.2 The site assessment process is split into two main stages; the initial site assessment that acts as a sieving exercise and excludes sites based on intrinsic and absolute constraints, and a second more detailed site assessment stage that considers site specific suitability, availability and achievability criteria and scores sites accordingly. Detailed desk-based site assessments have been undertaken by the council’s Place Planning team, paired with site visits and input from other council teams with specialism in areas such as housing, highways, conservation and environmental health utilising several internal and external data sources. A site assessment proforma is used to record the results of the assessment for each site and a blank version of the proforma is provided in [Appendix 1](#). Completed site proformas are provided in [Chapter 5](#).

Stage one: initial site assessment

- 4.3 Where a site falls wholly or mostly within one of the following constraint areas, it will be excluded from further assessment as it is deemed unsuitable for allocation. However, where a site does not fall within, only partially within or in proximity to a constraint zone, the stage two assessment will be undertaken to determine if risks can be mitigated and whether the site is a suitable option for allocation. Information regarding each constraint type and the data source used to complete stage one of the assessment are provided below.

SFRA Flood Risk Zone 3b (Functional Flood Plain where flood risk cannot be mitigated)

- 4.4 National Planning Practice Guidance defines Flood Zone 3b The Functional Floodplain as land where water from rivers or the sea has to flow or be stored in times of flood and normally comprises:
 - land having a 3.3% or greater annual probability of flooding, with any existing flood risk management infrastructure operating effectively; or
 - land that is designed to flood (such as a flood attenuation scheme), even if it would only flood in more extreme events (such as 0.1% annual probability of flooding).
- 4.5 The Functional Floodplain is identified in the Council’s Strategic Flood Risk Assessment (SFRA 2022) which was produced in agreement with the Environment Agency. Where a potential gypsy and traveller site is located with Flood Zone 3b Functional Floodplain, flood risk cannot be mitigated and the site must be discounted from further assessment.
- 4.6 Data sources:
 - [North Lincolnshire Council SFRA 2022](#)
 - [North Lincolnshire Council Mapsonline](#) (internal access only)
- 4.7 Scoring:

Question	Outcome	Outcome
Does the site fall within SFRA Flood Risk Zone 3b (Functional Flood Plain)?	Yes	Site wholly/mostly located in Flood Zone 3b - development is unsuitable, exclude site from further assessment.
	No	Site is not/partially located in Flood Zone 3b - continue to stage two assessment.

Site of Special Scientific Interest (SSSI)

- 4.8 SSSIs are sites designated by Natural England under the Wildlife and Countryside Act 1981. Paragraph 180(b) of the NPPF states “*development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest.*” Where a proposed site falls wholly or mostly within a SSSI the site is to be discounted from further assessment. Potential allocations located in proximity to SSSIs (i.e. within impact risk zones) or only partially within a SSSI will move forward to the second stage assessment to determine whether the level of impact can be considered suitable and mitigated.
- 4.9 A site’s location within or outside of a SSSI designation is only part of the consideration. For example, proposed sites in Barton upon Humber may fall within the Humber Estuary SSSI Impact Risk Zone and development here could lead to increased access to the SSSI itself, with damage to habitat and disturbance of the interest features (primarily, wintering and passage birds). This is particularly so when considered in combination with other developments such as the existing waterski pit northeast of Barton and potential future uses at Westfield Lakes, the former Reeds Hotel site. The potential impact of any sites within SSSI Impact Risk Zones on the wider designation should be considered in the stage two assessment.
- 4.10 Data sources:
- Magic Map
 - North Lincolnshire Council Mapsonline (internal access only)

4.11 Scoring:

Question	Outcome	Outcome
Is the site located within a Site of Special Scientific Interest?	Yes	Site wholly/mostly located within SSSI - development is unsuitable, exclude site from further assessment.
	No	Site is not/partially located within SSSI - continue to stage two assessment.

Internationally designated sites

- 4.12 Internationally designated sites of importance for biodiversity include Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar Wetlands. Local planning authorities have a duty to protect and minimise the impact on these sites through the planning system. The NPPF states Plans should allocate land with the least environmental or amenity value, therefore internationally designated sites should be avoided.
- 4.13 Special Protection Areas are internationally protected habitats sites. The NPPF defines SPAs as Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.
- 4.14 Special Areas of Conservation are defined by regulation 3 of the Conservation of Habitats and Species Regulations (2017) and given special protection as important conservation sites. Ramsar sites are designated wetlands of international importance for biodiversity under the 1971 Ramsar Convention. The Convention provides a framework to conserve and ensure the wise use of wetlands and their resources. Ramsar sites provide the water that is vital for human, plant and animal survival.

4.15 In North Lincolnshire, these designations are centred around the Humber Estuary and Thorne and Hatfield Moors. Where a proposed site falls wholly or mostly within an internationally designated site (SPA/SAC/Ramsar), development would be intrinsically unsuitable, and the site should be removed from further consideration. Sites located within proximity to, or only partly within an internationally designated site, will be considered at stage two to determine if the potential level of impact is considered suitable and can be mitigated.

4.16 As with SSSIs, a site’s location within or outside of an internationally designated site is only part of the consideration. The potential impact of any sites within proximity to internationally designated sites on the wider designations should be considered in the stage two assessment.

4.17 Data sources

- [Magic Map](#)
- [North Lincolnshire Council Mapsonline](#) (internal access only)

4.18 Scoring:

Question	Outcome	Outcome
Is the site located within an internationally designated site (SPA/SAC/Ramsar)?	Yes	Site wholly/mostly located within an internationally designated site - development is unsuitable, exclude site from further assessment.
	No	Site is not/partially located within an internationally designated site - continue to stage two assessment.

National Nature Reserve (NNR)

4.19 National Nature Reserves were established by Natural England to protect some of the country’s most important habitats, species and geology. Approximately two thirds of NNRs are managed by Natural England, others are managed by approved organisations such as Forestry England, RSPB and National Trust. The only National Nature Reserve in North Lincolnshire is Far Ings on the south Humber bank, which consists of flooded former clay pit reed beds which is a major flyway for migrating birds. Sites within Barton upon Humber in particular will need to consider the impact on this designation.

4.20 As with SSSIs, a site’s location within or outside of a National Nature Reserve is only part of the consideration. The potential impact of any sites within proximity to National Nature Reserves on the wider designation should be considered in the stage two assessment.

4.21 Data sources:

- [Magic Map](#)
- [North Lincolnshire Council Mapsonline](#) (internal access only)

4.22 Scoring:

Question	Outcome	Outcome
Is the site located within a National Nature Reserve?	Yes	Site wholly/mostly located within NNR - development is unsuitable, exclude site from further assessment.
	No	Site is not/partially located within NNR - continue to stage two assessment.

Scheduled Monument

4.23 Scheduled Monuments (sometimes referred to as Scheduled Ancient Monuments) are designated heritage assets that have been designated for their national archaeological importance. There are 47 Scheduled Monuments in North Lincolnshire on Historic England’s schedule list online. It is important to consider the impact of proposed sites on Scheduled Monuments and their setting. Where proposed sites are located wholly or mostly within or contain a Scheduled Monument it should be discounted from further assessment. Proposed sites located in proximity to a Scheduled Monument should be assessed in stage two to consider the impact on the heritage asset and its setting (see ‘heritage and historic environment’ criteria later in this document).

4.24 Data sources:

- [Magic Map](#)
- [North Lincolnshire Council Mapsonline](#) (internal access only)

4.25 Scoring:

Question	Outcome	Outcome
Is the site located within, or does the site contain, a Scheduled Monument?	Yes	Site wholly/mostly located within or does contain a Scheduled Monument – development is unsuitable, exclude site from further assessment.
	No	Site is not/partially located within or does not contain a Scheduled Monument - continue to stage two assessment.

Ancient Woodland

4.26 Ancient woodland is defined in the NPPF as an area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodlands and plantations on ancient woodland sites. They are an irreplaceable habitat, which would be technically very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity. Paragraph 180(c) of the NPPF states development resulting in the loss or deterioration of irreplaceable habitats should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists. Proposed sites that are wholly or partially located within an area of ancient woodland will be discounted at stage one as it is important to recognise the impact on these designations as a gateway constraint. Sites within proximity of ancient woodland will be considered in stage two to determine whether the potential level of impact is suitable and can be mitigated. A development buffer of at least 15 metres should be retained around Ancient Woodland.

4.27 Data sources:

- [Magic Map](#)
- [North Lincolnshire Council Mapsonline](#) (internal access only)

4.28 Scoring:

Question	Outcome	Outcome
Does the site cover an area of Ancient Woodland?	Yes	Site wholly or partially located within Ancient Woodland - development is unsuitable, exclude site from further assessment.
	No	Site is not located within Ancient Woodland - continue to stage two assessment.

Air Quality Management Area

4.29 Air Quality Management Areas (AQMA) are designated in areas with high levels of pollutants to help protect the health of the public. Local Authorities are required to assess air quality and designate AQMA where Air Quality Objectives are not being met and improvements are needed, in line with the Local Air Quality Management system and Environment Act 2021. There is one AQMA in the North Lincolnshire area, the Scunthorpe AQMA, which was designated in 2005 and reduced in size in 2018. The pollutant of concern is Particulate Matter PM10 and breach of the 24 hour mean Air Quality Objective from the industrial uses and Steelworks in the area. While the 13 sites being assessed in this document are in Brigg and Barton upon Humber, and are therefore not located within the AQMA, this absolute constraint is included in the Stage 1 assessment for completeness.

4.30 Data sources:

- [DEFRA AQMA interactive map](#)
- [North Lincolnshire Council Mapsonline](#) (internal access only)

4.31 Scoring:

Question	Outcome	Outcome
Is the site located within an Air Quality Management Area?	Yes	Site wholly/mostly located within AQMA - development is unsuitable, exclude site from further assessment.
	No	Site is not/partially located within AQMA - continue to stage two assessment.

Highways and vehicular access

4.32 The addition of vehicular access as an absolute constraint in Stage 1 of the assessment is an amendment to the existing SHELAA methodology that this document largely follows. Lack of existing suitable vehicular access would not ordinarily exclude a site from further assessment. However, given the nomadic nature of the gypsy and traveller lifestyle and sites require access for large static caravans, motor homes and touring caravans, it was considered necessary to assess vehicular access as a gateway constraint at stage one. Where the actual physical access to a site is not established or is problematic, this is considered a constraint to development and will result in a site being found unsuitable. Sites will be scored in consultation with the Local Highways Authority to ensure highways and site access adhere to the authority's guidance and standards. The Council will also consider in its assessments whether the site is landlocked, if there is a viable/existing access to the site, whether there are any factors that would make access difficult such as Tree Protection Orders blocking potential access points etc.

4.33 Data sources:

- Sites assessed in consultation with the Local Highways Authority
- [North Lincolnshire Council Mapsonline](#) (internal access only)
- Aerial and street view imagery

4.34 Scoring:

Question	Outcome	Outcome
Could the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards?	No	Development is unsuitable, exclude site from further assessment.
	Yes	Continue to stage two assessment.

Stage two: detailed site assessment

4.35 For sites that were not discounted in the stage one assessment, the stage two assessment is undertaken. Stage two site assessment criteria are broken into three categories: suitability, availability and achievability. Detailed site-specific constraints are considered and scored red, amber or green as set out below. Decisions on which site(s) to allocate will still require a measured judgement based on all of the factors assessed.

Suitability**Accessibility to local services and facilities**

4.36 Good accessibility to local services and facilities is required to ensure development is in the most sustainable location and the daily needs of future residents can be met. The SHELAA set out specific accessibility criteria for principal towns and large service areas (which covers Brigg and Barton upon Humber) to determine how to measure suitable accessibility by distance. The same criteria are reflected in this methodology for consistency, but some questions have been consolidated such as considering primary and secondary schools under one criterion. The main local services and facilities to be considered include; public transport (railway station and bus stop), primary and secondary schools, local retail services (corner shops, mini-markets, general store and supermarket), GP surgery, town centres, footpath/cycle path access and employment areas. The site will be assessed against its access to these local facilities in which it will receive a red score where it has access to no services and facilities, amber score where it has access to some services and facilities and green where it has access to most or all services and facilities. For each question in this assessment criterion, a site will score zero points where it does not have access to a particular service/facility and one point where it does have access to a particular service/facility. The number of services and facilities a site has access to as set out below, should be consolidated to determine the final red/amber/green outcome for accessibility to local services and facilities (0 = red, 1-3 = amber and 4-7 = green).

4.37 Data sources:

- Strategic Housing and Employment Land Availability Assessment (2021) and methodology document - accessibility criteria for Principal Towns and Large Service Centres provide suitable thresholds for scoring. These have been reflected in the scoring table below.
- Housing and Employment Land Allocations DPD Policies Maps and North Lincolnshire Council Mapsonline (internal access only) – determine distance from designated town centres and employment areas.
- Google Maps and aerial imagery – to determine walking distance times and measure distances from existing services and facilities.
- Local bus timetable (online journey planner) – to determine public transport times consistently.
- Public Rights of Way Definitive Map – shows all designated public rights of way in North Lincolnshire, can help to determine foot and cycle path access to site.

4.38 Scoring:

Is the site accessible within walking distance/suitable public transport time of local services and facilities?

Factor	Outcome
1. Site within 400m walking distance to bus stop or train station?	
No – site more than 400m to bus stop or train station (5 mins walk/¼ mile).	0
Yes - up to 400m to bus stop or train station (5 mins walk/¼ mile).	1
2. Site within 800m walking distance/20 minute public transport time to a primary school or 1,600m walking distance/60 minute public transport time to secondary school?	
No – site more than 800m (10 mins walk/½ mile) or 20 mins public transport time (includes walking to bus stop) from a primary school and more than 1,600m (20mins walk/1 mile) or 60 mins public transport time (includes walking to bus stop) from secondary school.	0
Yes – site up to 800m (10 mins walk/½ mile) or 20 mins public transport time (includes walking to bus stop) from a primary school, or up to 1,600m (20mins walk/1 mile) or 60 mins public transport time (includes walking to bus stop) from secondary school.	1
3. Site within 800m walking distance/30 minutes public transport time to local retail services (corner shops, mini-markets, general store and supermarket)?	
No – site more than 800m (10 mins walk/½ mile) or 30 mins public transport time (includes walking to bus stop) from local retail services.	0
Yes – site up to 800m (10 mins walk/½ mile) or 30 mins public transport time (includes walking to bus stop) from local retail services.	1
4. Site within 800m walking distance/30 minute public transport time to GP surgery?	
No – site more than 800m (10 mins walk/½ mile) or 30 mins public transport time (includes walking to bus stop) from GP surgery.	0
Yes – site up to 800m (10 mins walk/½ mile) or 30 mins public transport time (includes walking to bus stop) from GP surgery.	1
5. Site within 800m walking distance/40 minutes public transport time to nearest town centre?	
No – site more than 800m (10 mins walk/½ mile) or 40mins public transport time (including walking) to nearest town centre.	0
Yes – site up to 800m (10 mins walk/½ mile) or 40 mins public transport time (including walking) to nearest town centre.	1
6. Site has direct access to footpath/cycle path?	
No – site cannot be accessed by existing foot/cycle path or public right of way.	0
Yes – site can be accessed by existing foot/cycle path or public right of way.	1
7. Site within 800m walking distance/30 minutes public transport time to nearest major area of employment?	
No – site more than 800m (10 mins walk or ½ mile) or 30 mins public transport time (including walking) from nearest major area of employment.	0

Yes – site up to 800m (10 mins walk or ½ mile) or 30 mins public transport time (including walking) from nearest major area of employment.	1
Overall accessibility to local services and facilities outcome	
Site not accessible within walking distance/suitable public transport time of local services and facilities.	Red
Site within accessible walking distance/suitable public transport time of some local services and facilities.	Amber
Site within accessible walking distance/suitable public transport time of most or all local services and facilities.	Green

Utilities and infrastructure capacity

4.39 An important factor in determining site suitability is the capacity of utilities and infrastructure. This criterion considers the provision of fresh drinking water, sewerage and wastewater treatment, electricity and gas supply and telecommunications. The SHELAA also considered the location of utilities infrastructure on/underneath sites which may affect development. However, as gypsy and traveller sites do not require as much groundwork as market housing sites in terms of foundations and the building of permanent structures and are less likely to disrupt existing utilities infrastructure, only utilities capacity is being considered here. The capacity of local infrastructure should be assessed and if necessary, appropriate mitigation should be investigated. No known capacity issues were highlighted in the Infrastructure Delivery Plan (IDP) (2022) at a settlement level. However, external consultation with utility providers and statutory bodies such as Anglian Water, Northern Power and BT Openreach will need to be undertaken to determine if proposed sites will add any pressure to the existing utilities networks. Formal scoring of this criteria is essentially deferred until external consultation is undertaken. However, as there are currently no known capacity issues at a settlement level, each site will score positively here for completeness.

4.40 Data sources:

- [Infrastructure Delivery Plan \(2022\)](#)
- Criteria will be assessed in consultation with utility providers at external consultation stage

4.41 Scoring:

Does the settlement have sufficient utilities and infrastructure capacity to support development of a gypsy and traveller site?

Factor	Outcome
No – the settlement has known utilities and infrastructure capacity issues.	Red
Yes – the settlement has no known utilities and infrastructure capacity issues.	Green

Agricultural land value

4.42 Local planning authorities should aim to minimise the loss of best and most versatile agricultural land when plan making and allocating sites for development to ensure development is sustainable. Best and most versatile agricultural land is defined in the Agricultural Land Classification system as Grades 1, 2 and 3a. Agricultural land is graded as follows:

- Grade 1, excellent quality agricultural land - land with no or very minor limitations. A very wide range of agricultural and horticultural crops can be grown and commonly includes: top fruit, soft fruit, salad crops and winter harvested vegetables. Yields are high and less variable than on land of lower quality.
- Grade 2, very good quality agricultural land - land with minor limitations that affect crop yield, cultivations or harvesting. A wide range of agricultural and horticultural crops can usually be grown. On some land in the grade there may be reduced flexibility due to difficulties with the production of the more demanding crops, such as winter harvested vegetables and arable root crops. The level of yield is generally high but may be lower or more variable than grade 1.
- Grade 3, good to moderate quality agricultural land - land with moderate limitations that affect the choice of crops, timing and type of cultivation, harvesting or the level of yield. Where more demanding crops are grown yields are generally lower or more variable than on land in grades 1 and 2.
- Subgrade 3a, good quality agricultural land - land capable of consistently producing moderate to high yields of a narrow range of arable crops, especially cereals, or moderate yields of crops including cereals, grass, oilseed rape, potatoes, sugar beet and the less demanding horticultural crops.
- Subgrade 3b, moderate quality agricultural land - land capable of producing moderate yields of a narrow range of crops, principally: cereals and grass, lower yields of a wider range of crops and high yields of grass which can be grazed or harvested over most of the year.
- Grade 4, poor quality agricultural land - land with severe limitations which significantly restrict the range of crops or level of yields. It is mainly suited to grass with occasional arable crops (for example cereals and forage crops) the yields of which are variable. In moist climates, yields of grass may be moderate to high but there may be difficulties using the land. The grade also includes arable land that is very dry because of drought.
- Grade 5, very poor quality agricultural land - land with very severe limitations that restrict use to permanent pasture or rough grazing, except for occasional pioneer forage crops.

4.43 Policy RD1 in the Submission Local Plan (2022) states that sustainable development in the countryside *“will be expected to protect the best and most versatile agricultural land. Areas of lower quality agricultural land should be used where the proposals result in the significant development of agricultural land in preference to the best and most versatile agricultural land.”* Where a potential allocation is greenfield or located in the countryside, the same principle in Policy RD1 should be applied to the assessment process i.e. sites with lower agricultural land quality should be allocated in place of sites consisting of best and most versatile agricultural land. The scoring system set out in the table below is in line with the SHELAA.

4.44 Data sources:

- [Natural England Agricultural Land Classification system](#)
- [North Lincolnshire Council Mapsonline](#) (internal access only)

4.45 Scoring:

Does the site contain best and most versatile agricultural land?

Factor	Outcome
Yes – the site consists of Grade 1 (excellent quality) agricultural land.	Red
Yes – the site consists of Grade 2 (very good quality) or Grade 3 (good to moderate quality) agricultural land.	Amber
Yes/No – the site consists of Subgrade 3a (good quality), Subgrade 3b (moderate quality), Grade 4 (poor quality), Grade 5 (very poor quality) agricultural land or the site does not contain agricultural land.	Green

Contamination, noise, odour

4.46 Sites can be subject to contamination by a number of historic and existing sources, such as sites on former or existing industrial and commercial land. Some greenfield sites may also be contaminated due to previous ground works and infilling, pesticide application and naturally elevated levels of certain minerals such as arsenic. Where suspected contamination or ground condition issues are identified they must be satisfactorily mitigated before the site can be considered for development. Contamination is unlikely to present an insurmountable constraint to development, however it will likely influence the nature of development by steering less sensitive uses towards higher risk sites. Residential development, such as gypsy and traveller accommodation, is a sensitive use and should avoid contaminated sites to ensure human health and the environment is protected. Costs and time associated with development on contaminated sites will also likely increase which could affect viability. The council has access to GIS data that provides evidence of historic former land uses, the presence of geochemicals such as radon, lead and arsenic, oil spills and former landfill sites which can be accessed below. Information held by the Environmental Health Team can also be used to infer whether there are any likely noise or odour constraints for a site, this may include; proximity to existing businesses/permitted processes or a known history of complaint. Sites will be assessed in consultation with the Environmental Health team who manage these data sources.

4.47 Data sources:

- [North Lincolnshire Council Mapsonline](#) (internal access only)
- Aerial imagery – to determine neighbouring and nearby uses. Consider the existence of landfills and waste sites, wastewater treatment works, agricultural and industrial uses etc.
- Sites scored in consultation with Environmental Health team.

4.48 Scoring:

Is the site affected by contaminated land, noise or odour?

Factor	Outcome
Yes – the site is known to be affected by contaminated land, noise or odour.	Red
Yes – the site is likely to be affected by contaminated land, noise or odour.	Amber
No – the site is not known or likely to be affected by contaminated land, noise or odour.	Green

Heritage and historic environment

- 4.49 Heritage assets and their setting are important features to consider when assessing sites for development. The NPPF aims to conserve and enhance the historic environment and sets out that *“heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.”* Designated heritage assets include listed buildings (Grade I, Grade II and Grade II*), Registered Parks and Gardens, Scheduled Ancient Monuments and Conservation Areas. Non-designated Heritage Assets are identified by the Local Authority and can include locally listed buildings, non-registered parks or gardens, historic landscapes, sites with known and potential archaeological evidence and sites identified as having local heritage significance. These heritage assets are recorded in the North Lincolnshire Historic Environment Record (HER) and a number of them are designated for protection in the emerging North Lincolnshire Local Plan and existing Development Plan Documents. Neighbourhood Plans can identify non-designated heritage assets that have local significance. However, it should be noted that while having designated Neighbourhood Areas, Brigg and Barton upon Humber do not currently have adopted Neighbourhood Plans in place.
- 4.50 The designated and non-designated heritage assets to be considered in the stage two assessment include:
- Conservation Areas
 - Listed buildings
 - Scheduled Monuments
 - Archaeological sites and monuments
- 4.51 Areas of historic landscape interest are designated in the Isle of Axholme only and are therefore not relevant to the assessments of sites in Brigg and Barton upon Humber and are not considered in stage two. Scheduled Ancient Monuments were previously considered as an absolute constraint in stage one of this site assessment document and sites discounted where they were located wholly or mostly within these constraint areas. However, it is necessary to consider Schedule Ancient Monuments again in stage two to ensure the potential impact of any sites in the setting or proximity of a Scheduled Ancient Monument are assessed appropriately.
- 4.52 It should also be noted that the outcome of this assessment is not a substitute for detailed heritage assessments which may be undertaken at a later stage, and may alter the assessment of site suitability, in relation to designated and non-designated heritage assets (known and potential) and their settings.
- 4.53 Data sources:
- North Lincolnshire [Historic Environment Record](#)
 - [North Lincolnshire Council Mapsonline](#) (internal access only)
 - Sites assessed in consultation with North Lincolnshire Council’s Historic Environment Officers

4.54 Scoring:

Does the site have potential to harm a designated or non-designated heritage asset or its setting?

Factor	Outcome
Yes – development of the site would cause substantial harm to a designated or non-designated heritage asset or its setting, which cannot be reasonably mitigated.	Red
Yes/No - development of the site could have a detrimental impact on a designated or non-designated heritage asset or its setting, but the impact could be reasonably mitigated.	Amber
No – development of the site would have either a neutral or positive impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets or its settings.	Green

Landscape and natural environment

4.55 This criterion is additional to those considered in the SHELAA assessment methodology. The SHELAA considered the presence of tree preservation orders and locally designated green space. Open space was considered separately. However, it was considered acceptable to consolidate all of these factors, alongside other landscape and natural environment factors under this one criterion here. This assessment considers whether the site is located within or contains an area of landscape protection or designation in the emerging Local Plan or existing Development Plan Documents, as listed below, to ensure these areas continue to be protected and the effects of development mitigated:

- Area of amenity importance
- Areas of high landscape value – Landscape Character Assessment review considered these areas to be of high landscape quality with strong distinctive characteristics which make them particularly sensitive to development.
- Green infrastructure
- Important open space
- Landscape enhancement – landscape enhancement schemes are proposed in a number of areas including Brigg and Barton upon Humber. Policy DQE2 of the emerging Local Plan sets out that development will only be permitted in these areas where it provides opportunities for landscape enhancement or creation, which includes the provision of trees and hedges.
- Local green space
- Playing fields (and playing field extensions)
- Tree preservation orders

4.56 Data sources:

- [North Lincolnshire Council Mapsonline](#) (internal access only)
- [HELA DPD Proposals Map](#)
- [Submission version New Local Plan Policy Maps](#)
- Sites assessed in consultation with North Lincolnshire Council’s Natural Environment Officers

4.57 Scoring:

Is the site located within an area of landscape protection?

Factor	Outcome
Yes – site is located within an area of landscape protection	Red
No – site is not located within an area of landscape protection	Green

Ecology, biodiversity and geodiversity

4.58 The assessment will consider sites with regional or local protection, including:

- Local Nature Reserves
- Local Wildlife Sites
- Local Geological Sites
- Priority habitats and species - those listed under Section 41 of the Natural Environment and Rural Communities Act, 2006 and UK Biodiversity Action Plan (UK BAP).
- Ecological networks - coherent systems of natural habitats organised across whole landscapes to maintain ecological functions. A key principle is to maintain connectivity, to enable free movement and dispersal of wildlife e.g. badger routes, river corridors for the migration of fish and staging posts for migratory birds.
- Veteran trees – surviving trees that have developed some of the features found on ancient trees, but usually only in their second or mature stage of life. They are therefore not old enough to be classed as ‘ancient’.
- Biodiversity opportunity mapping – areas of opportunity for local landscape-scale habitat improvement, identified through the Biodiversity Opportunity Mapping Study, which represent strategic areas for biodiversity and important areas for habitat protection, restoration and creation.

4.59 The SHELAA previously assessed sites of importance for nature conservation and regionally important geological sites which are now known as Local Wildlife Sites and Local Geological Sites respectively and are listed above. An additional factor which was not previously assessed in the SHELAA, areas of biodiversity opportunity mapping, has been included in this assessment. These designations should not be an impediment to future development, they merely show potential areas where habitat could be created in future. Sites with national or international protection (SSSIs, SPAs, SACs, Ramsar sites, NNRs and Ancient Woodland) have already been excluded from the assessment at stage one as a major constraint. However, the potential impact on national and internationally protected sites needs to be assessed in stage two where potential allocations fall in proximity to them.

4.60 Sites which could have a detrimental impact on any protected site will be assessed negatively (red outcome) if mitigation or compensatory provision cannot be provided. Where mitigation or compensatory provision can be provided sites will be assessed as having a neutral impact (amber outcome). Where it is considered the development of a site would have no detrimental impact on any protected site, the site will be scored positively (green).

4.61 Data sources:

- [North Lincolnshire Council Mapsonline](#) (internal access only)
- [Woodland Trust Ancient Tree Inventory](#)
- [Natural England provisional habitat inventories](#)
- [Lincolnshire Environmental Records Centre](#)
- Sites assessed in consultation with North Lincolnshire Council’s Natural Environment Officers

4.62 Scoring:

Does the site have potential to harm a designated site, protected or priority species/habitat or ecological network?

Factor	Outcome
Yes – development of the site would have a detrimental impact on designated sites, protected or priority species/habitats or ecological networks that cannot be reasonably mitigated or compensated.	Red
Yes/No - development of the site may impact on a designated site, protected or priority species/habitat or ecological network but the impact could be reasonably mitigated or compensated.	Amber
No – development of the site would not have a detrimental impact on any designated site, protected or priority species/habitat or ecological networks.	Green

Flood risk

4.63 The National Planning Policy Framework (NPPF) requires development to avoid areas of high flood risk by applying a sequential approach, with an aim to steer development to areas with the lowest flood risk. Where development cannot avoid these areas an exception test must be applied. Caravans, mobile home and park homes intended for permanent residential use, such as Gypsy and Traveller sites, are classed as a highly vulnerable use and should avoid areas of high flood risk.

4.64 Flood Zones are defined by the Environment Agency’s flood map for planning as follows:

- Flood Zone 1 (low probability) – land having less than 0.1% annual probability of river or sea flooding.
- Flood Zone 2 (medium probability) – land having between a 1% and 0.1% annual probability of river flooding or 0.5% to 0.1% annual probability of sea flooding.
- Flood Zone 3a (high probability) – land having a 1% or greater probability of river flooding or 0.5% or greater annual probability of sea flooding.
- Flood Zone 3b (the functional floodplain) has already been considered as an absolute constraint in stage one of the assessment and is therefore not considered here. The scoring

therefore differs slightly from that set out in the SHELAA methodology but considers the same factors.

4.65 The Environment Agency Flood Zones only show flood risk as of the situation today. However, when planning for new development the risk over the lifetime of development needs to be considered taking into account the effects of climate change. The Local Planning Authority’s Strategic Flood Risk Assessment identifies flood zones based on the lifetime of the development in certain areas. Where this information is available these flood zones will be used for the purpose of this assessment. Surface water flooding can also be an issue and is published on a separate map by the Environment Agency, which identifies areas of high, medium, low and very low surface water flood risk, together with information on velocity and depth. A low risk surface flooding event has a similar likelihood of occurring as flood zone 2 events of between 0.1% and 1% chance.

4.66 Whilst flooding may not provide an absolute constraint to development, it may limit the development potential of the site or involve additional costs which may affect its viability.

4.67 Data sources:

- [North Lincolnshire Council SFRA 2022](#)
- [North Lincolnshire Council Mapsonline](#) (internal access only)
- Sites assessed in consultation with North Lincolnshire Council Flood Risk officers

4.68 Scoring:

Is the site at risk from flooding?

Factor	Outcome
Yes – the site is within SFRA Flood Zone 3a at high risk of flooding from rivers or the sea and/or is at high risk of surface water flooding.	Red
Yes – the site is within SFRA Flood Zone 2 at high risk of flooding from rivers or the sea and/or is at medium risk of surface water flooding.	Amber
No - the site is within SFRA Flood Zone 1 at low risk of flooding from rivers or the sea and/or is at low or very low risk of surface water flooding.	Green

Integration with the settlement boundary

4.69 To ensure sustainable development patterns and suitable access for future residents to vital services and facilities, the integration of sites with the settlement boundary and existing communities should be assessed. Sites are most preferable where they are located within existing development limits of a settlement or on edge of settlement within a reasonable distance to the settlement boundary, existing communities and services. Historically Gypsy and Traveller communities are often not located within the closest settlement related to them, but the inclusion of communities for health and wellbeing purposes and to ensure cohesive lifestyles is an important consideration. This criterion considers the location of the potential site to the existing development limit of the nearest settlement. The assessment is relatively subjective as a quantitative figure for ‘reasonable distance’ from the development limit hasn’t been set, however consideration is given to whether natural or man-made features detach the proposed site from the settlement (i.e. it is out of settlement) or if the site is well related to the settlement boundary (edge of settlement).

4.70 Data sources:

- [North Lincolnshire Council Mapsonline](#) (internal access only)
- [Submission version New Local Plan Policy Maps](#) – to view defined settlement development limits

4.71 Scoring:

How does the site relate to the existing settlement?

Factor	Outcome
Out of settlement (open countryside/outside of development limits and not within a reasonable distance of the existing settlement and services)	Red
Edge of settlement (located in open countryside/outside of development limits but is in reasonable distance of settlement and services)	Amber
Within existing development limits of the settlement	Green

Compatibility with neighbouring uses

4.72 National planning policy for travellers requires local authorities to ensure sites are economically, socially and environmentally sustainable, which includes promoting peaceful and integrated co-existence between the site and local community. Compatibility with neighbouring uses is therefore an additional factor assessed to those covered in the SHELAA. As highlighted previously in this methodology, the development of a site should be compatible with neighbouring uses and ensure it doesn't cause nuisance to adjoining properties. However, existing neighbouring uses should also be compatible with the new site and not cause nuisance or harm to those occupying the site. The nomadic nature of the gypsy and traveller lifestyle can result in an increased number of vehicle movements to and from the site, often of larger and heavier vehicles such as mobile homes, static and touring caravans, in comparison to a market housing site which could cause a nuisance to existing residents. Equally, the impact of neighbouring uses on the wellbeing of gypsies and travellers occupying the site should be considered i.e. is the site in the open countryside or adjacent to existing residential/gypsy and traveller (i.e. compatible) uses, or is the site in proximity to industrial uses that could be noisy and polluting? The nature of this assessment is relatively subjective.

4.73 Data sources:

- GIS mapping and aerial imagery
- Site visits

4.74 Scoring:

Would development of the site be compatible with neighbouring uses and vice versa?

Factor	Outcome
No – development of the site would be incompatible with existing neighbouring uses and/or existing neighbouring uses would be incompatible with development of the site and impacts cannot be mitigated.	Red
Yes/no – development of the site could be incompatible with existing neighbouring uses and/or existing neighbouring uses could be incompatible with development of the site but impacts can be mitigated.	Amber
Yes – development of the site would be compatible with existing neighbouring uses and/or existing neighbouring uses would be compatible with development of the site.	Green

Brownfield/previously developed land

4.75 Brownfield land, also known as previously developed land, is defined in national policy as “Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.” The NPPF requires Local Plans to make the most effective use of land by making as much use as possible of previously developed/brownfield land. The use of brownfield sites will be given priority if such development will not give rise to any adverse effects to support sustainable development.

4.76 Data sources:

- Brownfield register – lists brownfield sites that are suitable for housing development. Can help identify previously developed sites.
- Aerial imagery and historical maps – determine existing/previous use of the site.

4.77 Scoring:

Does the site consist of brownfield/previously developed land?

Factor	Outcome
No – the site contains no previously developed land	Red
Yes – the site is partially previously developed land/formed the curtilage of a previously developed site	Amber
Yes – the whole site is previously developed land	Green

Site can accommodate need identified

4.78 The size of the site and whether it can accommodate the identified need of 17 pitches is a necessary suitability factor to assess. As explained in Chapter 2, a need for 17 Gypsy and Traveller pitches has been identified in the GTAA and these should be a minimum size of 400sqm per pitch to reflect existing provision in North Lincolnshire and to accommodate large caravans and mobile homes. This means a minimum site size of 0.68ha is required. However, it should be noted sites smaller than 0.68ha should not be discounted completely as they could be delivered in conjunction with another allocation. For this reason, sites less than 0.68ha will get an amber score and anything 0.68ha or above will score green. Sites that are too small to accommodate any pitches are not being considered in the assessment process, therefore it is unnecessary to have a red score in this instance.

4.79 It should be noted 0.68ha is a minimum site size requirement, and ideally the Council require additional space (up to 0.9ha) to accommodate the necessary infrastructure such as roads and amenity space required on site. However, for the purposes of this assessment, the outcome is determined simply by dividing the site size in square metres by 400sqm to confirm how many pitches as a minimum it can accommodate.

4.80 Data sources:

- See Chapter 2 - standard North Lincolnshire Gypsy and Traveller pitch size (400sqm).
- Site assessed in consultation with the North Lincolnshire Council Gypsy and Traveller Liaison Officer (Estates team).

4.81 Scoring:

Can the site accommodate the identified need of 17 Gypsy and Traveller pitches?

Factor	Outcome
No – site is smaller than 0.68ha and cannot accommodate 17 pitches	Amber
Yes – site is equal to or larger than 0.68ha and can accommodate 17 pitches	Green

Located in area of need

4.82 The GTAA has identified Scunthorpe, Brigg and Barton upon Humber as areas where Gypsy and Traveller sites should be located due to the number of repeat encampments in these general areas. From these findings the Council are looking primarily at Brigg and Barton upon Humber for suitable allocations as no potential sites were identified for assessment in Scunthorpe. The criterion considers whether the potential allocations are located within or near to these locations. If sites are considered to be outside of these settlements (in line with the ‘Integration with the settlement boundary’ criterion above) then they are not considered to be located in an area of need. Consideration should also be given to whether the site is located near to existing Gypsy and Traveller encampments (authorised or unauthorised) in terms of need – this is reflected in the scoring below.

4.83 Data sources:

- North Lincolnshire Gypsy and Traveller Accommodation Assessment
- GIS mapping and aerial imagery – to determine location of existing provision in relation to the proposed allocations.
- Site assessed in consultation with the North Lincolnshire Council Gypsy and Traveller Liaison Officer.

4.84 Scoring:

Is the site located in a known area of assessed need?

Factor	Outcome
No – the site is located outside a general area of assessed need or an existing or historic encampment.	Red
No – but the site is located in proximity to a general area of assessed need or an existing or historic encampment.	Amber
Yes – the site is located within a general area of assessed need or an existing or historic encampment.	Green

Availability

4.85 Planning Practice Guidance states a site can be considered available for development, when, on the best information available (confirmed by the call for sites and information from land owners and legal searches where appropriate), there is confidence that there are no legal or ownership impediments to development'.

4.86 The SHELAA considered key elements for establishing site availability which are assessed below. There are; legal impediments such as ownership or access, planning application/consent and developer interest/marketing of the site.

Ownership

4.87 The ownership of a site determines its ease of acquisition which in turn determines its availability for allocation and is an important factor to assess. Sites may come forward that are in private or public ownership and although not ideal, compulsory purchase orders may be required if the Council encounter difficulty in securing sites.

4.88 Data sources:

- [North Lincolnshire Council Mapsonline](#) (internal access only) – call for sites data and council land ownership data

4.89 Scoring:

Is the current landowner supportive of Gypsy and Traveller development?

Factor	Outcome
Landowner has not expressed an interest in Gypsy and Traveller development	Red
Landowner is supportive of Gypsy and Traveller development	Green

Legal/covenants

4.90 The availability of a site is dependent on whether any existing legal issues or covenants exist that may impede development. For example, this may include land controlled by a developer or landowner who is unwilling to develop a site, the existence of ransom strips, land charges or deed agreements that may affect the site coming forward for development. The Council’s legal team is best place to advise as to whether any existing legal restrictions or covenant constraints exist on site.

4.91 Data sources:

- [North Lincolnshire Council Mapsonline](#) (internal access only) – land charges data
- Sites assessed in consultation with North Lincolnshire Council Legal team

4.92 Scoring:

Are there any known legal restrictions or covenant constraints on site?

Factor	Outcome
Yes – site has known legal restrictions or covenant constraints.	Red
No – site has no known legal restrictions or covenant constraints.	Green

Owner/agent promotion

4.93 If a site has been submitted to the Council by the landowner through a call for sites process, or a site is for sale with scope for future development, it is considered the site has been promoted for development. It should be noted that no sites have been submitted to the Council by private landowners to be considered for the development of a Gypsy and Traveller site. However, as explained in [Chapter 3](#), sites previously discounted for housing use are being recycled and considered for Gypsy and Traveller use, therefore promotion relates not specifically to Gypsy and Traveller use but to housing and other uses as well.

4.94 Data sources:

- [North Lincolnshire Council Mapsonline](#) (internal access only) – call for sites data
- Published evidence base documents – consider sites previously discounted and source further information from these assessments, such as SHELAA 2021 and HELA DPD Additional Issues and Options for Gypsy and Traveller Sites 2008.
- Online estate agent listings and Council listings – identify sites for sale

4.95 Scoring:

Has the site been promoted by the landowner or agent?

Factor	Outcome
No – the site has not been promoted by the owner/agent.	Red
Yes – the site has been promoted by the owner/agent.	Green

Planning application/consent

4.96 If a site contains an extant planning application or consent, this helps to assess whether there is a reasonable intention or desire to develop the site in future. Permission does not have to be for Gypsy and Traveller use for a site to score positively here i.e. if a site has permission for housing development this will score green as the principle of residential development has been agreed. So long as the principle of development has been agreed (whether that be residential, employment, leisure etc.) a site will score positively here. Historic planning permissions (for all uses) may be highlighted on each site proforma however expired permissions will not score green here.

4.97 Data sources:

- Public Access – Council’s online portal to view planning applications and permissions

Scoring:

Is there an extant planning application or consent on site and has the principle of development been agreed?

Factor	Outcome
No – the site does not have an existing planning application/consent and the principle of development has not been agreed.	Red
Yes – the site does have an existing planning application/consent and the principle of development has been agreed.	Green

Developer interest

4.98 The SHELAA considered developer interest as an important factor to assess the availability of a market housing site as it helps to understand whether there is a reasonable intention for a developer to develop the site. While the development of a Gypsy and Traveller site will not have the same requirements as a market housing site, the development will involve the creation of hardstanding areas and roads, connection to utilities and infrastructure and the building of amenity blocks. It is considered relevant to assess developer interest of the proposed Gypsy and Traveller sites to understand if the sites may be available for development in the immediate/short term.

4.99 Data sources:

- North Lincolnshire Council Mapsonline (internal access only) – call for sites data to determine if a landowner has a developer on board/interested in their site.
- Sites assessed in consultation with the Strategic Housing team.

4.100 Scoring:

Is there currently developer interest for the proposed site?

Factor	Outcome
No – the site currently has no known developer interest.	Red
Yes – there is currently developer interest in the site.	Green

Achievability

Market factors

4.101 The SHELAA considered a number of market factors that helped to determine a site’s achievability. These included adjacent land uses, economic viability of existing, proposed and alternative uses, attractiveness of the locality, level of potential market demand and reaching conclusions on the net developable area of a site. As the SHELAA relates to the assessment of market housing, and a number of these market factors had already been considered in other criteria above, it was considered some of these factors were irrelevant to the assessment of Gypsy and Traveller sites.

4.102 However, the Greater Norwich Local Plan published a Gypsy and Travellers Site Assessment document that suggested market attractiveness is reflected and evidenced through landowner promotion of the site, demand from the Gypsy and Traveller community to extend sites and sites in accessible locations with good road and public transport connections.

4.103 This criterion therefore considers a combination of these factors in a broad-brush assessment of market attractiveness. Factors include, the attractiveness of the locality, site accessibility/location, site promotion and demand in the area. The outcomes of previous criteria assessments e.g. accessibility to local services and facilities and integration with the settlement boundary, can assist in assessing this criterion.

4.104 Data sources:

- Outcomes to previous criteria assessments in this document – including accessibility to local services and facilities, integration with the settlement boundary, compatibility with neighbouring uses, located in area of need and owner/agent promotion.
- Aerial imagery/maps and site visits – for an understanding of locality, attractiveness of area, accessibility and location.

4.105 Scoring:

Is the site considered attractive to the market?

Factor	Outcome
No – site is not considered attractive to the market.	Red
Yes – site is considered attractive to the market.	Green

Cost factors, including site preparation costs

4.106 The SHELAA considered a number of cost factors to help determine a site achievability. These factors included site preparation relating to any physical constraints and exceptional works necessary such as; demolition, ground conditions, contamination, flood risk mitigation and strategic infrastructure. Where a site is expected to have increased cost factors involved it scores negatively. Site with limited constraints and therefore not expected to have increased cost factors will score positively.

4.107 Data sources:

- Outcomes to previous criteria assessments in this document – including utilities and infrastructure capacity, contamination, noise and odour, flood risk and legal/covenant constraints.

4.108 Scoring:

Is the site expected to involve increased cost factors, including site preparation costs?

Factor	Outcome
Yes – site expected to have increased cost factors involved.	Red
No – site not expected to have increased cost factors involved.	Green

Delivery factors

4.109 The delivery factors considered in the SHELAA, such as phasing, build out rates and differing housing products, relate to market housing. As no private developer has expressed an interest in developing a Gypsy and Traveller site in North Lincolnshire, an allocation would likely be developed by the Council or a landowner and this criterion therefore considers which sites the Council’s Estates team and/or a landowner are committed to delivering, and which sites are therefore achievable and deliverable.

4.110 Data sources:

- Site assessed in consultation with the Council’s Estate team

4.111 Scoring:

Is the landowner or a developer willing to deliver the site?

Factor	Outcome
Neither landowner(s) nor a developer are willing to deliver the site	Red
Only landowner(s) or a developer are willing to deliver the site	Amber
Both landowner(s) and a developer are willing to deliver the site	Green

5. Individual site assessments

- 5.1 Thirteen sites have been assessed using the assessment methods set out in [Chapter 4](#). Three sites have been discounted at stage one of the assessment due to highways issues, therefore ten sites have moved forward for assessment in stage two and are considered as potential Gypsy and Traveller allocations. Individual site proformas for each site are provided in this chapter, setting out the colour coded outcomes for each criteria and further commentary.

H6BAR-1: Land at Caistor Road, Barton upon Humber

Settlement	Barton upon Humber
Site reference	H6BAR-1



Site address	Land at Caistor Road, Barton upon Humber
Site size (Ha)	0.45
Existing land use(s)	Overgrown grassland
Possible number of pitches	11.25
Site and surrounding area description	The site is located to the southeast of Barton and adjacent to a covered reservoir to the north which is well screened by existing mature vegetation. There are overhead power lines to the south of the site and the surrounding area consists of agricultural land. The site was a former landfill site and has mature hedgerows on all boundaries and some trees to the north/eastern boundaries.
Greenfield/brownfield	Greenfield
Proposed use	A permanent residential Gypsy and Travellers site

Stage 1: Initial Site Assessment		
Intrinsic and absolute constraints	Site located within constraint zone? (Yes/No)	Comments
SFRA Flood Risk Zone 3b (Functional Flood Plain where flood risk cannot be mitigated)	No	
Site of Special Scientific Interest (SSSI)	No	
Internationally designated sites (SPA/SAC/Ramsar)	No	
National Nature Reserve (NNR)	No	
Scheduled Monument	No	Site located 1.1km southeast of nearest Scheduled Monuments, the Church of St Peter and site of Saxon Manor, Tyrwhitt Hall.
Ancient Woodland	No	
Air Quality Management Area (AQMA)	No	
Constraint	Could site be serviced by a suitable vehicular access? (Yes/No)	Comments
Highways and vehicular access	Yes	<p>The site does not currently have existing vehicular access and is accessed by a neighbouring field. However, the site is located immediately adjacent to Caistor Road and it is assumed that suitable access could easily be created.</p> <p>The proposed site is located less than 100m from a safeguarded route for the Barton relief road, at its closest point. Concern from Highways in regard to proximity of any site access to the proposed Barton link road junction on Caistor Road.</p>
<p>If the site is wholly or mostly located within a constraint zone, or the site could not be serviced by a suitable vehicular access, the site will be excluded from further assessment. Where a site falls partially within or in proximity to a constraint zone, and could be serviced by a suitable vehicular</p>		

access, the stage two assessment will be undertaken to determine if risks can be mitigated and whether the site is a suitable option for allocation.

Stage 2: Detailed Site Assessment		
Constraint	Outcome	Comments
Suitability		
Accessibility to local services and facilities	Green	<p>1. Yes - site approximately 240m from nearest bus stop.</p> <p>2. Yes - 1.4km walking distance of secondary school.</p> <p>3. Yes - site approximately 320m walk from local convenience store.</p> <p>4. Yes - site 29 minute bus journey from Central GP surgery (includes walking to/from bus stops).</p> <p>5. Yes - site 23 minute bus journey from designated town centre (Market Place).</p> <p>6. No - site does not have direct access to foot/cycle path or public right of way and nearest footpath is 160m north on Caistor Road. Cycling possible along Caistor Road but not on designated path (scores zero on this basis).</p> <p>7. Yes - site 24 minutes from designated area of employment on Falkland Way. Includes 19 minute walk from site to bus stop on Market Lane.</p>
Utilities and infrastructure capacity	Green	Yes – the settlement has sufficient utilities and infrastructure capacity.
Agricultural land classification	Amber	Grade 2
Contamination, noise, odour	Red	The site was a former landfill site and is therefore likely to be contaminated. There may also be geotechnical and land stability (i.e. subsidence)

		constraints with developing on this site. Therefore further investigation is required.
Heritage and historic environment	Green	The proposed site is situated approximately 400m to the south east of the edge of Barton Conservation Area. It is anticipated that development of the site would have a neutral impact on the conservation area and its setting as the site is screened by existing mature hedgerows and the existing residential built-up area separates the designation from the proposed allocation. No other heritage assets are situated in proximity to the proposed site.
Landscape and natural environment	Red	Site is designated green infrastructure network under Policy DQE11 in emerging Local Plan.
Ecology, biodiversity and geodiversity	Green	There are no Local Nature Reserves, Local Geological Sites or Local Wildlife Sites situated within proximity of the proposed site. There are no trees classed as Veteran trees on site, according to the Woodland Trust's Ancient Tree Inventory.
Flood risk	Green	SFRA Flood Zone 1
Integration with the settlement boundary	Amber	Site lies less than 200m south of Barton development limit – edge of settlement.
Compatibility with neighbouring uses	Green	Site in the open countryside to the south of Barton, surrounded by agricultural fields and a covered reservoir to the north. Reservoir site is not anticipated to cause nuisance or danger to residents of the site and is well screened by existing mature vegetation.

Brownfield/previously developed land	Red	The site contains no previously developed land. Previous use as landfill is not defined as previously developed land in line with the NPPF.
Site can accommodate need identified	Amber	No – site is smaller than 0.68ha and cannot accommodate 17 pitches
Located in area of need	Green	The site is situated outside the development limits of Barton upon Humber but within close proximity. The site is also enveloped by the proposed Barton relief road which, once built, would naturally help integrate the site with the wider settlement. Gypsies and Travellers have also previously used the site without planning permission. The site is therefore considered to be in an area of need due to its historic use as a Gypsy and Traveller site.
Availability		
Ownership	Red	North Lincolnshire Council owned, however landowner has not expressed an interest in Gypsy and Traveller development.
Legal/covenants	Green	No known constraints
Owner/agent promotion	Green	This is a Council owned site and was promoted as a possible allocation in the <i>Gypsy and Traveller Issues and Options Paper (2008)</i> and discounted as a residential site in a call for sites exercise in 2018.
Planning application/consent	Red	No extant permission or planning application on site.
Developer interest	Red	No – the site currently has no known developer interest.
Achievability		

Market factors	Green	Site is well related to the existing settlement of Barton with good access to local services and facilities. Located in an attractive semi-rural area and site previously promoted for development by landowner (Council).
Cost factors, including site preparation costs	Red	The site is a historic landfill and contamination will need to be investigated and mitigated where necessary. The site otherwise is not expected to have any increased cost factors related to issues such as demolition, ground conditions, flood risk or infrastructure.
Delivery factors	Red	The Council Estates team is not committed to delivering this site as a Gypsy and Traveller allocation.

Planning History	
Planning application reference	N/A
Planning Proposal	N/A
Local Plan designations	Green infrastructure network designation, Policy DQE11 in emerging Local Plan.

Summary
<p>Gypsies and Travellers have previously used the site without planning permission and is located on the edge of Barton upon Humber, therefore is located in an area of need. The site has good access to local services and facilities, is in an area of low flood risk and does not pose any harm to ecological or heritage sites. The site is smaller than 0.68ha and can accommodate approximately 11 pitches and would need to be delivered in conjunction with another site to deliver the total identified need of 17 pitches. The site is a historic landfill site and is therefore likely to be contaminated and additional costs are likely to be incurred to mitigate this. Environmental Health officers highlighted there may also be geotechnical and land stability constraints when developing this site. It is agreed that the site is well positioned adjacent to Caistor Road and site access could easily be created. However, there is concern from Highways about the site’s proximity to the proposed Barton link road junction on Caistor Road.</p>

H6BAR-2: Land west of Gravel Pit Road, Barton upon Humber

Settlement	Barton upon Humber
Site reference	H6BAR-2



Site address	Land west of Gravel Pit Road, Barton upon Humber
Site size (Ha)	0.98 – developable area currently unknown but expected to be less due to escarpments and undulating topography on site.
Existing land use(s)	Part agricultural storage and hardstanding, majority overgrown vegetation. Restored gravel pit, confirmed on historical maps.
Possible number of pitches	24.5 – exact number unknown, expected to be less pitches due to reduced developable area.
Site and surrounding area description	The site is a historic gravel pit and previous cuttings have become incorporated into the landscape by overgrown vegetation. The site is therefore undulating with escarpments. An existing access road leads to a flat concrete area of hardstanding, currently used for agricultural storage purposes, and an earth bund borders the northern boundary of the site. Mature hedgerows define the eastern boundary along Gravel Pit Road

	and part of the eastern boundary. Some existing shrub vegetation is dotted on the site. The site is well sheltered and screened by the existing vegetation and topography. The site is adjacent to an adopted highway and the surrounding area is gently undulating, arable agricultural land with views to the Humber Bridge to the northeast. The Barton recycling facility and an existing Gypsy and Traveller site are located on Dam Road to the northeast within 250m of the proposal site. The site is detached from the main settlement of Barton upon Humber to the west of the A15.
Greenfield/brownfield	Greenfield. Former use as gravel pit (minerals extraction) does not constitute previously developed land in line with NPPF definition.
Proposed use	A permanent residential Gypsy and Travellers site

Stage 1: Initial Site Assessment		
Intrinsic and absolute constraints	Site located within constraint zone? (Yes/No)	Comments
SFRA Flood Risk Zone 3b (Functional Flood Plain where flood risk cannot be mitigated)	No	
Site of Special Scientific Interest (SSSI)	No	At its closest point, the site is situated approximately 280m southeast of the Humber Estuary SSSI designation. However, the site is located within the SSSI Impact Risk Zone (IRZ) defined by Natural England. The Local Planning Authority has a duty to consult Natural England on all proposals within the IRZ where development could have a potential impact on a SSSI.
Internationally designated sites (SPA/SAC/Ramsar)	No	At its closest point, the site is situated approximately 280m southeast of the Humber Estuary SPA. The site is situated approximately 800m south of the Humber Estuary SAC At its closest point, the site is situated approximately

		280m southeast of the Humber Estuary Ramsar site. Site is located in an Impact Risk Zone.
National Nature Reserve (NNR)	No	At its closest point, the site is situated approximately 280m southeast of the Far Ings NNR.
Scheduled Monument	No	
Ancient Woodland	No	
Air Quality Management Area (AQMA)	No	
Constraint	Could site be serviced by a suitable vehicular access? (Yes/No)	Comments
Highways and vehicular access	Yes	Site has existing vehicular access onto Gravel Pit Road.
<p>If the site is wholly or mostly located within a constraint zone, or the site could not be serviced by a suitable vehicular access, the site will be excluded from further assessment. Where a site falls partially within or in proximity to a constraint zone, and could be serviced by a suitable vehicular access, the stage two assessment will be undertaken to determine if risks can be mitigated and whether the site is a suitable option for allocation.</p>		

Stage 2: Detailed Site Assessment		
Constraint	Outcome	Comments
Suitability		
Accessibility to local services and facilities	Amber	<p>The site is located out of the settlement of Barton to the west of the A15 and is over the threshold for walking distance to all services and facilities. Therefore only public transport time (which includes time to walk to bus stop) for each question is considered below:</p> <ul style="list-style-type: none"> • 56 minutes from Baysgarth secondary school. • Over 1 hour to nearest local retail services and town centre due to available routes and timetabling (scores zero for both of these questions).

		<ul style="list-style-type: none"> • 53 minutes to GP surgery (scores zero). • No direct access to foot/cycle path or PROW and nearest footpath over 1km to the south on Ferriby Road (A1077). Cycling possible along Gravel Pit Road but not on designated path (scores zero on this basis). • Quickest journey from Far Ings Road is 39 minutes to designated area of employment on Falkland Way (scores zero). Proposed employment allocation to south of site in emerging Local Plan.
Utilities and infrastructure capacity	Green	Yes – the settlement has sufficient utilities and infrastructure capacity.
Agricultural land classification	Amber	Grade 2
Contamination, noise, odour	Amber	<p>GIS data suggests the site does not contain contaminated land and is not affected by noise or odour. However, officers have highlighted the site was previously heavily contaminated and is likely to have been infilled with unknown material. There may also be geotechnical and land stability (i.e. subsidence) constraints with developing on this site. Therefore further investigation is required.</p> <p>The site is within a 250m and 500m buffer zone of a pre-1974 historic landfill site and the Barton Recycling Centre is located approximately 100m north of the proposed site. While the site visit confirmed the recycling centre is well screened and did not cause an odour issue that particular</p>

		day, a noise, odour and light assessment may be required.
Heritage and historic environment	Amber	Grade II Listed buildings (Westfield Farmhouse and attached barn, and farm buildings to the west of Westfield Farmhouse) are located approximately 300m to the south of the site. Open countryside lies between the proposed site and the listed buildings therefore no natural barrier exists and the site may impact on the heritage asset or its setting. However, it is considered any impact could be reasonably mitigated. No other heritage assets are situated in proximity to the proposed site.
Landscape and natural environment	Red	Site designated green infrastructure network under Policy DQE11 in the emerging Local Plan.
Ecology, biodiversity and geodiversity	Amber	The site is located within the Humber Estuary SSSI Impact Risk Zone. At its closest point the site is 280m from the Humber Estuary SSSI, SPA, Ramsar site and Far Ings NNR and 800m from the Humber Estuary SAC. The site is designated for biodiversity opportunity mapping in the emerging new Local Plan - these designations should not be an impediment to future development, they merely show where habitat could be created. Far Ings Local Nature Reserve and Local Wildlife Site and Far Ings Blow Well Local Geological Site are situated 200m north of the site. Barton Cliff New Quarry Local Wildlife Site and Local Geological Site are situated approximately 680m west of the site at the closest point. Additionally, Barton Wolds Local Nature

		Reserve and Local Wildlife Site is situated approximately 700m to the east of the site but is screened by the A15. Two veteran trees are located around 300m south of the site according to the Woodland Trust's Ancient Tree Inventory.
Flood risk	Green	SFRA Flood Zone 1. The site is situated less than 100m south of the SFRA Flood Zone 2/3 (a) Tidal.
Integration with the settlement boundary	Red	The site is located in the open countryside, out of the settlement of Barton upon Humber. The site is separated from the main settlement by the A15 and is out of reasonable walking distance and public transport times of nearly all services (as assessed above).
Compatibility with neighbouring uses	Amber	Site is located in open countryside, immediately surrounded by arable agricultural fields. Barton waste recycling site located less than 200m to the north – waste site is well screened by existing mature vegetation, considered any potential impact could be mitigated.
Brownfield/previously developed land	Amber	Yes – the site is partially previously developed land, contains existing hardstanding and access road. Previous use as a gravel pit and agricultural store does not constitute previously developed land in line with NPPF definition.
Site can accommodate need identified	Green	Yes – site is equal to or larger than 0.68ha and can accommodate 17 pitches. The developable area of the site is currently unknown due to escarpments and undulating topography.

Located in area of need	Amber	The proposed site is located out of the settlement of Barton upon Humber (a known area of need). However, the site is situated less than 250m southwest of an unauthorised Gypsy and Traveller encampment which reflects a need in the area. The site is therefore considered to be in an area of need due to its proximity to a Gypsy and Traveller site.
Availability		
Ownership	Red	Private ownership, however landowner has not expressed an interest in Gypsy and Traveller development.
Legal/covenants	Green	Site has no known legal restrictions or covenants.
Owner/agent promotion	Red	The site has not been promoted by the owner/agent to the Council through previous call for sites. However, site was considered in 2010 due to historic encampments in the area.
Planning application/consent	Red	The site does not have an existing planning application/consent and the principle of development has not been agreed.
Developer interest	Red	No – the site currently has no known developer interest.
Achievability		
Market factors	Red	Site has very limited/no access to local services and facilities, is detached from the main settlement and the site is not being promoted by the landowner. The site is located in a very attractive rural area, however this does not overcome the other negative aspects of the site, the site is therefore not considered attractive to the market.

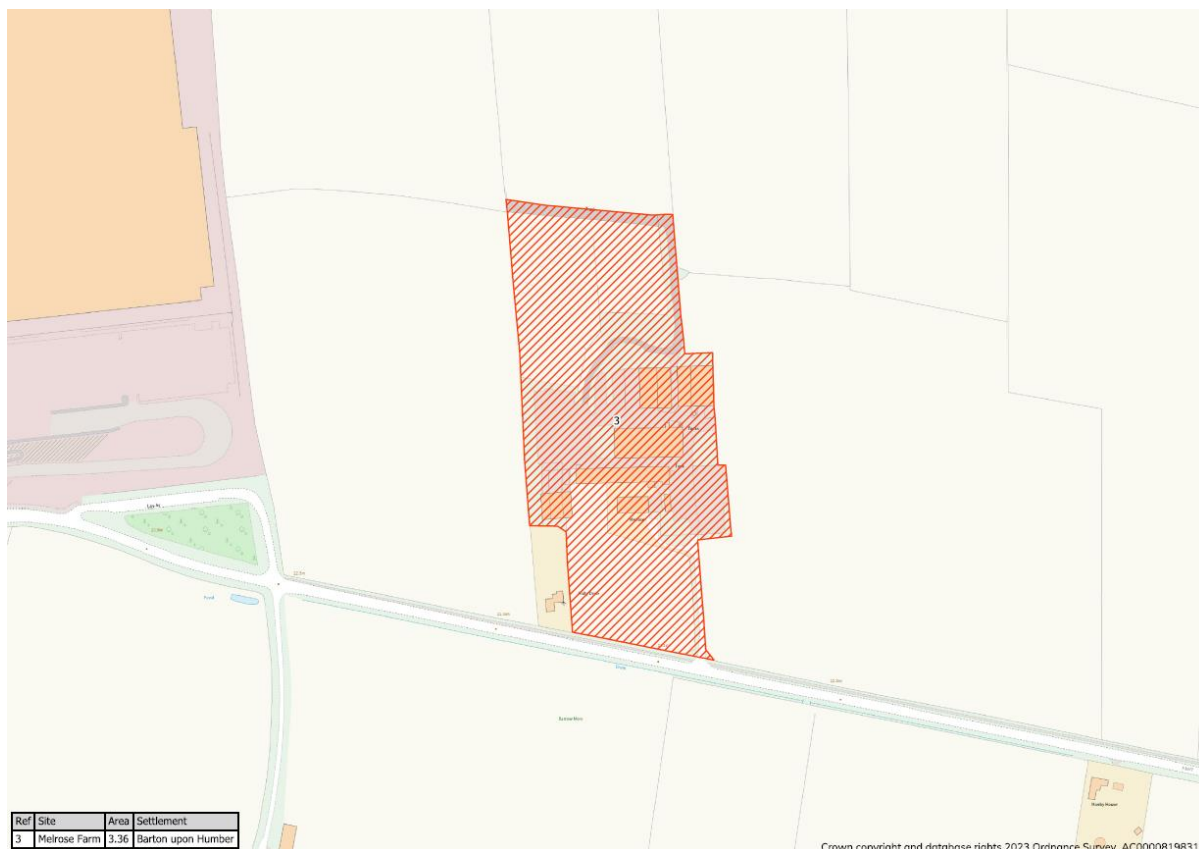
Cost factors, including site preparation costs	Red	Site may have increased cost factors involved relating to ground conditions as a result of the site's former use as a gravel pit.
Delivery factors	Red	The Council Estates team is not committed to delivering this site as a Gypsy and Traveller allocation.

Planning History	
Planning application reference	N/A
Planning Proposal	N/A
Local Plan designations	Biodiversity opportunity mapping (Policy DQE3) and green infrastructure network designation (Policy DQE11) in emerging Local Plan.

Summary
<p>The site assessment outcome is considered most negative of all sites assessed in stage two. The site has very limited access to local services and facilities due to its rural location and is considered out of settlement. The site is over the walking distance and public transport journey times for all services, except Baysgarth secondary school, to which a bus journey would take 56 minutes. The site is in an area of low flood risk and can accommodate the identified need of 17 pitches. However, uncertainty lies around the developable area of the site due to its previous use as a gravel pit and existing topography of the site and potential contamination. Increased costs are likely to occur to improve the ground conditions. The site is privately owned and has not been actively promoted to the Council through previous call for sites consultations. It is therefore considered more suitable, alternative site options are available.</p>

H6BAR-3: Melrose Farm, Barrow Road, Barton upon Humber

Settlement	Barton upon Humber
Site reference	H6BAR-3



Site address	Melrose Farm, Barrow Road (A1077), Barton upon Humber
Site size (Ha)	3.36
Existing land use(s)	Farmstead
Possible number of pitches	84
Site and surrounding area description	The site consists of an existing farmstead including farmhouse and agricultural buildings to the centre of the site, grass fields in the northern and southern portion. The immediate surrounding area is agricultural fields, but the industrial area of Barton and Wren Kitchens development is located 200m west of the site. The site of a block paving company and derelict brick building are also adjacent to the southwestern corner of the site. The site is detached from the main settlement and is almost equidistant between the residential

	areas of Barton upon Humber and Barrow upon Humber, located adjacent to and north of Barrow Road.
Greenfield/brownfield	Greenfield (existing agricultural uses do not constitute brownfield land in line with NPPF definition).
Proposed use	A permanent residential Gypsy and Travellers site

Stage 1: Initial Site Assessment		
Intrinsic and absolute constraints	Site located within constraint zone? (Yes/No)	Comments
SFRA Flood Risk Zone 3b (Functional Flood Plain where flood risk cannot be mitigated)	No	
Site of Special Scientific Interest (SSSI)	No	The site is located approximately 1km south of the Humber Estuary SSSI at its closest point and within the SSSI Impact Risk Zone defined by Natural England. The Local Planning Authority has a duty to consult Natural England on rural residential proposals of 10 or more dwellings outside existing settlements/urban areas within the IRZ.
Internationally designated sites (SPA/SAC/Ramsar)	No	The site is situated approximately 1km south of the Humber SPA at its closest point. The site is situated approximately 1.5km south of the Humber Estuary SAC at its closest point. The site is situated approximately 1.5km south of the Humber Ramsar site at its closest point. Site is located within an Impact Risk Zone.
National Nature Reserve (NNR)	No	
Scheduled Monument	No	The nearest Scheduled Monuments are "The Castles"

		Motte and Bailey located less than 1km northeast of the site, a heavy anti-aircraft gun site located 1.1km north and the Church of St Peter and site of Saxon Manor Tyrwhitt Hall located 2km to the west in Barton.
Ancient Woodland	No	
Air Quality Management Area (AQMA)	No	
Constraint	Could site be serviced by a suitable vehicular access? (Yes/No)	Comments
Highways and vehicular access	Yes	Site has existing vehicular access onto Barrow Road (A1077).
<p>If the site is wholly or mostly located within a constraint zone, or the site could not be serviced by a suitable vehicular access, the site will be excluded from further assessment. Where a site falls partially within or in proximity to a constraint zone, and could be serviced by a suitable vehicular access, the stage two assessment will be undertaken to determine if risks can be mitigated and whether the site is a suitable option for allocation.</p>		

Stage 2: Detailed Site Assessment		
Constraint	Outcome	Comments
Suitability		
Accessibility to local services and facilities	Green	<p>Public transport time includes time walking to and from bus stop.</p> <ol style="list-style-type: none"> No - nearest bus stop 1.6km and train station over 3km. Yes - Baysgarth secondary school 23 min bus journey (includes 22 minute walk to bus stop). Yes - 23 min bus journey to town/retail centre (Market Place). Yes - 26 min bus journey to Central GP surgery. Yes - 23 min bus journey to town/retail centre (Market Place).

		<p>6. Yes - existing footpath from entrance of site along Barrow Road.</p> <p>7. Yes/no - existing employment area designated in Local Plan on Falkland Way is over walking distance and public transport thresholds. However, site is located within 200m of Wren Kitchens a major employer in the area, therefore the site scores 1 for this factor.</p>
Utilities and infrastructure capacity	Green	Yes – the settlement has sufficient utilities and infrastructure capacity.
Agricultural land classification	Amber	Grade 2
Contamination, noise, odour	Amber	The site is agricultural and has several tanks present. Agricultural sites are likely to give rise to contamination from the storage of slurry, chemical and oil/diesel for example. The Wren factory site is also located 200m west of the site, which may give rise to noise and odour impacts. A contaminated land, noise, odour and light assessment may therefore be required.
Heritage and historic environment	Amber	The proposed site is situated approximately 900m to the southwest of a Scheduled Ancient Monument (“The Castles” motte and bailey, Barrow upon Humber) and 1.5km northwest of the Barrow Conservation Area. The site is separated from the designations by existing mature vegetation and residential properties. The Barton Conservation area and another Scheduled Ancient Monument are also located approximately 2km to the

		<p>west. The site is separated from the designations by the built up residential and industrial areas of Barton. The development of the site is therefore not considered to have an impact on a heritage asset or its setting.</p> <p>The Historic Environment Record records indicate that this site has the potential to contain archaeological remains of Roman and earlier date. Detailed heritage assessment and archaeological field evaluation within the greenfield areas would be required to assess heritage significance and inform a planning application on this site in accordance with NPPF paragraph 194. Based on current data, mitigation to offset harm should be achievable.</p>
Landscape and natural environment	Red	<p>The southern half of the site and small portion to the north is designated as green infrastructure network under Policy DQE11 of the emerging Local Plan.</p>
Ecology, biodiversity and geodiversity	Amber	<p>The site is located within the Humber Estuary SSSI Impact Risk Zone. There are no Local Nature Reserves, Geological Sites or Local Wildlife Sites situated within proximity of the site (nearest 1.5km+ distance). There are no Veteran trees on site, according to the Woodland Trust's Ancient Tree Inventory. However, site is designated as a biodiversity opportunity mapping area in emerging Local Plan and is located within the Humber Estuary SSSI Impact Risk Zone. Biodiversity opportunity</p>

		mapping area designations should not be an impediment to future development, they merely show where habitat could be created.
Flood risk	Green	SFRA Flood Zone 1. The site is situated approximately 230m south of the boundary of SFRA Flood Zone 2/3 (a) Tidal.
Integration with the settlement boundary	Amber	Edge of settlement, site is located only 200m east of Barton development limits.
Compatibility with neighbouring uses	Green	Site in open countryside and immediately surrounded by arable agricultural fields. Industrial area of Wren Kitchens factory located 200m west of site. Conditions are in place for the existing planning permission on the Wren site (PA/2022/1882) to protect nearby properties and residential amenity from excessive noise, light and odour. Due to these restrictions, there is confidence the Wren site would not have a negative impact on residents of the proposed site and development would therefore be compatible with neighbouring land uses.
Brownfield/previously developed land	Red	No previously developed land. Existing farmstead/agricultural uses do not constitute brownfield land in line with NPPF definition.
Site can accommodate need identified	Green	Yes – site is equal to or larger than 0.68ha and can accommodate 17 pitches.
Located in area of need	Amber	The site is situated outside the development limits of Barton upon Humber but directly to the east of the large Wren factory site, which bounds the settlement. As

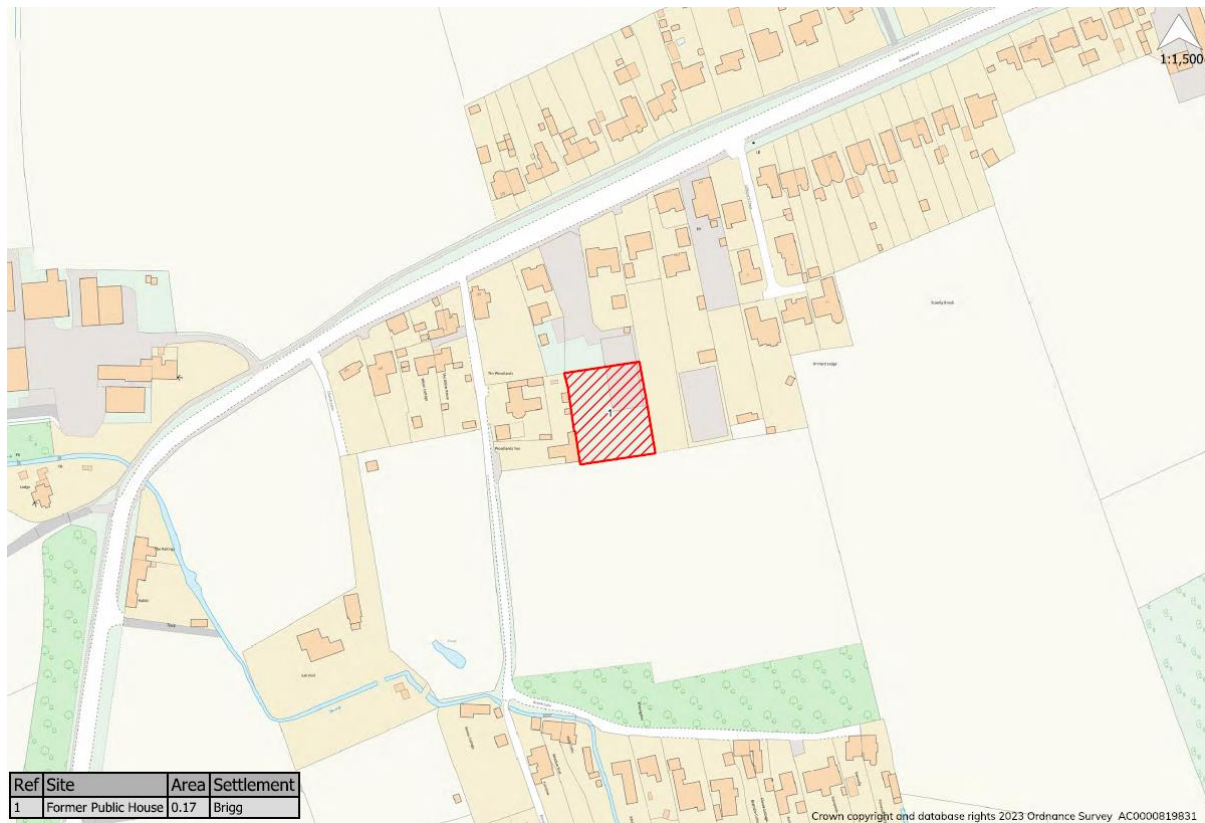
		such it is considered the site is located within a sustainable proximity to Barton upon Humber, a known area of need. There are no known existing/historic encampments nearby.
Availability		
Ownership	Red	Private ownership, however landowner has not expressed an interest in Gypsy and Traveller development.
Legal/covenants	Red	Site may have legal restrictions or covenant constraints due to the existence of a residential property and working farm on site.
Owner/agent promotion	Red	The site has not been promoted by the owner/agent to the Council through previous call for sites.
Planning application/consent	Red	The site does not have an existing planning application/consent and the principle of development has not been agreed.
Developer interest	Red	No – the site currently has no known developer interest.
Achievability		
Market factors	Green	The site is not currently promoted by the landowner but is located in proximity to Barton (an area of need) in a n attractive semi-rural area with good access to many local services and facilities. Site is considered attractive to the market.
Cost factors, including site preparation costs	Green	Site not expected to have increased cost factors involved.
Delivery factors	Red	The Council Estates team is not committed to delivering this site as a Gypsy and Traveller allocation.

Planning History	
Planning application reference	N/A
Planning Proposal	N/A
Local Plan designations	Green infrastructure network (Policy DQE11) and Biodiversity Opportunity Mapping (Policy DQE3) in emerging Local Plan.

Summary
<p>The site is detached but well related to the main settlement and is compatible with immediately neighbouring agricultural uses. The site has good access to services and facilities, utilities infrastructure, is in a low area of flood risk and has no impact on designated heritage assets or their setting. There is potential for impact on non-designated heritage assets that could be mitigated. However, it should be noted it is a greenfield site that is privately owned, with no existing planning permission and has not been promoted by the landowner, therefore availability is unknown at this stage.</p>

H6BRG-1: Former Public House, Scawby Road, Brigg

Settlement	Brigg
Site reference	H6BRG-1



Site address	Former Public House, Scawby Road, Brigg
Site size (Ha)	0.17
Existing land use(s)	Majority of site grass field. Northeastern corner of site contains a private tennis court. Wider site currently being marketed for sale as development opportunity (December 2023).
Possible number of pitches	4.25
Site and surrounding area description	The site is located on the western edge of Brigg to the south of residential properties fronting Scawby Road. The site is mainly laid to grass, with a fenced tennis court in the northeastern corner of the site and is accessed across an existing area of hardstanding to the north which is the site of the former Public House. The surrounding area is residential, with agricultural fields to the south and a small patch of woodland. Beyond the woodland there are more residential properties, fields and industrial area housing Brigg Power Station.

Greenfield/brownfield	Brownfield (proposed site undeveloped but formed curtilage of former Public House, defined as previously developed land in line with NPPF)
Proposed use	A permanent residential Gypsy and Travellers site

Stage 1: Initial Site Assessment		
Intrinsic and absolute constraints	Site located within constraint zone? (Yes/No)	Comments
SFRA Flood Risk Zone 3b (Functional Flood Plain where flood risk cannot be mitigated)	No	The site is partially situated within SFRA Flood Zone 2/3 (a) Fluvial.
Site of Special Scientific Interest (SSSI)	No	The nearest SSSI is approximately 1km northeast of the site.
Internationally designated sites (SPA/SAC/Ramsar)	No	
National Nature Reserve (NNR)	No	
Scheduled Monument	No	Nearest Scheduled Monument (Moated site 285m east of Castlethorpe House) is 0.75km northeast of site.
Ancient Woodland	No	
Air Quality Management Area (AQMA)	No	
Constraint	Could site be serviced by a suitable vehicular access? (Yes/No)	Comments
Highways and vehicular access	Yes	Site has existing vehicular access to Scawby Road but not directly. Vehicle access across an area of hardstanding and grass.
<p>If the site is wholly or mostly located within a constraint zone, or the site could not be serviced by a suitable vehicular access, the site will be excluded from further assessment. Where a site falls partially within or in proximity to a constraint zone, and could be serviced by a suitable vehicular access, the stage two assessment will be undertaken to determine if risks can be mitigated and whether the site is a suitable option for allocation.</p>		

Stage 2: Detailed Site Assessment		
Constraint	Outcome	Comments
Suitability		
Accessibility to local services and facilities	Green	<p>All public transport times below include time walking to and from bus stop.</p> <ol style="list-style-type: none"> 1. Yes – 150m walking distance to nearest bus stop (2 minutes). 2. Yes – 14 minute bus journey to Sir John Nelthorpe Secondary School. 3. Yes – 8 minute bus journey to retail town centre (Cary Lane). 4. Yes – 9 minute bus journey to Bridge Street Surgery. 5. Yes – 8 minute bus journey to town centre (Cary Lane). 6. Yes – site has direct access to footpath on Scawby Road. 7. Yes – 14 minute bus journey to existing employment area of Atherton Way.
Utilities and infrastructure capacity	Green	Yes – the settlement has sufficient utilities and infrastructure capacity.
Agricultural land classification	Amber	Grade 2
Contamination, noise, odour	Green	GIS data suggests the site does not contain contaminated land and is not affected by noise or odour. A former landfill is located approximately 600m to the south of the proposed site.
Heritage and historic environment	Green	An assortment of three listed buildings are situated 200-300m to the west of the proposed site and a Scheduled Monument 750m northeast. However, these heritage assets are located at such a distance from the

		proposed site and are shielded by existing buildings, townscape and natural green infrastructure it is deemed development would not cause any detriment to the existing heritage assets or their settings. No other heritage assets are situated within proximity to the proposed site.
Landscape and natural environment	Red	The site is located within an area of high landscape value in Policy DQE1 of the emerging Local Plan.
Ecology, biodiversity and geodiversity	Green	There are no Local Nature Reserves, Local Geological Sites, or Local Wildlife Sites situated within proximity of the proposed site (the nearest LWS is the New River Ancholme approx. 1km east of the site). The proposed site lies approximately 400m to 500m to the east of an area which contains a Notable Tree and a Veteran tree, according to the Woodland Trust's Ancient Tree Inventory.
Flood risk	Red	Whilst most of the site is located in Flood Zone 1, a portion does reside in Flood Zone 3.
Integration with the settlement boundary	Amber	Site is located in the countryside but immediately adjacent to the development limit of Brigg.
Compatibility with neighbouring uses	Amber	Adjacent residential uses are compatible but increased movements to the site could cause a nuisance. However, site is location of a former public house and access is from a busy road therefore increased vehicle movements considered to be

		a minor impact in this instance.
Brownfield/previously developed land	Amber	Site is undeveloped but formed part of the curtilage of former public house, therefore considered previously developed land in line with NPPF definition.
Site can accommodate need identified	Amber	No – site is smaller than 0.68ha and cannot accommodate 17 pitches
Located in area of need	Amber	The site is situated off a main road leading into Brigg and as such it is located within a sustainable proximity to the existing settlement (a known area of need). It is not located in proximity to an existing or historic G&T encampment. The site is therefore considered to be in an area of need due to its proximity to a known area of need.
Availability		
Ownership	Red	Site is privately owned, however landowner has not expressed an interest in Gypsy and Traveller development.
Legal/covenants	Red	Site may have legal restrictions or covenant constraints due to the inclusion of part of a residential property within the site extent (tennis court). It is expected when the site was first considered back in 2010 this property was not in situ.
Owner/agent promotion	Green	The site is currently for sale as part of a wider 6.5 acre site, marketed as a potential development opportunity. It is therefore considered the site has been promoted by the agent/landowner.

Planning application/consent	Red	Outline planning approved in 2004 (PA/2003/1870) for the demolition of the existing public house and erection of four detached dwellings. Previous historic applications listed below.
Developer interest	Red	No – the site currently has no known developer interest.
Achievability		
Market factors	Green	Despite the site being located outside of development limits and west of the main built up area of Brigg, the site has excellent access to all services and facilities assessed. The site is located in a linear residential area and is a brownfield site therefore is not particularly attractive but does have fields to the south. The site is currently for sale as a potential housing development site (subject to planning permission) and therefore is considered attractive to the market.
Cost factors, including site preparation costs	Red	Part of site located in Flood Zone 3 and flood risk mitigation measures would be required which are likely to involve increased costs.
Delivery factors	Red	The Council Estates team is not committed to delivering this site as a Gypsy and Traveller allocation.

Planning History	
Planning application reference	7/1993/1050 (approved with conditions), 7/1992/0593 (refused), PA/2002/1575 (refused and dismissed on appeal) and PA/2003/1870 (approve with conditions).
Planning Proposal	<ul style="list-style-type: none"> Erect extensions to existing public house to provide a 12 bedroom motel family room dining room and kitchen also to provide a ground floor flat and to extend first floor flat.

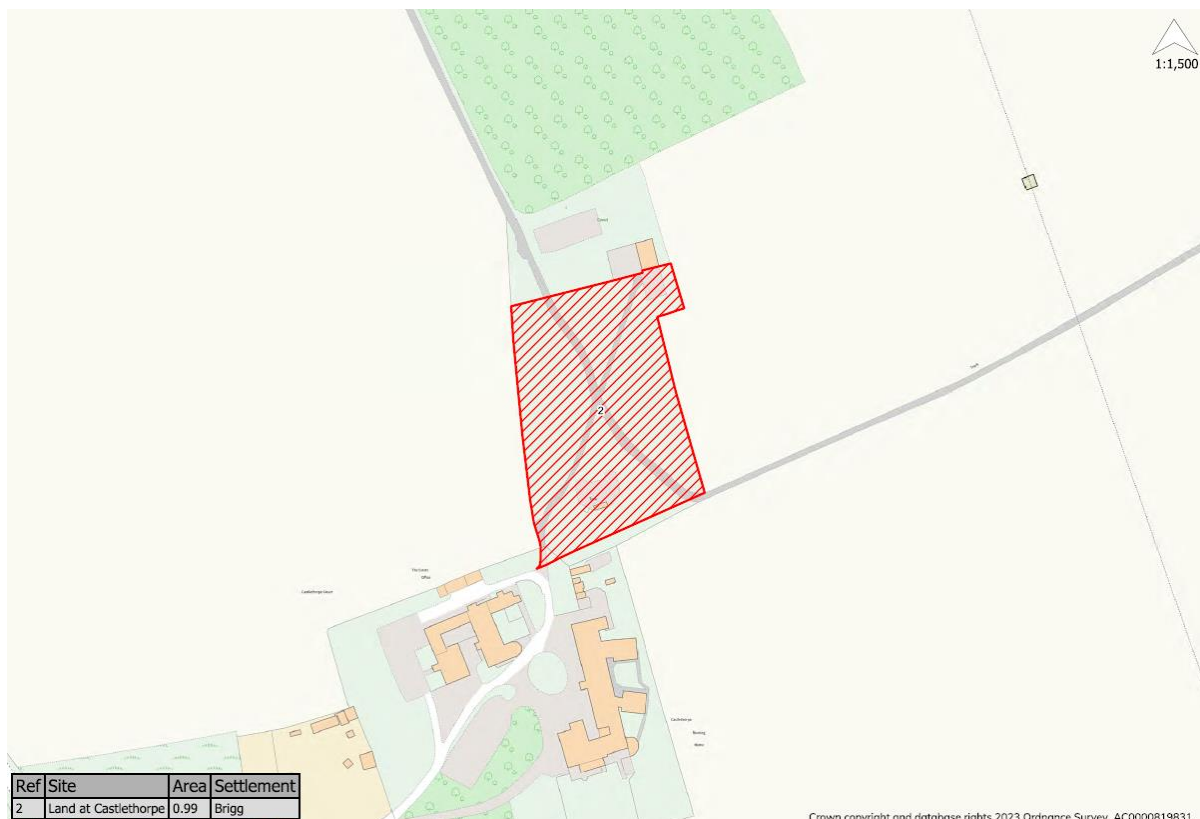
	<ul style="list-style-type: none"> • Erect a 12 bedroomed motel. • Outline planning permission for the demolition of the existing public house and the erection of six detached dwellings and garages with associated access road (siting and means of access not reserved for subsequent approval). • Outline planning permission for the demolition of existing public house and the erection four detached dwellings (re-submission of 2002/1575 refused 7/2/03).
Local Plan designations	Area of high landscape value (Policy DQE1) in emerging Local Plan.

Summary

The site is located on the curtilage of a former (now demolished) public house, to the west of Brigg and adjacent to development limits and therefore the assessment outcome is positive for being previously developed land and having access to all seven local services and facilities assessed within walking or public transport distance thresholds. The site is also not expected to be affected by contamination, noise or odour issues and has no negative impact on heritage assets and is currently marketed for sale as a potential housing development. However, the less favourable site assessment outcomes relate to the site’s designation in an area of high landscape value in the emerging Local Plan and location partly within the high risk Flood Zone 3.

H6BRG-2: Land at Castlethorpe, Brigg

Settlement	Brigg
Site reference	H6BRG-2



Site address	Land at Castlethorpe, Brigg
Site size (Ha)	0.99
Existing land use(s)	The site is currently used for agricultural purposes consisting of arable/grass land, an area of hardstanding with tank in situ and access track crossing the site. The site is also home to the Ancholme Internal Drainage Board Castlethorpe Depot.
Possible number of pitches	24.75
Site and surrounding area description	The site is rural in nature and is surrounded by agricultural fields, with a small dense patch of woodland and small metal frame barn/shelter to the north and care home complex to the south. The site is elevated in comparison to its surroundings and is detached from the main settlement of Brigg, located north of the M180.
Greenfield/brownfield	Greenfield
Proposed use	A permanent residential Gypsy and Travellers site

Stage 1: Initial Site Assessment		
Intrinsic and absolute constraints	Site located within constraint zone? (Yes/No)	Comments
SFRA Flood Risk Zone 3b (Functional Flood Plain where flood risk cannot be mitigated)	No	The site is situated 120m from the boundary of SFRA Flood Zone 2/3 (a) Fluvial, which wraps around the eastern, southern and western edge of the proposed site.
Site of Special Scientific Interest (SSSI)	No	The site is situated 300m from a SSSI designation, which lies to the south of the proposed site.
Internationally designated sites (SPA/SAC/Ramsar)	No	
National Nature Reserve (NNR)	No	
Scheduled Monument	No	A scheduled monument is situated 400m to the north-west of the proposed site.
Ancient Woodland	No	
Air Quality Management Area (AQMA)	No	
Constraint	Could site be serviced by a suitable vehicular access? (Yes/No)	Comments
Highways and vehicular access	No	<p>This site was previously considered as a possible Gypsy and Traveller site in 2010 and as part of this exercise engagement was carried out with NLC Highways. They raised no major objections in principle and stated visibility at the junction was reasonably good, however did highlight the narrowness of the lane leading to the site from the B1208 may be an issue.</p> <p>Following a site visit in 2023, the site has been deemed unsuitable from a highways perspective as the site is</p>

		<p>accessed by an unadopted, single track, one way road which currently only services a care home and small business complex with limited traffic movements. Mature low hanging trees cover the access and egress road. The addition of increased traffic movements of vehicles towing large caravans would be problematic and unsuitable. Due to the above highlighted issues, the site is discounted from further consideration and will not be assessed in stage two.</p>
<p>If the site is wholly or mostly located within a constraint zone, or the site could not be serviced by a suitable vehicular access, the site will be excluded from further assessment. Where a site falls partially within or in proximity to a constraint zone, and could be serviced by a suitable vehicular access, the stage two assessment will be undertaken to determine if risks can be mitigated and whether the site is a suitable option for allocation.</p>		

Stage 2: Detailed Site Assessment		
Constraint	Outcome	Comments
Suitability		
Accessibility to local services and facilities	N/A	N/A
Utilities and infrastructure capacity	N/A	N/A
Agricultural land classification	N/A	N/A
Contamination, noise, odour	N/A	N/A
Heritage and historic environment	N/A	N/A
Landscape and natural environment	N/A	N/A
Ecology, biodiversity and geodiversity	N/A	N/A
Flood risk	N/A	N/A
Integration with the settlement boundary	N/A	N/A
Compatibility with neighbouring uses	N/A	N/A
Brownfield/previously developed land	N/A	N/A
Site can accommodate need identified	N/A	N/A
Located in area of need	N/A	N/A
Availability		
Ownership	N/A	N/A

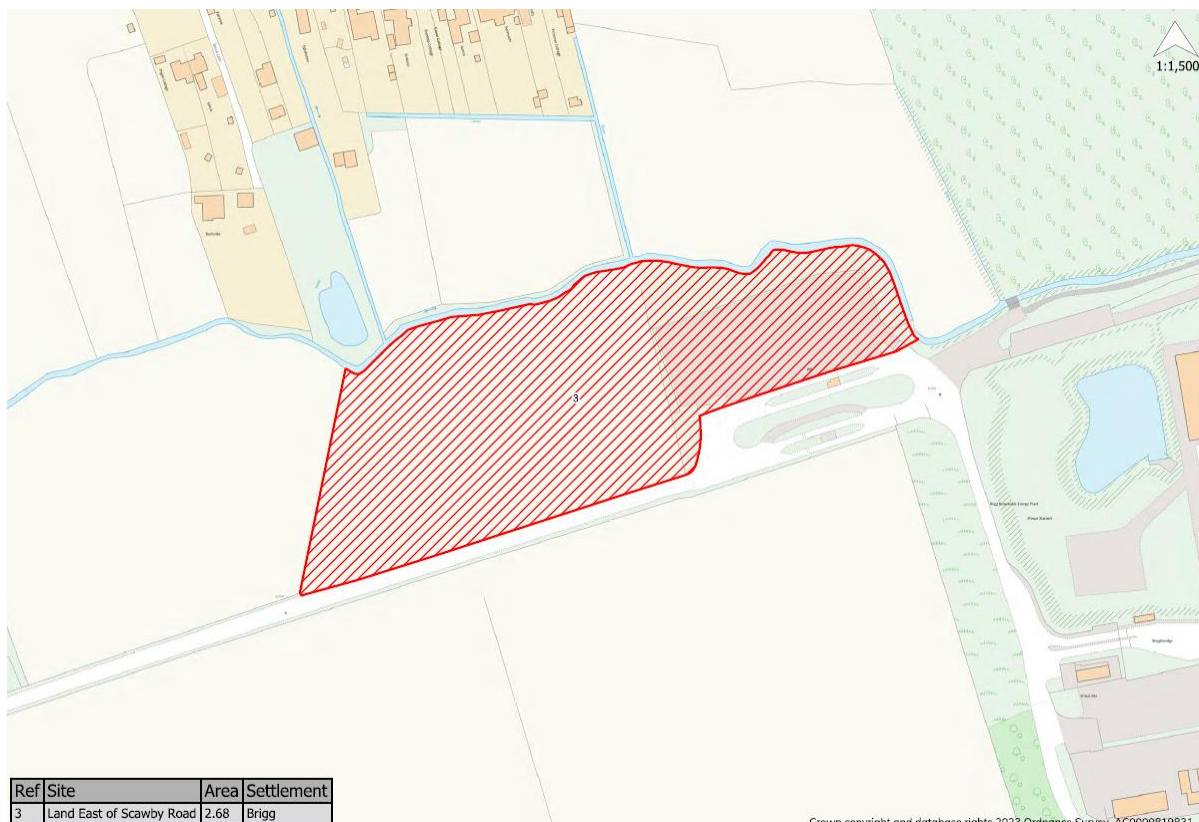
Legal/covenants	N/A	N/A
Owner/agent promotion	N/A	N/A
Planning application/consent	N/A	N/A
Developer interest	N/A	N/A
Achievability		
Market factors	N/A	N/A
Cost factors, including site preparation costs	N/A	N/A
Delivery factors	N/A	N/A

Planning History		
Planning application reference	N/A	
Planning Proposal	N/A	
Local Plan designations	N/A	

Summary		
<p>The site is currently in agricultural occupation and is accessed via an unadopted road through a care home complex. Due to unsuitable highways access for large vehicles and towing caravans (single track, unadopted, one way street with limited traffic movements and low hanging branches) the site has been discounted from consideration as a potential Gypsy and Traveller site.</p>		

H6BRG-3: Land east of Scawby Road (Power Station), Brigg

Settlement	Brigg
Site reference	H6BRG-3



Site address	Land east of Scawby Road (Power Station), Brigg
Site size (Ha)	2.68
Existing land use(s)	The western part of the site is in use as an arable agricultural field, whereas the eastern part of the site consists of an area of hard standing for car/lorry parking. The eastern portion of the site is allocated in the adopted Housing and Employment Land Development Plan Document as a proposed employment site (BRIE-1).
Possible number of pitches	67
Site and surrounding area description	The site is split into two uses – agricultural field and an area of hardstanding/lorry parking. The southern boundary of the site fronting the lane is bordered by an existing hedgerow, and some mature trees on site separate the field from the lorry park area. The northern boundary of the site is defined by a beck. The Brigg Renewable Energy station is located immediately southeast

	of the site. Agricultural fields otherwise surround the site.
Greenfield/brownfield	Part greenfield and brownfield
Proposed use	A permanent residential Gypsy and Travellers site

Stage 1: Initial Site Assessment		
Intrinsic and absolute constraints	Site located within constraint zone? (Yes/No)	Comments
SFRA Flood Risk Zone 3b (Functional Flood Plain where flood risk cannot be mitigated)	No	The site does reside within the boundary of a SFRA Flood Zone 2/3 (a) (fluvial) flood zone.
Site of Special Scientific Interest (SSSI)	No	
Internationally designated sites (SPA/SAC/Ramsar)	No	
National Nature Reserve (NNR)	No	
Scheduled Monument	No	The nearest Scheduled Monument is approximately 0.9km northeast of the site.
Ancient Woodland	No	
Air Quality Management Area (AQMA)	No	
Constraint	Could site be serviced by a suitable vehicular access? (Yes/No)	Comments
Highways and vehicular access	Yes	Site has three existing points of access onto the lane; a grassed field entrance and two gated entrances on the lorry park area.
<p>If the site is wholly or mostly located within a constraint zone, or the site could not be serviced by a suitable vehicular access, the site will be excluded from further assessment. Where a site falls partially within or in proximity to a constraint zone, and could be serviced by a suitable vehicular access, the stage two assessment will be undertaken to determine if risks can be mitigated and whether the site is a suitable option for allocation.</p>		

Stage 2: Detailed Site Assessment		
Constraint	Outcome	Comments
Suitability		
Accessibility to local services and facilities	Green	<p>All public transport times include time walking to and from bus stop.</p> <ol style="list-style-type: none"> 1. No – nearest bus stop 1.2km walk. 2. Yes – 29 min bus journey to Sir John Nelthorpe secondary school. 3. Yes – 20 min bus journey to local Aldi. 4. Yes – 24 min bus journey to Bridge Street Surgery. 5. Yes – 23 min to town centre (Cary Lane bus stop). 6. No – site has no existing direct foot/cycle path access. 7. Yes – 29 min bus journey to Atherton Way existing employment area.
Utilities and infrastructure capacity	Green	Yes – the settlement has sufficient utilities and infrastructure capacity.
Agricultural land classification	Amber	The northeast corner of the site is classified as Grade 3 agricultural land, whilst the remaining part of the site is classified as Grade 2 agricultural land.
Contamination, noise, odour	Amber	The site is in close proximity (250m) to a former landfill site associated with the former British Sugar site. In addition, the site is in close proximity to the Brigg Renewable Energy Plant which may give rise to adverse noise and odour impacts. A contamination, noise, odour and light assessment may therefore be required.
Heritage and historic environment	Green	There are no heritage assets, listed buildings or archaeological sites situated

		<p>within proximity of the proposed site. The nearest heritage asset is an assortment of listed buildings approximately 500m to the northwest of the proposed site, however these are screened by mature vegetation and existing residential development and cannot be seen from the site. As such, development of the proposed site would not have a detrimental impact on any designated or non-designated heritage asset or its setting.</p>
Landscape and natural environment	Red	<p>A very small portion of the site (two small patches of vegetation adjacent to the two eastern access gateways) is designated in the green infrastructure network. Area not considered great enough in relation to the wider site to warrant a red score here. However, portion of site outside of development limit is designated as an area of high landscape value in the emerging Local Plan.</p>
Ecology, biodiversity and geodiversity	Green	<p>There are no Local Nature Reserves situated within proximity of the proposed site. The New River Ancholme Local Wildlife Site is situated 800m east of the site. There are no Local Geological Sites situated within proximity of the proposed site. There are no trees classed as Veteran trees on site, according to the Woodland Trust's Ancient Tree Inventory.</p>
Flood risk	Red	<p>Whilst the majority of the site lies within Flood Zone 1, the northern edge of the site (closest to the adjacent beck) lie in Flood Zones 2 and 3. It is anticipated that due to the large size of the site that this</p>

		area of high flood risk could be avoided and the risk on development can therefore be mitigated.
Integration with the settlement boundary	Green	The eastern part of the site lies within the development limits of Brigg, and the western part of the site lies outside of, but immediately adjacent to, the development limits of Brigg.
Compatibility with neighbouring uses	Green	The site is bordered by agricultural fields to the north, south and west. The Brigg power station lies to the east/southeast of the site. The power station is not expected to cause any harm/nuisance to residents of the site and vice versa. Development of the proposed site is therefore considered compatible with neighbouring land uses.
Brownfield/previously developed land	Amber	Part of the site contains a hardstanding surface, which may be used for commercial purposes/lorry parking. The remainder of the site is agricultural land.
Site can accommodate need identified	Green	Yes – site is equal to or larger than 0.68ha and can accommodate 17 pitches
Located in area of need	Green	The site is partially located within the development limits of Brigg, a known area of need. No existing or historic G&T encampments are located within or in proximity to the proposed site.
Availability		
Ownership	Red	Privately owned site. Eastern portion of site part of Former British Sugar site. Landowner has not expressed an interest in Gypsy and Traveller development.
Legal/covenants	Green	No known legal restrictions or covenant constraints.

Owner/agent promotion	Green	The site has been promoted by the owner/agent through previous call for sites (2018 and 2021).
Planning application/consent	Red	The site is allocated in the adopted HELA DPD as a potential employment site. However, the site does not have an existing planning application/consent and the principle of residential/Gypsy and Traveller development has not been agreed.
Developer interest	Red	No – the site currently has no known developer interest.
Achievability		
Market factors	Green	The site has good access to local services and facilities, is partially located within development limits (and an area of need) and is compatible with neighbouring uses. The site has also been previously promoted by the landowner for development through call for sites. The site is considered attractive to the market.
Cost factors, including site preparation costs	Red	The site is partially in an area of high flood risk and flood risk mitigation measures will be required. The site is not known to be contaminated but is however located adjacent to a heavy industrial (power station) site and forms part of the previous British Sugar site. For this reason a contamination, noise and odour report may be required.
Delivery factors	Red	The Council Estates team is not committed to delivering this site as a Gypsy and Traveller allocation. Part of the site is an adopted potential employment allocation in the HELA DPD but is not proposed

		to be allocated in the emerging new Local Plan.
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Planning History	
Planning application reference	N/A
Planning Proposal	N/A
Local Plan designations	Very small area of green infrastructure adjacent to the eastern access gateways and large portion of site is designated as an area of high landscape value in the emerging Local Plan. Eastern portion of the site (area of hard standing) is allocated in the adopted Housing and Employment Land Development Plan Document as a proposed employment site (BRIE-1), with a landscape proposal/defined industrial area buffer around it. This employment allocation is not proposed to be carried forward in the emerging new Local Plan.

Summary
<p>The site is located southwest of and detached from the main settlement of Brigg, but despite this, the site has good access to local services and facilities and is well integrated with the existing settlement boundary as part of the site is located within the development limit of the power station area of Brigg. The site is large enough to accommodate the identified need, is considered not to have a detrimental effect on heritage assets, is partially brownfield and is considered compatible with neighbouring uses. The site assessment outcome was less positive in relation to the natural environment as approximately two thirds of the site is designated area of high landscape value in the emerging Local Plan and part of the site is of high flood risk. Flood mitigation measures would be required and development should aim to avoid the higher risk areas. The site could be a good candidate for Gypsy and Traveller use due to its location detached from the main settlement and provides a degree of privacy, while still being easily accessible and linked to existing services and facilities.</p>

H6BRG-4: Land North of Scawby Road (west of A18), Brigg

Settlement	Brigg
Site reference	H6BRG-4



Site address	Land North of Scawby Road (west of A18), Brigg
Site size (Ha)	1.34
Existing land use(s)	Arable agricultural field and grassland
Possible number of pitches	33.5
Site and surrounding area description	The site would present an infill development between existing residential properties along Scawby Road to the west and south, and the A18 and a small, wooded area and residential properties to the east. The site is part of a large arable agricultural field that extends further north and west and is bordered by mature hedgerows along Scawby Road and the A18. The site is located within the settlement of Brigg but is semi-rural in nature as residential development here is very linear and fields surround the existing houses both north and south of Scawby Road. The site is relatively flat with small undulations in the northwestern

	portion and is open and exposed despite existing hedgerows.
Greenfield/brownfield	Greenfield
Proposed use	A permanent residential Gypsy and Travellers site

Stage 1: Initial Site Assessment		
Intrinsic and absolute constraints	Site located within constraint zone? (Yes/No)	Comments
SFRA Flood Risk Zone 3b (Functional Flood Plain where flood risk cannot be mitigated)	No	
Site of Special Scientific Interest (SSSI)	No	The site is situated approx. 500m southwest of a SSSI designation (Castlethorpe Tufas).
Internationally designated sites (SPA/SAC/Ramsar)	No	
National Nature Reserve (NNR)	No	
Scheduled Monument	No	A Scheduled Ancient Monument (Moated site 285m east of Castlethorpe House) is situated 260m to the east of the proposed site.
Ancient Woodland	No	
Air Quality Management Area (AQMA)	No	
Constraint	Could site be serviced by a suitable vehicular access? (Yes/No)	Comments
Highways and vehicular access	Yes	Site adjacent to the B1206 Scawby Road to the south and A18 to the east. Existing field access not included in extent of site, therefore suitable access would have to be created. Highways confirmed there is scope to form a new access with either the A18 or B1206. However, the location of any access would need to be agreed with Highways, to ensure there is sufficient

		distance between the roundabout and site access.
<p>If the site is wholly or mostly located within a constraint zone, or the site could not be serviced by a suitable vehicular access, the site will be excluded from further assessment. Where a site falls partially within or in proximity to a constraint zone, and could be serviced by a suitable vehicular access, the stage two assessment will be undertaken to determine if risks can be mitigated and whether the site is a suitable option for allocation.</p>		

Stage 2: Detailed Site Assessment		
Constraint	Outcome	Comments
Suitability		
Accessibility to local services and facilities	Green	<p>All public transport times include walking time to and from bus stop.</p> <ol style="list-style-type: none"> 1. Yes – 300m from nearest bus stop. 2. Yes – 15 min bus journey to Sir John Nelthorpe secondary school. 3. Yes – 750m walk from Aldi, Bridge Street. 4. Yes – 9 min bus journey from Bridge Street Surgery. 5. Yes – 8 min bus journey from town centre (Cary Lane bus stop). 6. Yes – direct access to footpath on Scawby Road. 7. Yes – 14 min bus journey from existing employment area on Atherton Way.
Utilities and infrastructure capacity	Green	Yes – the settlement has sufficient utilities and infrastructure capacity.
Agricultural land classification	Amber	Grade 2
Contamination, noise, odour	Green	The site is not known to contain contaminated land and is not known to be affected by noise or odour. However, the majority of the site is located within a 500m historic landfill buffer of the former British Sugar site. A

		contamination assessment may therefore be required.
Heritage and historic environment	Amber	<p>A listed building (Windmill Tower at Arties Mill) is situated approximately 250m to the north of the proposed site. The windmill tower can be seen from the southern boundary of the site when looking north but is separated from the site by existing houses and the A18. The Council's Historic Environment Officer highlighted that despite being further away from the tower than site H6BRG-5, the tower is better viewed and its significance is greater in the longer view from across the site and development would therefore have a potential greater impact. Further listed buildings are located approximately 0.5km to the east and west of the site but are not visible.</p> <p>A Scheduled Ancient Monument (Moated site 285m east of Castlethorpe House) is situated approximately 250m east of the proposed site. The heritage asset is screened from the proposed site by the A18, existing tree coverage and housing.</p>
Landscape and natural environment	Red	Eastern portion of site is located within an area of landscape protection, designated in the green infrastructure network.
Ecology, biodiversity and geodiversity	Green	There are no Local Nature Reserves or Local Geological Sites situated within proximity of the proposed site. The New River Ancholme Local Wildlife Site is situated 700m to the east and it's anticipated any potential impact could be

		reasonably mitigated. There are no trees classed as Veteran trees on site, according to the Woodland Trust's Ancient Tree Inventory. The eastern portion of the site is a designated biodiversity opportunity mapping area – these designations should not be an impediment to future development, they merely show where habitat could be created.
Flood risk	Green	Flood Zone 1
Integration with the settlement boundary	Amber	The site lies adjacent to the development limit of Brigg – edge of settlement.
Compatibility with neighbouring uses	Amber	Adjacent residential and agricultural uses are considered compatible but increased movements to the site could cause a nuisance. However, only one residential property lies adjacent to the site and as it is accessed from an existing busy road the increased vehicle movements are considered to be a minor impact in this instance.
Brownfield/previously developed land	Red	No – the site contains no previously developed land
Site can accommodate need identified	Green	Yes – site is equal to or larger than 0.68ha and can accommodate 17 pitches
Located in area of need	Amber	The site is situated on a main road leading into Brigg and adjacent to the development limits, and as such is located within proximity an area of need. It is not located in proximity to an existing or historic Gypsy and Traveller encampment.
Availability		
Ownership	Red	Privately owned, however landowner has not expressed

		an interest in Gypsy and Traveller development.
Legal/covenants	Green	Site has no known legal restrictions or covenant constraints.
Owner/agent promotion	Green	The site has been promoted by the owner/agent. Call for sites proposed for housing in 2017 (ref RC5ZZ), discounted as site too large.
Planning application/consent	Red	Historic refused application on site only. The site does not have an existing planning application/consent and the principle of development has not been agreed.
Developer interest	Red	No – the site currently has no known developer interest.
Achievability		
Market factors	Green	The site has excellent access to all local services and facilities and benefits from previous landowner promotion through call for sites. The site is greenfield and presents an infill opportunity and is well related to existing development along Scawby Road. The site is considered attractive to the market.
Cost factors, including site preparation costs	Green	Site not expected to have increased cost factors involved.
Delivery factors	Red	The Council Estates team is not committed to delivering this site as a Gypsy and Traveller allocation.

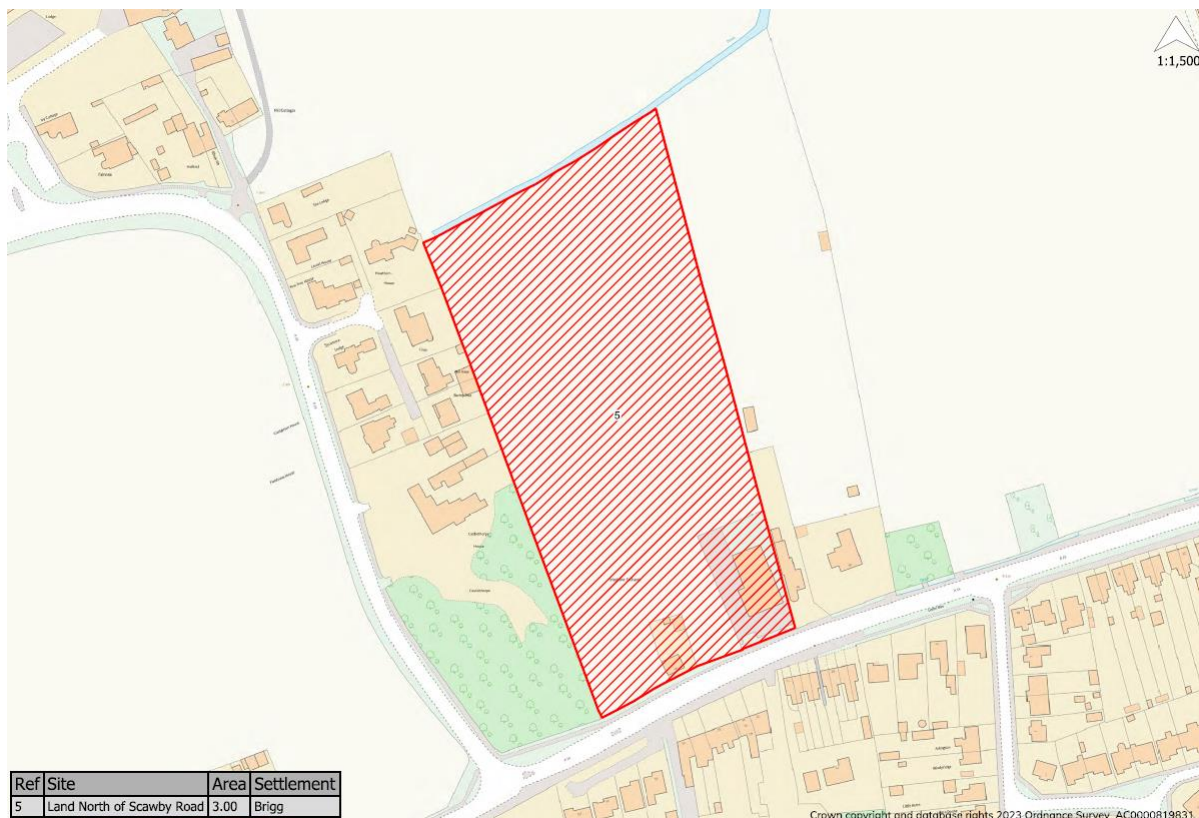
Planning History	
Planning application reference	7/1974/0078 (refused)
Planning Proposal	Erect three semi-permanent polythene greenhouses
Local Plan designations	Green infrastructure network (Policy DQE11) in emerging Local Plan.

Summary

The overall site assessment outcome is positive for this site. Positive attributes of the site include excellent access to all local services and facilities, is in an area of low flood risk and has no/neutral impact on heritage assets. Less positive attributes include the fact the site is wholly greenfield and part of the site is designated in the green infrastructure network and a biodiversity opportunity mapping area and development would present a loss of these existing and potential natural assets. A suitable access to the site would have to be created as one does not currently exist. While the site is adjacent to the development limits of Brigg and is within reach of all necessary services and facilities, the site is detached from the main body of the settlement but presents an infill opportunity along the existing linear residential development on Scawby Road.

H6BRG-5: Land North of Scawby Road (east of A18), Brigg

Settlement	Brigg
Site reference	H6BRG-5



Site address	Land North of Scawby Road (east of A18), Brigg
Site size (Ha)	3.00
Existing land use(s)	Majority of site is an arable agricultural field but also envelops a single residential property and commercial property fronting Scawby Road.
Possible number of pitches	75
Site and surrounding area description	The site extends north of Scawby Road, and lies adjacent to the rear of properties along the A18 to the west and small area of woodland. The majority of site is an arable agricultural field but the site extent also envelops a single residential property and commercial property on Scawby Road. The site is located within the settlement of Brigg but is semi-rural in nature as fields extend beyond the residential development to the north and south of Scawby Road.
Greenfield/brownfield	Greenfield (partial brownfield)

Proposed use	A permanent residential Gypsy and Travellers site
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Stage 1: Initial Site Assessment		
Intrinsic and absolute constraints	Site located within constraint zone? (Yes/No)	Comments
SFRA Flood Risk Zone 3b (Functional Flood Plain where flood risk cannot be mitigated)	No	
Site of Special Scientific Interest (SSSI)	No	The site is situated 350m south of a SSSI designation (Castlethorpe Tufas).
Internationally designated sites (SPA/SAC/Ramsar)	No	
National Nature Reserve (NNR)	No	
Scheduled Monument	No	The site is only 60m west of a Scheduled Ancient Monument (Moated site 285m east of Castlethorpe House).
Ancient Woodland	No	
Air Quality Management Area (AQMA)	No	
Constraint	Could site be serviced by a suitable vehicular access? (Yes/No)	Comments
Highways and vehicular access	Yes	Southern boundary of site adjacent to Scawby Road and existing field access is included in extent of site. Suitable access would have to be created as currently an agricultural gateway.
<p>If the site is wholly or mostly located within a constraint zone, or the site could not be serviced by a suitable vehicular access, the site will be excluded from further assessment. Where a site falls partially within or in proximity to a constraint zone, and could be serviced by a suitable vehicular access, the stage two assessment will be undertaken to determine if risks can be mitigated and whether the site is a suitable option for allocation.</p>		

Stage 2: Detailed Site Assessment		
Constraint	Outcome	Comments
Suitability		
Accessibility to local services and facilities	Green	<p>All public transport times include walking time to and from bus stop.</p> <ol style="list-style-type: none"> 1. Yes – 160m from nearest bus stop. 2. Yes – 13 min bus journey to Sir John Nelthorpe secondary school. 3. Yes – 600m walk from Aldi, Bridge Street. 4. Yes – 7 min bus journey from Bridge Street Surgery. 5. Yes – 6 min bus journey from town centre (Cary Lane bus stop). 6. Yes – direct access to footpath on Scawby Road. 7. Yes – 12 min bus journey from existing employment area on Atherton Way.
Utilities and infrastructure capacity	Green	Yes – the settlement has sufficient utilities and infrastructure capacity.
Agricultural land classification	Green	Northwestern portion Grade 2, southeastern portion (and majority of site) urban classification. Scores 2 as unlikely whole extent of site would be required for development (much larger than area required) therefore site could be developed in urban portion.
Contamination, noise, odour	Green	The site is not known to contain contaminated land and is not known to be affected by noise or odour. However, the majority of the site is located within a 500m historic landfill buffer of the former British Sugar site. A

		contamination assessment may therefore be required.
Heritage and historic environment	Amber	<p>A listed building (Windmill Tower at Arties Mill) is located less than 200m to the northwest of the proposed site at its closest point. The top of the windmill can be seen from the southern boundary of the site. However, the listed building is separated from the proposed site by some existing houses and agricultural fields. Development should be located on site furthest from the heritage asset and preferably out of view to ensure a neutral effect on its setting. The Council's Historic Environment Officer suggested the potential impact is expected to be less here than it is on H6BRG-4 which is also in view of the listed building.</p> <p>A Scheduled Ancient Monument (Moated site 285m east of Castlethorpe House) is situated approximately 70m to the east of the proposed site at its closest point. The heritage asset is screened from the southern part of the proposed site by an existing commercial building, two residential properties and vegetation. However, the majority and northern part of the site is not screened at all. The development of the site could therefore cause detrimental impact to the heritage asset and its setting. Development should be located close to Scawby Road where it would be screened from the Scheduled Monument to mitigate this impact.</p>

		<p>The HER records indicate that this site contains archaeological features associated with the Scheduled Monument of Castlethorpe Medieval Site located along the eastern and northern site boundaries. Detailed heritage assessment and potentially archaeological field evaluation would be required to assess the heritage significance and inform a planning application on this site in accordance with NPPF paragraph 194. Based on current data, mitigation to offset harm should be achievable.</p>
Landscape and natural environment	Red	<p>A very small portion of the site (less than 450sqm to the north of the commercial building) is designated in the green infrastructure network. This designation is within the curtilage of the existing building/business and the area is not considered great enough in relation to the wider site to warrant a red score here. Thin strips of green infrastructure border the site to the north and south but this is not included within the site boundary. However, site is designated as an area of high landscape value in the emerging Local Plan.</p>
Ecology, biodiversity and geodiversity	Green	<p>There are no Local Nature Reserves or Local Geological Sites within proximity of the proposed site. An area of biodiversity opportunity mapping borders the north of the site but is not within the site extent - these designations should not be an impediment to future development, they merely show where habitat could be</p>

		created. The New River Ancholme Local Wildlife Site is situated 500m east of the site and any potential impact could be reasonably mitigated. There are no trees classed as Veteran trees on site, according to the Woodland Trust's Ancient Tree Inventory.
Flood risk	Green	Flood Zone 1
Integration with the settlement boundary	Amber	A small part of the site (residential and commercial property on Scawby Road) are located within development limits of Brigg. Majority of the site located outside of and adjacent to development limits of Brigg and existing properties likely to be retained and not developed. For this reason, considered edge of settlement.
Compatibility with neighbouring uses	Amber	Adjacent residential, woodland and agricultural uses are considered compatible but increased movements to the site could cause a nuisance. However, site is accessed from a busy road therefore increased vehicle movements considered to be a minor impact in this instance. Existing houses on the A18 could be overlooked from the rear if site is developed. Considered impact could be mitigated with screening and/or positioning of development.
Brownfield/previously developed land	Amber	The majority of the site is greenfield however part of the site is previously developed land as it includes an existing residential and commercial building.

Site can accommodate need identified	Green	Yes – site is equal to or larger than 0.68ha and can accommodate 17 pitches
Located in area of need	Amber	The site is situated on a main road leading into Brigg and a small portion of the site (residential and commercial property on Scawby Road) are located within the development limits of Brigg. Majority of the site located outside of and adjacent to development limits of Brigg and existing properties likely to be retained and not developed. For this reason, site considered to be located within proximity to the existing settlement of Brigg, an area of assessed need (not within). It is not located in proximity to an existing or historic Gypsy and Traveller encampment.
Availability		
Ownership	Red	Privately owned, however landowner has not expressed an interest in Gypsy and Traveller development.
Legal/covenants	Red	Site may have legal restrictions or covenant constraints due to the existence of a residential and commercial property on site. Potentially numerous landowners and need to ensure existing buildings are retained.
Owner/agent promotion	Green	The site has been promoted by the owner/agent. Call for sites proposed for housing in 2017 (ref 6DPW3) and 2020 (ref CFS030099), discounted as site too large. Site also considered as part of the 2010 SHLAA. Initially intended 16.14ha for housing allocation, but did not come forward and was instead

		considered as a potential Gypsy and Traveller site but for a reduced area of 3ha.
Planning application/consent	Red	The site does not have an existing planning application/consent and the principle of development has not been agreed. Two approved applications on the commercial site that is included within the site boundary – irrelevant to wider site therefore not listed below.
Developer interest	Red	No – the site currently has no known developer interest.
Achievability		
Market factors	Green	The site has excellent access to all local services and facilities and benefits from previous landowner promotion through call for sites. The majority of the site is greenfield and presents an infill opportunity and is well related to existing development along Scawby Road. The site is considered attractive to the market.
Cost factors, including site preparation costs	Green	Site not expected to have increased cost factors involved.
Delivery factors	Red	The Council Estates team is not committed to delivering this site as a Gypsy and Traveller allocation.

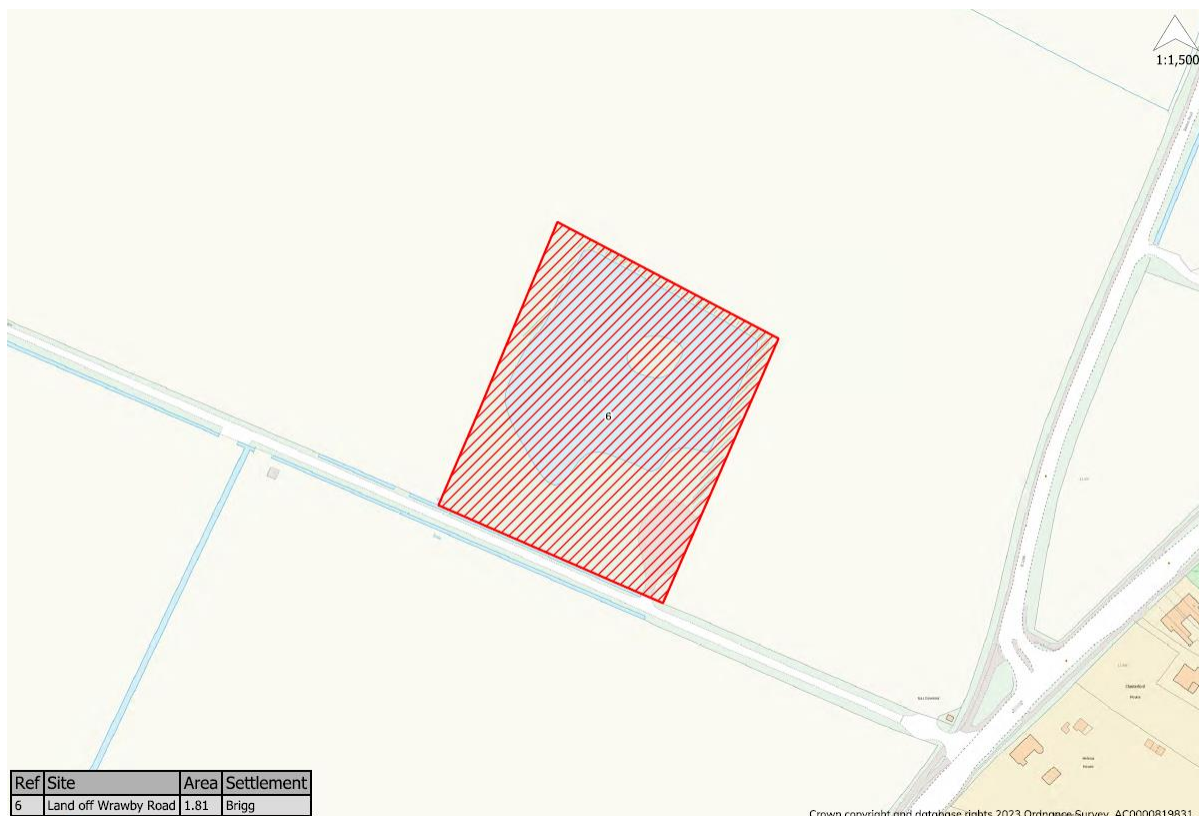
Planning History	
Planning application reference	N/A
Planning Proposal	N/A
Local Plan designations	Green infrastructure network (Policy DQE11) and area of high landscape value (Policy DQE1) in emerging Local Plan.

Summary

The overall site assessment for this site is positive. Positive attributes of the site include excellent access to all local services and facilities, is in an area of low flood risk with no contamination issues and the majority of the site does not contain best and most versatile agricultural land (urban). Less positive attributes include the site could have a negative impact on nearby heritage assets, site is designated in the green infrastructure network and an area of high landscape value. However, it should be noted the Council's Historic Environment Officer suggested the potential impact on the nearby listed mill tower and its setting is expected to be less on this site than it is on H6BRG-4 which is also in view of the listed building. A small part of the site is located within the development limits of Brigg, however the majority of the site is located outside of and adjacent to development limits of Brigg a known area of need. While the site does present an infill opportunity along the linear development of Scawby Road, the site is relatively detached from the main body of the settlement. Notwithstanding the site's positive assessment outcomes and the issues raised above, the site is not the most preferred for allocation due to its proximity to heritage assets (including a Scheduled Ancient Monument and Listed Building), the inclusion of an existing residential and commercial property on site and the potential overlooking from/of existing residential properties to the west on the A18.

H6BRG-6: Land off Wrawby Road, Wrawby, Brigg

Settlement	Brigg
Site reference	H6BRG-6



Site address	Land off Wrawby Road, Wrawby, Brigg
Site size (Ha)	1.81
Existing land use(s)	The site is currently in use as a private fishing pond site.
Possible number of pitches	45.25 (however, expect only 15 pitches possible as developable area approximately 0.6ha as pond occupies 2/3rds of the site)
Site and surrounding area description	The site is well screened by existing mature hedgerows on all sides. A large fishing pond with a small island occupies approximately two thirds of the site to the north. A flat area of grass and gravel is located to the south and is accessed directly from the lane. Mature trees and bushes are dotted across the site and a shipping container storage unit is located near the eastern boundary. The immediate surrounding area is agricultural.

Greenfield/brownfield	Greenfield
Proposed use	A permanent residential Gypsy and Travellers site

Stage 1: Initial Site Assessment		
Intrinsic and absolute constraints	Site located within constraint zone? (Yes/No)	Comments
SFRA Flood Risk Zone 3b (Functional Flood Plain where flood risk cannot be mitigated)	No	
Site of Special Scientific Interest (SSSI)	No	
Internationally designated sites (SPA/SAC/Ramsar)	No	
National Nature Reserve (NNR)	No	
Scheduled Monument	No	
Ancient Woodland	No	
Air Quality Management Area (AQMA)	No	
Constraint	Could site be serviced by a suitable vehicular access? (Yes/No)	Comments
Highways and vehicular access	Yes	The site has an existing access onto an unadopted lane which is a no through road.
If the site is wholly or mostly located within a constraint zone, or the site could not be serviced by a suitable vehicular access, the site will be excluded from further assessment. Where a site falls partially within or in proximity to a constraint zone, and could be serviced by a suitable vehicular access, the stage two assessment will be undertaken to determine if risks can be mitigated and whether the site is a suitable option for allocation.		

Stage 2: Detailed Site Assessment		
Constraint	Outcome	Comments
Suitability		
Accessibility to local services and facilities	Green	Public transport time includes walking time to and from bus stop. 1. No – over 800m to bus stop and 2km to Brigg train station. 2. Yes – site 17 min bus journey from Sir John

		<p>Nelthorpe secondary school.</p> <p>3. Yes – 16 min bus journey to nearest supermarket (Tesco, Cary Lane).</p> <p>4. Yes – 19 min bus journey to Bridge Street Surgery.</p> <p>5. Yes – 16 min bus journey to town centre (Cary Lane).</p> <p>6. No – no direct access to foot/cycle path. However, road is unadopted/no through road leading to footpath available on Brigg Road.</p> <p>7. Yes – 21 min bus journey from existing employment site on Atherton Way.</p>
Utilities and infrastructure capacity	Green	<p>Yes – the settlement has sufficient utilities and infrastructure capacity.</p> <p>There is a Cadent Gas unit at the junction with Brigg Road and the road leading to the site entrance.</p>
Agricultural land classification	Amber	Grade 3
Contamination, noise, odour	Green	The site is not known to contain contaminated land and is not affected by noise or odour.
Heritage and historic environment	Green	The Historic Environment Record confirms that there are no designated or non-designated heritage assets that would be affected by this site.
Landscape and natural environment	Red	Site is wholly located within an area of landscape protection, designated in the green infrastructure network and area of high landscape value.
Ecology, biodiversity and geodiversity	Green	There are no Local Nature Reserves, Local Geological Sites or Local Wildlife Sites in

	Green	proximity of the proposed site. There are no trees classed as Veteran trees on site, according to the Woodland Trust's Ancient Tree Inventory.
Flood risk	Green	Flood Zone 1
Integration with the settlement boundary	Amber	Edge of settlement, site is located 250m east of development limits, considered a reasonable distance from settlement.
Compatibility with neighbouring uses	Green	Agricultural fields surround the site and it is located on a no through road that is usually accessed only by agricultural vehicles. The site is located in proximity to, but detached from the settlements of Brigg and Wrawby and there are no immediately neighbouring properties. Development of the site would be compatible with existing neighbouring uses and vice versa.
Brownfield/previously developed land	Red	Site is greenfield. Site privately used as a fishing pond.
Site can accommodate need identified	Green	Yes – site is equal to or larger than 0.68ha and can accommodate 17 pitches. Should be noted due to the large fishing pond on site, the developable area is approximately only 0.6ha (15 pitches).
Located in area of need	Amber	The site is situated outside of the existing settlement boundary of Brigg, but in proximity. There is no known history of either authorised or unauthorised Gypsy and Traveller encampments on this site. The site is therefore considered to be in proximity to a known area of need.
Availability		

Ownership	Red	Site is privately owned, however landowner has not expressed an interest in Gypsy and Traveller development.
Legal/covenants	Red	Site may have legal restrictions or covenant constraints due to the existing use as a fishing pond.
Owner/agent promotion	Red	The site has not been submitted to the council via a previous call for sites and therefore has not been promoted by the agent/landowner.
Planning application/consent	Red	The site does not have an existing planning application for the use as a gypsy and traveller site.
Developer interest	Red	No – the site currently has no known developer interest.
Achievability		
Market factors	Red	The site has good access to local services and facilities but is detached from the main settlement of Brigg and is located down an unadopted road. The site is in an attractive semi-rural area, however contains an existing fishing pond that reduces the developable area of the site. The site is considered compatible with neighbouring agricultural uses but is not currently promoted by the landowner. Due to these constraints, in comparison to other proposed sites, the site is not considered attractive to the market.
Cost factors, including site preparation costs	Red	The site contains an existing fishing pond and may therefore incur additional cost factors if major infill/groundworks are required to increase the developable area.

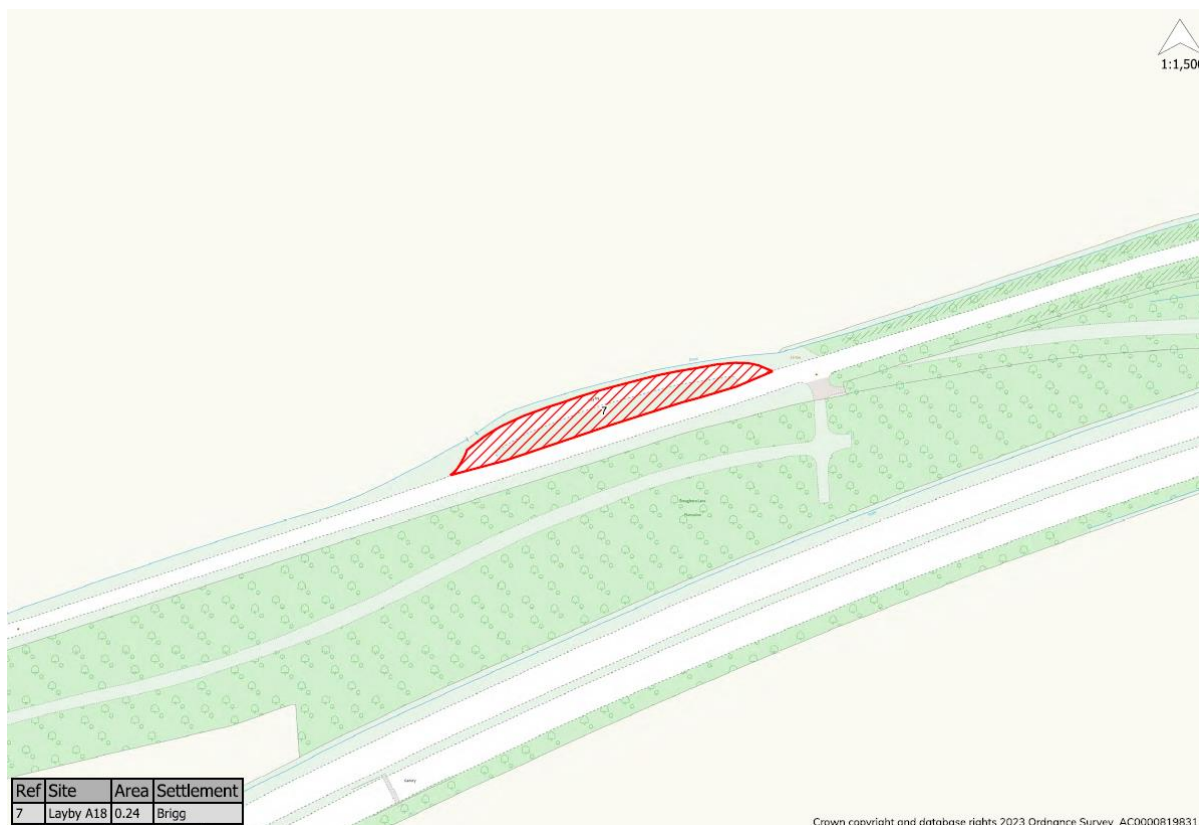
Delivery factors	Red	The Council Estates team is not committed to delivering this site as a Gypsy and Traveller allocation.
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Planning History	
Planning application reference	N/A
Planning Proposal	N/A
Local Plan designations	Designated green infrastructure (Policy DQE11) and area of high landscape value (Policy DQE1) in emerging Local Plan.

Summary
<p>The site is detached from the settlement of Brigg and Wrawby, but within proximity of the development limits and therefore well connected to local services and facilities. However, the nearest bus stop is 850m away (11 minute walk) on Wrawby Road. The site is in an area of low flood risk, is compatible with the surrounding agricultural uses and has no impact on heritage assets or ecology and biodiversity assets. It should be noted the site contains a large fishing pond and the developable area of the site is therefore much less than full site extent. The site may require infill/major groundworks to accommodate the identified need (17 pitches) but this would result in a loss of biodiversity which would not be acceptable. The site would be a good contender to be developed alongside another small allocation. However, as a stand-alone site, this site is not preferred for allocation when compared to others.</p>

H6BRG-7: Layby north of A18, Brigg

Settlement	Brigg
Site reference	H6BRG-7



Site address	Layby north of A18, Brigg
Site size (Ha)	0.24
Existing land use(s)	Layby for car and lorry parking
Possible number of pitches	6
Site and surrounding area description	The site contains an arced tarmac road with an eastern and western access onto the A18. A grassed area containing some mature trees separates the layby road from the A18 which defines the southern boundary of the site. Arable agricultural fields lie to the north. The site is detached from the main settlement of Brigg which lies to the east. The site is located in a generally open, agricultural area that separates the settlements of Brigg and Scunthorpe, north of the M180.
Greenfield/brownfield	Brownfield
Proposed use	A permanent residential Gypsy and Travellers site

Stage 1: Initial Site Assessment		
Intrinsic and absolute constraints	Site located within constraint zone? (Yes/No)	Comments
SFRA Flood Risk Zone 3b (Functional Flood Plain where flood risk cannot be mitigated)	No	
Site of Special Scientific Interest (SSSI)	No	
Internationally designated sites (SPA/SAC/Ramsar)	No	
National Nature Reserve (NNR)	No	
Scheduled Monument	No	
Ancient Woodland	No	
Air Quality Management Area (AQMA)	No	
Constraint	Could site be serviced by a suitable vehicular access? (Yes/No)	Comments
Highways and vehicular access	No	<p>This site was previously considered as a possible Gypsy and Traveller site in 2010 and as part of this exercise engagement was carried out with NLC Highways. They deemed the site unsuitable as the layby forms part of the adopted highway and as such the siting of caravans would not be acceptable in principle.</p> <p>The site is also problematic to make it a serviceable Gypsy and Traveller site it would potentially be necessary to widen the existing layby road to create serviceable pitches. To do this it might be necessary to remove a significant amount of the existing green wedge between the layby and the existing A18 road. This would cause highway safety concerns.</p> <p>While the site is already serviced by two suitable</p>

		points of access, due to the above highlighted issues, the site is discounted from further consideration and will not be assessed in stage two.
<p>If the site is wholly or mostly located within a constraint zone, or the site could not be serviced by a suitable vehicular access, the site will be excluded from further assessment. Where a site falls partially within or in proximity to a constraint zone, and could be serviced by a suitable vehicular access, the stage two assessment will be undertaken to determine if risks can be mitigated and whether the site is a suitable option for allocation.</p>		

Stage 2: Detailed Site Assessment		
Constraint	Outcome	Comments
Suitability		
Accessibility to local services and facilities	N/A	N/A
Utilities and infrastructure capacity	N/A	N/A
Agricultural land classification	N/A	N/A
Contamination, noise, odour	N/A	N/A
Heritage and historic environment	N/A	N/A
Landscape and natural environment	N/A	N/A
Ecology, biodiversity and geodiversity	N/A	N/A
Flood risk	N/A	N/A
Integration with the settlement boundary	N/A	N/A
Compatibility with neighbouring uses	N/A	N/A
Brownfield/previously developed land	N/A	N/A
Site can accommodate need identified	N/A	N/A
Located in area of need	N/A	N/A
Availability		
Ownership	N/A	N/A
Legal/covenants	N/A	N/A
Owner/agent promotion	N/A	N/A
Planning application/consent	N/A	N/A
Developer interest	N/A	N/A
Achievability		
Market factors	N/A	N/A
Cost factors, including Site preparation costs	N/A	N/A

Delivery factors	N/A	N/A
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Planning History	
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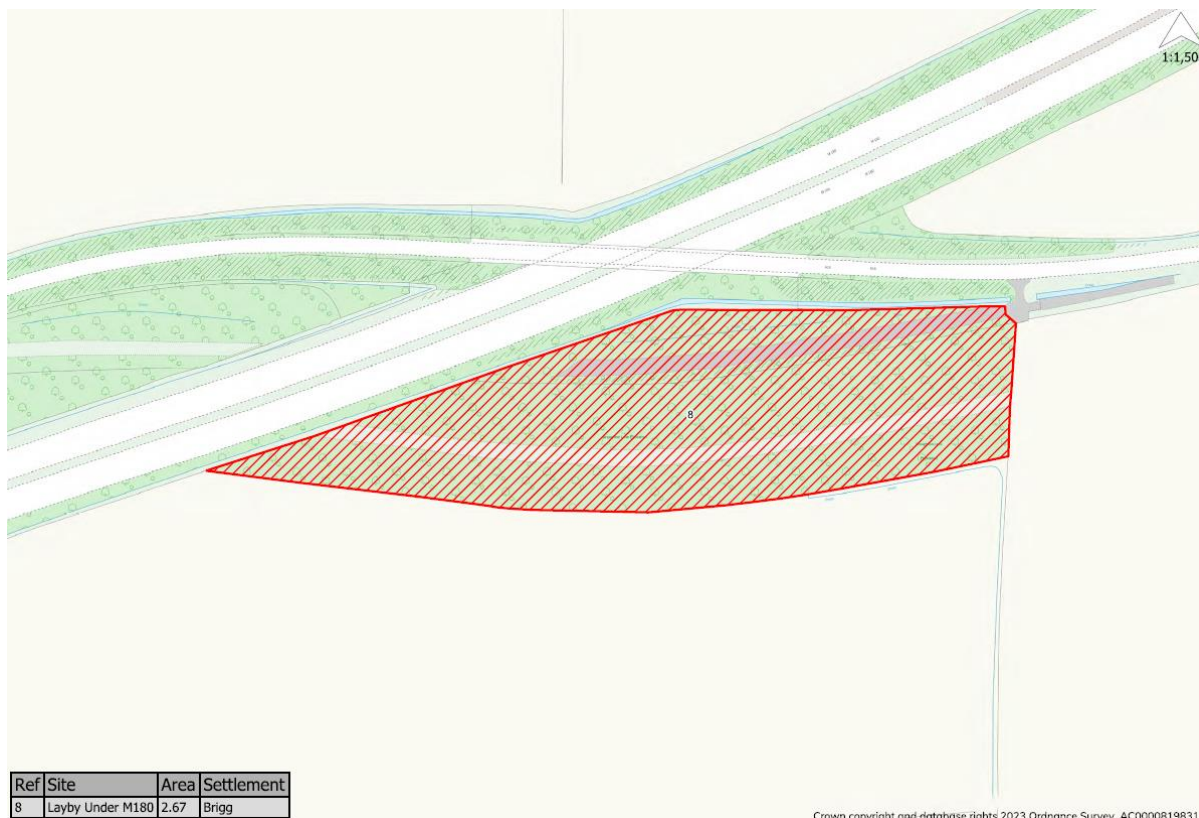
Planning application reference	N/A
Planning Proposal	N/A
Local Plan designations	N/A

Summary

The site is an operational layby and is located immediately adjacent to the A18. Due to highway safety fears the site has been discounted from consideration as a potential Gypsy and Traveller site. In addition, if developed this would result in the loss of car and lorry parking in the local authority area which would not be preferable.

H6BRG-8: Layby south of M180, Brigg

Settlement	Brigg
Site reference	H6BRG-8



Site address	Layby south of M180, Brigg
Site size (Ha)	2.67
Existing land use(s)	Former road, now closed off to public access.
Possible number of pitches	66.75
Site and surrounding area description	The site consists of a former road, which is now closed off to the public. It has since become overgrown with shrub and fauna and contains mature trees The site is accessed via the A18 and is situated to the south of the M180. Arable agricultural fields lie to the south of the site boundary, however the site is situated outside of the boundary of the settlement of Brigg.
Greenfield/brownfield	Greenfield
Proposed use	A permanent residential Gypsy and Travellers site

Stage 1: Initial Site Assessment		
Intrinsic and absolute constraints	Site located within constraint zone? (Yes/No)	Comments
SFRA Flood Risk Zone 3b (Functional Flood Plain where flood risk cannot be mitigated)	No	
Site of Special Scientific Interest (SSSI)	No	
Internationally designated sites (SPA/SAC/Ramsar)	No	
National Nature Reserve (NNR)	No	
Scheduled Monument	No	
Ancient Woodland	No	
Air Quality Management Area (AQMA)	No	
Constraint	Could site be serviced by a suitable vehicular access? (Yes/No)	Comments
Highways and vehicular access	No	This site was previously considered as a possible Gypsy and traveller site in 2010 and as part of this exercise engagement was carried out with NLC Highways. They deemed the site unsuitable as the visibility for vehicles emerging from this site on to the A18 is restricted on the traffic approach side to such an extent that it represents a hazard to road safety. Highways do not wish to see this site being brought into use as anything that generated traffic movements and particularly not vehicles towing caravans. For this reason the site is discounted from further consideration and will not be assessed in stage two.
<p>If the site is wholly or mostly located within a constraint zone, or the site could not be serviced by a suitable vehicular access, the site will be excluded from further assessment. Where a site falls partially within or in proximity to a constraint zone, and could be serviced by a suitable vehicular access, the stage two assessment will be undertaken to determine if risks can be mitigated and whether the site is a suitable option for allocation.</p>		

Stage 2: Detailed Site Assessment		
Constraint	Outcome	Comments
Suitability		
Accessibility to local services and facilities	N/A	N/A
Utilities and infrastructure capacity	N/A	N/A
Agricultural land classification	N/A	N/A
Contamination, noise, odour	N/A	N/A
Heritage and historic environment	N/A	N/A
Landscape and natural environment	N/A	N/A
Ecology, biodiversity and geodiversity	N/A	N/A
Flood risk	N/A	N/A
Integration with the settlement boundary	N/A	N/A
Compatibility with neighbouring uses	N/A	N/A
Brownfield/previously developed land	N/A	N/A
Site can accommodate need identified	N/A	N/A
Located in area of need	N/A	N/A
Availability		
Ownership	N/A	N/A
Legal/covenants	N/A	N/A
Owner/agent promotion	N/A	N/A
Planning application/consent	N/A	N/A
Developer interest	N/A	N/A
Achievability		
Market factors	N/A	N/A
Cost factors, including Site preparation costs	N/A	N/A
Delivery factors	N/A	N/A

Planning History	
Planning application reference	N/A
Planning Proposal	N/A
Local Plan designations	N/A

Summary

The site is an overgrown disused section of the old A18 and is at a much lower level to the existing A18 that crosses over the M180. Due to visibility and highway safety fears the site has been discounted from consideration as a potential Gypsy and Traveller site.

H6BRG-9: Land east of Mill Lane, Brigg

Settlement	Brigg
Site reference	H6BRG-9



Site address	Land east of Mill Lane
Site size (Ha)	0.9
Existing land use(s)	The site is currently a grass field with grazing ponies
Possible number of pitches	22.5
Site and surrounding area description	The site is located to the east of Mill Lane, immediately north of and adjacent to the existing Gypsy and Traveller site. A drain defines the southern boundary of the site and a railway line is detached from the site but located to the east. The site is laid to grass and is part of a wider field that separates the existing residential development and Gypsy and Traveller site on the eastern side of Mill Lane. The site contains no further vegetation and is very open and flat. Large, curved, brick-built gate posts define the site entrance. An industrial area, Grade II Listed Former Windmill and further Gypsy and Traveller accommodation are located on the opposite side of Mill Lane to the south west.

Greenfield/brownfield	Greenfield
Proposed use	A permanent residential Gypsy and Travellers site

Stage 1: Initial Site Assessment		
Intrinsic and absolute constraints	Site located within constraint zone? (Yes/No)	Comments
SFRA Flood Risk Zone 3b (Functional Flood Plain where flood risk cannot be mitigated)	No	The site is situated within SFRA Flood Risk Zone 2/3 (a) Fluvial flood zone.
Site of Special Scientific Interest (SSSI)	No	
Internationally designated sites (SPA/SAC/Ramsar)	No	
National Nature Reserve (NNR)	No	
Scheduled Monument	No	
Ancient Woodland	No	
Air Quality Management Area (AQMA)	No	
Constraint	Could site be serviced by a suitable vehicular access? (Yes/No)	Comments
Highways and vehicular access	Yes	The site has an existing access onto Mill Lane. The existing brick-built gate posts may need to be widened to allow suitable access for mobile homes/vehicles towing caravans.
<p>If the site is wholly or mostly located within a constraint zone, or the site could not be serviced by a suitable vehicular access, the site will be excluded from further assessment. Where a site falls partially within or in proximity to a constraint zone, and could be serviced by a suitable vehicular access, the stage two assessment will be undertaken to determine if risks can be mitigated and whether the site is a suitable option for allocation.</p>		

Stage 2: Detailed Site Assessment		
Constraint	Outcome	Comments
Suitability		
Accessibility to local services and facilities	Green	1. No – nearest bus stop 550m, nearest train station 1.5km walking distance (scores zero).

		<p>2. Yes – site 1.4km walking distance from Sir John Nelthorpe (secondary) School.</p> <p>3. Yes – 500m to Londis (fuel station) and 800m to Aldi.</p> <p>4. Yes – 750m from Bridge Street Surgery.</p> <p>5. Yes – site 650m from town centre boundary.</p> <p>6. Yes – footpath on opposite side of Mill Lane.</p> <p>7. Yes – 14 minute bus journey to existing employment area (includes walking to/from bus stops at Brocklesby Court and Cary Lane).</p>
Utilities and infrastructure capacity	Green	Yes – the settlement has sufficient utilities and infrastructure capacity.
Agricultural land classification	Amber	Grade 3
Contamination, noise, odour	Amber	The site is not known to contain contaminated land and is not known to be affected by noise or odour. However, the majority of the site is located within 300m of a historic landfill at the former British Sugar site. Although situated on the other side of the River Ancholme, a contamination assessment may still therefore be required. The site is also opposite an existing industrial site and a noise, odour and light assessment may therefore be required.
Heritage and historic environment	Green	The proposed site is approximately 35m from a Grade II Listed Former Windmill at its closest point. However, the listed building is situated on an industrial site and an existing Gypsy and Traveller site is located

		<p>directly opposite. It is therefore considered the proposed site would not detrimentally impact on the listed building or its setting. The Church of St John, Grade II Listed, is located over 400m to the northeast of the site – existing mature vegetation and residential development separates the two. There are no further heritage assets within close proximity to the proposed site. Historic Environment Record checks confirmed there are no non-designated heritage assets that would be affected by these proposals.</p>
Landscape and natural environment	Red	<p>Site is designated green infrastructure network under Policy DQE11 and area of high landscape value in emerging Local Plan.</p>
Ecology, biodiversity and geodiversity	Green	<p>The site is designated for biodiversity opportunity mapping in the emerging new Local Plan - these designations should not be an impediment to future development, they merely show where habitat could be created. There are no Local Nature Reserves or Local Geological Sites situated within proximity of the proposed site. The New River Ancholme Local Wildlife Site is situated 350m west of the site. The Old River Ancholme Local Wildlife Site is situated 350m east of the site. There are no veteran trees on site, according to the Woodland Trust's Ancient Tree Inventory.</p>
Flood risk	Red	<p>The site is wholly within SFRA Flood Zone 2/3a Fluvial (majority Flood Zone 3 on the EA's Flood Map for Planning – small area of Flood Zone 2</p>

		closest to Mill Lane). Very low risk of surface water flooding.
Integration with the settlement boundary	Amber	The site is approximately 220m outside the development limit of Brigg, within reasonable distance of settlement and services. Edge of settlement.
Compatibility with neighbouring uses	Amber	The site is immediately adjacent to an existing Gypsy and Traveller site. Other nearby uses include an industrial site, which also contains a Grade II Listed Former Windmill. The existing industrial site and Gypsy and Traveller sites on Mill Lane do not appear to conflict with each other. Development of the proposed site is therefore considered compatible with neighbouring land uses.
Brownfield/previously developed land	Red	No – the site contains no previously developed land
Site can accommodate need identified	Green	Yes – site is equal to or larger than 0.68ha and can accommodate 17 pitches. It should be noted 0.68ha is the minimum site size requirement, and ideally the Council require a site up to 0.9ha to accommodate necessary infrastructure such as roads and amenity space. The site is 0.9 hectares in size.
Located in area of need	Green	The site is located within proximity to Brigg, an area of assessed need, and adjacent to an authorised Gypsy and Traveller encampment (Mill View). There are three existing authorised Gypsy and Traveller encampments on Mill Lane (Mill View to the east of Mill Lane and River View and The Paddock to the west of Mill Lane, situated north and south of the railway line respectively). The site is

		therefore considered to be within an area of need due to its location adjacent to an existing Gypsy and Traveller site and within an area of existing Gypsy and Traveller sites.
Availability		
Ownership	Green	The site is privately owned by the owner of the existing adjacent Gypsy and Traveller site. The Council have liaised with the landowner who has confirmed their interest in developing the site for Gypsy and Traveller residential use.
Legal/covenants	Green	Site has no known legal restrictions or covenants.
Owner/agent promotion	Red	The site has not been promoted by the owner/agent to the Council through previous call for sites.
Planning application/consent	Red	Site subject to old planning application for residential development dated 1989.
Developer interest	Green	The site has developer interest (Council and landowner).
Achievability		
Market factors	Green	The site is well related to the existing settlement of Brigg with good access to local services and facilities. The site benefits from being located adjacent to an existing Gypsy and Traveller encampment and is therefore in a known area of need and is compatible with neighbouring uses. The site has not previously been promoted by the landowner through call for sites, the landowner has expressed their interest in developing the site for Gypsy and Traveller use in recent discussions. The site is considered attractive to the

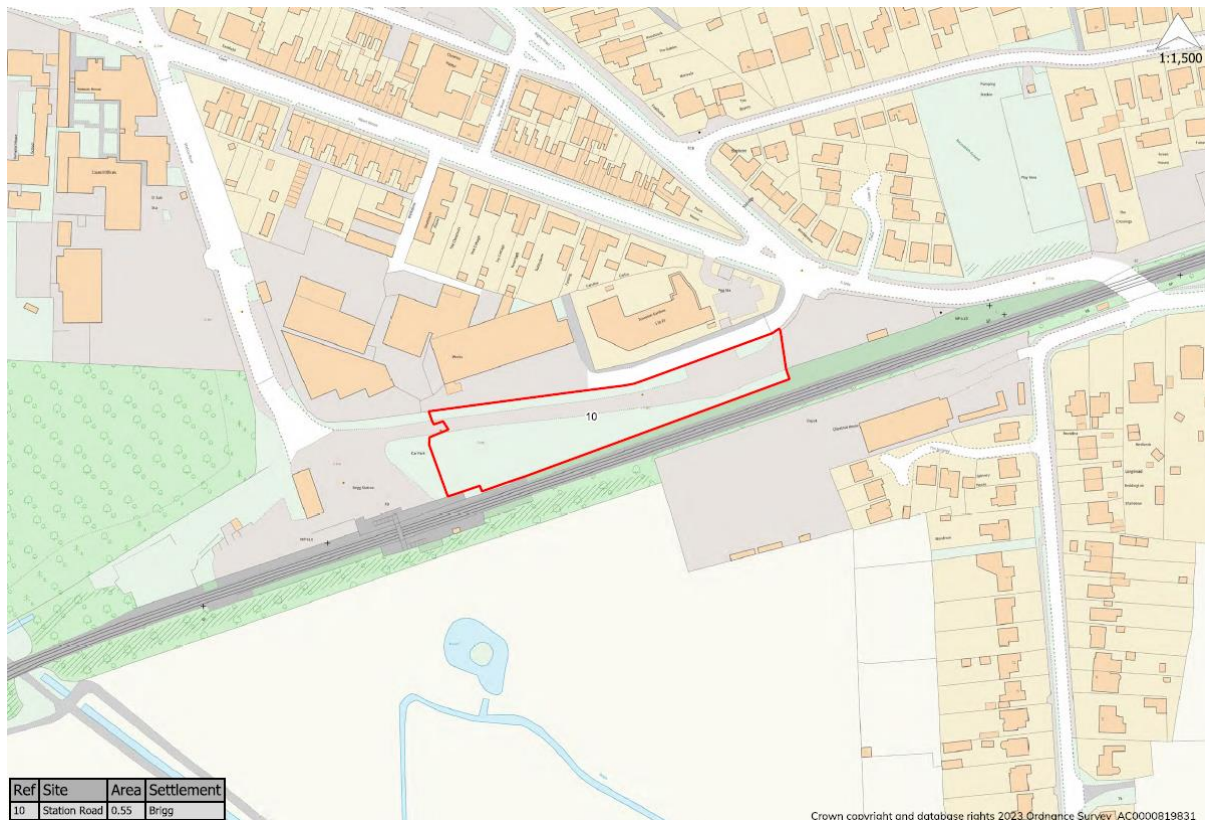
		market for reasons set out above.
Cost factors, including site preparation costs	Red	The site is in an area of high flood risk and flood risk mitigation measures will be required. The site otherwise is not expected to have any increased cost factors related to issues such as demolition, ground conditions, contamination or infrastructure.
Delivery factors	Green	The Council Estates team and landowner are committed to delivering this site as a Gypsy and Traveller allocation.

Planning History	
Planning application reference	7/1989/0093
Planning Proposal	Old planning application for residential development east of Mill Lane. No current planning applications on site.
Local Plan designations	Biodiversity opportunity mapping (Policy DQE3), green infrastructure network (Policy DQE11) and area of high landscape value (Policy DQE1) in emerging Local Plan.

Summary
<p>The site is well located to the settlement of Brigg, with good access to services and facilities and utilities infrastructure and is also located adjacent to an existing Gypsy and Traveller site. The site is assessed to have little to no impact on heritage assets or ecological sites and can accommodate the identified need of 17 pitches. The site may be affected by contamination, noise and/or odour from existing and historic nearby industrial uses and the site is within an area of high flood risk and flood mitigation measures will need to be incorporated. Notwithstanding this, it is expected that any issues highlighted can be mitigated. Regarding availability and achievability, the Council Estates team and the private landowner are committed to delivering this site for Gypsy and Traveller use which is essential for the delivery of the site. The site is also 0.9ha in size which is the ideal area calculated to accommodate 17 pitches and the necessary road and amenity space infrastructure required on site. While other sites may have more positive assessment criteria outcomes, deliverability is fundamental to allocating a site and this site benefits from the Council and landowner being committed to bringing this site forward.</p>

H6BRG-10: Land at Station Road, Brigg

Settlement	Brigg
Site reference	H6BRG-10



Site address	Land at Station Road, Brigg
Site size (Ha)	0.55
Existing land use(s)	Brigg Train Station car park and partial unauthorised Gypsy and Traveller encampment
Possible number of pitches	13.75
Site and surrounding area description	The site is currently used as a car park for Brigg Train Station and an unauthorised Gypsy and Traveller encampment is located in the easternmost portion of the site. The site is a large area of hardstanding however is relatively overgrown with grass. The trainline defines the southern boundary of the site. Agricultural land and mature trees, as well as an agricultural commercial yard is located to the south of the railway line. To the north of the site there is a housing association block of retirement flats and industrial buildings. The disused Council offices of Hewson House are located further north on

	the entrance road, Station Road. The site is well related to the existing built up area of Brigg.
Greenfield/brownfield	Brownfield
Proposed use	A permanent residential Gypsy and Travellers site

Stage 1: Initial Site Assessment		
Intrinsic and absolute constraints	Site located within constraint zone? (Yes/No)	Comments
SFRA Flood Risk Zone 3b (Functional Flood Plain where flood risk cannot be mitigated)	No	The site is situated 60m from the boundary of SFRA Flood Zone 2/3 (a) Fluvial zone, which lies to the south of the proposed site.
Site of Special Scientific Interest (SSSI)	No	
Internationally designated sites (SPA/SAC/Ramsar)	No	
National Nature Reserve (NNR)	No	
Scheduled Monument	No	
Ancient Woodland	No	
Air Quality Management Area (AQMA)	No	
Constraint	Could site be serviced by a suitable vehicular access? (Yes/No)	Comments
Highways and vehicular access	Yes	Site has existing vehicular access from Station Road. No significant highways issues with this location.
If the site is wholly or mostly located within a constraint zone, or the site could not be serviced by a suitable vehicular access, the site will be excluded from further assessment. Where a site falls partially within or in proximity to a constraint zone, and could be serviced by a suitable vehicular access, the stage two assessment will be undertaken to determine if risks can be mitigated and whether the site is a suitable option for allocation.		

Stage 2: Detailed Site Assessment		
Constraint	Outcome	Comments
Suitability		
Accessibility to local services and facilities	Green	<p>Public transport time includes time walking to and from bus stop.</p> <ol style="list-style-type: none"> 1. Yes – site adjacent to Brigg Train Station and bus stop. 2. Yes – 600m walking distance to Sir John Nelthorpe secondary school. 3. Yes – 800m walking distance to nearest supermarket (Tesco). 4. Yes – 700m walking distance to Bridge Street surgery. 5. Yes – 250m walking distance to defined town centre boundary (Queen Street). 6. Yes – direct access to footpath on Station Road. 7. Yes – 15 min bus journey to existing employment area on Atherton Way.
Utilities and infrastructure capacity	Green	Yes – the settlement has sufficient utilities and infrastructure capacity.
Agricultural land classification	Green	Urban site. Would not result in loss of best and most versatile agricultural land.
Contamination, noise, odour	Amber	The site is not known to contain contaminated land and is not known to be affected by noise or odour. However, the majority of the site is located on land close to a railway line and other commercial buildings. A contamination, noise, odour and light assessment may therefore be required.
Heritage and historic environment	Green	The proposed site is situated approximately 200m to the

		<p>south of the Brigg Conservation Area. Despite this, industrial buildings screen the proposed site from the Conservation Area.</p> <p>The site lies approximately 250m from the Grade II Listed Church of St. John. However, it is determined that the location of a Gypsy and Traveller allocation on the proposed site would not have a detrimental impact as there is a significant amount of built structures and other infrastructure between the proposed site and the church. Historic Environment Record checks confirm there are no non-designated heritage assets that would be affected by these proposals.</p>
Landscape and natural environment	Red	Site is located within an area of landscape protection, designated in the green infrastructure network and area of amenity importance.
Ecology, biodiversity and geodiversity	Green	There are no Local Nature Reserves or Local Geological Sites situated within proximity of the proposed site. Candley Beck, Westrum Local Wildlife Site is situated 220m southwest of the proposed site, and Old River Ancholme Local Wildlife Site is 450m to the west. There are no trees classed as Veteran trees on site, according to the Woodland Trust's Ancient Tree Inventory.
Flood risk	Green	Flood Zone 1
Integration with the settlement boundary	Green	Site is wholly within the existing development limits of Brigg.
Compatibility with neighbouring uses	Amber	The site is located on the car park area of Brigg Train Station where an existing unauthorised encampment is

		located. The train station and railway line define the southern boundary of the site and commercial buildings and a block of housing association retirement flats are located to the north beyond high metal fencing. No other residential properties border the site. Further commercial uses are located on Station Road which provides the site access, therefore additional vehicle movements are not likely to cause nuisance.
Brownfield/previously developed land	Green	Brownfield site which already contains an unauthorised Gypsy and Traveller site, as well as railway station parking.
Site can accommodate need identified	Amber	No – site is smaller than 0.68ha and cannot accommodate 17 pitches
Located in area of need	Green	The site is located within the settlement of Brigg. Part of the site contains an unauthorised Gypsy and Traveller encampment. The site is therefore considered to be in an area of need due to it being within the settlement limit of a known area of need, and its existing use as a Gypsy and Traveller site.
Availability		
Ownership	Red	North Lincolnshire Council owned, however landowner has not expressed an interest in Gypsy and Traveller development.
Legal/covenants	Red	Site may have legal restrictions or covenant constraints due to the existing use as a car park for Brigg Train Station.
Owner/agent promotion	Green	This is a Council owned site and was promoted as a possible allocation in the

		Gypsy and Traveller Issues and Options Paper (2008). Part of the site is also on the Brownfield Register.
Planning application/consent	Red	There is no extant permission or planning application on site for the use as a gypsy and traveller site. Other planning history listed below.
Developer interest	Red	No – the site currently has no known developer interest.
Achievability		
Market factors	Green	The site is located within the development limits of Brigg and therefore has excellent access to services and facilities. The site presents an infill opportunity on a brownfield site that currently houses an unauthorised Gypsy and Traveller encampment, confirming a need in the area. The site is considered attractive to the market.
Cost factors, including site preparation costs	Green	Site not expected to have increased cost factors involved.
Delivery factors	Red	The Council Estates team is not committed to delivering this site as a Gypsy and Traveller allocation.

Planning History	
Planning application reference	Planning applications on the site include reference no: GBC4/1990/0090 and PA/2022/1750.
Planning Proposal	<ul style="list-style-type: none"> Former planning application proposal included the erection of buildings for use as a council depot and buildings for use within Class B1 (business) of the Town and Country Planning (Use Classes) Order 1987. This application was approved on 17/08/1990. Application to determine if prior approval is required for the demolition of buildings, this was approved on 25/10/2022.

Local Plan designations	Green infrastructure network (Policy DQE11 of emerging Local Plan) and Area of Amenity Importance (saved Local Plan Policy LC11).
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Summary
<p>The overall site assessment outcome for this site is very positive as it is well related to the built settlement of Brigg and is compatible with neighbouring uses. An existing unauthorised encampment is located on this site which confirms it is an area of need and an area that local Gypsy and Travellers wish to reside. The site is brownfield as it forms part of the Brigg Train Station car park, would not result in the loss of best and most versatile agricultural land and excellent access to local services and facilities. The site is designated in the green infrastructure network of the emerging Local Plan and an area of amenity importance in the existing saved Local Plan policies. The site is Council owned therefore the site is readily available, however the site has previously been considered and discounted for formal Gypsy and Traveller use and the Council is not currently committed to delivering this site. Notwithstanding the site’s positive assessment outcome, this site is not necessarily the preferred site for allocation as achievability is uncertain at this time.</p>

6. Review of site assessments and conclusion

- 6.1 The GTAA identified there is a need for 17 permanent residential Gypsy and Traveller pitches in North Lincolnshire. This document has assessed 13 potential sites for allocation, ten of which were taken forward to be assessed in stage two and provide potential options for allocation. This document has found that there are suitable, available and achievable sites for Gypsy and Traveller use in North Lincolnshire.
- 6.2 Appendix 2 provides an overview of the colour coded assessment outcomes. It should be noted, while a quantitative assessment can be undertaken by comparing the number of red/amber/green outcomes for each site, an element of qualitative assessment should also take place to interpret the most suitable, available and achievable site for allocation. Decisions on which site(s) to allocate will still require a measured judgement based on all of the factors assessed.
- 6.3 Land at Station Road in Brigg (H6BRG-10) has the most positive outcome in the criteria-based assessment with 12 green outcomes. H6BRG-10 is very well related to the built-up area of Brigg as it is wholly located within development limits adjacent to the train station and presents an opportunity to develop a brownfield site. There is an existing unauthorised encampment at Station Road which suggests the site is in an area of need and location that Gypsy and Travellers wish to reside.
- 6.4 Land east of Scawby Road (H6BRG-3), both sites north of Scawby Road (H6BRG-4 and H6BRG-5, land west and land east of A18 respectively), Land east of Mill Lane (H6BRG-9) and Land at Caistor Road (H6BAR-1) are also assessed highly with 10 or more green outcomes. H6BRG-3 is located near to the Brigg Renewable Power Station and while detached from the main settlement, has relatively good access to services and facilities and is located partially within development limits. The site's semi-rural location would provide a degree of privacy for residents of the site and would not impact on existing residential properties in regard to additional vehicle movements for example. H6BRG-4 and H6BRG-5 are located west of the River Ancholme and are therefore detached from the main built up settlement of Brigg, but are partially located within development limits and benefit from direct access to the town via the A18/Scawby Road. The sites consist of undeveloped fields, except for the one residential property and commercial business that are located within the extent of H6BRG-5. H6BRG-9 Land east of Mill Lane is located outside the development limits of Brigg but well located to the existing settlement and adjacent to an existing Gypsy and Traveller permanent residential site. H6BAR-1 is located to the south of Barton adjacent to Caistor Road and has historically been used as an unauthorised Gypsy and Traveller site.
- 6.5 Three sites were discounted in stage one based on highway safety and accessibility issues, these sites were Land at Castlethorpe (H6BRG-2), Layby north of A18 (H6BRG-7) and Layby south of the M180 (H6BRG-8). Another three sites; Land at Caistor Road, Former Public House on Scawby Road and Land at Station Road (H6BAR-1, H6BRG-1 and H6BRG-10) are too small to accommodate the identified need of 17 pitches but could be delivered in conjunction with another site.
- 6.6 Out of the ten sites that were assessed further in stage two, Land west of Gravel Pit Road in Barton upon Humber was assessed least favourably with only four green outcomes and nine red outcomes. The site is detached from the main settlement and therefore has very limited access to local services and facilities and increased site costs are expected due to contamination and potential subsidence due to landfill of the former gravel pit. Land off Wrawby Road in Brigg (H6BRG-6) received the greatest number of red outcomes with ten, mainly due to its location within an area of high landscape value and negative outcomes against availability and achievability criteria. However, Land off Wrawby Road was assessed more favourably than Land west of Gravel Pit Road with eight green outcomes compared to its four, due to the site's

location closer to the settlement and better access to services and facilities. This further solidifies the fact that sites cannot simply be ranked and a measured judgement of all factors assessed should be undertaken.

- 6.7 Of all the sites assessed, H6BRG-9 (Land east of Mill Lane, Brigg) is the preferred option for allocation as the Council's Estate team and the landowner are committed to delivering this site as a Gypsy and Traveller allocation. Deliverability of a site is fundamental for allocation, and Land east of Mill Lane is considered the most deliverable above other potential sites as both the Council and landowner are committed to bringing it forward. The site is a natural contender for allocation as it presents an opportunity to extend an existing Gypsy and Traveller site and is well located to the settlement of Brigg and its services and facilities while not dominating the settled community. The site is detached from existing properties on Mill Lane therefore development will respect traveller's nomadic lifestyle and provide a degree of privacy, while ensuring the site is not isolated from the wider community and encourages community cohesion. It is considered flood risk issues can be overcome through flood mitigation measures such as sustainable urban drainage systems, raising of ground levels and/or properties on site and locating more vulnerable uses (residential caravans and mobile homes) in lower flood risk areas in the western portion of the site near Mill Lane.
- 6.8 Following these site assessments, the next steps are to propose Land east of Mill Lane as a Gypsy and Traveller allocation in the emerging Local Plan alongside a draft supporting policy. As the Plan has already been submitted for examination, the proposed allocation and supporting evidence base (this document) and draft policy will be proposed as Main Modifications to the Plan and will be subject to public consultation and consideration by the Planning Inspectors examining the plan, including during public hearing sessions. Should the Plan be found sound, subject to proposed modifications, the allocation will be formally adopted for Gypsy and Traveller use in the new Local Plan.

7. Appendices

Appendix 1 – Blank Site Assessment Proforma

Settlement	
Site reference	

Insert site map

Site address	
Site size (Ha)	
Existing land use(s)	
Possible number of pitches	
Site and surrounding area description	
Greenfield/brownfield	
Proposed use	

Stage 1: Initial Site Assessment		
Intrinsic and absolute constraints	Site located within constraint zone? (Yes/No)	Comments
SFRA Flood Risk Zone 3b (Functional Flood Plain where flood risk cannot be mitigated)		
Site of Special Scientific Interest (SSSI)		
Internationally designated sites (SPA/SAC/Ramsar)		
National Nature Reserve (NNR)		
Scheduled Monument		
Ancient Woodland		
Air Quality Management Area (AQMA)		

Constraint	Could site be serviced by a suitable vehicular access? (Yes/No)	Comments
Highways and vehicular access		
<p>If the site is wholly or mostly located within a constraint zone, or the site could not be serviced by a suitable vehicular access, the site will be excluded from further assessment. Where a site falls partially within or in proximity to a constraint zone, and could be serviced by a suitable vehicular access, the stage two assessment will be undertaken to determine if risks can be mitigated and whether the site is a suitable option for allocation.</p>		

Stage 2: Detailed Site Assessment		
Constraint	Outcome	Comments
Suitability		
Accessibility to local services and facilities		
Utilities and infrastructure capacity		
Agricultural land classification		
Contamination, noise, odour		
Heritage and historic environment		
Landscape and natural environment		
Ecology, biodiversity and geodiversity		
Flood risk		
Integration with the settlement boundary		
Compatibility with neighbouring uses		
Brownfield/previously developed land		
Site can accommodate need identified		
Located in area of need		
Availability		
Ownership		
Legal/covenants		
Owner/agent promotion		
Planning application/consent		
Developer interest		
Achievability		
Market factors		
Cost factors, including site preparation costs		

Delivery factors		
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Planning History	
Planning application reference	
Planning Proposal	
Local Plan designations	

Summary

Appendix 2 – Site assessment outcomes

Table 1: Overview of final site assessment outcomes

Assessment Criteria	Site Ref, Address and Size (ha)												
	H6BAR-1	H6BAR-2	H6BAR-3	H6BRG-1	H6BRG-2	H6BRG-3	H6BRG-4	H6BRG-5	H6BRG-6	H6BRG-7	H6BRG-8	H6BRG-9	H6BRG-10
	Land at Caistor Road	Land west of Gravel Pit Road	Melrose Farm, Barrow Road	Former Public House, Scawby Road	Land at Castlethorpe	Land east of Scawby Road (Power Station)	Land north of Scawby Road (west of A18)	Land north of Scawby Road (east of A18)	Land off Wrawby Road	Layby A18	Layby south of M180	Land east of Mill Lane	Land at Station Road
	0.45	0.98	3.36	0.17	0.99	2.68	1.34	3	1.81	0.24	2.67	0.9	0.55
Stage 1: Initial Site Assessment													
SFRA Flood Risk Zone 3b (Functional Flood Plain)	No	No	No	No	No	No	No	No	No	No	No	No	No
Site of Special Scientific Interest (SSSI)	No	No	No	No	No	No	No	No	No	No	No	No	No
Internationally designated sites	No	No	No	No	No	No	No	No	No	No	No	No	No
National Nature Reserve (NNR)	No	No	No	No	No	No	No	No	No	No	No	No	No
Scheduled Monument	No	No	No	No	No	No	No	No	No	No	No	No	No
Ancient Woodland	No	No	No	No	No	No	No	No	No	No	No	No	No
Air Quality Management Area (AQMA)	No	No	No	No	No	No	No	No	No	No	No	No	No
Highways and vehicular access	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No	Yes	Yes
Stage 2: Detailed Site Assessment													
Suitability													
Accessibility to local services and facilities	G	A	G	G		G	G	G	G			G	G
Utilities and infrastructure capacity	G	G	G	G		G	G	G	G			G	G
Agricultural land classification	A	A	A	A		A	A	G	A			A	G
Contamination, noise, odour	R	A	A	G		A	G	G	G			A	A
Heritage and historic environment	G	A	A	G		G	A	A	G			G	G
Landscape and natural environment	R	R	R	R		R	R	R	R			R	R
Ecology, biodiversity and geodiversity	G	A	A	G		G	G	G	G			G	G
Flood risk	G	G	G	R		R	G	G	G			R	G
Integration with settlement boundary	A	R	A	A		G	A	A	A			A	G
Compatibility with neighbouring uses	G	A	G	A		G	A	A	G			A	A
Brownfield/previously developed land	R	A	R	A		A	R	A	R			R	G
Site can accommodate need identified	A	G	G	A		G	G	G	G			G	A
Located in area of need	G	A	A	A		G	A	A	A			G	G
Availability													
Ownership	R	R	R	R		R	R	R	R			G	R
Legal/covenants	G	G	R	R		G	G	R	R			G	R
Owner/agent promotion	G	R	R	G		G	G	G	R			R	G
Planning application/consent	R	R	R	R		R	R	R	R			R	R
Developer interest	R	R	R	R		R	R	R	R			G	R
Achievability													
Market factors	G	R	G	G		G	G	G	R			G	G
Cost factors, including site preparation costs	R	R	G	R		R	G	G	R			R	G
Delivery factors	R	R	R	R		R	R	R	R			G	R
Total green	10	4	7	7	0	11	10	10	8	0	0	11	12
Total amber	3	7	6	6	0	3	5	5	3	0	0	4	3
Total red	8	9	8	8	0	7	6	6	10	0	0	6	6