

**North Lincolnshire Local Development Framework
Housing & Employment Land Allocations DPD: Revised Submission Draft
Proposed Main Modifications**

Housing – Scunthorpe

Ref	Main Modifications to Housing & Employment Land Allocations DPD
MM1	Add sentence as follows: <u>Land falling under the 132kv overhead power line and running northwards to Phoenix Parkway is to be retained as open space. This area has not been included when calculating the site density.</u> This reflects discussions that took place during examination hearings.
MM2	Policy SCUH-4 Land at Capps Coal and Timber Yard Add additional criterion as follows: <u>Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates.</u> This reflects the Statement of Common Ground (Doc Ref No: SOCG5) between the Council and Environment Agency.
MM3	SCUH-4 Land at Capps Coal and Timber Yard Amend paragraph as follows: Development of Policy SCUH-4 is to be brought forward by the developer. The delivery of the site is expected in Phase 3 of the Plan Period (2024-2026). <u>Phase 1 of the Plan Period (2014-2019).</u> This reflects revising phasing for the delivery of the site.
MM4	Policy SCUH-5 Land off Burringham Road (36-46) Add additional criterion as follows: <u>An ecology survey will be required.</u> This reflects the Statement of Common Ground (Doc Ref No. SOCG3) between the Council and Lincolnshire Wildlife Trust.
MM5	Policy SCUH-6 Land at Plymouth Road (36-2) Add additional criterion as follows: <u>Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates.</u> This reflects the Statement of Common Ground (Doc Ref No: SOCG5) between the Council and Environment Agency.
MM6	Policy SCUH-7 Advance Crosby Scheme Phase 2 (36-95) Add additional criterion as follows: <u>“Biodiversity enhancements should be incorporated into site design”.</u> This reflects the Statement of Common Ground (Doc Ref No: SOCG3) between the Council and Lincolnshire Wildlife Trust.
MM7	Policy SCUH-8 Land north of Doncaster Road. Add additional criteria as follows: <ul style="list-style-type: none"> <u>Mitigation proposals including the setting of finished floor levels no lower than 3.8m AOD will be required. Any lower alternative finished floor levels proposed must be supported by up to date modelling which will need to be agreed with the Environment Agency. All site levels shall be set to ensure that there are appropriate safe emergency access and egress routes to all properties</u> <u>The proposal shall set out details of how the identified increase in flood risk to third parties shall be mitigated, and demonstrate, where possible, that the proposals reduce flood risk overall. No increase in flood risk to third parties will be accepted.</u> These reflect the Statement of Common Ground (Doc Ref No: SOCG5) between the Council and Environment Agency.

MM8	<p>Policy SCUH-9 Land at Church Square (36-93)</p> <p>Add additional criteria as follows:</p> <ul style="list-style-type: none"> • <u>The protection and enhancement of the setting of the Grade II* listed Church of St John. A heritage assessment is required.</u> • <u>An ecological survey will be required, should any of the buildings on the site need to be demolished. The survey should focus on bats but take into account the possible presence of other protected species such as breeding birds.</u> • <u>Biodiversity enhancements should be incorporated into site design.</u> <p>This reflects the representation submitted by English Heritage (Ref: 842014/01/109/SCUH9/2/3/4) and the Statement of Common Ground (Doc Ref No: SOCG3) between the Council and Lincolnshire Wildlife Trust.</p>
MM9	<p>Policy SCUH-10 Land south of Ferry Road West.</p> <p>Add additional criteria as follows:</p> <ul style="list-style-type: none"> • <u>Biodiversity enhancements should be incorporated into site design.</u> • <u>Mitigation proposals including the setting of finished floor levels no lower than 3.8m AOD will be required. Any lower alternative finished floor levels proposed must be supported by up to date modelling which will need to be agreed with the Environment Agency. All site levels shall be set to ensure that there are appropriate safe emergency access and egress routes to all properties.</u> • <u>The proposal shall set out details of how the identified increase in flood risk to third parties shall be mitigated, and demonstrate, where possible, that the proposals reduce flood risk overall. No increase in flood risk to third parties will be accepted.</u> <p>This reflects the Statements of Common Ground (Doc Ref Nos: SOCG3 & SOCG6) between the Council and Lincolnshire Wildlife Trust, and Environment Agency respectively.</p>
MM10	<p>Policy SCUH-11 Land at the Council Depot, Station Road</p> <p>Add additional criteria as follows:</p> <ul style="list-style-type: none"> • <u>A heritage assessment is required to demonstrate that the development will have no adverse impact upon the historic environment</u> • <u>An ecology survey is required, should any of the buildings on the site be demolished</u> • <u>Biodiversity enhancements should be incorporated into site design.</u> <p>This addresses the representations made by English Heritage (Ref: 842041/02/110/SCUH11/4) and the Statement of Common Ground (Doc Ref No: SOCG3) between the Council and Lincolnshire Wildlife Trust.</p>
MM11	<p>SCUH-12: Land at 1-7 Cliff Gardens (36-51)</p> <p>This site has now been sold in plots so the council no longer plan to allocate this site. The site reference SCUH-12 will now be Former Car Park Collum Avenue</p>
MM12	<p>A committed site PA/2010/1529 identified in the table contained in paragraph 3.159 which had Planning Permission has now expired therefore it is now considered appropriate to be a housing allocation to replace SCUH-12. This will read as follows:</p> <p><u>SCUH-12 Former Car-Park Collum Avenue</u></p>

	<p><u>Context</u></p> <p><u>The land at the former Car-Park Collum Avenue is a derelict car-park and lies opposite a Police Station and Ashby Market. The site is within close proximity of the local shops and services along Ashby High Street.</u></p> <p><u>Proposed Development</u></p> <p><u>This site is currently available for development. The surrounding residential uses and close proximity to local shops and services along Ashby High Street makes this a suitable site for residential development. The site could accommodate approximately 14 dwellings. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.</u></p> <p><u>It is envisaged that a higher density development will be delivered on this site and this reflects the recent lapsed planning application for 14 dwellings.</u></p> <p><u>Highways access to the site can be gained off Collum Avenue and the location of the vehicle access points will need to be agreed by the highways authority. The site is within walking distance to local shops and services.</u></p> <p><u>Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.</u></p> <p><u>The site is within SFRA Flood Zone 1.</u></p> <p><u>Policy SCUH-12</u></p> <p><u>Land at Former Car-Park, Collum Avenue (0.16 ha) is allocated for housing (14 dwellings). The site will be developed in accordance with the following site specific criteria:</u></p> <ul style="list-style-type: none"> • <u>A mix of housing size and tenure should be provided on the site and developed at approximately 70 to 80 dwellings per hectare</u> • <u>Vehicular access points to the site will need to be agreed with the Highway Authority</u> • <u>Good footpath and cycle provision should be provided throughout the site, linking the development with local services. Developer contributions for off site works including cycleway and bus stop provision will be required</u> • <u>A Transport Assessment will be required to demonstrate that the development will have no adverse impacts on the highways network</u> • <u>Design must be in accordance with Core Strategy Policy CS5.</u> <p><u>Implementation</u></p> <p><u>Development of Policy SCUH-12 is to be brought forward by the developer. The delivery of the site is expected in Phase 1 of the plan period (2014-2019).</u></p> <p><u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u></p>
MM13	<p>Policy SCUH-13 Former Darby Glass Offices and Factory (36-78)</p> <p>Add additional criteria as follows:</p> <ul style="list-style-type: none"> • <u>An ecology survey will be required, should any of the buildings on the site need to be demolished</u>

	<ul style="list-style-type: none"> • <u>Biodiversity enhancements should be incorporated into site design.</u> • <u>Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates.</u> <p>This reflects the Statements of Common Ground (Doc Ref Nos: SOCG3 & SOCG5) between the Council and Lincolnshire Wildlife Trust, and Environment Agency respectively.</p>
MM14	<p>Policy SCUH-14 Redevelopment of Westcliff Precinct (36-92)</p> <p>Add additional criterion as follows: <u>Biodiversity enhancements should be incorporated into site design.</u> This reflects the Statement of Common Ground (Doc Ref No: SOCG3) between the Council and Lincolnshire Wildlife Trust.</p>
MM15	<p>Policy SCUH-15 Former Kingsway House</p> <p>Add additional criterion as follows: <u>Biodiversity enhancements should be incorporated into site design.</u> This reflects the Statement of Common Ground (Doc Ref No: SOCG3) between the Council and Lincolnshire Wildlife Trust.</p>
MM16	<p>Policy SCUH-16 Land at Ashby Decoy off Burringham Road (36-91)</p> <p>Amend first sentence to reflect the increase in the number of dwellings being proposed on this site as part of the submitted planning application as follows: Policy SCUH-16 The land at Ashby Decoy off Burringham Road (1.61ha) is allocated for housing (61 dwellings) <u>(71 dwellings)</u>.</p> <p>Add additional criteria as follows:</p> <ul style="list-style-type: none"> • <u>Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates.</u> • <u>Biodiversity enhancements to be incorporated into the site design. These should be sympathetic to the habitats present within the Local Wildlife Site.</u> • <u>Ecological compensation and mitigation should be provided in order to off-set the loss of any habitats, and that any enhancements should result in a net gain in biodiversity.</u> <p>These reflect agreement with the Environment Agency and the Statement of Common Ground (Doc Ref No: SOCG3) between the Council and Lincolnshire Wildlife Trust.</p>
MM17	<p>Policy SCUH-17- Land off Queensway and Dudley Road.</p> <p>Amend first sentence as follows: Policy SCUH-17 Land at Former Yorkshire Electricity Depot, Land off Dudley Road (1.67ha) <u>(2.12ha)</u> is allocated for housing (78 dwellings) <u>(78 dwellings)</u>. This reflects an increase in site area and number of dwellings that could be accommodated on the site, and discussions that took place during the examination hearing sessions.</p> <p>Amend paragraph 3.158 as follows: Development of Policy SCUH-17 is to be brought forward by the developer. The delivery of the site is expected in Phase 3 (2024-2026) <u>Phase 2 of the Plan Period (2019-2024)</u>. This reflects revised phasing for the site's delivery and discussions that took place during the examination hearing sessions.</p>
MM18	<p>A committed site PA/2008/1153 identified in the table contained in paragraph 3.159 which had Planning Permission has now expired therefore it is now considered appropriate to be a housing allocation.</p>

SCUH- 18 Land at Burdock Road

Context

The land at Burdock Road is currently a disused allotment located within an existing residential area within the development limit of Scunthorpe.

Proposed Development

This site is currently available for development. The surrounding residential uses and close proximity to local services makes this a suitable site for residential development. The site could accommodate approximately 99 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

Highways access to the site can be gained from Burdock Road and vehicle access points will need to be agreed by the Highways Authority. This site has good access to local services and is well connected to existing pedestrian, cycle and public transport routes. Consideration of pedestrian and cycle links to Crowberry Drive will need to be included as part of any scheme.

The site is within SFRA Flood Zone 1 and as the site measures more than 1ha a Flood Risk Assessment will be required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

Anglian Water has stated that capacity is available within the water treatment works and water supply network to cater for the development.

Policy SCUH-18

Land at Burdock Road (2.74 ha) is allocated for housing (99 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with local services. Developer contributions for offsite works including cycleway and bus stop provision will be required
- A Transport Assessment will be required to demonstrate that the development will have no adverse impacts on the highway network.
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- An Ecology Survey will be required

- A comprehensive landscaping scheme including biodiversity enhancements is required
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

Development of Policy SCUH-18 is to be brought forward by the developer. The delivery of the site is expected in Phase 1 of the plan period (2014-2019).

Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.

MM19

During the Examination Hearings the Inspector requested an update on all committed housing sites. This table has been amended to reflect the current situation. Paragraph 3.159 and its associated table have been updated (see below).

Committed Sites

In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire's housing requirements over the coming years. Such sites are commonly referred to as being "committed" sites. In Scunthorpe, there are a total of 13 "committed" housing sites that will supply a total of 516 dwellings. The table below lists these sites:-

Site Ref	Address	Area (Ha)	Number of Dwellings	Land Class
7/1995/0271	West of Hilton Avenue	1.02	40	Greenfield
PA/2003/0002	Normanby Road West	13.21	4	Greenfield
PA/2003/0962	Lakeside	37.91	233	Greenfield / Brownfield
PA/2007/0106	30-32 Crosby Road	0.24	18	Brownfield
PA/2008/1153	Allotments to the rear of 19-47 Somervell Road,	2.74	66	Greenfield
PA/2009/0799	Plot 29 Hebden Road	0.48	14	Brownfield
PA/2010/0329	Land at Crowberry Drive	0.71	28	Brownfield
PA/2010/1529	Former carpark, Collum Avenue	0.16	14	Brownfield
PA/2011/0846	Former Crosby Health Centre, Parkinson Avenue	0.15	24	Brownfield
PA/2011/0962	St Philip's Club, Sheffield Street	0.06	10	Brownfield
PA/2012/1092	Former Oakfield Primary School	0.50	20	Brownfield

PA/2013/0158	2,4,6,8 Old Crosby	0.17	16	Brownfield
PA/2013/0842	Advance Crosby Phase 1	0.36	29	Brownfield

Committed Sites

In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire's housing requirements over the coming years. Such sites are commonly referred to as being "committed" sites. In Scunthorpe, there are a total of 10 "committed" housing sites that will supply a total of 388 dwellings. The table below lists these sites:-

<u>Site Ref</u>	<u>Address</u>	<u>Area (Ha)</u>	<u>Number of Dwellings remaining to be built</u>	<u>Land Class</u>
<u>7/1995/0271</u>	<u>West of Hilton Avenue</u>	<u>1.02</u>	<u>16</u>	<u>Greenfield</u>
<u>PA/2003/0002</u>	<u>Normanby Road West</u>	<u>13.21</u>	<u>4</u>	<u>Greenfield</u>
<u>PA/2003/0962</u>	<u>Lakeside</u>	<u>37.91</u>	<u>233</u>	<u>Greenfield / Brownfield</u>
<u>PA/2009/0799</u>	<u>Plot 29 Hebden Road</u>	<u>0.48</u>	<u>14</u>	<u>Brownfield</u>
<u>PA/2011/0846</u>	<u>Former Crosby Health Centre, Parkinson Avenue</u>	<u>0.15</u>	<u>24</u>	<u>Brownfield</u>
<u>PA/2012/1092</u>	<u>Former Oakfield Primary School</u>	<u>0.50</u>	<u>20</u>	<u>Brownfield</u>
<u>PA/2013/0158</u>	<u>2,4,6,8 Old Crosby</u>	<u>0.17</u>	<u>16</u>	<u>Brownfield</u>
<u>PA/2013/0842</u>	<u>Advance Crosby Phase 1</u>	<u>0.36</u>	<u>29</u>	<u>Brownfield</u>
<u>PA/2014/1061</u>	<u>Land at Crowberry Drive</u>	<u>0.75</u>	<u>18</u>	<u>Brownfield</u>
<u>PA/2014/0566</u>	<u>Former site of the Poacher 65 Marsden Drive</u>	<u>0.18</u>	<u>14</u>	<u>Brownfield</u>

MM20

Policy SCUH-C1 NSD Site, Land east of Scotter Road (36-12)

Add additional criterion as follows: Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates. This reflects the Statement of Common Ground (Doc Ref No: SOCG5) between the Council and Environment Agency.

MM21

Policy SCUH-C2 Brumby Resource Centre, East Common Lane (36-76)

Add additional criteria as follows:

- An ecological survey will be required
- Biodiversity enhancements should be incorporated into site design

	<ul style="list-style-type: none"> • <u>The site is currently occupied by vacant sporting facilities/pitches. Prior to the determination of any planning application for residential development, it will be necessary to assess the sporting facilities/pitches provision situation and if there is a shortfall identified as a result of the proposed development, replacement sporting facilities/pitches will be provided of an equivalent or better quality and quantity at a suitable and accessible alternative site.</u> <p>These reflect the Statement of Common Ground (Doc Ref No: SOCG3) between the Council and Lincolnshire Wildlife Trust, and addresses the representation submitted by Sport England (Ref: 842125/01/125/SCUHC2/4).</p>
MM22	<p>Policy SCUH-C3 Former Tennis Courts Rowland Road (36-82)</p> <p>Add additional criteria as follows:</p> <ul style="list-style-type: none"> • <u>Biodiversity enhancements should be incorporated into site design.</u> • <u>A heritage assessment is required to demonstrate that the development will have no adverse impact upon the historic environment.</u> • <u>The site is currently occupied by vacant sporting facilities/pitches. Prior to the determination of any planning application for residential development, it will be necessary to assess the sporting facilities/pitches provision situation and if there is a shortfall identified as a result of the proposed development, replacement sporting facilities /pitches will be provided of an equivalent or better quality and quantity at a suitable and accessible alternative site.</u> <p>These reflect the Statement of Common Ground (Doc Ref No SOCG3) between the Council and Lincolnshire Wildlife Trust and address representations submitted by English Heritage (Ref: 842041/06/114/SCUHC3/3/4) and Sport England (Ref: 842125/01/126/SCUHC3/4).</p>
MM23	<p>Policy SCUH-C4 Hartwell Ford Car Garage, Station Road (36-23)</p> <p>Add additional criteria as follows:</p> <ul style="list-style-type: none"> • <u>An ecology survey will be required, should any buildings on the site need to be demolished. The survey should focus on bats but take into account the possible presence of other protected species such as breeding birds.</u> • <u>The protection of the setting of the Grade I listed St Lawrence Church. A heritage assessment is required.</u> <p>These reflect the Statement of Common Ground (Doc Ref No SOCG3) between the Council and Lincolnshire Wildlife Trust, and address the representations (Ref: 842014/01/109/SCUH9/2/3/4) submitted by English Heritage.</p>
MM24	<p>Policy SCUH-C5 Land at Hebden Road (36-72)</p> <p>Add additional criteria as follows:</p> <ul style="list-style-type: none"> • <u>An ecology survey will be required, should any buildings on the site need to be demolished. The survey should focus on bats but take into account the possible presence of other protected species such as breeding birds.</u> • <u>Biodiversity enhancements should be incorporated into site design.</u> • <u>Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates.</u> <p>These reflect the Statements of Common Ground (Doc Ref Nos: SOCG3 & SOCG5) between the Council and Lincolnshire Wildlife Trust, and Environment Agency respectively.</p>
MM25	<p>Policy SCUH-C6 Former Scunthorpe Telegraph Office, Doncaster Road (36-79)</p> <p>Add additional criterion as follows: <u>Biodiversity enhancements should be incorporated into the design of new development.</u> This reflects the Statement of</p>

	Common Ground (Doc Ref No: SOCG3) between the Council and Lincolnshire Wildlife Trust.
MM26	<p>Policy SCUH-C7 Land at former South Leys School, Enderby Road (36-59)</p> <p>Add additional criterion as follows: <u>The site is currently occupied by vacant sporting facilities/pitches. Prior to the determination of any planning application for residential development, it will be necessary to assess the sporting facilities/pitches provision situation and if there is a shortfall identified as a result of the proposed development, replacement sporting facilities/pitches will be provided of an equivalent or better quality and quantity in at a suitable and accessible alternative site.</u> This addresses the representation made by Sport England (Ref: 842125/03/127/SCUHC7/4).</p>
MM27	<p>Policy SCUH-C8 Land at Dartmouth Road (36-74)</p> <p>Add additional criteria as follows:</p> <ul style="list-style-type: none"> • <u>Any flood risk assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates.</u> • <u>The site is currently occupied by vacant sporting facilities/pitches. Prior to the determination of any planning application for residential development, it will be necessary to assess the sporting facilities/pitches provision situation and if there is a shortfall identified as a result of the proposed development, replacement sporting facilities/pitches will be provided of an equivalent or better quality and quantity at a suitable and accessible alternative site.</u> <p>These reflect the Statement of Common Ground (Doc Ref No SOCG5) between the Council and Environment Agency, and addresses the representations submitted by Sport England (Refs: 842125/04/128/SCUHC8/4 & 842125/05/129/SCUHC8/4).</p>
MM28	<p>Policy SCUH-C9 Land off Queensway and Dudley Road (36-87)</p> <p>Amend seventh criterion of the policy and insert additional criterion as follows:</p> <ul style="list-style-type: none"> • Biodiversity enhancements should be incorporated into site design. If site surveys reveal that significant Open Mosaic Habitats will be lost, then biodiversity offsetting may also be required • <u>An ecology survey will be required as open mosaic habitats could be present on the site.</u> <p>These reflect the Statement of Common Ground (Doc Ref No SOCG3) between the Council and Lincolnshire Wildlife Trust.</p>

Housing – Barton upon Humber

Ref	Main Modifications to Housing & Employment Land Allocations DPD
MM29	<p>Policy BARH-1 Land at Pasture Road South Phase 2 (7-2)</p> <p>Add additional criterion as follows:</p> <ul style="list-style-type: none"> • <u>An ecology survey will be required.</u> • <u>Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates.</u> <p>This reflects the Statements of Common Ground (Doc Ref Nos: SOCG3 & SOCG5) between the Council and Lincolnshire Wildlife Trust, and Environment Agency.</p>

MM30	78	BARH-2	<p>Policy BARH-2 Land at Pasture Road South Phase 1 (7-2)</p> <p>Amend thirteenth criteria read as follows: An ecology survey may<u>will be</u> is required. This reflects the Statement of Common Ground (Doc Ref No SOCG3) between the Council and Lincolnshire Wildlife Trust.</p>																														
MM31	80	BARH-3	<p>Policy BARH-3 St Mary’s Cycle Works, Marsh Lane</p> <p>Add additional criteria as follows:</p> <ul style="list-style-type: none">Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates.An ecology survey will be required, should any buildings on the site need to be demolished. The survey should focus on bats but take into account the possible presence of other protected species such as breeding birds.Biodiversity enhancements should be incorporated into site design. <p>These reflect the Statements of Common Ground (Doc Ref Nos: SOCG5 & SOCG3) between the Council and Environment Agency, and Lincolnshire Wildlife Trust respectively.</p>																														
MM32	82	<p>Barton upon Humber Committed Sites</p> <p>3.250</p>	<p>During the Examination Hearings the Inspector requested an update on all committed housing sites. This table has been amended to reflect the current situation. Paragraph 3.250 and its associated table have updated (see below).</p> <p>Committed sites</p> <p>In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire’s housing requirements over the coming years. Such sites are commonly referred to as being “committed” sites. In Barton upon Humber, there are a total of six “committed” housing sites that will supply a total of 151 dwellings. The table below lists these sites:</p> <table><tr><th>Site Ref</th><th>Address</th><th>Area (Ha)</th><th>Number of Dwellings</th><th>Land Class</th></tr><tr><td>PA/2003/0063</td><td>Land east of Humber Road</td><td>0.63</td><td>14</td><td>Brownfield</td></tr><tr><td>PA/2003/1575</td><td>Far Ings Road</td><td>0.93</td><td>20</td><td>Greenfield</td></tr><tr><td>PA/2006/1777</td><td>Tofts Road West</td><td>4.22</td><td>57</td><td>Greenfield</td></tr><tr><td>PA/2007/1773</td><td>Land to the rear of 13-19 Pasture Road</td><td>0.35</td><td>34</td><td>Brownfield</td></tr><tr><td>PA/2010/1046</td><td>Land to the rear of, 13 Queen Street</td><td>0.38</td><td>13</td><td>Greenfield</td></tr></table>	Site Ref	Address	Area (Ha)	Number of Dwellings	Land Class	PA/2003/0063	Land east of Humber Road	0.63	14	Brownfield	PA/2003/1575	Far Ings Road	0.93	20	Greenfield	PA/2006/1777	Tofts Road West	4.22	57	Greenfield	PA/2007/1773	Land to the rear of 13-19 Pasture Road	0.35	34	Brownfield	PA/2010/1046	Land to the rear of, 13 Queen Street	0.38	13	Greenfield
Site Ref	Address	Area (Ha)	Number of Dwellings	Land Class																													
PA/2003/0063	Land east of Humber Road	0.63	14	Brownfield																													
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PA/2007/1773	Land to the rear of 13-19 Pasture Road	0.35	34	Brownfield																													
PA/2010/1046	Land to the rear of, 13 Queen Street	0.38	13	Greenfield																													

			PA/2013/0028	Land off Mill View,	0.25	13	Brownfield		
			<u>Committed Sites - Barton upon Humber</u>						
			<u>In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire's housing requirements over the coming years. Such sites are commonly referred to as being "committed" sites. In Barton upon Humber, there are a total of six "committed" housing sites that will supply a total of 151 dwellings. The table below lists these sites:</u>						

Housing – Brigg

Ref	Main Modifications to Housing & Employment Land Allocations DPD
MM33	<p>The provision of a relief road was discussed at the Examination Hearings and the Inspector raised queries about the deliverability of the proposed housing sites based on this infrastructure requirement. Therefore the council have updated the introductory section on Brigg and changed the related policies for the proposed five housing sites.</p> <p>The approach now reflects the most appropriate strategy, when considered against reasonable alternatives based on proportionate evidence for the Brigg allocations. It identifies a deliverable strategy to access the sites appropriately.</p>

	<p>The sites allocated for housing are all located to the north/east of Brigg adjacent to each other. In terms of traffic the existing road infrastructure of the A18 which runs through the town is often extremely busy and particularly at peak times when congestion occurs. Therefore as part of the housing proposals on the fringe of Brigg a permeable link road network will be provided to serve the housing allocations from Atherton Way to Wrawby Road. This will enhance and improve traffic flows by increasing permeability and assist in regenerating the town as a whole. This has been reflected through the following text additions and policy changes below:</p> <p>Brigg has a population of approximately 5,076 with 2,461 dwellings. It is located to the south of the M180 on the A15<u>A18</u>, east of Scawby and west of Wrawby. Brigg has a conservation area and has been a thriving market town for centuries.</p> <p><u>Brigg is the second largest of the market towns in North Lincolnshire in terms of its population and is a very popular location for living and working. It provides an important service centre for the surrounding villages and a number of villages in the West Lindsey district. The town centre is thriving with a wide range of shops, services and facilities. It has good public transport links with Scunthorpe and Barton upon Humber and the surrounding villages.</u></p> <p><u>The sites allocated for housing are all located to the north / east of Brigg adjacent to each other. These sites were deemed more suitable than alternative sites suggested for Brigg through the Strategic Housing Land Availability Assessment and earlier stages of the Development Plan Document. In terms of traffic the existing road infrastructure of the A18 which runs through the town is often extremely busy and particularly at peak times when congestion occurs. Therefore as part of the housing proposals on the fringe of Brigg a permeable link road network will be provided to serve the housing allocations from Atherton Way to Wrawby Road. This will enhance and improve traffic flows by increasing permeability and assist in regenerating the town as a whole. The new road network should accord with 'Manual for Streets' and operate with road like tendencies. The Council will not support further accesses on to Grammar School Road.</u></p> <p><u>A total of £1.5 million is included in the North Lincolnshire Council Capital Investment budget for the first phase of the road. This money will be utilised to cover any abnormal costs regarding the road infrastructure. Bids have also been submitted to the Greater Lincolnshire Local Enterprise Partnership for further funding that will assist in providing a permeable link through the new allocations and assist in improving the settlements capacity as a whole.</u></p> <p><u>A number of reasonable options were considered to determine the appropriate strategy for providing suitable access to the allocations, including a relief road, however evidence demonstrated that the most appropriate approach is to provide links to the existing road network in appropriate locations increasing permeability through the town.</u></p> <p>Policy CS8: Spatial Distribution of Housing Sites in the Adopted Core Strategy states that the Market Towns of Brigg, Crowle, Kirton in Lindsey and Winterton will have approximately 18% of the new houses built. This equates to 1,906 new dwellings, of which 386 will be provided from sites that already have planning permission or are under construction. The overall provision for Brigg is 7% equating to 741 dwellings. The following allocations have been identified to address this requirement.</p>
MM34	<p>Delete the existing paragraph and replace with the revised wording set out below. This reflects discussions that took place during the Examination Hearings. This will read as follows:</p>

	<p>At present vehicles travelling through Brigg can suffer from congestion at peak times. To reduce this impact, a relief road will be constructed as part of the requirement to serve the allocated sites to the north of Brigg. All the sites will need to be considered jointly and development of the sites phased appropriately. An associated traffic management scheme on the existing roads will ensure that the scheme is effective. Atherton Way is currently not adopted and this would need to be addressed as part of the development.</p> <p><u>At present vehicles travelling through Brigg can suffer from congestion at peak times. To reduce this impact, a permeable network of roads will be constructed to serve the allocated sites to the north / east of Brigg. All the sites will need to be considered jointly and development of the sites phased appropriately. An associated traffic management scheme on the existing roads will ensure that the scheme is effective. Atherton Way is currently not adopted and this would need to be addressed as part of the development. Access from the site onto Grammar School Road will not be permitted. The scheme will need to be designed in order to secure and safeguard a new road network that links Atherton Way and Wrawby Road.</u></p>
MM35	<p>Policy BRIH-1 Land north of Atherton Way</p> <p>Add additional criteria as follows:</p> <ul style="list-style-type: none"> • <u>Biodiversity enhancements should be incorporated into site design.</u> • <u>Any Flood Risk Assessment needs to comply with the critical flood level and the appropriate mitigation measures set out in the SFRA and any future updates.</u> <p>These reflect the Statements of Common Ground (Doc Ref Nos: SOCG3 & SOCG5) between the Council and Lincolnshire Wildlife Trust, and Environment Agency respectively.</p> <p>Delete third and sixth criteria and replace with revised wording as follows:</p> <ul style="list-style-type: none"> • A Relief Road will be completed between Atherton Way and Wrawby Road. Developers will be required to enter into a legal agreement to implement this proposal or make an appropriate financial contribution towards its completion • <u>A route is protected within the design of the site that maintains and safeguards an alignment for the creation of a single access link road to a suitable standard to connect Atherton Way and Wrawby Road. The design should accord with Manual for Streets and enable suitable vehicular and pedestrian access. Land will also need to be safeguarded to provide a suitable access point into BRIH-5 to ensure the link road can be delivered and will be agreed with Highways Authority at the planning application stage</u> • A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network. • <u>A Transport Assessment and Residential Travel Plan will be required</u> <p>These reflect discussions that took place during the Examination Hearings.</p>
MM36	<p>Delete the existing paragraph and replace with the revised wording set out below. This reflects discussions that took place during the Examination Hearings. This will read as follows:</p> <p>At present vehicles travelling through Brigg can suffer from congestion at peak times. To reduce this impact, a relief road will be constructed as part of the requirement to serve the allocated sites to the north of Brigg. All the sites will need to be considered jointly and development of the sites phased</p>

	<p>appropriately. An associated traffic management scheme on the existing roads will ensure that the scheme is effective. Atherton Way is currently not adopted and this would need to be addressed as part of the development. Access from the site onto Grammar School Road will not be permitted.</p> <p><u>At present vehicles travelling through Brigg can suffer from congestion at peak times. To reduce this impact, a permeable network of roads will be constructed to serve the allocated sites to the north/east of Brigg. All the sites will need to be considered jointly and development of the sites phased appropriately. An associated traffic management scheme on the existing roads will ensure that the scheme is effective. Atherton Way is currently not adopted and this would need to be addressed as part of the development. Access from the site onto Grammar School Road will not be permitted. The scheme will need to be designed in order to secure and safeguard a new road network that links Atherton Way and Wrawby Road.</u></p>
MM37	<p>Policy BRIH-2 Land at Western Avenue</p> <p>Delete third and fifth criteria and replace with the revised wording as follows:</p> <ul style="list-style-type: none"> • A Relief Road will be completed between Atherton Way and Wrawby Road). Developers will be required to enter into a legal agreement to implement this proposal or make an appropriate financial contribution towards its completion. <p><u>A route is protected within the design of the site that maintains and safeguards an alignment for the creation of a single access link road to a suitable standard to connect Atherton Way and Wrawby Road. The design should accord with Manual for Streets and enable suitable vehicular and pedestrian access. Land will need to be safeguarded to provide a suitable access points into BRIH-3 and Grammar School Road to ensure the link road can be delivered and will be agreed with Highways Authority at the planning application stage</u></p> <ul style="list-style-type: none"> • A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network. <p><u>A Transport Assessment and Residential Travel Plan will be required</u></p> <p>These reflect discussions that took place at the Examination Hearings.</p> <p>Add additional criteria as follows: <u>An ecology survey will be required</u> and <u>Biodiversity enhancements should be incorporated into site design</u>. These reflect the Statement of Common Ground (Doc Ref No: SOCG3) between the Council and Lincolnshire Wildlife Trust.</p>
MM38	<p>Delete the existing paragraph and replace with the revised wording set out below. This reflects discussions that took place during the Examination Hearings. This will read as follows:</p> <p>At present vehicles travelling through Brigg can suffer from congestion at peak times. To reduce this impact, a relief road will be constructed as part of the requirement to serve the allocated sites to the north of Brigg. All the sites will need to be considered jointly and development of the sites phased appropriately. An associated traffic management scheme on the existing roads will ensure that the scheme is effective. Atherton Way is currently not adopted and this would need to be addressed as part of the development. Access from the site onto Grammar School Road will not be permitted.</p> <p><u>At present vehicles travelling through Brigg can suffer from congestion at peak times. To reduce this impact, a permeable network of roads will be constructed to serve the allocated sites to the north/east of Brigg. All the sites will need to be considered jointly and development of the sites phased appropriately. An associated traffic management scheme on the existing roads will ensure that the scheme is effective. Atherton Way is currently not adopted and this would need to be addressed as part of the development. Access from the site onto Grammar School Road will not be permitted.</u></p>

MM39	<p>Policy BRIH-3 Land at Wrawby Road Phase 2 (10-31)</p> <p>Delete the fifth and sixth criteria and replace with revised wording as follows:</p> <ul style="list-style-type: none"> • A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network. <p><u>A Transport Assessment and Residential Travel Plan will be required</u></p> <ul style="list-style-type: none"> • A Relief Road will be completed between Atherton Way and Wrawby Road. Developers will be required to enter into a legal agreement to implement this proposal or make an appropriate financial contribution towards its completion. <p><u>A route is protected within the design of the site that maintains and safeguards an alignment for the creation of a single access link road to a suitable standard to connect Atherton Way and Wrawby Road. The design should accord with Manual for Streets and enable suitable vehicular and pedestrian access. Land will also need to be safeguarded to provide a suitable access point into BRIH-2 and BRIH-4 to ensure the link road can be delivered and will be agreed with Highways Authority at the planning application stage.</u></p> <p>This reflects discussions that took place during the Examination Hearings.</p> <p>Add additional criteria as follows: <u>An ecology survey will be required</u> and <u>Biodiversity enhancements should be incorporated into site design</u>. These reflect the Statement of Common Ground (Doc Ref No: SOCG3) between the Council and Lincolnshire Wildlife Trust.</p>
MM40	<p>Delete the existing paragraph and replace with the revised wording set out below. This reflects discussions that took place during the Examination Hearings. This will read as follows:</p> <p>At present vehicles travelling through Brigg can suffer from congestion at peak times. To reduce this impact, a relief road will be constructed as part of the requirement to serve the allocated sites to the north of Brigg. All the sites will need to be considered jointly and development of the sites phased appropriately. An associated traffic management scheme on the existing roads will ensure that the scheme is effective. Atherton Way is currently not adopted and this would need to be addressed as part of the development. Access from the site onto Grammar School Road will not be permitted.</p> <p><u>At present vehicles travelling through Brigg can suffer from congestion at peak times. To reduce this impact, a permeable network of roads will be constructed to serve the allocated sites to the north /east of Brigg. All the sites will need to be considered jointly and development of the sites phased appropriately. An associated traffic management scheme on the existing roads will ensure that the scheme is effective. Atherton Way is currently not adopted and this would need to be addressed as part of the development. Access from the site onto Grammar School Road will not be permitted.</u></p>
MM41	<p>Policy BRIH-4 Land at Wrawby Road Phase 1 (10-2)</p> <p>Delete fifth and sixth criteria and replace with revised wording as follows:</p> <ul style="list-style-type: none"> • A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network. <p><u>A Transport Assessment and Residential Travel Plan will be required</u></p> <ul style="list-style-type: none"> • A Relief Road will be completed between Atherton Way and Wrawby Road. Developers will be required to enter into a legal agreement to implement this proposal or make an appropriate financial contribution towards its completion.

	<p><u>A route is protected within the design of the site that maintains and safeguards an alignment for the creation of a single access link road to a suitable standard to connect Atherton Way and Wrawby Road. The design should accord with Manual for Streets and enable suitable vehicular and pedestrian access. Land will need to be safeguarded to provide a suitable access points into BRIH-3 to ensure the link road can be delivered and will be agreed with Highways Authority at the planning application stage</u></p> <p>These reflect discussions that took place during the Examination Hearings.</p> <p>Add additional criteria as follows: <u>Biodiversity enhancements should be incorporated into site design</u>. This reflects the Statement of Common Ground (Doc Ref No: SOCG3) between the Council and Lincolnshire Wildlife Trust.</p>
MM42	<p>Delete the existing paragraph and replace with the revised wording set out below. This reflects discussions that took place during the Examination Hearings. This will read as follows:</p> <p>At present vehicles travelling through Brigg can suffer from congestion at peak times. To reduce this impact, a relief road will be constructed as part of the requirement to serve the allocated sites to the north of Brigg. All the sites will need to be considered jointly and development of the sites phased appropriately. An associated traffic management scheme on the existing roads will ensure that the scheme is effective. Atherton Way is currently not adopted and this would need to be addressed as part of the development. Access from the site onto Grammar School Road will not be permitted.</p> <p><u>At present vehicles travelling through Brigg can suffer from congestion at peak times. To reduce this impact, a permeable network of roads will be constructed to serve the allocated sites to the north / east of Brigg. All the sites will need to be considered jointly and development of the sites phased appropriately. An associated traffic management scheme on the existing roads will ensure that the scheme is effective. Atherton Way is currently not adopted and this would need to be addressed as part of the development. Access from the site onto Grammar School Road will not be permitted.</u></p>
MM43	<p>Insert new paragraph to set out details regarding the future of the allotments that form part of site allocation BRIH-5. This will read as follows: <u>Part of the land is currently occupied by allotments. These allotments will be relocated as part of the wider development in agreement with Brigg Town Council. Discussions are currently taking place to find a suitable replacement and sites are being considered.</u></p>
MM44	<p>Policy BRIH-5 Land at Ancholme Park (10-25)</p> <p>Delete third and sixth criteria and replace with revised wording as follows:</p> <ul style="list-style-type: none"> • A Relief Road will be completed between Atherton Way and Wrawby Road. Developers will be required to enter into a legal agreement to implement this proposal or make an appropriate financial contribution towards its completion. <u>• A route is protected within the design of the site that maintains and safeguards an alignment for the creation of a single access link road to a suitable standard to connect Atherton Way and Wrawby Road. The design should accord with Manual for Streets and enable suitable vehicular and pedestrian access. Land will also need to be safeguarded to provide suitable access points into BRIH-1 and Grammar School Road to ensure the link road can be delivered and will be agreed with Highways Authority at the planning application stage.</u> • A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network. <u>• A Transport Assessment and Residential Travel Plan will be required</u>

	<p>This reflects discussions that took place during the Examination Hearings.</p> <p>Add additional criteria as follows:</p> <ul style="list-style-type: none">• <u>Any Flood Risk Assessment needs to comply with the critical flood level and the appropriate mitigation measures set out in the SFRA and any future updates.</u>• <u>An ecology survey will be required.</u>• <u>Biodiversity enhancements should be incorporated into site design.</u> <p>These reflect the Statements of Common Ground (Doc Ref Nos: SOCG5 & SOCG3) between the Council and Environment Agency, and Lincolnshire Wildlife Trust, respectively.</p>																														
MM45	<p>During the Examination Hearings the Inspector request an update on all committed housing sites. This table has been amended to reflect the current situation. Paragraph 3.291 and its associated table have updated (see below).</p> <p><u>Committed sites</u></p> <p><u>In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire’s housing requirements over the coming years. Such sites are commonly referred to as being “committed” sites. In Brigg, there are a total of five “committed” housing sites that will supply a total of 136 dwellings. The table below lists these sites:</u></p> <table><tr><th>Site Ref</th><th>Address</th><th>Area (Ha)</th><th>Number of Dwellings</th><th>Land Class</th></tr><tr><td>PA/2004/0962</td><td>Silversides, Silverside Lane</td><td>1.48</td><td>44</td><td>Brownfield</td></tr><tr><td>PA/2008/0325</td><td>Former Brigg Primary School</td><td>1.05</td><td>1</td><td>Brownfield</td></tr><tr><td>PA/2008/0338</td><td>Land at Island Carr</td><td>5.97</td><td>60</td><td>Brownfield</td></tr><tr><td>PA/2011/0362</td><td>Land off Engine Street</td><td>0.17</td><td>10</td><td>Brownfield</td></tr><tr><td>PA/2013/0092</td><td>Former Ancholme Inn , Grammer School Road</td><td>0.43</td><td>21</td><td>Brownfield</td></tr></table> <p><u>Committed Sites - Brigg</u></p> <p><u>In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire’s housing requirements over the coming years. Such sites are commonly referred to as being “committed” sites. In Brigg, there are a total of five “committed” housing sites that will supply a total of 136 dwellings. The table below lists these sites:</u></p>	Site Ref	Address	Area (Ha)	Number of Dwellings	Land Class	PA/2004/0962	Silversides, Silverside Lane	1.48	44	Brownfield	PA/2008/0325	Former Brigg Primary School	1.05	1	Brownfield	PA/2008/0338	Land at Island Carr	5.97	60	Brownfield	PA/2011/0362	Land off Engine Street	0.17	10	Brownfield	PA/2013/0092	Former Ancholme Inn , Grammer School Road	0.43	21	Brownfield
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	<u>PA/2008/0338</u>	<u>Land at Island Carr</u>	<u>5.97</u>	<u>60</u>	<u>Brownfield</u>	
	<u>PA/2011/0362</u>	<u>Land off Engine Street</u>	<u>0.17</u>	<u>10</u>	<u>Brownfield</u>	
	<u>PA/2013/0092</u>	<u>Former Ancholme Inn, Grammar School Road</u>	<u>0.43</u>	<u>21</u>	<u>Brownfield</u>	

Housing – Crowle

Ref	Main Modifications to Housing & Employment Land Allocations DPD
MM46	<p>Policy CROH-1 Land to the East of Fieldside (13-10)</p> <p>Amend first sentence of the policy to reflect the expanded site area and the increased number of dwellings that could be accommodated on the site as follows: Policy CROH-1 Land to the east of Fieldside (1.83ha) <u>(2.34ha)</u> is allocated for housing (68 dwellings) <u>(86 dwellings)</u>.</p> <p>Add additional criteria as follows:</p> <ul style="list-style-type: none"> <u>An ecology survey will be required.</u> <u>Biodiversity enhancements should be incorporated into site design.</u> <u>Any Flood Risk Assessment needs to comply with the Critical Flood Level and the appropriate mitigation measures set out in the SFRA and any future updates.</u> <p>These reflect the Statements of Common Ground (Doc Ref Nos SOCG3 & SOCG5) between the Council and Lincolnshire Wildlife Trust, and Environment Agency respectively.</p>
MM47	<p>Policy CROH-2 Land north of Godnow Road (13-11)</p> <p>Insert further text from the Statement of Common Ground (Doc Ref No SOCG6) between North Lincolnshire Council and The Environment Agency as follows: <u>The site levels range between 2 and 8 metres. The critical flood level is agreed to be 4.1m which allows for some of the site to be developed safely. A site specific flood risk assessment is required to enable a robust assessment of the flood risks to inform a decision of what part of the site can be safely developed.</u></p>
MM48	<p>Delete the existing paragraph and associated table to reflect the existing situation regarding committed housing sites in Crowle and replace with the revised as set out below.</p> <p>Committed sites</p>

<p>In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire's housing requirements over the coming years. Such sites are commonly referred to as being "committed" sites. In Crowle, there is a total of one "committed" housing site which will supply a total of 12 dwellings. The table below lists these sites:</p> <table border="1"> <thead> <tr> <th>Site Ref</th><th>Address</th><th>Area (Ha)</th><th>Number of Dwellings</th><th>Land Class</th></tr> </thead> <tbody> <tr> <td>PA/2010/0688</td><td>1-7 Eastoft Road</td><td>0.23</td><td>12</td><td>Brownfield</td></tr> </tbody> </table> <p>There are currently no committed housing sites in Crowle</p>					Site Ref	Address	Area (Ha)	Number of Dwellings	Land Class	PA/2010/0688	1-7 Eastoft Road	0.23	12	Brownfield
Site Ref	Address	Area (Ha)	Number of Dwellings	Land Class										
PA/2010/0688	1-7 Eastoft Road	0.23	12	Brownfield										

Housing – Kirton in Lindsey

Ref	Main Modifications to Housing & Employment Land Allocations DPD
MM49	<p>Policy KIRH-1 Land west of Station Road (27-13)</p> <p>Amend third criterion to reflect the need to ensure that access provision for site KIRH-1 does prejudice the development of new site allocation KIRH-2 as follows: Vehicular access points to the site will need to be agreed with the Highway Authority <u>and should not prejudice the development of the adjacent allocation site KIRH-2.</u></p> <p>Add additional criterion as follows: <u>Biodiversity enhancements should be incorporated into site design.</u> This reflects the Statement of Common Ground (Doc Ref No SOCG3) between the Council and Lincolnshire Wildlife Trust.</p>
MM50	<p>Insert new policy KIRH-2 to reflect agreements reached during the examination sessions. This will read as follows:</p> <p><u>Policy KIRH-2 Land at and adjoining Beechcroft, Station Road (27-1)</u></p> <p><u>Context</u></p> <p><u>The land at and adjoining Beechcroft is Greenfield land and is adjacent to the existing residential area of Station Road. The site currently contains one residential property with garden land and paddock and is located within SFRA Flood Zone 1.</u></p> <p><u>Proposed Development</u></p> <p><u>This site is currently available for development. The surrounding residential uses, close proximity to the centre of Kirton in Lindsey and local services makes this a suitable site for residential development. The density of development within this locality indicates that 60 dwellings can be delivered on this site. This includes the protection of the trees covered by the Tree Preservation Order within the site. Affordable housing provision will be expected on site and a mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment Market Review 2012.</u></p>

Highway access to the site is off Station Road and the location of the vehicle access point will need to be agreed with the local Highways Authority. The site is in walking distance from the district centre and local services.

The site lies within Flood Zone 1. As the site measures more than 1ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

Anglian Water has stated that capacity is available in the water treatment works and water supply network to cater for this development.

Policy KIRH-2 Land at and adjoining Beechcroft, Station Road

Land at and adjoining Beechcroft, Station Road (2.49 ha) is allocated for housing (60 dwellings). The site will be developed in accordance with the following site specific criteria:

- A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare.
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9.
- Vehicular access points to the site will need to be agreed with the Highway Authority and should not prejudice the development of the adjacent allocation site KIRH-1.
- Good footpath and cycle provision should be provided throughout the site, linking the development with the district centre, residential area and wider rights of way network.
- A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts on the highway network.
- The site includes a number of trees covered by tree preservation orders. These must be retained and incorporated as part of any comprehensive development of the site.
- Possible drainage issues on the site need to be addressed.
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- An ecology survey is required.
- This site is subject to environmental constraints including potential land contamination. Prior to the submission of a Planning application for residential development it will be necessary to carry out assessment of land contamination so that appropriate design criteria and mitigation measures can be considered.
- A heritage assessment is required to demonstrate that the development will have no adverse impact on the historic environment.

	<ul style="list-style-type: none"> • <u>Design must be in accordance with Core Strategy Policy CS5.</u> <p><u>Implementation</u></p> <p><u>Development of Policy KIRH-2 is to be brought forward by the developer. The delivery of the site is expected in the Phases 1, 2 and 3 of the plan period (2016-2026).</u></p> <p><u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u></p>
MM51	<p><u>Special Site of Exception – Kirton in Lindsey Barracks</u></p> <p>In order to support and increase the level of housing delivery in North Lincolnshire as well provide additional flexibility in the availability of deliverable sites in Phases 1 and 2 of the plan period, it was agreed to include the special site of exception at the Former RAF Kirton in Lindsey. It will ensure the re-use of an important brownfield site and allow for a sustainable form of development to take place.</p> <p>Therefore, the following supporting text and new policy have been produced to incorporate this site in the DPD as follows:</p> <p><u>KIRH-3 - Land at former RAF Kirton in Lindsey</u></p> <p><u>Context</u></p> <p><u>RAF Kirton in Lindsey is a former World War II RAF base utilised by the Ministry of Defence (MOD) as an army barracks with associated barrack blocks, aviation hangers, bunkers and associated facilities. The site is located on the southern fringe of Kirton in Lindsey in the open countryside and occupies a highly visible landscape location, with views across the surrounding rural area. The majority of the site comprises greenfield land including a golf course, gliding club and agricultural land. The main vehicular gates to the site at the B1400 are also located in this area.</u></p> <p><u>The MOD declared RAF Kirton in Lindsey surplus to requirements and disposed of the site in 2014. It is essential that this large site is brought back into beneficial uses as quickly as possible to prevent the site and buildings falling into a state of dereliction and causing blight to the entire area.</u></p> <p><u>As the majority of the site comprises undeveloped greenfield land it could be brought back into beneficial uses compatible with the open countryside, including the uses currently occupying the site (Trent Valley Gliding Club). However the northern operational land is heavily contaminated and considered incapable of redevelopment unless high value uses, such as residential, is proposed on this part of the site. The remaining four hangers are considered suitable for renovation and commercial and business uses that are compatible with surrounding land uses are considered to be acceptable.</u></p> <p><u>Proposed Development</u></p> <p><u>This site is currently available for development. The existing use of the site as residential barracks and close proximity to local services makes this a suitable</u></p>

site for residential development. The site could accommodate a maximum of 300 dwellings. Affordable housing provision will be expected on site. A mixture of housing types should be provided, reflecting the findings of the North Lincolnshire Strategic Housing Market Assessment 2012 and any updates.

Due to the sites exceptional circumstances, its landscape location and its strategic importance a high quality and well designed layout will be required and should be strictly controlled. High standards of design will be required throughout; with low density residential development that takes account of the site's built heritage, sympathetic green infrastructure (open space, tree planting, landscaping, allotments etc) to ensure that it does not over-dominate in this highly visible landscape location and it is complementary to the land uses being promoted in the existing hangers. A development brief for the will be prepared to contribute towards creating a strong and positive identity for the site.

The site is within SFRA Flood Zone 1. As the site measures more than 1ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

Policy KIRH-3

Land at Former RAF Kirton in Lindsey (14.26 ha) is allocated for housing (300 dwellings). The site will be developed in accordance with the following site specific criteria:

- A high standard of design will be required creating a positive and strong identity for Kirton in Lindsey. The council will encourage contemporary design, provided that it is appropriate for its location and is informed by its surrounding land uses. Significant green infrastructure, landscaping and planting which enhances the sites exceptional circumstances is required in order that it reflects its highly visible open countryside location. Design must be in accordance with Core Strategy Policy CS5.
- A mix of housing size and tenure should be provided on the site and developed at approximately 30 dwellings per hectare to ensure that it is sympathetic to its surrounding context
- Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9
- Vehicular access points to the site will need to be agreed with the Highway Authority
- Good footpath and cycle provision should be provided throughout the site, linking the development with local services
- A Transport Assessment and residential travel plan will be required to demonstrate that the development will have no adverse impacts on the local highway network
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development
- The site is subject to environmental constraints including potential land contamination. Prior to submission of a planning application for residential development it will be necessary to carry out an assessment for land contamination so that appropriate design criteria and mitigation measures can be considered

	<ul style="list-style-type: none"><u>A Heritage Assessment is required. It will need to consider the impact of any proposals upon those elements which contribute to the significance of the Listed Buildings (the Control Tower and the Sector Operations Building and blast walls) within the allocation area. Development proposals should ensure those elements which contribute to their significance are safeguarded and retained. The assessment will also need to consider the impact on any archaeological remains within the site.</u><u>The design should investigate the potential to provide appropriate facilities on site for visitor facilities and allotments.</u> <p><u>Implementation</u></p> <p><u>Development of Policy KIRH-3 is to be brought forward by the developer. The delivery of the site is expected in Phase 1 and Phase 2 of the plan period (2014-2024).</u></p> <p><u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u></p>																									
MM52	<p>During the Examination Hearings the Inspector requested an update on all committed housing sites. This table has been amended to reflect the current situation. Paragraph 3.313 and its associated table have updated (see below).</p> <p><u>Committed sites</u></p> <p><u>In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire’s housing requirements over the coming years. Such sites are commonly referred to as being “committed” sites. In Kirton in Lindsey, there are a total of two “committed” housing sites which will supply a total of 73 dwellings. The table below lists these sites:</u></p> <table><tr><th><u>Site Ref</u></th><th><u>Address</u></th><th><u>Area (Ha)</u></th><th><u>Number of Dwellings</u></th><th><u>Land Class</u></th></tr><tr><td>PA/1999/0920</td><td>North of Spa Hill</td><td>6.52</td><td>23</td><td>Greenfield</td></tr><tr><td>PA/2006/0464</td><td>Gleadells Mill Station Road</td><td>0.50</td><td>50</td><td>Brownfield</td></tr></table> <p><u>Committed Sites - Kirton in Lindsey</u></p> <p><u>In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire’s housing requirements over the coming years. Such sites are commonly referred to as being “committed” sites. In Kirton in Lindsey, there is a total of one “committed” housing site which will supply a total of 23 dwellings. The table below lists the site:</u></p> <table><tr><th><u>Site Ref</u></th><th><u>Address</u></th><th><u>Area (Ha)</u></th><th><u>Number of Dwellings</u></th><th><u>Land Class</u></th></tr><tr><td>PA/1999/0920</td><td>North of Spa Hill</td><td>6.52</td><td>23</td><td>Greenfield</td></tr></table>	<u>Site Ref</u>	<u>Address</u>	<u>Area (Ha)</u>	<u>Number of Dwellings</u>	<u>Land Class</u>	PA/1999/0920	North of Spa Hill	6.52	23	Greenfield	PA/2006/0464	Gleadells Mill Station Road	0.50	50	Brownfield	<u>Site Ref</u>	<u>Address</u>	<u>Area (Ha)</u>	<u>Number of Dwellings</u>	<u>Land Class</u>	PA/1999/0920	North of Spa Hill	6.52	23	Greenfield
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Housing – Winterton

Ref	Main Modifications to Housing & Employment Land Allocations DPD
MM53	Amend second sentence to reflect the amended number of dwellings resulting from the recently submitted planning application and to address the concerns of local residents as follows: The density of development within this locality indicates that 111 ¹¹⁸ dwellings can be delivered on this site.
MM54	<p>Policy WINH-1 Land at Mill House Lane (44-7)</p> <p>Amend first sentence to reflect the amended number of dwellings resulting from the recently submitted planning application and to address the concerns of local residents as follows: Policy WINH-1 Land at Mill House Lane (0.45ha) is allocated for housing (111¹¹⁸ dwellings).</p> <p>Add additional criterion as follows: <u>Biodiversity enhancements should be incorporated into site design</u>. This reflects the Statement of Common Ground (Doc Ref No: SOCG3) between the Council and Lincolnshire Wildlife Trust.</p>
MM55	<p>WINH-2 Land off Coates Avenue (44-6)</p> <p>Amend to remove reference to site access being formed from Coates Avenue as the council's highways service has confirmed that access should be from Enterprise Way. This will read as follows: Access to the site will need to be agreed with the Highways Authority. Access into the site from Enterprise Way would be acceptable. Access could be formed from Coates Avenue may be in third party ownership. If access is from Coates Avenue then improvements may be required to the Coates Avenue/Marlake Avenue junction. The site is within walking distance from the district centre and local services.</p>
MM56	<p>Policy WINH-2 Land off Coates Avenue (44-6)</p> <p>Amend third criterion to remove reference to site access being formed from Coates Avenue as the council's highways service has confirmed that access should be from Enterprise Way. This will read as follows: Vehicular access points to the site will need to be agreed with the Highway Authority and possible localised improvements to Coates Avenue/Marlake Avenue junction may be required.</p> <p>Add additional criteria as follows: <u>An ecology survey will be required</u> and <u>Biodiversity enhancements should be incorporated into site design</u>. This reflects the Statement of Common Ground (Doc Ref No: SOCG3) between the Council and Lincolnshire Wildlife Trust.</p>
MM57	<p>Policy WINH-3 Land at Top Road (44-1)</p> <p>Add additional criteria as follows: <u>An ecology survey will be required</u> and <u>Biodiversity enhancements should be incorporated into site design</u>. These reflect the Statement of Common Ground (SOCG3) between the Council and Lincolnshire Wildlife Trust.</p>
MM58	<p>Land off Northlands Road (44-9)</p> <p>Land off Northlands Road (1.38 ha) (1.87ha)</p> <p>Access to this site was discussed at the Examination Hearings and it was agreed that the council would contact the owner of the area of land to the south to address this issues. It was agreed to extend the site allocation to include the land to the south to allow for an alternative access to be gained.</p> <p>The landowner of the proposed site has since contacted the council and confirmed that access could be achieved from Northlands Road via the demolition</p>

	<p>on an existing property (see examination document EXAM101). The council’s highway service considers that it would be technically possible to form an access at this location.</p> <p>Insert additional criteria as follows: <u>An ecology survey will be required</u> and <u>Biodiversity enhancements should be incorporated into site design</u>. These reflect the Statement of Common Ground (SOCG3) between the Council and Lincolnshire Wildlife Trust.</p>																									
MM59	<p>During the Examination Hearings the Inspector requested an update on all committed housing sites. This table has been amended to reflect the current situation. Paragraph 3.337 and its associated table have updated (see below).</p> <p><u>Committed sites</u></p> <p>In addition to the new housing sites proposed in this DPD, there is one other site that is either under construction or have planning permission, which will play an important role in delivering North Lincolnshire’s housing requirements over the coming years. Such sites are commonly referred to as being “committed” sites. In Winterton, there is one “committed” housing site which will supply a total of 14 dwellings. The table below lists these sites:</p> <table><tr><th>Site Ref</th><th>Address</th><th>Area (Ha)</th><th>Number of Dwellings</th><th>Land Class</th></tr><tr><td>PA/2008/0364</td><td>Land at and to the rear of 59 West Street</td><td>0.26</td><td>14</td><td>Greenfield</td></tr></table> <p><u>Committed Sites - Winterton</u></p> <p><u>In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire’s housing requirements over the coming years. Such sites are commonly referred to as being “committed” sites. In Winterton, there is a total of two “committed” housing sites which will supply a total of 24 dwellings. The table below lists the sites:</u></p> <table><tr><th>Site Ref</th><th>Address</th><th>Area (Ha)</th><th>Number of Dwellings</th><th>Land Class</th></tr><tr><td>PA/2008/0364</td><td>Land at 59 West Street</td><td>0.26</td><td>14</td><td>Greenfield</td></tr><tr><td>PA/2014/0249</td><td>Land rear of Burgon Crescent</td><td>0.28</td><td>10</td><td>Greenfield</td></tr></table>	Site Ref	Address	Area (Ha)	Number of Dwellings	Land Class	PA/2008/0364	Land at and to the rear of 59 West Street	0.26	14	Greenfield	Site Ref	Address	Area (Ha)	Number of Dwellings	Land Class	PA/2008/0364	Land at 59 West Street	0.26	14	Greenfield	PA/2014/0249	Land rear of Burgon Crescent	0.28	10	Greenfield
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Employment – South Humber Bank

Ref	Main Modifications to Housing & Employment Land Allocations DPD
MM60	Amendment to the SHBE-1 "red line plan" at the start of the South Humber Bank section. Delete the red line and replace with solid purple colouring consistent with all the employment maps in the employment chapter.

MM61	<p>Policy SHBE-1 South Humber Bank (former reference IN1-1; 57-1)</p> <p>Re-word second criterion, delete third criterion and delete wording: “Proposed development projects must:” as follows: Proposed development projects must:</p> <ul style="list-style-type: none"> • <u>The land within the site along the deep-water frontage of the Humber Estuary between the Port of Immingham and the Humber Sea Terminal has special locational characteristics and is unique, being one of the last undeveloped deep-water estuaries in Europe. New development is therefore required to maximise employment opportunities equivalent to the site’s strategic offer by creating major employment, high job densities and inward investment the potential for high value jobs and high job densities and this part of the site will be safeguarded against piecemeal development proposals that do not meet these employment maxims.</u> • Develop the potential for port facilities, including, jetties and quays, along the Humber Estuary frontage between Immingham Port and the Humber Sea Terminal by directly linking this potential to realising the full development of the SHBE-1 employment allocation <p>Delete word “natural” from the fifth sentence in the first paragraph as follows: “It is therefore vital that this natural asset is developed so as to maximise the transformational economic potential of the site and must be safeguarded from piecemeal proposals and any investments that do not meet this maxim”.</p> <p>Add additional criterion between the fifth and sixth criteria, as follows “<u>An ecological assessment will be required</u>”</p> <p>Add additional criterion between the eleventh and twelfth criteria as follows: “<u>Landscape buffering of at least 15 metres width around the Local Wildlife Sites will be required</u>”</p> <p>These amendments reflect the Statement of Common Ground (SOCG4) between the Council, RSPB, Natural England and Lincolnshire Wildlife Trust.</p>
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Employment - Scunthorpe

Ref	Main Modifications to Housing & Employment Land Allocations DPD
MM62	<p>Policy SCUE-1 Normanby Enterprise Park (IN1-3, 36-70)</p> <p>Add additional criterion as follows: <u>Biodiversity enhancements to be incorporated into the site design. These should be sympathetic to the habitats present within the Local Wildlife Site and the Local Nature Reserves.</u></p> <p>Amend twelfth criterion as follows: Development proposals should not have an adverse impact on the Phoenix <u>and Phoenix</u> Parkway Local Nature Reserves <u>or the Slag Banks Local Wildlife Site. Ecological compensation and mitigation should be provided in order to off-set the loss of any habitats, and any enhancements should result in a net gain in biodiversity.</u></p> <p>These reflect discussions with Lincolnshire Wildlife Trust to ensure consideration of the impact of development on the adjacent Local Nature Reserves and Local Wildlife Sites.</p>

Ref	Main Modifications to Housing & Employment Land Allocations DPD
MM63	<p>Policy SCUE-2 Mortal Ash Hill (36-66)</p> <p>Amend third criterion as follows: A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from <u>the Bottesford Beck and surface water drainage</u>. Where practical Sustainable Urban Drainage Systems should be incorporated into the development. <u>Development within 8 metres of the top of the bank or landward toe will be restricted to allow the Environment Agency unimpeded access to the watercourse for maintenance purposes</u>. This reflects discussions with the Environment Agency.</p>

Employment - Humberside Airport

Ref	Main Modifications to Housing & Employment Land Allocations DPD
MM64	<p>Policy HUME-1 Humberside Airport (IN1-12, CIN9)</p> <p>Amend first criterion as follows: The site should be developed for a mix of B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses. Such uses should have an operational need to be located at the Airport, and ancillary uses which support or are associated with the airport functions. This reflects the uses permitted within the allocation and the need to ensure consistency with new policy HUME-1a.</p>
MM65	<p>Insert new policy HUME-1a Land to the west of Humberside Airport and written justification to reflect discussions and agreement during the Examination Hearings as follows:</p> <p><u>HUME-1a Land to the west of Humberside Airport</u></p> <p><u>Site HUME-1a is located to the south of the A18 at Kirmington and to the west of the existing Airport Business Park. The site is comprised of agricultural land/grass land and is currently accessed by means of a private road that runs north/south alongside the Airport's western boundary which then fronts the A18. Immediately to the east are the remaining undeveloped parts of the Airport's Business Park which this DPD allocates as Employment Site HUME-1.</u></p> <p><u>There are a number of residential properties located to the south eastern corner of the site which abut the airport's western boundary and are accessed by the adjacent private road.</u></p> <p><u>The airport has established air traffic associated with the off-shore gas production and exploration and UK domestic and European flights. In addition there a number of charter flights with the number being seasonally influenced. The airport has also been the subject of significant investment in recent years. It is currently the second largest helicopter base in the UK for the off-shore oil and gas industry in the southern North Sea, a role and a market segment which is continuing to grow. Other recent investments include a new £5m national training academy for BAE Systems providing up to 60 apprentice opportunities every year, and a consented 103 bedroomed hotel. From 2015, it will become to one of the country's 10 bases for Air Sea Search & Rescue operations. Improvements will also be taking place to the road network around the airport to provide better access to this key location.</u></p>

Currently access into the airport is achieved by one junction off the A18. This junction is currently not traffic light controlled and has a central right turn lane for traffic heading to the airport from Melton Ross. In recognition of the strategic economic importance of Humberside Airport, improvements to the surface access have been sought with funding secured by the Humber Local Growth Fund.

Construction work is due to start in 2015 for a new roundabout on the A18 at the existing access into the airport, a new signalised junction at Barnetby Top (A18/Kings Road junction) and local widening along Caistor Road. These works are expected to be completed by 2016. These access improvements will provide an appropriate level of infrastructure to accommodate the scale of additional employment allocations required at the airport.

Proposed Development

The site is adjacent to Humberside Airport that offers excellent air freight opportunities and good strategic access via the A18 and M180. Access would be through the existing Airport Business Park from the A18. It forms an ideal site for B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses particularly those associated with air freight or training operations.

Site HUME-1a is identified as a second phase for development at the airport which will be brought forward after HUME-1 has been substantially committed for development.

However, the council is mindful that opportunities may arise for this site to be brought forward sooner. If specific development proposals cannot be accommodated, on HUME-1, for example due to size requirements, within the existing available land of the remaining Business Park they will then be considered under the remit of policy HUME-1a.

The site is to be accessed across the private lane via the existing Airport Business Park's distributor road to the east. Given the secured works to improve the airport's main access it is unlikely that the development of this site will require further short term improvements to the main A18 Airport junction. However, the effective operation of the improved A18 junction will be subject to monitoring by the Highway Authority.

Improvements to how the site can be accessed by sustainable modes of transport should be considered and reflect the aspirations of the Humberside Airport Surface Access Strategy and the Local Transport Plan.

The site lies within SFRA Flood Zone 1. As the site measures more than 1ha a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.

There is a large and extensive Iron Age and Roman settlement just 300 metres to the north east of this area which is designated a Scheduled Monument. Given the close proximity of the monument to this allocation, there is a high likelihood of archaeological remains within the area covered by HUME-1a.

A contaminated land survey may be required due to adjacent land forming part of the operational area of a former WW2 airfield.

A landscaping scheme will be required that effectively screens the small cluster of residential properties located to the site's south eastern corner.

Policy HUME-1a

Land to the west of Humberside Airport 12(ha) is allocated for employment use. The site will be brought forward for development once the adjacent Employment Allocation HUME-1 is substantially committed or when due to size restrictions proposed employment uses cannot be physically accommodated on the remaining undeveloped elements of HUME-1. The site will be developed in accordance to the following site specific criteria:

- The site should be developed for a mix of B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses and ancillary uses which support or are associated with the airport functions.
- Vehicular access should be achieved from within the existing airport distributor road and will need to be agreed with the Highways Authority
- Improvements to the main A18 access junction may be required. No new accesses will be permitted directly onto the A18.
- Improvements to how the site can be accessed by sustainable modes of transport should be considered and reflect the aspirations of the Humberside Airport Surface Access Strategy and the Local Transport Plan.
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical Sustainable Urban Drainage Systems should be incorporated into the development.
- Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon type/scale of development
- A Transport Assessment and Travel Plan will be required.
- Infrastructure upgrade will be required to Kirmington sewage treatment works
- An Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment. Particular regard will need to be given to the impact of the development on the setting of the extensive Iron Age and Roman scheduled monument.
- A Ecological Survey is required
- A comprehensive landscaping scheme, including biodiversity enhancement, is required
- Design must be in accordance with Core Strategy Policy CS5.

Implementation

Development of Policy HUME-1a is to be brought forward by the landowner/developer. The delivery of the site is expected in Phases 2-3 of the plan period (2019-2024) and is phased on the substantial commitment of the remaining undeveloped elements of the Airport Business Park identified as site HUME-1.

Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales

	<u>agreed by the identified lead delivery organisation at the Planning Application stage.</u>
MM66	<p>Policy HUME-2 Land north of A18 at Humberside Airport</p> <p>Add additional criteria as follows “<u>Development proposals should not have an adverse impact on the Melton Ross Quarry Local Wildlife Site or Local Geological Site</u>” and “<u>Biodiversity enhancements to be incorporated into the site design. These should be sympathetic to the habitats present within the Local Wildlife Site</u>”.</p> <p>Amend first criterion as follows: The site should be developed for a mix of B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses. Such uses should have an operational need to be located at the Airport, and ancillary uses which support or are associated with the airport functions.</p> <p>Amend ninth criterion as follows: Any proposal which is likely to have an adverse impact on a Local Wildlife Site (LWS) or Local Geological Site (LGS) shall not be approved unless it can be clearly demonstrated that there are reasons for the proposal which outweigh the need to safeguard the intrinsic nature conservation <u>and geological</u> value of the site. In all cases where development is permitted which may cause such damage, the damage shall be kept to a minimum. Planning obligations shall be used to ensure the protection and enhancement of each site’s nature conservation <u>and geological</u> value. Compensatory measures will be used if necessary <u>to off-set the loss of any habitats. Any enhancements should result in a net gain in biodiversity.</u></p>

Employment - Sandtoft Business Park

Ref	Main Modifications to Housing & Employment Land Allocations DPD
MM67	<p>Policy SANE-1 Sandtoft Business Park (IN1-13, 56-1)</p> <p>Amend first sentence as follows: Policy SANE-1 Land at Sandtoft Airfield (55.3ha58.5ha) is allocated for logistics park”. This reflects the ownership of the site and was agreed during the examination hearing sessions.</p> <p>Delete second criterion and replace with revised wording, and amend third criterion as follows:</p> <p>The existing site access is inadequate for the scale of development proposed. An access study has been undertaken by consultants on behalf of the council with a number of options proposed that would resolve access constraints. Vehicular access will need to be agreed with the Highways Authority and will not be permitted from Westgate/Sandtoft Road. Improvements to accessing the site from the west will be paid for by financial contributions from developers.</p> <ul style="list-style-type: none"> • <u>Site access is proposed from both Belton Road and High Levels Bank Road. Access to the strategic highway network will be achieved from High Levels Bank Road, via the A18 to Junctions 1 and 2 of the M180. A Transport Assessment will need to be submitted as part of any planning application(s) for the site. This will assess the impact which the development may have on the highway network which would include, but would not be limited to, High Levels Bank (including the bridge over the M180 and Brook Corner); the A18/High Levels Bank junction; the Double Rivers Junction (Crowle Gyratory) and Junctions 1 and 2 of the M180. Any mitigation measures which are deemed to be necessary will be delivered in a phased manner in accordance with a masterplan accompanying any planning application(s) which will also provide a link road through the site. Off-site highway works will be paid for by financial contributions from developer(s).</u>

	<ul style="list-style-type: none"> • A Transport Assessment and Travel Plan will be required <u>as part of the planning application and will be delivered through the lifetime of the scheme.</u> <p>Amend eighth criterion as follows: A Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere. <u>Development within 8 metres of the top of the bank or landward toe will be restricted to allow the Environment Agency unimpeded access to the watercourse for maintenance purposes.</u> This reflects the need to allow Environment Agency access to watercourses for maintenance.</p>
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Employment – Brigg

Ref	Main Modifications to Housing & Employment Land Allocations DPD
MM68	<p>Policy BRIE-1 Former Brigg Sugar (IN1-9, 10-19)</p> <p>Add additional criterion as follows: <u>Development proposals should not have an adverse impact on the Siverside Settling Ponds Site of Nature Conservation Interest and the New River Ancholme Local Wildlife Site. This reflects discussions with Lincolnshire Wildlife Trust.</u></p>

Employment – Ealand

Ref	Main Modifications to Housing & Employment Land Allocations DPD
MM69	<p>Policy EALE-1 Spen Lane, Ealand (CIN-16, 14-5)</p> <p>Amend first sentence of the policy to reflect the reduced site area due to 0.8ha being removed for residential development. This will read as follows: Land at Spen Lane, Ealand (4ha <u>3.2ha</u>) is allocated for employment use.</p> <p>Amend the seventh criterion as follows: A Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere. <u>Development within 8 metres of the top of the bank or landward toe will be restricted to allow the Environment Agency unimpeded access to the watercourse for maintenance purposes.</u> This reflects discussions with Lincolnshire Wildlife Trust.</p>
MM70	<p>Policy EALE-2 Land South of Railway, Ealand (IN1-14)</p> <p>Add additional criteria as follows:</p> <ul style="list-style-type: none"> • <u>Development proposals should not have an adverse impact on the Stainforth and Keadby Canal Corridor Local Wildlife Site.</u> • <u>The Stainforth and Keadby Canal to the north should be surveyed and assessed. Any proposals for the site should provide mitigation to ensure that they do not affect the ecological value of the canal.</u> • <u>A comprehensive landscaping scheme, including biodiversity enhancement, is required that shows how the site can be screened and the visual impact of the development from nearby residential properties, the adjacent flyover and open countryside be minimised.</u>

	<p><u>This reflects discussions between the Council and Lincolnshire Wildlife Trust during the Examination Hearings.</u></p> <p>Amend the sixth criterion as follows: A Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere. <u>Development within 8 metres of the top of the bank or landward toe will be restricted to allow the Environment Agency unimpeded access to the watercourse for maintenance purposes.</u> This reflects discussions between the Council and Environment Agency during the examination.</p>
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Implementation

Ref	Main Modifications to Housing & Employment Land Allocations DPD
MM71	<p>During the Examination hearing sessions, the Inspector requested that greater linkages were provided between the DPD policies and the Infrastructure Delivery Schedule (IDS). The IDS has been updated and included within the DPD as a new Appendix 5 (see MM99). Chapter 7 has been amended accordingly (see below).</p> <p>Delete existing paragraph 7.3 and replace with revised wording set out below. This will read as follows:</p> <p>Throughout the preparation of the Adopted Core Strategy and the Housing and Employment Land Allocations DPD the Council has consulted and worked closely with infrastructure and service providers to identify and deliver the infrastructure required to support growth in the area over the plan period. The Council's Infrastructure Delivery Plan (IDP) and associated Infrastructure Delivery Schedule (IDS) was the culmination of this work during the Core Strategy's preparation and identifies specific infrastructure requirements, potential funding sources and suggested phasing of works. A review of the IDS has been produced for this DPD which is included in the evidence base. However it is important that the Council maintains dialogue with infrastructure providers as the position on infrastructure requirements changes over time and as development comes forward.</p> <p><u>Throughout the preparation of the Adopted Core Strategy and the Housing and Employment Land Allocations DPD the Council has consulted and worked closely with infrastructure and service providers to identify and deliver the infrastructure required to support growth in the area over the plan period. The Council's Infrastructure Delivery Plan (IDP) and associated Infrastructure Delivery Schedule (IDS) was the culmination of this work and identifies specific infrastructure requirements, potential funding sources and suggested phasing of works. A review of the IDS has been produced for this DPD which is included in Appendix 5. The Infrastructure Delivery Schedule sets out the type, location and phasing of the infrastructure required for each proposed development in the plan. It also details those who have responsibility for delivering the infrastructure, potential funding sources and estimated delivery timescales. It is also important that the Council maintains dialogue with infrastructure providers as the position on infrastructure requirements changes over time and as development comes forward.</u></p> <p>Insert new paragraph between current paragraphs 7.6 & 7.7. This will read as follows:</p> <p><u>Site specific infrastructure requirements arise when there is a direct link between development and supporting infrastructure that is required to make the development happen. It will usually be provided within the development site boundary or exceptionally may be provided in an off-site location or in the last resort by in-lieu contributions.</u></p>

	<p>Insert new paragraphs between current paragraphs 7.7 & 7.8. This will read as follows:</p> <p><u>The mechanisms available to secure the funding of infrastructure where it is not to be delivered directly on the site by developers are Section 106 agreements and potentially a Community Infrastructure Levy. The scope of Section 106 agreements will be limited from Spring 2015 to affordable housing and site specific contributions only, with significant limitation on the pooling of contributions across multiple developments. It will, however still be possible to pool contributions from up to 5 developments for site specific infrastructure.</u></p> <p>Insert new paragraph after existing paragraph 7.13 to set out details of the delivery and funding mechanisms that can be used to deliver the infrastructure identified in the IDS. This will read as follows:</p> <p><u>Delivery Mechanisms</u></p> <p><u>In terms of delivery mechanisms, there are a number of ways in which the development and the associated necessary infrastructure identified in the IDS can be delivered:</u></p> <ul style="list-style-type: none"> • <u>Private sector developers/organisations</u> • <u>North Lincolnshire Council</u> • <u>National government bodies (Highways Agency, Environment Agency)</u> • <u>Third sector organisations (registered providers)</u> <p><u>Funding mechanisms</u></p> <p><u>Key sources of funding for infrastructure identified</u></p> <ul style="list-style-type: none"> • <u>Direct private sector (via developer) capital funding of delivery</u> • <u>Developer contributions via Section 106 or Community Infrastructure Levy</u> • <u>North Lincolnshire Council funding/access to funding</u> • <u>Other public sector funding (via government bodies, or national/regional funding pots via Local Enterprise Partnerships-for example, European Regional Development Funding (ERDF), Regional Growth Fund (RGF), Growing Places Fund, Single Local Growth Fund).</u>
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Appendices

Ref	Page	Policy/Paragraph	Main Modifications to Housing & Employment Land Allocations DPD
MM72	167	Appendix 1	The Monitoring Framework has been updated to reflect the additional site allocations and changes to monitoring targets

			related to SHBE-1. New Appendix 1 is attached separately and any changes have been underlined.
MM73	171	Appendix 2	The Housing Delivery Framework has been updated as requested by the Inspector during the Examination hearing sessions. A revised Appendix 2 is attached separately.
MM74	After page 184	New Appendix 5	The Infrastructure Delivery Schedule will now be inserted into the DPD as Appendix 5 rather than a separate evidence base document.

Proposals Map & Development Limits

Ref	Page	Policy/Paragraph	Main Modifications to Housing & Employment Land Allocations DPD
MM75	-	Proposals Map - Inset Map 5: Barnetby le Wold	Amend the development limit to include the rear garden of 2 Smithy Lane.
MM76	-	Proposals Map – Inset Map 10: Brigg, Scawby Brook & Castlethorpe	Amend the development limit to exclude land to the east of Manley Gardens, south of Engine Street/James Street and east of Mill Lane. Also to exclude rear gardens of properties on eastern side of Mill Lane (Please see MM88). Amend the Proposals Map to remove the notation showing the line of the proposed Brigg link road.
MM77		Proposals Map – Inset Map 13: Crowle	Site CROH-1 Land to the east of Fieldside has increased from 1.83ha to 2.34ha. Consequential amendment to the Proposals Map to include new larger proposed housing allocation CROH-1 (Please see MM46 for further details of this amendment).
MM78	-	Proposals Map – Inset Map 14: Ealand	Consequential amendment to Proposals Map to remove 0.8ha from the north western corner of site allocation EALE-1 (Please see MM69 for further details of this amendment).
MM79	-	Proposals Map – Inset Map 15: East Halton	Amend the development limit to include further land at Manby Farm.
MM80	-	Proposals Map – Inset Map 27: Kirton in Lindsey	Consequential amendments to the Proposals Map to: <ul style="list-style-type: none"> show new site allocation KIRH-2: Land at Beechcroft and to the development limit to include the area cover by the new site allocation (Please see MM50 for further details of this amendment). show new site allocation KIRH-3: Land at former RAF Kirton in Lindsey and to include a new development limit surrounding the built up area of new site allocation KIRH-3 (Please see MM51 for further details of this amendment).
MM81	-	Proposals Map - Inset 32: Owston	Amendments to the development limit to: <ul style="list-style-type: none"> include land and buildings to the rear of 1 North Street

Ref	Page	Policy/Paragraph	Main Modifications to Housing & Employment Land Allocations DPD
		Ferry	<ul style="list-style-type: none"> include land to the rear of 14 Station Road; and include land and buildings to the rear of 13 Church Street.
MM82	-	Proposals Map - Inset 35: Scawby	<p>Amendments to the development limit to:</p> <ul style="list-style-type: none"> include land adjacent and to the rear of 6 Messingham Lane; and include properties known as “Belmont” and “The Bungalow” on Park Lane.
MM83	-	Proposals Map - Inset 36: Scunthorpe	<p>Amend the development limit to include land and properties at numbers 1 and 2 St. Vincent’s Avenue, and properties on the southern side of Orb Lane.</p> <p>Consequential amendments to the Proposals Map to:</p> <ul style="list-style-type: none"> Delete the proposed housing allocations SCUH-12: Land at 1 to 7 Cliff Gardens. This site is to be replaced by new site SCUH-12: Former Car Park, Collum Avenue (Please see MM11 & MM12 for further details of this amendment). Include new proposed housing allocation SCUH-12: Former Car Park, Collum Avenue. This replaces existing notation showing committed housing site PA/2010/1529 (Please see MM12 for further details of this amendment). Include the extended area for site SCUH-17: Land off Queensway and Dudley Road (Please see MM17 for further details of this amendment) Include new proposed housing allocation SCUH-18: Land at Burdock Road (Please see MM18 for further details of this amendment).
MM84	-	Proposals Map – Inset 40: West Butterwick & East Butterwick	Amend the development limit for East Butterwick to include frontage buildings at “North End Farm”, and properties know as “Prospect Bungalow” and “Jubilee Cottage” (at northern extremity of the village), and land to the rear of the Dog & Gun public and adjacent paddock area (at the southern extremity of the village).
MM85	-	Proposals Map – Inset 43: Winteringham	Amend the development limit to include land to the rear of, and adjacent to 2 Meggitt Lane.
MM86	-	Proposals Map - Inset 44: Winterton	<p>Amend the development limit to:</p> <ul style="list-style-type: none"> Include the property and land at 99 North Street. Exclude the rear gardens of properties on the northern side of Cemetery Road.
MM87	-	Proposals Map - Inset 46: Worlaby	Amend the development limit to exclude Worlaby House Farm.
MM88	-	Proposals Map - Inset 50: Brigg Town Centre	Amend the development limit to exclude land to the east of Manley Gardens, south of Engine Street/James Street and east of Mill Lane. Also to exclude rear gardens of properties on eastern side of Mill Lane (Please see MM76).
MM89	-	Proposals Map –	Amend the Proposals Map to remove references to saved North Lincolnshire Local Plan Policies S1 and S2, together with

Ref	Page	Policy/Paragraph	Main Modifications to Housing & Employment Land Allocations DPD
		Inset 51: Scunthorpe Town Centre	the proposal retail allocations identified under saved Policy S1. Replace with references to DPD Policy TC1.
MM90	-	Proposals Map - Inset 55: Humberside Airport	Amendment to the Proposals Map to show new site allocation HUME-1a: Land to the west of Humberside Airport and consequential amendment to the development limit to include the area of land covered by new site allocation. (Please see MM65 for further details of this amendment)
MM91	-	Proposals Map – Inset 56: Sandtoft Airfield	Consequential amendment to the boundary of the site allocation SANE-1 to reflect the reduction in site size from 58.5ha to 55.3ha (Please see MM67 for further details of this amendment).
MM92	-	Proposals Map – Inset 57: South Humber Bank	<p>Amend the Proposals Map legend by:</p> <ul style="list-style-type: none"> deleting references “A)” & “B)” when referring to East Halton Marsh and Killingholme March as follows: Waterbird Mitigation A) East Halton Marsh – Area 1 Waterbird Mitigation A) East Halton Marsh – Area 2 Waterbird Mitigation B) Killingholme Marsh. the addition of the wording “(Local Wildlife Sites)” after “Sites of Importance to Nature Conservation”. This will read as follows: “Sites of Importance for Nature Conservation <u>(Local Wildlife Sites)</u>” <p>Amend Proposals Map through the deletion of the reference to Station Road, South Killingholme as a SINC to be saved under the North Lincolnshire Local Plan - Policy LC4 and the addition to Inset 57 (separate from the NLLP saved Policies under LC4) in the Legend above the saved LC4 SINC a notation “Station Road Local Wildlife Site” and notate the site on the plan differently to the LC4 sites.</p>