



# **Lincolnshire Lakes** Area Action Plan

Adopted May 2016





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# 1 Foreword

North Lincolnshire is in the midst of an exciting period of transformation and investment. Major inward investments and new industry are being attracted to the area with the potential to create over 10,000 new jobs within the renewable and logistics industry as well as thousands more construction jobs.

Scunthorpe, the largest town in North Lincolnshire, has also benefited from major investment in recent times. This will soon be joined by the Humber University Technical College, a new facility for 14 to 19 year olds to develop skills in engineering and meet the needs of the new industries coming to the area. Previous investment includes the £10million, award winning iconic sport and leisure facility, 'The Pods' which opened in 2011.

In support of these major changes within the town and to provide accommodation for the projected population increase, the Lincolnshire Lakes, will create six new sustainable Trentside villages in a waterside setting. The project will provide up to 6,000 new homes, recreation and sport facilities all set within a unique waterside environment. This project will undoubtedly have a significant impact on North Lincolnshire, both in terms of the demand for quality retail provision and a vibrant evening culture.

The vision for Lincolnshire Lakes is to create an environment that will attract and retain skilled residents and investment in the sub-region and place North Lincolnshire on a new economic trajectory. The vision will create a gateway entrance to the area and a focus for sustainable development.

In April & May 2013 we asked you as a resident of North Lincolnshire to comment on 4 different village options that could deliver the Lincolnshire Lakes project. We received a large number of comments. These, along with key technical and supporting studies have helped shape the final proposals set out in the Area Action Plan.

Prior to submission to Government, we asked you for your views on the final proposals during November & December 2014. Your comments were received and considered by the Planning Inspector who conducted Hearings into the Area Action Plan in October 2015. The Inspector recommended modifications to the plan which we again asked for your views on in early 2016.

Together all these events have culminated in this final Area Action Plan which will bring forward the delivery of the transformational Lincolnshire Lakes for North Lincolnshire.

I look forward to seeing the developments proposed in this Area Action Plan take shape.

Baroness Cllr Liz Redfern

Leader of the Council







## 2 Introduction

### Vision for Lincolnshire Lakes:

**“The vision for Lincolnshire Lakes is to create an environment that will attract and retain skilled residents and investment in the sub-region and place North Lincolnshire on a new economic trajectory. The vision will create a major new sustainable waterside setting, with a strong network of linked blue and green spaces, high quality new social infrastructure, and a new commercial and leisure park, forming an urban fringe of national importance, providing a gateway entrance to the town and a focus for sustainable development.”**

- 2.1 In the year 2028 Lincolnshire Lakes will be a high quality residential, business and recreation environment centred around a unique and breathtaking network of vast lakes, natural water bodies and meandering channels.
- 2.2 Visitors to North Lincolnshire will be inspired by the stunning vistas as they approach the area, views to the east will frame a haven for wildlife and nature lovers whilst views to the west capture water pursuits to suits all tastes from high adrenalin on the water sports lake to peaceful pasttimes such as cycling walking and fishing.
- 2.3 Lincolnshire Lakes builds on the rural heritage and Garden City tradition of North Lincolnshire through the creation of 6 new village settlements, each with a unique sense of place developed through the use of landmarks, gateways, key buildings, framing and enhancing views integrated with lakes and water areas. New and existing residents will benefit from a range of social infrastructure, community facilities and increased flood resilience creating a much sought after sense of village life.
- 2.4 By 2028, 6,304 new homes of mixed tenure will have been created each delivering aspirational living of the very highest quality, incorporating the very latest in design technology and modern methods of sustainable construction. Residents will be attracted to the area by innovative design and the opportunity to live in one of the North's premier residential locations.
- 2.5 By 2028 the Lincolnshire Lakes commercial park will deliver desirable and attractive office space and commercial opportunities, designed to secure investment and provide a white collar offer in a highly accessible and inspirational water side location.
- 2.6 By 2028 Lincolnshire Lakes will be a connected and accessible location offering a road network supported by safe, direct, convenient routes for pedestrians, cyclists and public transport that will benefit both the residents of North Lincolnshire and those visiting the area.
- 2.7 The Lincolnshire Lakes Area Action Plan (AAP) forms part of the Council's statutory development plan for the area within the North Lincolnshire Local Development Framework. It is a site specific plan which sets out how an important new sustainable community at Lincolnshire Lakes should take shape. The Lincolnshire Lakes AAP should be read alongside the adopted Core Strategy and emerging Housing & Employment Land Allocations Development Plan Document (DPD).
- 2.8 The purpose of the AAP is to establish a policy and delivery framework which provides clear and firm guidance to ensure that the Council's aims set for Lincolnshire Lakes are achieved, and that the AAP is consistent with the established approach in the adopted Core Strategy (2011). It does this by providing policy guidance on a number of important planning and place making principles that go to the heart of creating sustainable, mixed and inclusive communities.
- 2.9 More detailed policy guidance is provided for a number of key locations within the AAP area to help generate distinctiveness and to create a high quality sense of place. These are the main building blocks for the Lincolnshire Lakes and they will ensure that the development is interesting, varied and more importantly works holistically.

## What is an Area Action Plan?

- 2.10 AAPs are important documents because they cover all of the things that help make a successful community and neighbourhood - from housing, schools and shops to transport, jobs, community facilities and green spaces. Once adopted, they are used to guide new development and to determine planning applications.
- 2.11 An AAP is:
- A planning strategy document that is used in areas where specific and targeted change or conservation is required.
  - Part of the Council's planning and growth agenda for the area over the next 10 - 15 years.
  - A reflection of the needs and aspirations of the local community.
  - A tool that can be used by the Council to help direct and sustainably deliver investment and structural change.
- 2.12 The AAP is being prepared in accordance with the Planning and Compulsory Purchase Act 2004, Town and Country Planning (Local Planning) (England) Regulations 2012, the Localism Act 2011, the National Planning Policy Framework (2012) and National Planning Practice Guidance (2014). Once adopted, it will form part of the Local Development Framework (Local Plan) for North Lincolnshire.
- 2.13 The purpose of the AAP is to establish a policy and delivery framework which provides clear and firm guidance to ensure that the Council's aims set out for the Lincolnshire Lakes are achieved and that the AAP is consistent with the established approach in the adopted Core Strategy. It does this by providing planning policy guidance on a number of important issues that go to the heart of good place-making.
- 2.14 More detailed policy guidance is provided for a number of key village locations (Strategic Site Allocations) within the AAP area to help generate distinctiveness and to create a high quality sense of place. These are the main building blocks for the Lincolnshire Lakes and they will ensure that the development is transformational, sustainable, interesting, varied, deliverable, and viable and more importantly, works as a cohesive whole.
- 2.15 The Lincolnshire Lakes AAP is spatially mapped out by Policies Map and Parameter Plans which are the culmination of applying spatially various layers of evidence against the findings of community engagement. Combined, these plans establish the broad location of a range of important uses proposed within the proposed built footprint of the villages, such as a range of residential development that meet the needs of current and future occupiers, the Strategic Mixed Use Area, the District Centre, the Local Centres, community facilities (health and community centres), education and early years establishments, green infrastructure corridors, the proposed movement network, and most importantly the lakes and functional blue infrastructure.
- 2.16 The Policies Map and Parameter Plans fix key elements of the Lincolnshire Lakes scheme. These include the extent of the AAP boundary, the development limits of the villages, the locations of key transport infrastructure, the location of the lakes and the new social and community infrastructure.
- 2.17 There are a number of existing properties that fall within the AAP boundary which are assumed to remain and the Policies Map reflects their continued presence in its proposals. Should these areas come forward for development later in the process, the proposals will need to be judged on their own merits through the planning application process and will be expected to accord with the policy approach within this AAP and other adopted DPDs.
- 2.18 The AAP will direct development to ensure long term economic, social and environmental objectives are met. It will also ensure that landowners, developers, and statutory undertakers work towards these objectives in a coordinated way. New developments will primarily be delivered by a number of varying organisations. The AAP is mindful of the private sector development process, the need for private sector confidence, and minimising commercial risk.
- 2.19 North Lincolnshire Council, as the plan-making authority who ultimately grants planning permission and the local highway authority, have been working closely with private sector investors and government agencies at the regional and local level to ensure that the critical infrastructure is provided to ensure this transformational project is realised. These bodies all want to ensure that the AAP reflects the opportunities and meets their respective aspirations for the future.



## How does it relate to other plans?

- 2.20 An AAP must be prepared in accordance with national policy as set out in the NPPF and in National Planning Practice Guidance. The AAP must also be prepared in accordance with the Core Strategy for North Lincolnshire (2011). The AAP and the emerging Housing & Employment Allocations DPD cover different geographical areas, and as such they must be prepared without overlap but together their content must address Core Strategy requirements - for example, together they will ensure that enough housing sites are allocated across North Lincolnshire.
- 2.21 The Core Strategy concludes that the Lincolnshire Lakes development will be delivered through an 'Area Action Plan' that will allocate land and provide a detailed planning and implementation strategy in compliance with Core Strategy policies ensuring that development is phased alongside the provision of infrastructure as set out in the Infrastructure Delivery Plan.
- 2.22 For the avoidance of doubt, planning applications coming forward in the AAP boundary will need to comply with the policies in this plan as well as other adopted DPDs, and any other Saved Policies of the Adopted North Lincolnshire Local Plan. All supporting text contained within the AAP which justifies the vision, objectives and policies should be considered 'reasoned justification' for the purposes of interpreting the policy approach when detailed planning applications are submitted.

## Background to production of the Lincolnshire Lakes project, AAP and Community Involvement

- 2.23 The concept of the Lincolnshire Lakes originates from the North Lincolnshire Urban Renaissance Programme. Scunthorpe was previously part of Yorkshire Forward's Renaissance Towns and Cities programme which encompassed 19 towns across the Yorkshire and Humber region with the aim of transforming the lives of people living in them, creating brighter, far reaching visions of world class places to live, work and visit. The programme included large scale public involvement, which asked local residents about the future of the town and what they would like to see happen. The best ideas were then developed further into the Strategic Development Framework which was published in 2005. The main purpose of the Scunthorpe Urban Renaissance Programme was to successfully reposition Scunthorpe over a 10-20 year period and put it on a new economic trajectory by helping it become:
- A more competitive place - by developing a well-performing, better balanced and more resilient economy
  - A strong hub for the sub-region - a successful sub-region will require a strong town at its centre
  - A more attractive place - better capable of retaining and attracting spending, investment and skilled talented people.
  - A distinctive destination - through physical change, improved management and changed external perception
  - A more sustainable place - a community in harmony with the environment.
- 2.24 The Strategic Development Framework (SDF) for the town which set out a strategy for transforming Scunthorpe as a renaissance town and the economic driver for the future of North Lincolnshire. The framework sets out a transformational strategy for the town based on three inter-related strategic place-making concepts:
- **New Century Garden Town:** the legacy of Abercrombie's Garden Town is conserved and reinvigorated for Scunthorpe in the 21st century, by connecting and enhancing the town's green spaces
  - **Lincolnshire Lakes:** a new lakeside edge is created by using flood control on the Trent to create a stunning new setting for the town
  - **New Urban Heart:** the town centre of Scunthorpe and Ashby centre, Central Park and the educational campus are radically improved to give the sub-region a dynamic urban heart.

- 2.25 The Lincolnshire Lakes concept would lead to the creation of a major new sustainable waterside setting and neighbourhood for North Lincolnshire. The starting point for the lakes concept arose from the fantastically flat landscape to the west, the existing gullies and abandoned quarries that naturally fill with water, and the closeness of the River Trent. These factors and the need for a new external image for Scunthorpe combine to create a compelling case for a new waterside setting for North Lincolnshire.
- 2.26 The Lincolnshire Lakes will positively transform the presently inauspicious part of North Lincolnshire and create a valuable opportunity for biodiversity and a new place for living, working and leisure. More than anything else they will put North Lincolnshire positively on the map.
- 2.27 Work commenced on the preparation of the AAP at the end of 2011. The first stage of work involved the preparation of a Baseline Report, which enabled a review of all of the work previously undertaken on the Lincolnshire Lakes concept as part of the Urban Renaissance and Core Strategy Evidence Base (and work undertaken further back in time), as well as the gathering of key information in technical areas, such as ecology and utilities.
- 2.28 This report now forms part of the Evidence Base that underpins the AAP.
- 2.29 The next stage of work on the AAP was the Options stage. Four Options for development of the AAP area were prepared in consultation with internal Council officers, external stakeholders (such as the Highways England, Environment Agency and Natural England) and landowners/developers.
- 2.30 The four Options (A - D) and an accompanying Options Report were taken out to the public for a formal consultation period between 8th April 2013 and 20th May 2013. A report has been prepared that details the approach taken to consultation and the responses that were submitted.

Prior to submission to Government, the council asked for views on the final proposals during November & December 2014. These comments were received and considered by the Planning Inspector who conducted Hearings into the Area Action Plan in October 2015. The Inspector recommended modifications to the plan which again the council asked for views on in early 2016.

Together all these events have culminated in this final Area Action Plan which will bring forward the delivery of the transformational Lincolnshire Lakes for North Lincolnshire.

- 2.31 A full copy of the Evidence Base can be accessed via the AAP document, which are available through the council's online consultation portal - <http://nlincs-consult.limehouse.co.uk/portal/pp/lincslakes/laap2014>.

## Sustainability Appraisal

- 2.32 The Planning and Compulsory Purchase Act 2004 introduced a requirement for local authorities in England to conduct a Sustainability Appraisal of their spatial plans as a means of improving the implementation of sustainable development. This requirement was in addition to the obligation imposed by the European Directive 2001/42/EC on Strategic Environmental Assessment (SEA), which requires that plans and programmes undergo SEA. This EU Directive was transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004 (the 'SEA Regulations'). These apply (with specific exceptions) to plans and programmes subject to preparation and / or adoption by a national, regional or local authority or those prepared by an authority for adoption through a legislative procedure.
- 2.33 An SA & SEA Report was prepared to accompany the Submission Draft (2014) AAP. An earlier SA & SEA Options Report was prepared and issued to statutory consultees at the same time as the main Options consultation (April 2013). Comments were received from the following consultees:
- English Heritage;
  - Environment Agency;
  - Highways England;
  - Hull City Council;

- Central Lincolnshire Joint Planning Unit;
- Lincolnshire Wildlife Trust;
- Natural England;
- NHS North Lincolnshire;
- Nottinghamshire County Council; and
- Severn Trent Water.

- 2.34 To inform this Sustainability Appraisal Options Report, a Sustainability Appraisal Scoping Report was prepared and issued to statutory consultees (30 August 2012).
- 2.35 A Final Sustainability Appraisal has been prepared which accompanies this document and is available to download from the Council's website. Following the Examination in Public in October 2014, the Inspector recommended Main Modifications to the AAP to ensure soundness. At this stage an addendum to the Sustainability Appraisal was produced. The SA has demonstrated how the AAP options have been developed, refined and appraised during the development of the plan. The SA also justifies the approach and policies proposed within this AAP.

## Habitat Regulations Assessment

- 2.36 The need for Habitats Regulations Assessment (HRA)/Appropriate Assessment is set out within Article 6 of the EC Habitats Directive 1992, and interpreted into British law by the Conservation of Habitats & Species Regulations 2010 (as amended). The ultimate aim of the Habitats Directive is to "maintain or restore, at favourable conservation status, natural habitats and species of wild fauna and flora of Community interest" (Habitats Directive, Article 2(2)).
- 2.37 The Habitats Directive applies the precautionary principle to protected areas. Plans and projects can only be permitted having ascertained that there will be no adverse effect on the integrity of the site(s) in question. This is in contrast to the SEA Directive which does not prescribe how plan or programme proponents should respond to the findings of an environmental assessment; merely that the assessment findings (as documented in the 'environmental report') should be 'taken into account' during preparation of the plan or programme.
- 2.38 The objective of the assessment is to identify any aspects of the AAP that have the potential to cause a likely significant effect on Natura 2000 or European sites (Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites), either in isolation or in combination with other plans and projects, and to devise appropriate mitigation strategies where such effects were identified.
- 2.39 The first stage in the HRA process was to undertake a Likely Significant Effects (HRA screening) assessment of the four Options at the Options stage of work. A corresponding HRA report was published for consultation alongside the Options Report in April 2013. An HRA report was prepared to accompany the Submission Draft AAP (2014) and it concluded that there was no likely significant effect on the Humber Estuary SAC, SPA or Ramsar site. Following the Examination in Public in October 2014, the Inspector recommended Main Modifications to the AAP to ensure soundness. At this stage an addendum to the Submission Draft HRA Report was produced to assess the Main Modifications and it concluded that there was no likely significant effect on the Humber Estuary SAC, SPA or Ramsar site. These two reports together form the final HRA report for the adopted AAP.







- 2.40 The Lincolnshire Lakes area comprises 2063ha of land to the west of the Scunthorpe urban area. Its boundaries are Scotter Road to the east, with the town beyond, the River Trent to the west, the M180 to the south and to the north the B1216 to the River Trent at Neap House.
- 2.41 A number of strategic roads cross the study area including the M181 which becomes the A1077 Scunthorpe outer ring road and the M180 provides the southern boundary. A number of routes including the A18 Doncaster Road, B1450 and B1216 and several unclassified roads provide local access. Aside from the public roads and country lanes the area contains a number of public rights of way and Gunness Common is common land. The Scunthorpe - Doncaster railway line is situated on an embankment which bisects the study area east to west.
- 2.42 The land is predominantly in agricultural (arable) use and the landscape is flat. There are some dispersed water bodies, forestry areas and Ashby Decoy golf course situated within the boundary. A number of settlements are located along the east bank of the Trent including Gunness and Burringham. Other residential units relate to caravan/mobile home sites adjacent to Scotter Road, farmsteads and isolated residential properties. There is a major wharf (Grove Wharf) at Neap House to the north of the site and there are two water pumping stations - one at Neap House and the second to the south of Burringham. There are a number of overhead power lines which extend from the Keadby Power Station on the opposite bank of the Trent.
- 2.43 The Humber Estuary Special Protection Area (SPA) is located approximately 5 miles to the north of the northern end of the site. The River Trent corridor, which is designated as part of the Humber Estuary Special Area of Conservation (SAC)/ Ramsar and SSSI northwards from Keadby Bridge, lies nearby. Key habitats of the site are: arable land, grazed neutral grassland, floodplain, grazing marsh and a mosaic of woodland and acid grassland, including scattered waterbodies, and a network of drains and ditches.
- 2.44 Ground water and surface water in the area is managed through the use of a complex system of drains and a pumping system.
- 2.45 Outside of the AAP boundary, the area is flanked by a variety of neighbourhoods and land uses along its eastern boundary beyond Scotter Road, including Berkeley Industrial Estate, Gallagher Retail Park, Glanford Park (Scunthorpe United FC), Quibell Park Sports Ground, Westcliff residential area, Silica Country Park, South Park Industrial Estate, and various schools and community facilities. Keadby power station is located to the west of the site.

## Policy Context

- 2.46 Although the primary focus of the Lincolnshire Lakes AAP is to create a vision, spatial objectives and policies which assist with the development of the Plan area, it must be in accordance with higher level policies set out in national planning guidance and local planning policy.
- 2.47 Details regarding the objectives of existing and emerging national and local policies can be found below and these will be expanded on as required in the thematic chapters that will follow.

## *The National Planning Policy Framework*

- 2.48 National planning policy is set out in the National Planning Policy Framework (NPPF) (March 2012) which replaces the previous Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs).
- 2.49 The overarching objective of the NPPF is the delivery of sustainable development supported by the planning system. The introductory section of the NPPF focuses on the sustainable principles on which the planning system should be based. The Framework includes a presumption in favour of sustainable development, within which there are interrelated economic, social and environmental dimensions. The AAP is consistent with the NPPF and promotes a policy framework which will enable the delivery of sustainable development (see policy SS1).
- 2.50 The NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):
- Making it easier for jobs to be created in cities, towns and villages;

- Moving from a net loss of biodiversity to achieving net gains for nature;
- Replacing poor design with better design;
- Improving the conditions in which people live, work, travel and take leisure; and
- Widening the choice of high quality homes.

### National Planning Practice Guidance

- 2.51 In March 2014, National Planning Practice Guidance (NPPG) was issued to reflect and support (but not replace) the NPPF.
- 2.52 The NPPG provides detailed guidance on a number of issues of which, given the nature, diversity and scale of development proposed at Lincolnshire Lakes, the majority are relevant. Of particular relevance to this AAP are the detailed guidance on flood risk and the preparation of Local Plans.
- 2.53 In terms of flood risk, the guidance re-affirms previous guidance on flood risk stating that where there are no reasonably available sites in Flood Zone 1, local planning authorities in their decision making should take into account the flood risk vulnerability of land uses and consider reasonably available sites in Flood Zone 2, applying the Exception Test if required. Only where there are no reasonably available sites in Flood Zones 1 or 2 should the suitability of sites in Flood Zone 3 be considered, taking into account the flood risk vulnerability of land uses and applying the Exception Test if required.
- 2.54 In terms of Local Plans, guidance is provided on infrastructure and Local Plans. The guidance states:

*A Local Plan is an opportunity for the local planning authority to set out a positive vision for the area, but the plan should also be realistic about what can be achieved and when (including in relation to infrastructure). This means paying careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought on stream at the appropriate time; and ensuring that the requirements of the plan as a whole will not prejudice the viability of development.*

*The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development.*

### Local Policy

- 2.55 The North Lincolnshire Core Strategy was adopted in June 2011 and it provides a long term spatial planning framework for the development of North Lincolnshire up to 2026.
- 2.56 The Core Strategy sets out 10 spatial objectives for North Lincolnshire. These are as follows:
- An Area Wide Renaissance;
  - Delivering the Global Gateway;
  - Delivering Better Homes;
  - Creating Greater Economic Success;
  - Creating Thriving Towns and Villages;
  - Protecting and Enhancing The World Class Environment;
  - Efficient Use and Management of Resources;
  - Promoting Community Health and Well Being;
  - Connecting North Lincolnshire; and
  - Creating a Quality Environment.

- 2.57 The Lincolnshire Lakes proposals form a key strategic project in the Core Strategy. Paragraph 1.4 summarises its importance as follows:

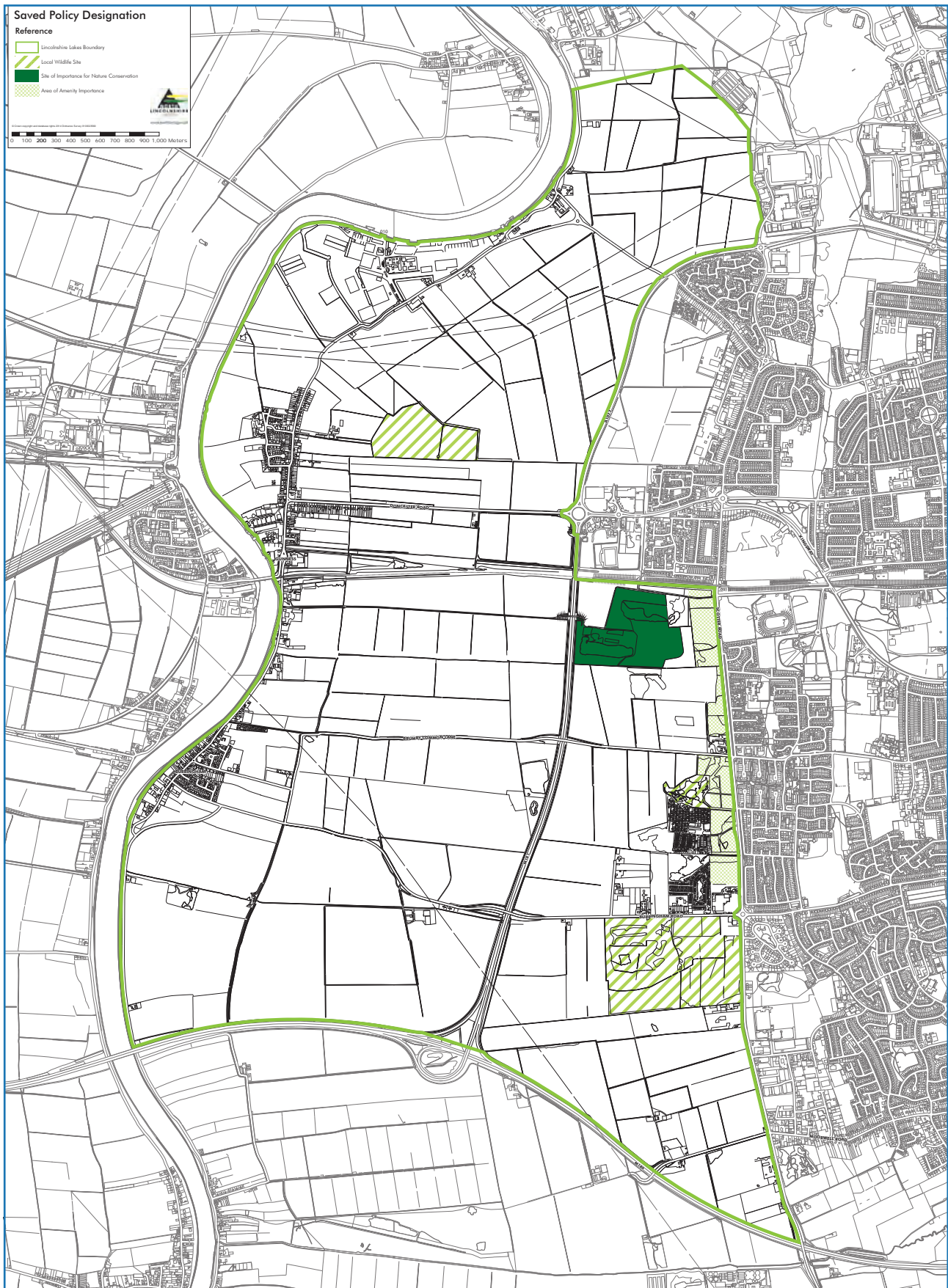
*“Lincolnshire Lakes has the potential to make a significant contribution to effecting a positive change for Scunthorpe in the direction of a sustainable, modern and vibrant economy. Bringing with it significant financial, social and environmental benefits for North Lincolnshire, its community and the wider region. It will do this through the creation of a high quality, sustainable urban extension for Scunthorpe incorporating new homes, business parks and leisure facilities in an attractive waterside setting, which will put Scunthorpe on the map as a location of choice in the 21st century, changing its image and placing it on a new economic trajectory. This flagship project forms a fundamental part of the transformation of the town. Its delivery reflects the priorities of North Lincolnshire Council, the Scunthorpe Town Team and the North Lincolnshire Strategic Partnership. The project has captured the hearts and minds of the local community, business and media alike. Together with the other major renaissance projects in the town it will enhance Scunthorpe’s role as major sub-regional town in the wider Yorkshire & Humber region creating an area that is thriving and a location of choice to live, work and invest.”*

- 2.58 The Core Strategy sets a requirement for 15,700 new dwellings to be provided between 2004 and 2026. Based on the number of completions since 2004, there is a requirement for 754 dwellings to be built per year up to 2026 in North Lincolnshire.
- 2.59 The Core Strategy identifies that as a sub-regional town, Scunthorpe will be the main location for new housing and employment development. The Lincolnshire Lakes area is recommended as the most suitable area for growth and investment given its direct motorway access, sizeable land areas, and proximity to local services and availability of infrastructure.
- 2.60 The Core Strategy (paragraph 5.29) identifies the following transformational principles of the Lincolnshire Lakes development:
- Residential development including affordable and sustainable low density housing;
  - Business developments that diversify the employment offer of the town, including offices with an attractive waterside setting;
  - Flood alleviation to both the new community and existing Trentside villages through mitigation provided by the water bodies;
  - Community facilities (including schools, health facilities, libraries, community centres etc);
  - Leisure facilities (including water sports, sport stadia and recreational opportunities);
  - A sustainable energy landscape with biomass and wind power;
  - Sustainable tourism associated with the lakes unique waterside landscape setting;
  - Green infrastructure throughout which compliments and improves the location’s biodiversity character; and
  - Sustainable transport infrastructure through improved access into the town, strong public transport, park and ride facilities and walking and cycling routes within the site that provide direct links to the existing networks.
- 2.61 The Core Strategy concludes that the Lincolnshire Lakes development will be delivered through an ‘Area Action Plan’ that will allocate land and provide a detailed planning and implementation strategy in compliance with Core Strategy policies ensuring that development is phased alongside the provision of infrastructure as set out in the Infrastructure Delivery Plan.
- 2.62 The AAP is supported by an extensive evidence base which has tested the opportunities and constraints presented by the site. The result is a detailed understanding of the area’s capacity for development, what infrastructure is required, and the level of development required to meet the aims set by the Core Strategy in terms of a critical mass to support the range of land required in meeting the scheme’s transformational aspirations.

### Saved Policies

- 2.63 Certain policies of the North Lincolnshire Local Plan Adopted 2003 remain as saved policies and until they are superseded by emerging policies of new DPDs they still form part of the development plan and may still be relevant to the AAP. The most important of these are discussed below.
- 2.64 It is important to note that currently within the AAP area there is a band of woodland (an area of amenity importance) protected under saved Policy LC11 of the adopted Local Plan, running alongside Scotter Road from its intersection with the railway line in the north towards Burringham Road in the south. There are also a number of areas protected by Policy LC4 Sites of Importance for Nature Conservation which are now referred to as Local Wildlife Sites.
- 2.65 There are also four areas of specific biodiversity interest within the AAP area. These are:
- Westcliff Lagoon Local Wildlife Site - located to the south of Brumby Common Lane and east of the M181;
  - Ashby Decoy Local Wildlife Site - located to the west of Scotter Road and south of Burringham Road;
  - Gunness Common Local Wildlife Site - located to the north of the A18 and south of the Port of Scunthorpe; and
  - Brumby Common West and Viaduct Local Wildlife Site (covered by North Lincolnshire Local Plan saved Policy LC4 Sites of Importance for Nature Conservation) - located to the north of Brumby Common Lane, south of the railway line and east of the M181.







## 3 Spatial Strategy

### AAP vision & development objectives

- 3.1 Lincolnshire Lakes will be a truly transformational development for North Lincolnshire as a whole. The Council's vision for the Lincolnshire Lakes is an ambitious one, and is expressed in the Core Strategy. The scale of the opportunity is huge and it is gathering important momentum. Key developers are progressing their proposals for new homes, a need greatly enhanced by the South Humber Bank Marine Energy Park which received planning approval in December 2013 and the other large scale employment related proposals on the South Humber Gateway. Development at Lincolnshire Lakes will create truly sustainable new village communities which deliver a healthy balance of homes, jobs and local services, and supports viable, high frequency public transport service. It will be designed in a way that delivers a high quality living environment and a place of real character - one which generates a safe and accessible environment where fear of crime does not undermine the quality of life.
- 3.2 The aim of the AAP is to create a positive legacy for North Lincolnshire. This, balanced with the need to ensure Lincolnshire Lakes sits comfortably within its surrounding countryside and existing nearby communities, is a significant challenge for this AAP.
- 3.3 Unlike communities that grow organically over many years, development at Lincolnshire Lakes is likely to be relatively fast and continuous. Therefore, crucial to achieving sustainable village communities at Lincolnshire Lakes is the need to help build social networks and community pride throughout the development process, and support the delivery of a wide range of community infrastructure. The impacts of development on the existing and new community will also need to be carefully managed.



- 3.4 The vision has been expressed in a number of documents and was expanded upon during the various iterations of the Lincolnshire Lakes AAP and the previous community consultation exercises of the Scunthorpe Strategic Development Framework. The result below has been formulated by local people, Councillors, the developers and designers as a basis for moving forward through the planning and delivery of a strong, successful and sustainable new community for the Lincolnshire Lakes.

## Vision for Lincolnshire Lakes:

**“The vision for Lincolnshire Lakes is to create an environment that will attract and retain skilled residents and investment in the sub-region and place North Lincolnshire on a new economic trajectory. The vision will create a major new sustainable waterside setting, with a strong network of linked blue and green spaces, high quality new social infrastructure, and a new commercial and leisure park, forming an urban fringe of national importance, providing a gateway entrance to the town and a focus for sustainable development.”**

- 3.5 The objectives below will help us measure our progress towards achieving the vision for the Lincolnshire Lakes. They stem from the spatial objectives of the LDF set out in the Core Strategy and have been adapted since first published in the Options Report to reflect the feedback of the public consultation exercise and the results of sustainability appraisal process.

## Lincolnshire Lakes development objectives:

**The Lincolnshire Lakes will be a transformational, sustainable new development of a significant number of new homes across 6 waterside villages, and associated mixed use commercial and leisure opportunities. The following objectives will guide development in the AAP area:**

- 1. To ensure sound place-making principles and a high quality of design underpinning the development of the Lincolnshire Lakes to create a successful, distinctive and sustainable place to live, work and visit (see Policies SS2, D3 & D4).**
- 2. To create approximately 6,000 sustainable new homes varying in typology and tenure, with a high quality of design, and variety of character, reflecting where appropriate local characteristics in the form of distinct waterside villages of a density appropriate for their rural setting, supported by social and community infrastructure (see Policies H1, H2, & SC1).**
- 3. To expand North Lincolnshire’s strong infrastructure through the provision of green infrastructure (a network of green spaces) which will be effectively distributed to maximise opportunities for habitat/biodiversity creation and other environmental benefits and to enable the achievement of major socio-economic benefits such as environmental, education, recreation, better health and well-being (see Policies G1, G2, G3, G4, G5 & G6).**
- 4. To see a high standard of sustainable design and to explore innovative approaches to delivering energy & waste solutions (see Policy SD1).**
- 5. To create a new centrally located mixed use destination, providing a strategic gateway to the AAP site and Scunthorpe town, with opportunities for the delivery of new employment, retail, sports, leisure and community facilities and services that are complementary to the town centre and that will strengthen the local economy, provide job opportunities and support the delivery of sustainable communities (see Policy SC3).**
- 6. Development should seek to maximise opportunities for the introduction of new strategic road network arrangements through the partial de-trunking of the M181 and the creation of two new junctions, the integration of communities via sustainable transport routes, as well as integration with the surrounding movement network, through the creation of a hierarchy of roads, providing**



**a choice of routes, designed with a presumption in favour of walking, cycling and public transport modes of travel (see Policies T1, T2, T3, T4, T5, T6, T7, T8, T9, T10, T11 & T12).**

- 7. To develop sustainable areas that are flood resilient and adaptable for the future with exemplar flood risk defence and drainage infrastructure to enable the achievement of major social and environmental benefits, including overall reduction of flood risk to nearby communities and the introduction of Sustainable Urban Drainage Systems as part of the drainage strategy for the development (see Policies F1 & L2).**
- 8. To create a series of new lakes that are integral to the development, creating a unique gateway setting for Scunthorpe and a leisure offer that will provide recreational and sporting opportunities for new residents and visitors alike (see Policy L1).**
- 9. To provide a District Centre and Local Centres that are focal points for the provision of retail and commercial services and community facilities, maximising the opportunity for the sharing of resources in 'hub' locations and buildings (see Policies SC1 & SC2).**

## **Delivering sustainable development**

- 3.6 The overarching objective of the NPPF is the delivery of sustainable development supported by the planning system. The introductory section of the NPPF focuses on the sustainable principles on which the planning system should be based. The Framework includes a presumption in favour of sustainable development, within which there are interrelated economic, social and environmental dimensions.
- 3.7 The NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):
  - Making it easier for jobs to be created in cities, towns and villages;
  - Moving from a net loss of biodiversity to achieving net gains for nature;
  - Replacing poor design with better design;
  - Improving the conditions in which people live, work, travel and take leisure; and
  - Widening the choice of high quality homes.
- 3.8 In response to the NPPF's presumption in favour of sustainable development, it is important that a guiding general policy is developed for the AAP that embraces this approach.

## **POLICY SS1: DELIVERING THE PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT**

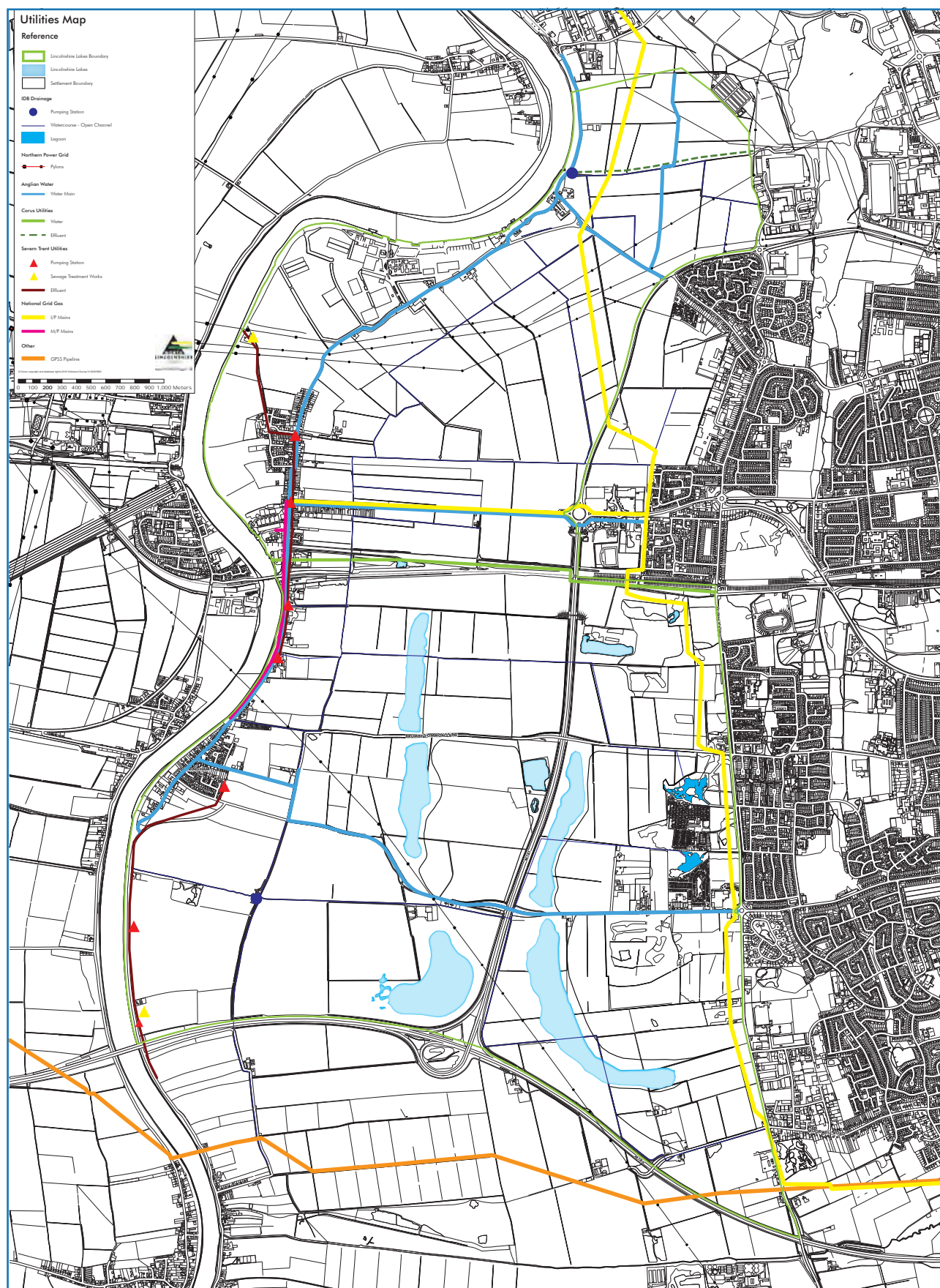
**When considering the Lincolnshire Lakes development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.**

**Planning applications that accord with the policies in this AAP (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.**

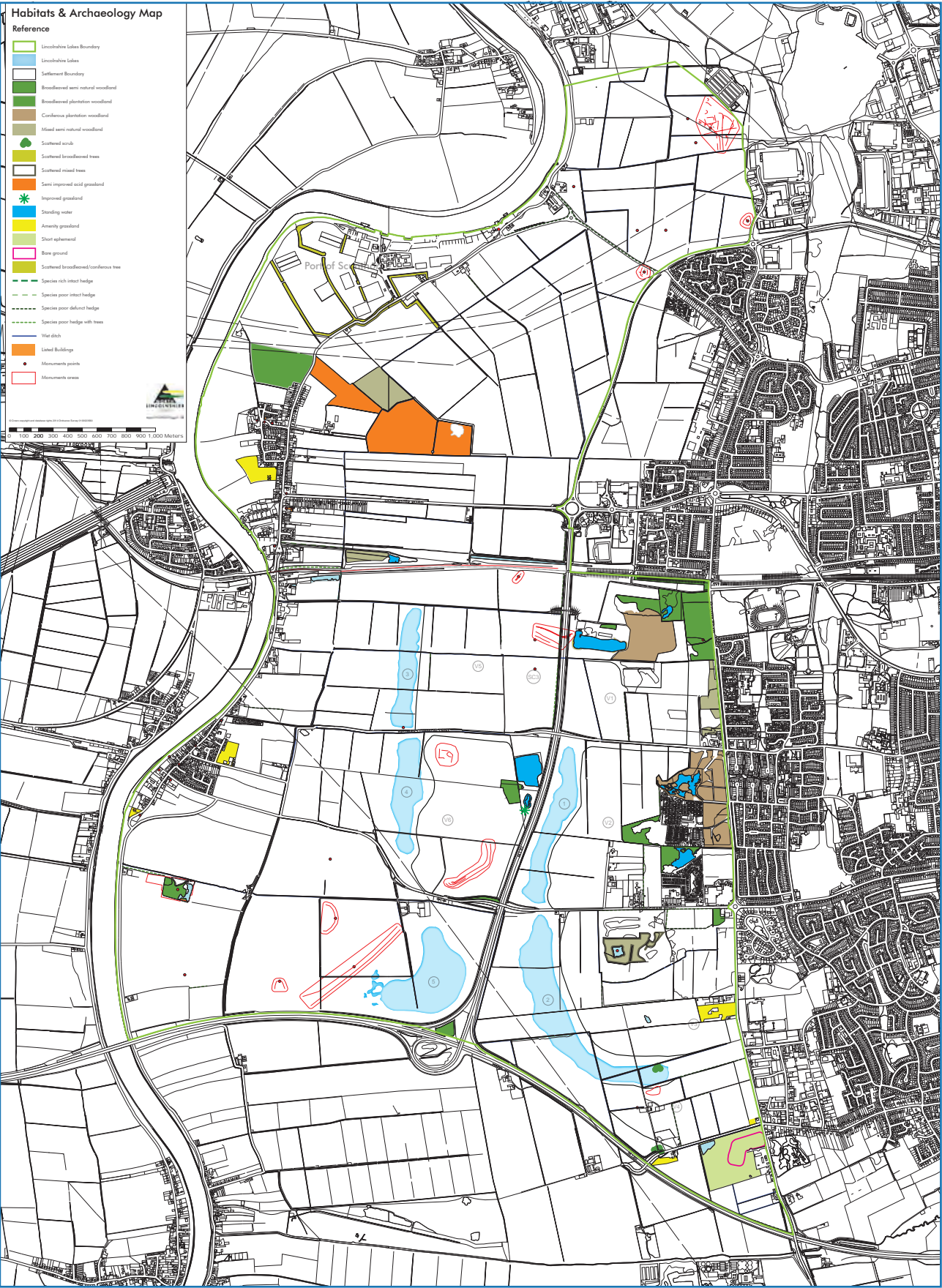
**Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether: any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or specific policies in that Framework indicate that development should be restricted.**

## Extent of the Built Footprint

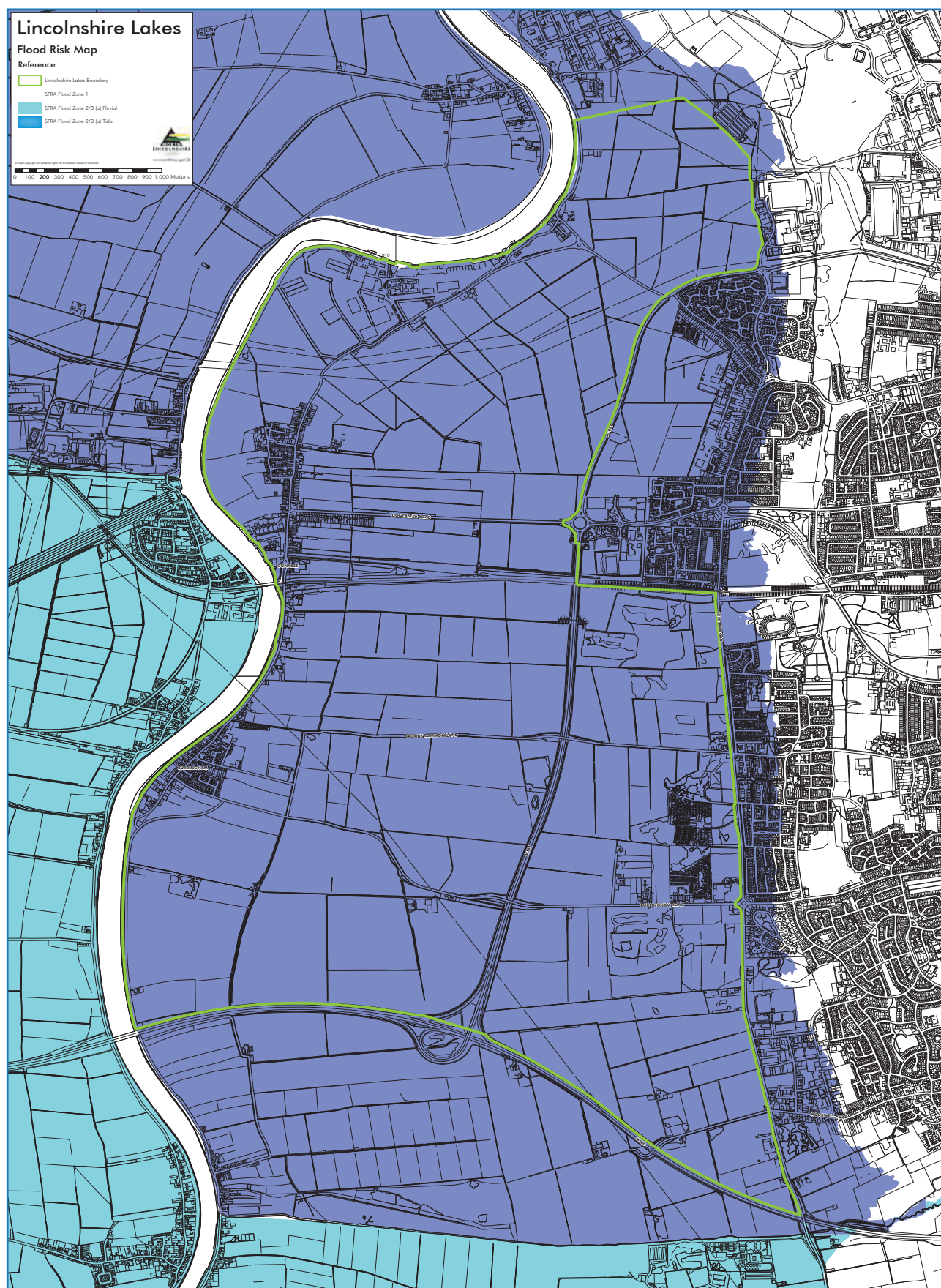
- 3.9 The starting point for the Lincolnshire Lakes AAP is determining the extent of the developable area within the wider AAP boundary. This has been determined through taking into account the relevant site constraints and opportunities as established through the various layers of evidence which supports this AAP.
- 3.10 The constraints include:
- **Flood Risk** - The site is located in Strategic Flood Risk Assessment Flood Zone 2/3a and it is currently defended by mainly soft raised defences along the line of the River Trent. The land to the east of the M181 is at lower risk from flooding than the land to the west, with the most at risk areas lying to the east of Burringham in the south west of the AAP area, and between the Port of Scunthorpe and the A1077 to the north of the AAP area. In line with national policy, development of land at the highest risk of flooding should be avoided as far as possible, with a sequential approach taken to development. A strategic and sustainable solution to managing surface water run-off and drainage must form part of the AAP proposals.
  - **Agricultural Land Quality** - the vast majority of the land within the AAP area is either Grade 1 or Grade 2 agricultural land. The highest quality Grade 1 land is largely found to the west of the M181 and south of the A18 in a band along the River Trent. Given its value, in line with national policy, development should seek to use areas of poorer quality land in preference to that of high quality.
  - **Habitats & Ecology** - as set out above, several areas within the AAP area are identified as Local Wildlife Sites or Sites of Nature Conservation Importance. In addition, four statutory designated sites are located directly adjacent to the site boundary - the Humber Estuary Ramsar, SAC and SSSI adjacent to the western boundary from Keadby Bridge north, and Silica Lodge LNR located adjacent to the eastern site boundary. There are also 12 Lincolnshire Biodiversity Action Plan (BAP) habitats within the site boundary, with areas of woodland, land drains, fields, hedgerows and ponds being of ecological value. In particular, an area of significant interest and importance for wintering birds has been identified to the north of the A18 through on-site surveys during winter 2011/2012. Biodiversity should be protected and enhanced through the AAP proposals.
  - **Ground Conditions** - the area to the west of the M181 is considered likely to be underlain by relatively laterally extensive peat deposits, thickening towards the northwest to a maximum of approximately 8m. Peat deposits are thought to be significantly less widespread to the east of the motorway. The ground conditions mean that different technical solutions will be required to enable construction in different areas - construction to the west of the M181 will be more expensive than construction to the east.
  - **Utilities** - key utilities routes and connections run across the AAP area, although most follow the line of existing roads and field boundaries. The exception is a series of high voltage electricity lines that cross the northern part of the AAP area to the north of the A18, and that run in a south east direction from the Trent just north of Burringham, across Burringham Road and then across the M181 and M180 (to the east of junction 3). Avoiding the costly re-routing of these high voltage cables to facilitate development is an important part of identifying developable areas within the AAP boundary.
  - **Heritage** - the Lincolnshire Lakes AAP area has the potential for well-preserved archaeology to be buried below the floodplain deposits and later warped soils which could be negatively impacted by construction works. Waterlogged remains and palaeo-environmental deposits may also be adversely affected by changes to the drainage and hydrology of the site.



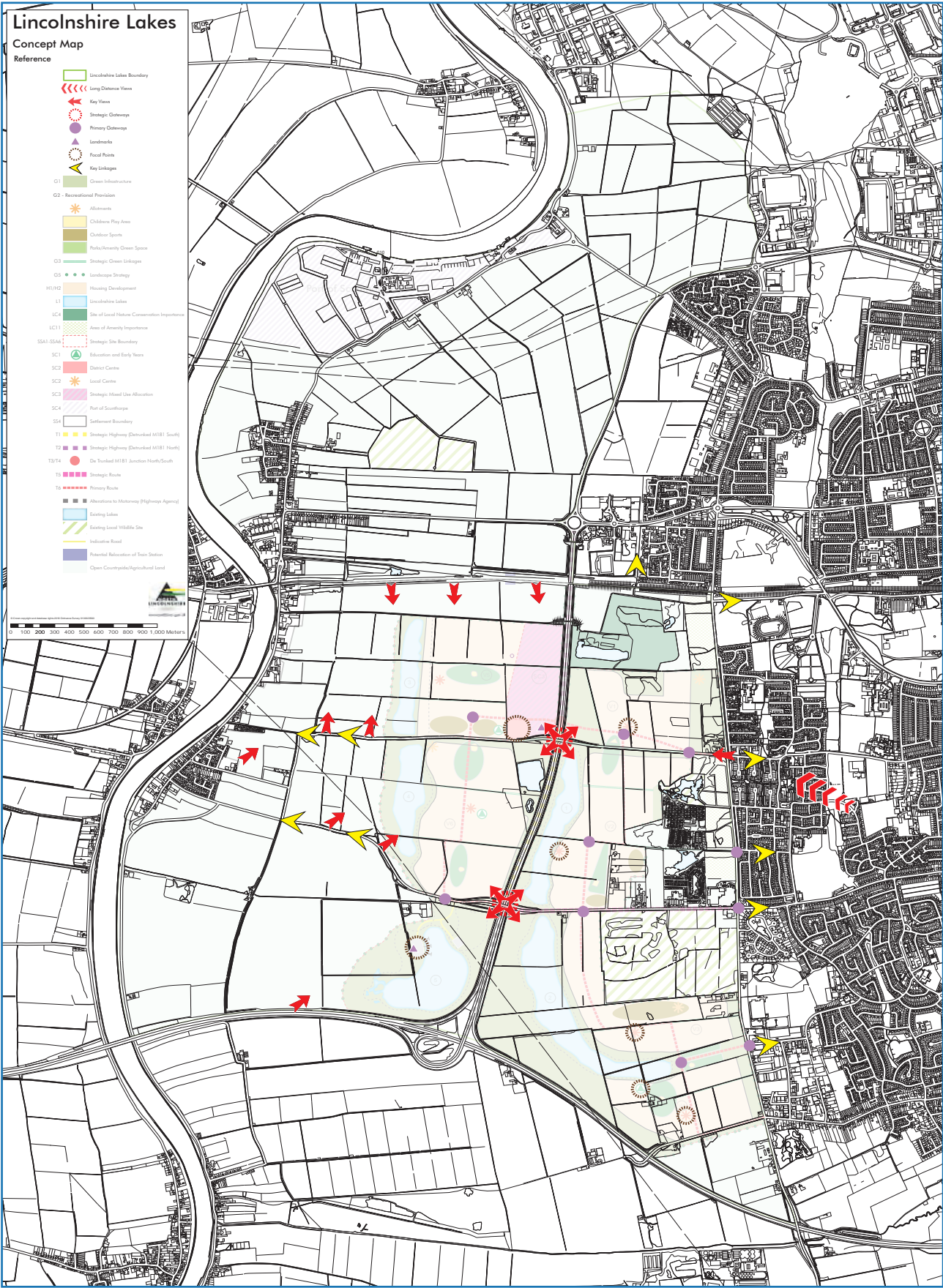












- **Road Network** - as set out earlier, the AAP area is bisected by the M181 creating challenges for design and place-making. This is a barrier to movement across the AAP area and any future development must address this issue. The new road network in the AAP area will require careful consideration to facilitate ease of movement in and out of the area, and within it. The remaining road network in the AAP area (e.g. Brumby Common Lane, Burringham Road etc.), as well as roads bounding the AAP area (e.g. Scotter Road) and many of the junctions on the wider Scunthorpe Road network are likely to require upgrading to deal with the increase in highway movements resulting from the development.
- **Land Ownership** - the AAP area falls into numerous land ownerships and therefore is likely to be brought forward in multiple development proposals. It is important that the AAP provides a framework for the coordination of this development to ensure it is brought forward in a coherent and joined up way.

3.11 The nature of the AAP site creates some clear opportunities in terms of future development:

- The site is an important gateway to Scunthorpe town and a series of new lakes together with a new centrally located mixed use commercial/leisure destination incorporating a District Centre, will enhance the role of the site in this regard.
- The site offers a great opportunity for innovative and distinctive design. Given the sheer scale of the site, creating a robust neighbourhood structure that creates a coherent, legible and sustainable set of waterside villages presents an exciting design challenge.
- The major highways works that will be required to unlock the site for development offer a great opportunity to improve the wider movement network around Scunthorpe town.
- The majority of the site comprises open fields from the town's edge to the River Trent. There are clusters of woodland and hedgerows, acid grassland and a mosaic of drains and water features. These existing features provide opportunities for developing the site's blue and green infrastructure and creating a sustainable structure and context for built development and future uses of the site.
- The site offers the potential for the design of exemplar flood mitigation measures to protect existing and future residents of the site, and the wider town.

3.12 Based on the above opportunities and constraints the extent of built development has been identified and fixed on the Site Opportunities/Constraints Plan. This has been used to inform the spatial strategy and policies of the AAP.

## Spatial concept & place-making

- 3.13 Scunthorpe is a relatively new settlement which has evolved from a village, to a steel town to a garden town. Scunthorpe is situated at the point where the plain of the River Trent ends and the higher ground of the Lincoln Edge begins. To the east it is bound by the steel works and to the south, west and north by flat arable River Trent plain, with its own distinct character. The woodlands of the Lincoln Edge penetrate the town predominantly along the Ridgeway that runs in a north-south direction through the west of the town.
- 3.14 In 1917 the 5 neighbouring villages of Scunthorpe, Ashby, Brumby, Frodingham and Crosby amalgamated to form Scunthorpe town. The town Council employed the firm of Patrick Abercrombie to prepare a development plan and in 1921 the first scheme, Henderson Avenue, was constructed in the Garden City tradition. This inspired the evolution of a new settlement pattern for the town which included low density residential areas set within a series of open spaces, parks and tree lined boulevards (greenways) totalling 700 acres, which significantly contrasts with the character of the steel works.
- 3.15 Today, Scunthorpe is located within the Unitary Authority of North Lincolnshire. Whilst the rapid expansion, resulting from the booming steel works, has led to the many ancient villages of Scunthorpe being lost within the present day town, old village high streets, residential neighbourhoods and public/religious buildings act as reminders of what once was.



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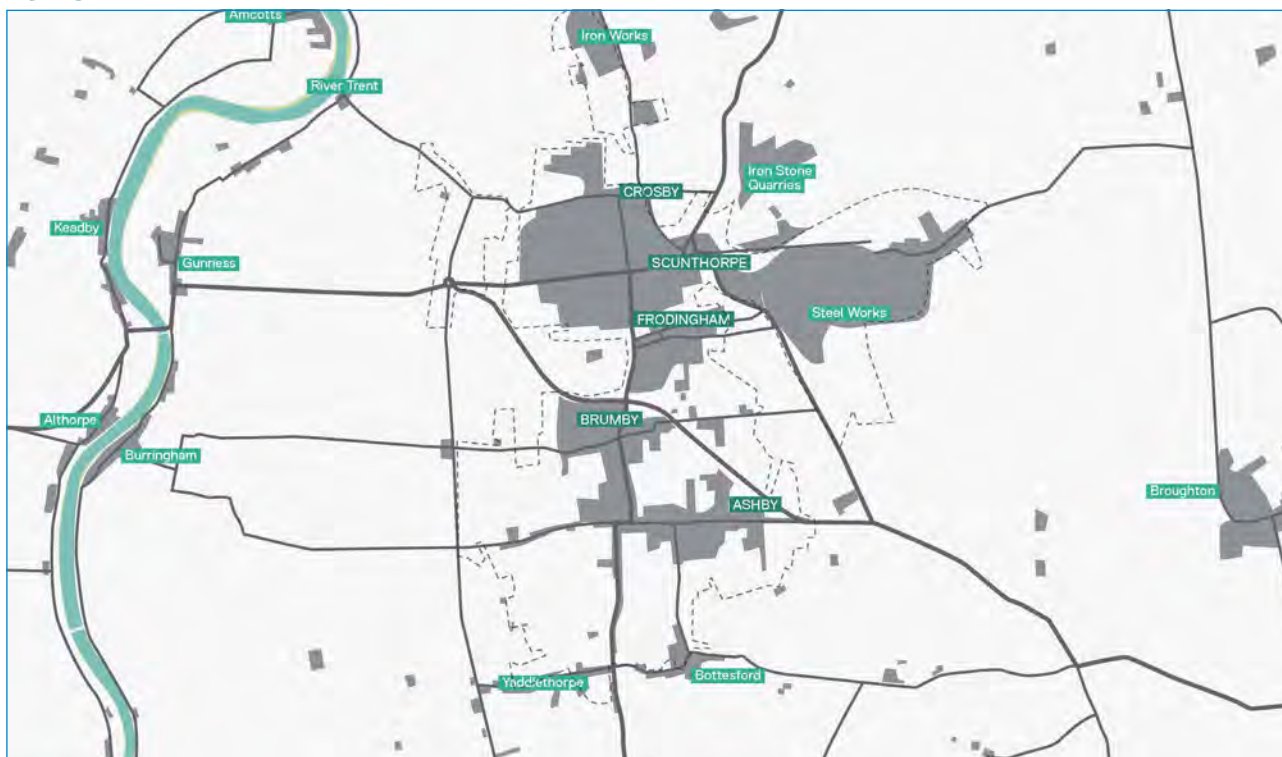
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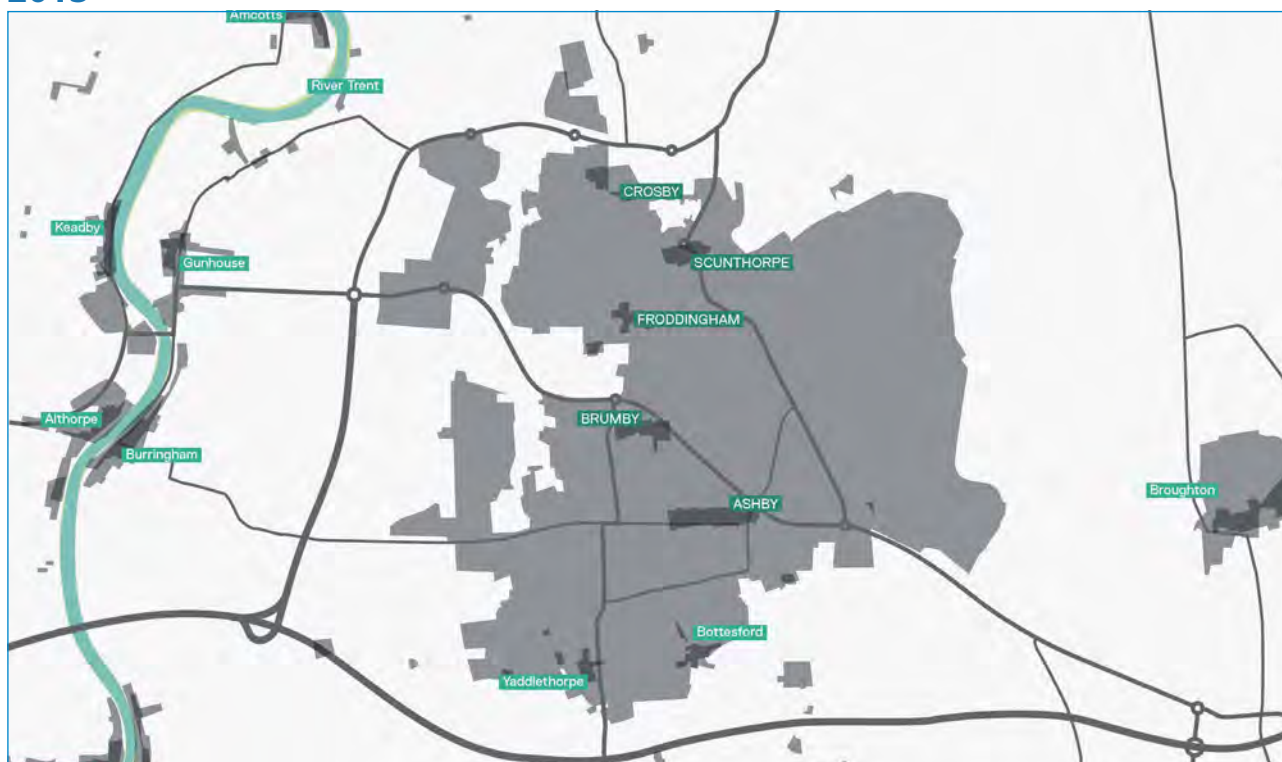
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## 2013



- 3.16 At the core of the spatial concept for the AAP is the development of a series of new villages, complementing the way that Scunthorpe has evolved over time.
- 3.17 Also at the core of the spatial concept must be the creation of significant water spaces and waterside development which will be a key catalyst for positively enhancing the image and environment of the town as well as stimulating investment and confidence in the area.
- 3.18 Underpinning this spatial concept of villages and water side locations, there is a need for the consideration of place-making principles that will help the AAP to achieve a sense of place and community. Such place-making principles should seek to achieve interest and integration across the area and to facilitate ease of movement and liveability.
- 3.19 A Concept Framework has been prepared which sets out the broad disposition of land uses and infrastructure to guide future development at Lincolnshire Lakes. The Concept Framework has been tested with site landowners, key stakeholders and the community. It is based on:
- An understanding of site constraints and their mitigation
  - Maximising development and place-making opportunities
  - Achieving the vision and development objectives of the AAP
  - Providing the necessary and sustainable physical, social and green infrastructure to support the new communities
- 3.20 The Concept Framework provides a clear brief for further masterplanning and detailed design work that will be prepared by the site landowners and developers to inform and accompany further planning applications.
- 3.21 The Concept Framework provides a series of parameters which spatially illustrate how the development and infrastructure requirements of the AAP can be met physically within the AAP boundary and collectively establish:
- Land Use Mix and Distribution (residential villages, strategic mixed use centre, District Centre, Local Centres, education provision, Port of Scunthorpe)



- Green Infrastructure Function and Distribution (natural and semi-natural green space, lake areas, outdoor sports, parks, allotments, strategic play areas, structural landscaping areas, strategic green linkages, ecological enhancement areas)
- Movement Framework (de-trunked M181, new Strategic Route and junctions, primary street, off-site highway requirements, pedestrian and cycle linkages)
- Design Principles (key views and vistas, gateways, landmarks, focal points and linkages)

3.22 The Concept Framework Plan and the green infrastructure and movement parameter plans are indicative and do not fix the precise spatial components of the AAP. It is important that flexibility is provided to respond to more detailed site analysis, technical constraints, consultation and changing market conditions, as well as the long build out period of the plan. However it does provide a clear and integrated set of structuring principles and parameters that meet the policy requirements and proposals in the AAP and will help to co-ordinate and inform further site masterplanning and delivery.

## POLICY SS2: SPATIAL CONCEPT & PLACE-MAKING

**The Concept Framework and Design Principles set out below should inform the detailed design of AAP proposals (D3 Strategic Design Codes and D4 Area Masterplans):**

### **Green Infrastructure:**

- **Water and specifically lakes, should be a central characteristic and structuring element of the development that provide for multi-functional spaces, habitat and biodiversity enhancement and public use and enjoyment (for example, recreation, commercial leisure, arts, tourism, eating and drinking, working and waterside living).**
- **A cohesive and integrated landscape structure that responds to the differing landscape characteristics to the west and east of the M181 should be provided that:**
  - a) **assists in linking the blue infrastructure with the green infrastructure and villages**
  - b) **creates a variety of green spaces and linkages (including enhancing the connecting role of Brumby Common Lane)**
  - c) **integrates advance and structural planting to mitigate the impact of development on neighbouring uses, enhance the setting of new buildings and help to mitigate the noise and visual impact of the M181.**
- **Existing woodland (Brumby Grove and Brumby Common), mature trees and hedgerows should be retained within the new development sensitively arranged around them to create a parkland character**
- **Existing ditches and drains should be integrated into the new development and landscape structure to provide for sustainable drainage, ecological enhancements and creating a distinctive character to the village developments**
- **The delivery of a robust flood mitigation and drainage solution should be a leading design and development consideration, building on the existing extensive network of drainage channels and considering future ground levels and the role of the new lakes.**



- **Ecological enhancements and new habitat creation to diversify the range of habitats (e.g. grasslands, wetlands, woodlands) and support biodiversity should be integrated into all proposals**

**Place:**

- **A high quality place with a distinctive 'waterside and woodland' character that balances existing townscape characteristics with contemporary and innovative design to provide a new vernacular for Lincolnshire Lakes**
- **Each village should have a well-structured layout and clear identity that responds to the site opportunities and landscape characteristics. A sense of place and clear orientation should be developed through the use of landmarks, gateways, key buildings, framing and enhancing views, and focal points and ensuring sufficient continuity and enclosure of spaces and streets.**
- **Development blocks should be designed to create continuous frontage into the public realm, protecting and enlivening it with activity and passive surveillance**
- **Building, street and space typologies should positively respond to and integrate with the water areas and distinctive design should make the most of the waterfront.**
- **The public realm, including hard and soft spaces, pedestrian routes and cycleways and lakes must be attractively designed and constructed with high quality durable materials with carefully defined thresholds between public and private space to avoid unusable left over space**
- **Spaces should be created for public art and public events that help to create a sense of place, express the identity of the area and support activity and interest.**
- **A series of strategic views and vistas should be created within and between the villages and lake areas to assist with integration, accessibility and legibility**
- **The design of the development should minimise the use of energy and maximise energy efficiency through the use of renewables and maximise solar orientation through optimal use of east-west street alignments and passive design within dwellings**

**Movement:**

- **Integrated walkable neighbourhoods with a mixture of housing densities, type and tenure linked to local facilities and the public transport network should be identified.**
- **Development should ensure sustainable transport routes are delivered within and beyond the site through a network of streets providing a choice of route with a presumption in favour of walking, cycling and public transport.**
- **A clear hierarchy of streets which incorporate the principles of Manual for Streets focusing on the spatial quality of streets and their place-making role should be developed (including street widths, on street parking, footpath/cycleways, tree planting, street enclosure and relative height width ratios)**

- **A permeable and high quality network of pedestrian and cycle connections should be provided across the development (north-south and east-west) to link the village areas together with the lakes, community facilities and services and existing settlements and facilities**

3.23 The strategic site allocations provide further policy guidance on development requirements and masterplanning principles at the site specific level that should be addressed as part of the area masterplan process required for each strategic site allocation as set out in Policies SSA1 to SSA6.

## **Quantum of development**

3.24 It is important to identify the overall quantum of development that is planned for the AAP area. These development quantum are evidenced in more detail in later sections of the AAP and are based on the strategic policy requirements of the Core Strategy.

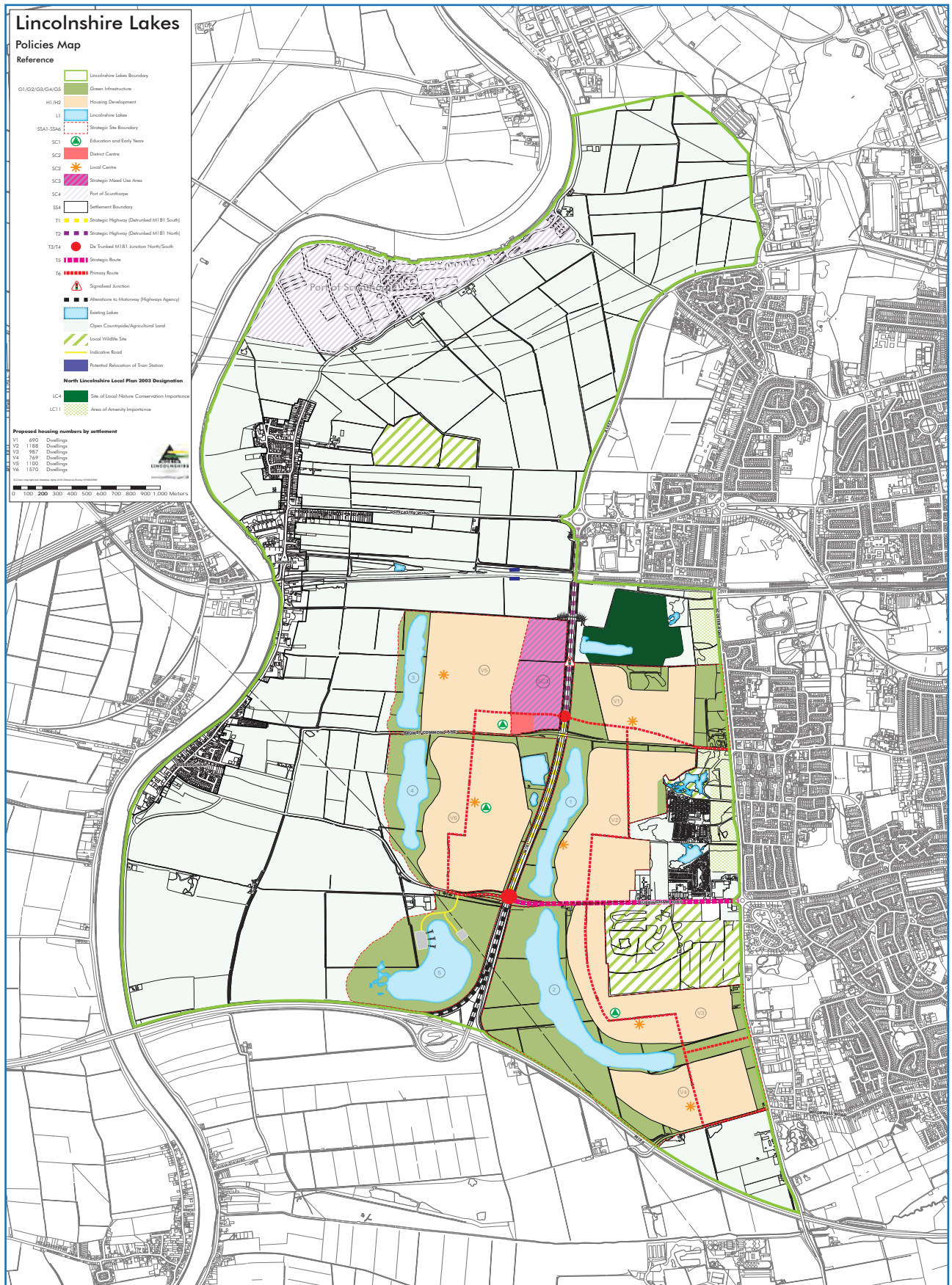
## **POLICY SS3: STRATEGIC DEVELOPMENT REQUIREMENTS**

**AAP development will include:**

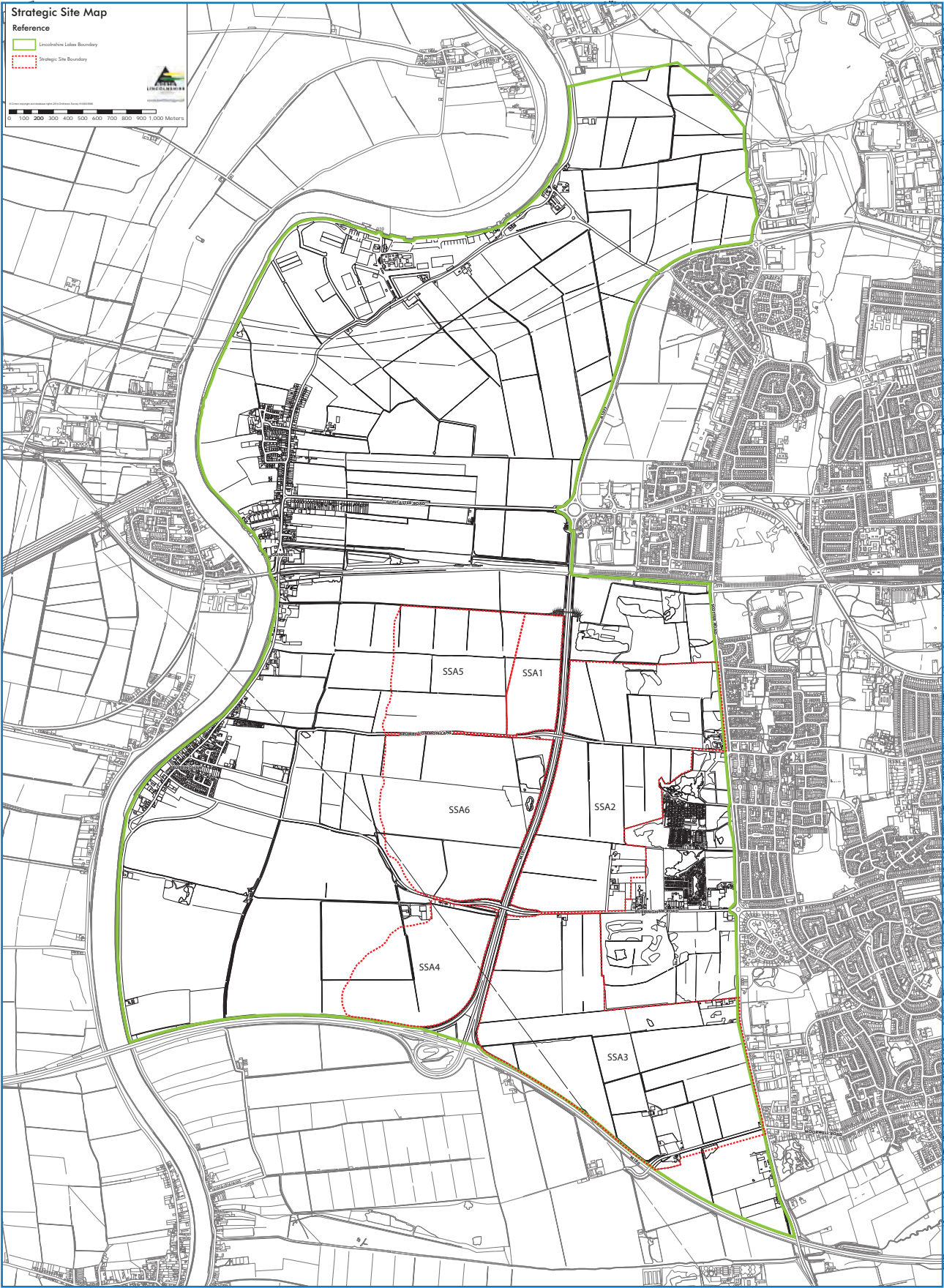
- **Approximately 6,000 houses in 6 waterside villages**
- **5 lakes with opportunities for leisure and recreation, and for enhancing biodiversity**
- **A centrally located mixed use area and adjacent District Centre, with opportunities for the delivery of new employment, retail, sports / leisure and community facilities and services**
- **6 Local Centres, one in each village**
- **3 new Primary Schools, intended to function as 'wraparound services', and consideration of Secondary School provision towards the end of the plan period**
- **A new road network including 2 new roundabout junctions along the de-trunked M181, a Strategic Route east-west to Scotter Road (along the route of Burringham Road) and a new Primary Route linking the villages to each other and to the strategic network / Scotter Road**
- **An integrated network of green infrastructure within and outside of the villages**
- **Flood mitigation based on a combination of flood defence improvement works to the River Trent right bank defences (continuous piling) and land raising of the proposed built development areas**
- **Drainage infrastructure including the upgrade of existing watercourses and/or ditches, the creation of new swales and/or ditches to drain the new development areas and surface water attenuation via Lakes 1 - 4**

**This development will be delivered across six Strategic Site Allocations:**

- 1. Strategic Mixed Use Area and District Centre (see Policy SSA1)**
- 2. Villages 1 and 2 and Lake 1 (see Policy SSA2)**
- 3. Villages 3 and 4 and Lake 2 (see Policy SSA3)**









**4. Lake 5 and surrounding area (see Policy SSA4)**

**5. Village 5 and Lake 3 (see Policy SSA5)**

**6. Village 6 and Lake 4 (see Policy SSA6)**

## **Development Limits**

- 3.25 The AAP Policies Map includes clear built development limits setting out the intended extent of built development that should take place within the AAP area. Outside of these limits, infrastructure including roads, lakes, and green spaces are shown on the Policies Map. Beyond the Strategic Site Allocation boundaries, the majority of the remainder of the AAP area is allocated as Open Countryside, where the intention is that the 'status quo' of agricultural land use is maintained. The AAP Policies Map also identifies the built development limits for Gunness and Burringham.
- 3.26 In order to secure the delivery of approximately 6,000 houses within the AAP area, there may be a need for some limited flexibility in the built development limits, driven by technical considerations. This is due to the fact that detailed consideration of constraints on various plots of land across the AAP area will only take place at the planning application stage.

## **POLICY SS4: DEVELOPMENT LIMITS**

**No built development will be permitted in the AAP area outside of the allocated built development limits. The Council will only consider the case for expansion or alteration of the built development limits where detailed assessments provided by an applicant demonstrate that technical factors necessitate a change, and the changes proposed are in line with the AAP vision and objectives. Such factors might lead to an identified reduction in the capacity of the allocated development land, which could necessitate the expansion of land take to ensure the delivery of 6,000 houses. Key factors that may influence the location of the built development limits at the planning application stage include:**

- **Requirements for flood risk management and surface water drainage**
- **Internal Drainage Board (IDB) restrictions**
- **Biodiversity constraints/mitigation**
- **Ground conditions**
- **Archaeological constraints**
- **Utilities constraints**

**Areas not specifically allocated for infrastructure or built development on the AAP Policies Map or covered by Saved Policies LC4 & LC11 are identified as Open Countryside/Agricultural Land. In these areas, development will be strictly controlled as per Saved Policy RD2 and any future replacement policies.**

## 4 Area Wide Policies

### Delivering a Sustainable Housing Offer

#### *Number of dwellings & density*

- 4.1 The requirement for houses to be provided as part of the Lincolnshire Lakes AAP is contained within Core Strategy Policy CS8: Spatial Distribution of Housing Sites. Policy CS8 states that “a total of 6,000 new dwellings will be provided within the Lincolnshire Lakes area during the plan period”.
- 4.2 To provide flexibility in delivering the Lincolnshire Lakes housing requirement within the Core Strategy the Council have extended the delivery period up to 2028. This will ensure the correct strategic infrastructure is delivered to support the vision and objectives for the Lincolnshire Lakes development. Contingency sites have been identified within the Housing and Employment Land Allocation Development Plan Document to ensure that the North Lincolnshire housing requirement is met.
- 4.3 Assuming the same average density across the AAP area for the allocated housing development land, the indicative resulting number of dwellings that will be delivered in each village area is shown in Figure 4.1 below (the average net density is 34 dwellings per hectare):

*Figure 4.1: Indicative number of dwellings per village*

VILLAGE	NO. OF UNITS
1	690
2	1,188
3	987
4	769
5	1,100
6	1,570
<b>Total</b>	<b>6,304</b>

- 4.4 Core Strategy Policy CS7 sets out a requirement to achieve a density of 30-35 dwellings per hectare within rural settlements and the countryside - deemed to be inkeeping with the intended village setting. Figure 3.1 demonstrates that this density level is achievable across the AAP area.
- 4.5 In reality, in order to achieve a village feel to the development, a blanket density is not appropriate. Higher density development will be encouraged in and around the Local Centres, the Strategic Mixed Use Area and along Primary Routes. Lower density development will be encouraged towards the village fringes. Different densities may also be appropriate in different villages.

#### *Housing mix & affordable housing*

- 4.6 The housing mix for Lincolnshire Lakes has been determined based on market research and stakeholder consultation, as set out in the AAP Delivery Strategy. The following has been determined to be a suitable breakdown of the housing mix for the AAP area (assuming approximately 6,000 units):
- 20% two-bedroom houses/bungalows (1,200 units)
  - 53% three-bedroom houses/bungalows (3,180 units)

- 27% four-bedroom houses/bungalows (1,620 units)

4.7 Affordable housing in the AAP area will be provided in line with Core Strategy Policy CS9.

4.8 In line with Policy CS9 for the Scunthorpe urban area, affordable housing provision will be sought for developments of 15 or more dwellings. Given the significant up front infrastructure costs associated with the AAP, it is possible that lower levels of affordable housing may need to be supported based on open book discussions with the Council at the planning application stage. Should it be demonstrated that the percentage of affordable housing sought negatively impacts on the delivery of a mixed community, or it is subject to exceptional and authenticated site development costs, there may be a case for reducing the affordable housing. This should be proven through open book discussions at the planning application stage.

## **POLICY H1: HOUSING DISTRIBUTION**

**In order to deliver 6,000 dwellings to 2028, each village shown on the Policies Map will deliver the following approximate number of dwellings:**

- **Village 1 - approximately 690 dwellings**
- **Village 2 - approximately 1,188 dwellings**
- **Village 3 - approximately 987 dwellings**
- **Village 4 - approximately 769 dwellings**
- **Village 5 - approximately 1,100 dwellings**
- **Village 6 - approximately 1,570 dwellings**

**The number of dwellings permitted in each village will be informed by monitoring of housing delivery. In order to achieve approximately 6,000 dwellings during the plan period, higher numbers of dwellings may be supported in certain villages in the event that lower numbers of dwellings are completed in other villages.**

## **POLICY H2: HOUSING REQUIREMENTS**

**Approximately 6,000 dwellings will be delivered in the AAP area. This residential development should be brought forward in six distinct villages.**

**The villages should be developed at a density of 30 - 35 dwellings per hectare. Higher density development is encouraged in and around the Local Centres, the District Centre, and the Strategic Mixed Use Area and along Primary Routes. Lower density development is encouraged towards the village fringes.**

**Housing in the AAP area should provide the following mix of dwellings:**

- **20% of the units - two bedroom houses/bungalows**
- **53% of the units - three bedroom houses/bungalows**
- **27% of the units - four bedroom houses/bungalows**

**Variation to this mix will be permitted in line with any update to the Council's Strategic Housing Market Assessment, or should an applicant produce adequate evidence that they consider an alternative mix to be more appropriate. Such evidence will be assessed and agreed by the Council on a case by case basis.**

**Up to 20% of the dwellings will be required to be affordable homes for developments of greater than 15 dwellings. Affordable housing provision of less than 20% will be subject to assessment of viability (with a full viability assessment to be provided by the developer) and subject to agreement by the Council on a case by case basis.**

## Creating Sustainable Communities

### Education

#### Primary education

- 4.9 The Council's People Directorate has advised that Primary Schools located adjacent to the proposed Lincolnshire Lakes development site are generally at or close to capacity. Experience has also shown that new Primary Schools have been a popular attractor to new housing developments in other areas of the town.
- 4.10 The Council has therefore identified a requirement for new primary education provision on the site. The People Directorate has specified that the development will generate a need for one 3 form entry school (630 places, with a possible expansion requirement for up to 735 places in total) and two 2 form entry schools (420 spaces, with a possible expansion requirement for up to 525 places in total per school). These should be located to avoid significant issues in accessing the schools.
- 4.11 Following advice on location provided by the Council's People Directorate, Primary Schools have therefore been located in Villages 3, 5 and 6 on the AAP Policies Map. Within the villages, schools will be located in proximity to Local Centres, the District Centre, or close to key infrastructure (lakes or green spaces).
- 4.12 Due to the requirement for these schools to be located on site, there is a preference that these schools are provided by the developer in lieu of financial or land contributions, but that they are designed to a standard and specification to be agreed with the People Directorate.
- 4.13 The new Primary Schools in the AAP area will be expected to function as 'wraparound services', ensuring that they are designed to allow for the community use of facilities outside of core school hours. This will include the community use of school playing pitches. At the planning application stage the Council will require Community Use Agreements as a condition of planning permission if necessary in order to make the facilities of the school available (when their use is not required by the school).

#### Secondary education

- 4.14 At the outset of the Lincolnshire Lakes development, the Council's Education Department has advised that secondary places are likely to be available at neighbouring schools. However, as the development progresses, secondary places are likely to fill and development will be required to either fund the creation of places off-site or to provide new Secondary School provision on-site.
- 4.15 Therefore, the Council's Education Department has confirmed that there is also likely to be a requirement for a Secondary School within the AAP area during the plan period (1,050 with a possible expansion requirement for up to 1,260 places in total). As the timing/need for such a school is yet to be determined in detail by the Education Department, it has not been included on the AAP Policies Map.



- 4.16 As per the Primary Schools proposed, any new Secondary Schools in the AAP area will need to be located to avoid significant issues with access and in proximity to Local Centres, the District Centre, or close to key infrastructure. A Secondary School would also be expected to function as an 'extended school'.

## **POLICY SC1: EDUCATION REQUIREMENTS**

**Unless otherwise proposed / agreed by the council, education provision within the AAP area will include 3 new Primary Schools (one 3-form entry and two 2-form entry). These schools will be located in Villages 3, 5 and 6.**

**Secondary School provision may take the form of on-site provision, or off-site provision, to be agreed with the Local Education Authority subject to the demonstration of need.**

**Schools in the AAP area will be expected to function as 'wraparound services', ensuring that they are designed to allow for the community use of facilities outside of core school hours. This will include the community use of school playing pitches.**

**Within the relevant villages, schools will be located in proximity to Local Centres, the District Centre, or close to key infrastructure (lakes or green spaces).**

**Applicants will be expected to work with the council to agree the phasing of education provision.**

**Applicants will be expected to meet the capital cost of Primary and Secondary School provision where such provision is on-site.**

**If preferred to on-site secondary education provision, applicants will instead be required to fund secondary education provision outside of the AAP boundary for the benefit of new pupils living in the AAP area.**

### *District & Local Centres*

#### **District Centre**

- 4.17 The AAP retail evidence base points to a requirement for a District Centre to serve the Lincolnshire Lakes area, accommodating 4,700m<sup>2</sup> gross shopping floorspace including a supermarket of 3,300m<sup>2</sup> gross. A supermarket of this size would be expected to have a sales area of around 2,300m<sup>2</sup> of which 1,800m<sup>2</sup> would be for convenience goods and 500m<sup>2</sup> for comparison goods. This level of floorspace would meet the bulk of convenience shopping needs of local residents of the Lincolnshire Lakes.
- 4.18 The remaining 1,400m<sup>2</sup> gross shopping floorspace in the District Centre would be used primarily for comparison goods, comprising several retail units. The size of units will depend on demand for retail space but it is most likely that the types of use would include clothes, household goods, hardware, small electrical goods, chemist goods, toiletries, pet products etc. in small units. The District Centre would also be expected to accommodate services and leisure uses such as hairdressers, opticians, travel agents, estate agents, betting shop, pub, cafes, and restaurants/takeaways.

- 4.19 The District Centre is located on the Policies Map adjacent to the Strategic Mixed Use Area and the northern de-trunked M181 junction. Location adjacent to both the Strategic Mixed Use Area and the new junction will ensure that the centre will fulfil an important role as a key shopping and services location within the Lincolnshire Lakes development. Opportunities for linked trips will be maximised, and the highway network as well as public transport, walking and bus routes will all provide ready access by all modes of transport.

### Local Centres

- 4.20 In addition to the District Centre, the AAP retail evidence base points to a requirement for a total of around 2,300m<sup>2</sup> (gross) shopping floorspace in Local Centres. In each Local Centre, this would most likely comprise small convenience goods shops such as a small supermarket, newsagent and pharmacy. In addition, services would probably include hairdressers, takeaways etc.
- 4.21 A small supermarket would be a convenience store of the type commonly located in residential areas selling basic food items for top-up shopping, drinks, confectionery, newspapers, magazines etc. and with a gross floorspace of up to 100-200m<sup>2</sup>.
- 4.22 The AAP retail evidence has assessed the size and likely population of each village and provided a floorspace threshold for the size of Local Centre that will be required to support that settlement. The evidence has also assessed proximity of the villages to the proposed District Centre, and therefore considers that smaller Local Centres will be required in Villages 5 and 6.
- 4.23 The AAP retail evidence concludes that the villages should each have between 300 and 500m<sup>2</sup> gross shopping floorspace, sufficient to support a small convenience store and several other retail units.
- 4.24 In addition to small scale shopping and services provision, it is also intended that Local Centres provide a focus for the provision of health and community facilities that may be provided in the villages (in addition to the wraparound services covered by Policy SC1).
- 4.25 Local Centres should be appropriately located to best serve the needs of the local population in accessible locations. It may be appropriate in some villages for the Local Centre to be located in a lakeside location to maximise the benefits of a waterside location.
- 4.26 The Local Centres will become an important part of the structure of the built form of each village. A detailed design strategy for each Local Centre, based around the mix of uses and facilities being provided, will need to be agreed with the Council before detailed planning permission is granted or reserved matters approved. This will establish the general layout, scale and distribution of different uses (including public realm and civic spaces); the phasing of such uses, and establish how the built form (in terms of design, scale, density, landmark buildings and width of streets) will help to create a place of real character and quality that functions well.
- 4.27 To generate interest and variety around the built form of Lincolnshire Lakes, each Local Centre should be designed differently to create its own distinctive identity. In addition, public art should be integrated as part of the public realm to help design the sense of place and complement any eventual theme of the Local Centre.

## POLICY SC2: DISTRICT AND LOCAL CENTRES

**The AAP District Centre should be located adjacent to Village 5 and the Strategic Mixed Use Area. It will accommodate 4,700m<sup>2</sup> (gross) of A1 retail floorspace, including:**

- **A supermarket of 3,300m<sup>2</sup> (gross) - the supermarket sales area should not exceed 2,300m<sup>2</sup>, made up of up to 1,800m<sup>2</sup> for convenience goods and up to 500m<sup>2</sup> for comparison goods**
- **Up to 1,400m<sup>2</sup> (gross) of other A1 floorspace - to be used primarily for the sale of comparison goods**

**In addition, a total of 2,300m<sup>2</sup> (gross) shopping floorspace (A1) will be supported across the AAP area in the form of six Local Centres (one in each village). This is broken down into the following indicative thresholds (gross) on a village by village basis:**

- **Village 1 - 300m<sup>2</sup>**
- **Village 2 - 500m<sup>2</sup>**
- **Village 3 - 400m<sup>2</sup>**
- **Village 4 - 300m<sup>2</sup>**
- **Village 5 - 300m<sup>2</sup>**
- **Village 6 - 500m<sup>2</sup>**

**Each village will include up to one small convenience store of up to approximately 200m<sup>2</sup> (gross). The following uses will also be supported within the District and Local Centres:**

- **Services and leisure (A2, A3, A4, A5)**
- **Health and community uses (D1)**

**Detailed design strategies for the District Centre and Local Centres are required.**

### *Strategic Mixed Use Area*

- 4.28 It is intended that the Strategic Mixed Use Area will provide a focus for facilities and services through the development of a 'destination' to serve the Lincolnshire Lakes area, and the wider town (subject to the offer being complementary to Scunthorpe town centre). It is centrally located at the second de-trunked M181 junction (north).

### **Employment**

- 4.29 The AAP supports offices in the Strategic Mixed Use area. This is driven by the Core Strategy requirement for office floorspace as part of the AAP development (Policy CS11). Underpinning the Core Strategy, the Council's Employment Land Review (2010) lists a recommended future allocation of 10ha at Lincolnshire Lakes for a high tech business park to support the development of the South Humber Gateway and to provide sustainable employment opportunities within the Lincolnshire Lakes development itself.
- 4.30 The potential market driven 'need' case for office floorspace is based in the fact that the Lincolnshire Lakes could create a high quality office offer that does not exist currently in Scunthorpe or North Lincolnshire. Currently office space is available in piecemeal locations and of varying quality, with limited opportunity for local or inward investment.

### **Sports & Leisure**

- 4.31 The Council understands that there is an intention for Scunthorpe United Football Club to relocate to a new, purpose built stadium. There is strong interest from the club to relocate to the AAP area, which would locate the stadium in a prime position on the strategic highway network. The inclusion of the opportunity for the delivery of a new stadium in the Strategic Mixed Use Area is underpinned by this interest from the club, and the potential for such a use to 'anchor' other uses in the Mixed Use Area (offices, hotel, restaurants etc.).

- 4.32 In any event, the AAP Delivery Strategy demonstrates that there is a market for the delivery of a hotel, public house and private gym in their own right to serve the new Lincolnshire Lakes population and to support any offices that may locate on site.

### **Health & social care**

- 4.33 A range of healthcare needs will result from the Lincolnshire Lakes development including primary healthcare (GP places), acute healthcare (hospital places), mental health care facilities, social care provision and other services (dentists, opticians etc.).
- 4.34 It is likely that primary healthcare needs for the new population will need to be met within the AAP area. It is likely that needs will be met through one or more of the following in combination:
- Extensions to the GP surgeries already in existence on the western side of Scunthorpe to cater for some/all demand
  - Provision of one or more branch surgeries connected to the existing surgeries operating in the west of Scunthorpe
  - Provision of one or more primary health care centres meeting the Lincolnshire Lakes needs
- 4.35 Given the anticipated population of the Lakes area being in the region of 13,740 (based on 2.29 per household) and assuming a GP typically would serve a population of 2,500, 5.5 GPs would be required. It is likely that the healthcare market would prefer that all provision is located in one hub location.
- 4.36 Alongside the provision of primary care services, it is also likely that there would be an appetite for consideration of the integration of primary health care facilities with secondary care / other provision (be it elements of acute or mental health services, or social care services), and possibly for integration of service provision with other public sector services or community facilities.
- 4.37 The delivery of such integrated hub centres is complex and requires considerable effort to coordinate the relevant parties. Locally, such a model has been adopted to deliver the Ironstone Centre in Scunthorpe.
- 4.38 The Strategic Mixed Use Area would be the appropriate location for the inclusion of a new integrated health centre, as it is an accessible location with the potential for making linked trips to other services/facilities.

## **POLICY SC3: STRATEGIC MIXED USE AREA**

### **The following uses will be supported within the Strategic Mixed Use Area:**

- **Offices (B1a)**
- **Hotel (C1)**
- **Health Centre (D1)**
- **Sports Stadium (D2)**
- **Other D1 and D2 uses**

### **The Port of Scunthorpe**

- 4.39 The AAP Policies Map identifies the Port of Scunthorpe as an existing employment use. This is a major wharf (Grove Wharf) at Neap House to the north of the AAP area. The AAP consultation process has identified that the owner of the Port of Scunthorpe is considering expansion opportunities which would be a site specific land requirement within the AAP area.



- 4.40 Policy will support this expansion within the area identified on the Policies Map and any future expansion outside of this area will be considered on its own merits and subject to an identification of the need by the Port owner. A screening assessment under the Habitat Regulations is likely to be necessary to establish whether there would be any 'Likely Significant Effects' on the Humber Estuary Special Area of Conservation and Ramsar Site, the River Trent and the fields to the south of the site which are recognised to be of ecological value as habitat for European Golden Plover in the AAP evidence base, and whether an Appropriate Assessment is necessary.

## **POLICY SC4: THE PORT OF SCUNTHORPE**

**The expansion of The Port of Scunthorpe to meet identified economic needs will be supported.**

**Specific land has not been allocated to support this expansion on the basis that any application will need to be supported by a detailed economic justification and considered on its own merits at that time.**

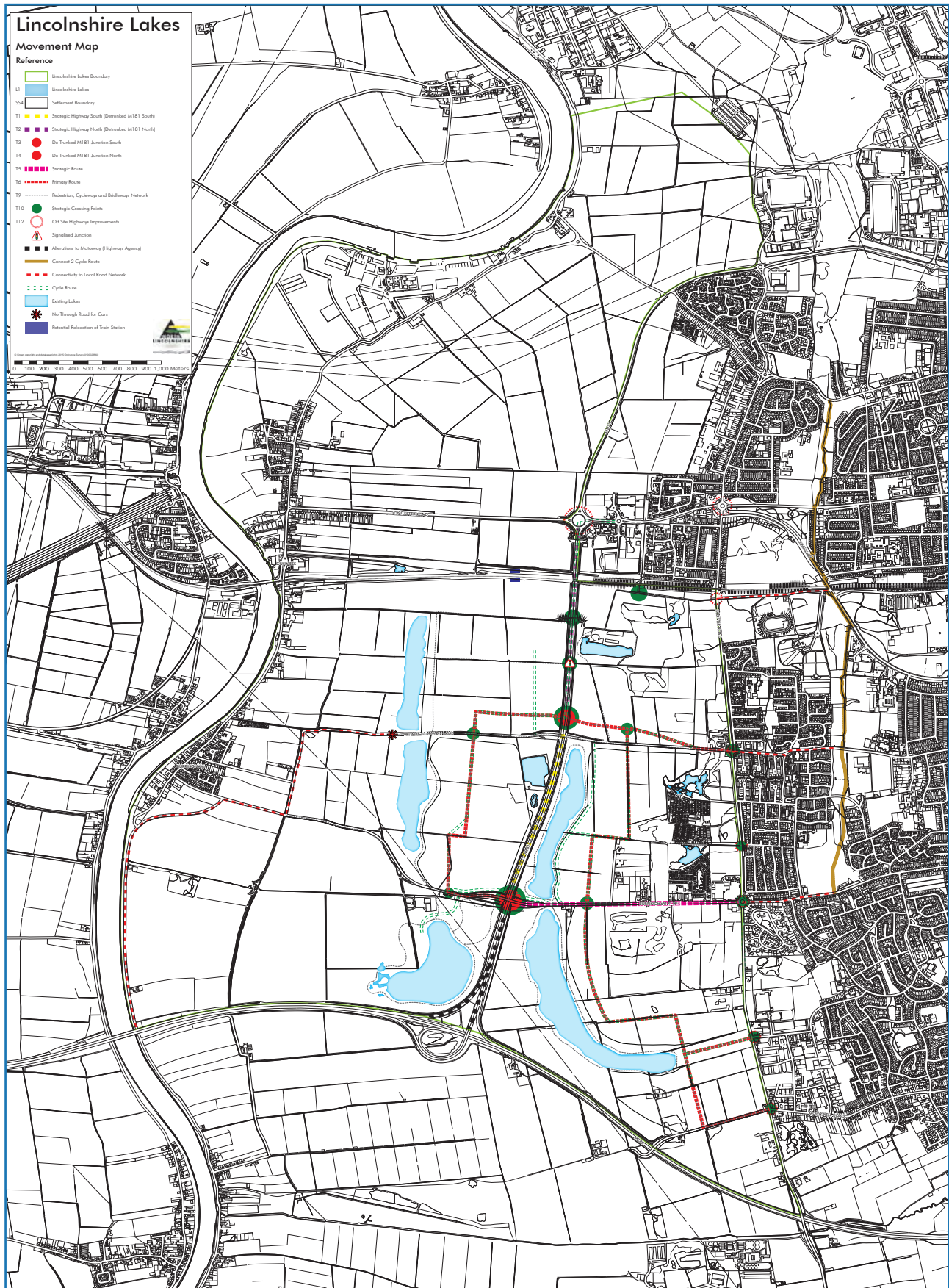
**Specific consideration will need to be given in any application to the ecological interests in the area, both in relation to the River Trent and the open countryside in the vicinity of the Port, and a Habitat Regulations Assessment screening exercise may be required.**

### **Transport & movement**

- 4.41 The AAP proposals are supported by a Sustainable Transport Strategy, with key aspects of the strategy identified on the AAP Movement Parameters Plan. The strategy draws together the AAP evidence base in relation to transport considerations. Key aspects of the Sustainable Transport Strategy and associated policies are identified below.

#### *Strategic highway network*

- 4.42 A key aspect of the highway strategy for the Lincolnshire Lakes is achieving access into the development area, and reducing the severance caused by the M181 running north - south through the majority of the development area.
- 4.43 Embedded within the AAP evidence base is the recognition that there is a need to change the character of the M181 and provide opportunities for road links and crossing points in order to reduce the severance caused to the development area as a result of this major road. This will be delivered through the de-trunking of the M181 motorway (reclassifying it to 'All Purpose Dual Carriageway'), and the addition of two new roundabout junctions.
- 4.44 This will split the current M181 into three parts and reclassify/de-trunk it (i.e. downgrade it from a motorway). The first stretch of road running south to north will be from the M180 junction 3 up to the most southerly of the new roundabout junctions. This stretch of road will be re-classified and subject to alteration by the Highways England and will require a reduced speed limit (50 to 60mph) to ensure safety and visibility for motorists coming off the M180.
- 4.45 The second stretch of road running south to north will be from the most southerly of the new roundabout junctions to the most northerly of new roundabout junctions. This stretch of road will form part of the Strategic highway for the AAP area. This section of road will be retained as de-trunked dual carriageway but have a lower speed limit of 50mph, with the current motorway hard shoulder to be given over to be a shared access route for non-motorised users (i.e. for those walking and cycling).
- 4.46 The third stretch of road will be from the most northerly of the two new roundabout junctions to the existing A18/A1077 roundabout. This stretch of road will also form part of the Strategic highway for the AAP area. Again it will be retained as de-trunked dual carriageway, and the speed limit will be reduced to 40mph as there will again be a shared access route along the current hard shoulder and there will also be formal crossing points at the signalised junction north of northern junction and near Frodingham Grange Roundabout to facilitate east-west movements.



- 4.47 The two new roundabout junctions will be critical to opening up access to the six AAP villages, as well as to re-routing general traffic on the Scunthorpe network to better manage traffic flow and capacity. The southern junction will provide an early exit from the north-south de-trunked stretch to Villages 2, 3, 4 and 5 and Lake 5, as well as to southern Scunthorpe beyond, with the intention that it is used by HGVs that do not need to travel north to the A18. The northern junction will provide access to Villages 1, 2, 5 and 6, along with the District Centre and Strategic Mixed Use Area. Both the northern and southern roundabout junctions will provide better access into western Scunthorpe, and both will act as gateway points for those arriving in Scunthorpe.
- 4.48 The existing route of the B1450 Burringham Road will be upgraded to create a Strategic Route that will form the east-west link from the southern junction. There is an option to retain the existing Burringham Road bridge over the M181 to offer walking and cycling linkages over the de-trunked road, and this is identified as requiring further consideration in the detailed design of the new junction. An alternative would be to incorporate a signalised crossing facility into the new southern roundabout. A crossing point over the Strategic Route will also be required to enable ease of access for non-motorised users between Villages 2 and 3.
- 4.49 The Sustainable Transport Strategy advises that junction improvements will be required where the new Strategic Route joins Scotter Road. It is also recommended that the speed limit of the Strategic Route is 30 - 40mph.
- 4.50 The AAP Sustainable Transport Strategy recommends that the entire strategic highway network for the Lincolnshire Lakes is designed to the standards set out in the Design Manual for Roads and Bridges guidance. It also states that there should be a presumption against uncontrolled priority 'T' junctions and cross roads on the strategic highway network unless it can clearly be demonstrated that they provide the most appropriate solution - instead signalised junctions or roundabouts should be provided. In particular, the Strategy recognises that there is a preference for a signalised cross roads to connect the Primary Route through Villages 2 and 3 with the Strategic Route to Scotter Road.
- 4.51 The Strategy also recommends that a weight restriction is implemented on the Primary Route through Villages 1 and 3 to restrict heavy traffic travelling through residential areas instead of using the identified Strategic Route.

## **POLICY T1: STRATEGIC HIGHWAY SOUTH (DE-TRUNKED M181 SOUTH)**

**The former M181 shall be retained as a key north to south Strategic Route providing a vehicular link for Scunthorpe to the M180. The southern section of this strategic highway will run between two new roundabout junctions. The Strategic Highway South policy covers the stretch of road that runs north of the new junction as identified on the AAP Policies Map.**

**The Strategic Highway South will be subject to the following requirements:**

- **The speed limit will be 50 mph**
- **The route will be improved to allow safe use by cyclists and pedestrians**
- **New planting along the route will soften its appearance and enhance its gateway role to the town while increasing biodiversity enhancement**

## **POLICY T2: STRATEGIC HIGHWAY NORTH (DE-TRUNKED M181 NORTH)**

The former M181 shall be retained as a key north to south Strategic Route providing a vehicular link for Scunthorpe to the M180. The northern section of this strategic highway will run between the northern roundabout junction and the existing A18/A1077 roundabout. The Strategic Highway North policy covers the stretch of road that runs north of the second new roundabout junction as identified on the AAP Policies Map.

The Strategic Highway North will be subject to the following requirements:

- The speed limit will be 40 mph
- The route will be improved to allow safe use by cyclists and pedestrians
- The route will include safe crossing points for cyclists and pedestrians through signalised junctions north of the northern junction and near Frodingham Grange roundabout
- New planting along the route will soften its appearance and enhance its gateway role to the town while increasing biodiversity enhancement

## **POLICY T3: DE-TRUNKED M181 JUNCTION SOUTH**

The new southern roundabout junction as shown on the AAP Policies Map will:

- Facilitate a new Strategic Route link to Scotter Road and enable improved access between Scunthorpe and the M180 via Lincolnshire Lakes
- Form a gateway feature to both Lincolnshire Lakes and Scunthorpe
- Need to be designed to Design Manual for Roads and Bridges or equivalent standards and agreed with the Highways England
- New planting around the new junction will soften its appearance and enhance its gateway role to the town while increasing biodiversity enhancement

## **POLICY T4: DETRUNKED M181 JUNCTION NORTH**

The new northern roundabout junction as shown on the AAP Policies Map will:

- Facilitate improved access to Scotter Road and enable improved access between Scunthorpe and the M180 via Lincolnshire Lakes
- Form a gateway feature to both Lincolnshire Lakes and Scunthorpe and enable access to the District Centre and Strategic Mixed Use Area
- Need to be designed to Design Manual for Roads and Bridges or equivalent standards
- New planting around the new junction will soften its appearance and enhance its gateway role to the town while increasing biodiversity enhancement



## POLICY T5: STRATEGIC ROUTE

**The route from the detrunked M181 Junction South (T3) to Scotter Road will provide a Strategic Route for vehicles, as identified on the AAP Policies Map. It will be subject to the following:**

- **The speed limit will be 30 - 40 mph**
- **There will be junction improvements at the junction of Burringham Road and Scotter Road**
- **Detailed consideration in relation to the role of the Burringham Road bridge will be required**
- **A new junction/walking and cycling crossing point will be created to connect Villages 2 and 3**
- **The road will be designed to Design Manual for Roads and Bridges or equivalent standards**
- **New planting along the route will soften its appearance and enhance its gateway role to the town while increasing biodiversity enhancement**

### *Primary Route and Local Roads*

- 4.52 In addition to the strategic highway network, the AAP Policies Map also identifies a Primary Route providing links from the strategic highway network to the AAP villages, and also from Scotter Road. The Primary Route will therefore be an important access route around the AAP area, principally used by those living in/working in/visiting the AAP area. The Primary Route will pass adjacent to the Local Centres in most villages / the District Centre adjacent to Village 5 (the exception being Village 2 where a Local Centre is proposed adjacent to Lake 1). This will minimise traffic on residential roads and facilitate good connectivity to bus routes.
- 4.53 The Primary Route will have a speed limit of 30mph and this will be of particular importance in relation to the part of the route that crosses east-west through Village 1. This route will be a direct link between the District Centre and Strategic Mixed Use Area and Scunthorpe, and it will be important that its design accommodates and encourages these movements. In addition to the speed limit, it will also be important that the Primary Route is designed to be sympathetic to its village setting, whilst allowing direct access to the de-trunked M181 and reducing pressure on Berkeley Circle.
- 4.54 The Primary Route network will provide a focus for bus service provision and for non-motorised users and will need to be designed as such (the AAP Sustainable Transport Strategy recommends that the standards of the Design Manual for Roads and Bridges are applied). Permeability and safety for non-motorised users will be achieved through designing active frontages and linkages to local roads.
- 4.55 Local roads will link the Primary Route to the main residential areas and to the Local Centres and lakes. They will provide permeability and encourage use by non-motorised users. The AAP Sustainable Transport Strategy recommends a speed limit of between 20 and 30 mph for the local roads, and that their design adopts the principles of Manual for Streets.

## POLICY T6: PRIMARY ROUTE

**The Primary Route as identified on the AAP Policies Map will represent the principal movement corridor between the 6 villages and the strategic highway network. This route will be subject to the following requirements:**

- **The speed limit will be 30 mph**
- **The route will pass through the Local Centres/District Centre as far as possible**
- **The route will provide an active and continuous frontage with access points to development blocks**
- **Tree planting and landscaping will create an 'avenue' character, enhancing the residential setting and biodiversity**
- **The route will include safe crossing points for cyclists and pedestrians**
- **Appropriately designed on street parking will be provided**
- **The route will provide the primary bus circulation route to the villages**

## **POLICY T7: LOCAL ROADS**

**A secondary network of local roads shall be provided that encourage permeability through the villages and encourage walking and cycling access to the Local Centres and the lakes. The speed limit on these roads will be set at 30 mph. The design of Local Roads will adopt the principles of Manual for Streets to minimise speed. Tree planting and landscaping will be designed to contribute to the green infrastructure network and enhance biodiversity.**

### *Access by sustainable transport modes*

- 4.56 Delivering access to and from the Lincolnshire Lakes via sustainable transport modes will be critical to ensuring a sustainable development is delivered. The AAP Sustainable Transport Strategy considers the opportunities for sustainable transport provision and accessibility via such modes in detail.

### **Bus & rail**

- 4.57 In terms of access via bus, the AAP Sustainable Transport Strategy demonstrates that the vast majority of the dwellings in the AAP area, the District Centre and Strategic Mixed Use Area will be accessible via recommended bus routes (within 400m) that utilise the Primary Route network shown on the Policies Map. Taking bus routes along the Primary Route network offers the best opportunity for connectivity and interchange. The Sustainable Transport Strategy recommends that the Strategic and Primary Routes should be designed to accommodate buses to enable future flexibility in the routes that may be offered by operators - i.e. the standards set out in the Design Manual for Roads and Bridges guidance.
- 4.58 The Sustainable Transport Strategy also recommends that new bus stops are of a high quality, providing shelters, up to date route information and raised kerbs. Real Time Passenger Information should be provided throughout the Lincolnshire Lakes. Similarly the Strategy suggests that the Scunthorpe PlusBus scheme should include the Lincolnshire Lakes area.
- 4.59 In addition to bus travel, the AAP Sustainable Transport Strategy considers the potential relocation of the train station at Althorpe, as shown on the Policies Map. The Strategy states that the proximity of Althorpe station means that constructing a station at Lincolnshire Lakes would require closure of the existing village station. Consultation with Network Rail has indicated that the cost and impact on train paths is likely to make a station at Lincolnshire Lakes unviable at this stage. However the Council intends to keep this under review as a new station in this location will assist in delivering the sustainable transport infrastructure envisaged for Lincolnshire Lakes. In the interim period the Council will require strong sustainable travel links to Scunthorpe Station.

## POLICY T8: PUBLIC TRANSPORT PROVISION

**The Strategic and Primary Routes will be utilised to provide bus routes for the AAP area. Routes capable of accommodating buses and bus stops shall be provided within 400 metres walking distance of all domestic properties.**

**Bus stops of a high quality will be created along the key bus routes, providing shelters, up to date route information and raised kerbs. Real Time Passenger Information will also be incorporated where possible.**

### **Walking, cycling & bridleways**

- 4.60 The AAP Sustainable Transport Strategy demonstrates that strategic walking and cycling routes will be part of the Lincolnshire Lakes development and that they should be connected to the existing walking and cycling network in Scunthorpe. It recognises that walking and cycling will play an important role in terms of both utility and leisure trips, and helping to maintain healthy lifestyles.
- 4.61 The walking and cycling routes will be a mixture of shared walk and cycle facilities, or separate facilities with cycle provision made on the carriageway, designed in keeping with best practice including 'LTN 1/12 Shared Use Routes for Pedestrians and Cyclists' and 'LTN2/08 Cycle Infrastructure Design', and also in conjunction with 'Inclusive Mobility - A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' (Department for Transport, 2002).
- 4.62 It also states that routes must be maintained and remain attractive to users, including management of vegetation in order that routes do not become overgrown and a perceived threat to safety. Where routes are not overlooked (which is the case for some short sections), then open views and lighting must be provided to reduce the perceived risk to personal safety and encourage use.
- 4.63 In terms of walkability, Manual for Streets indicates that a neighbourhood can be considered walkable when facilities are within approximately 800m. The AAP Sustainable Transport Strategy demonstrates that all new dwellings will be within 800m of a Local Centre and education provision. Where they are not, they will be accessible via bus routes and/or children will attend existing schools on the western edge of Scunthorpe.
- 4.64 The Sustainable Transport Strategy also recommends a signing strategy is developed to assist with way-finding between key destinations for non-motorised users.
- 4.65 As stated above, there is an option to retain the existing Burringham Road bridge over the de-trunked M181 to offer walking and cycling linkages. Brumby Common Lane has been identified as a key sustainable transport link through the heart of the Lincolnshire Lakes and the existing bridge provides a safe crossing point over the de-trunked M181. However, to maintain desire lines for all walking and cycling trips additional crossing facilities will be required only at the signalised junction to the north of the northern junction and at Frodingham Grange roundabout.
- 4.66 Crossing facilities will be required via a signalised crossings at the northern roundabout on the de-trunked M181, and possibly a further crossing at the southern roundabout subject to assessment of possibility of the retention of the Burringham Road bridge. As stated earlier, a crossing point over the Strategic Route will also be required to enable ease of access for non-motorised users between Villages 2 and 3.
- 4.67 Further key crossing points for non-motorised users are identified on the Movement Parameters Plan. The Sustainable Transport Strategy states that to assist with accessibility, all crossing locations will provide dropped kerbs, including formal crossings and at junctions on side roads.

## POLICY T9: PEDESTRIAN, CYCLEWAYS AND BRIDLEWAYS NETWORK

A network of pedestrian, cycle and bridleways shall be provided throughout and between the villages that are safe, attractive and useable, as shown on the AAP Movement Parameters Plan. This network shall utilise existing routes (particularly Sustrans Route 169) as far as practical and shall enable access between the residential dwellings, lakes, Local Centres, District Centre and Strategic Mixed Use Area. No further routes will be supported to the north of village 5 and Strategic Mixed Use Area unless adequate screening of footpaths, cycleways and bridleways is provided.

Routes for non-motorised users should be designed in accordance with best practice guidance. A complementary Signing Strategy should also be developed to assist with way-finding.

## POLICY T10: STRATEGIC CROSSING POINTS

Strategic crossing points as identified on the AAP Movement Parameters Plan will be developed to ensure safe movement for non-motorised users around the AAP area. No further strategic crossing points will be supported.

### Travel planning

- 4.68 The AAP Sustainable Transport Strategy recommends that a Framework Travel Plan is developed for the whole of the Lincolnshire Lakes, and that this should guide the preparation of site specific Travel Plans by individual developers.
- 4.69 Site specific Travel Plans will be required in line with 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (Department for Transport, 2009) which recommends that Travel Plans are prepared for a full range of uses.

## POLICY T11: TRAVEL PLANNING

All development proposals in the AAP area for greater than 50 dwellings or greater than the following thresholds for non-residential development must be accompanied by a Travel Plan:

- Food retail (A1) - 800m<sup>2</sup>
- Non-food retail (A1) - 1,500m<sup>2</sup>
- Offices (B1a) - 1,500m<sup>2</sup>
- Hotel (C1) - 80+ bedrooms
- Schools (D1) - all schemes
- Health Centre (D1) - 1,000m<sup>2</sup>
- Sports Stadium (D2) - 1,500m<sup>2</sup>
- Other D1 and D2 uses - 1,000m<sup>2</sup>



**The thresholds are indicative and each application will be judged on its own merits. The Council reserve the right to request a Travel Plan for any proposed development which is perceived to generate a significant number of vehicle movements. Travel Plan Statements will be expected to accompany all planning applications.**

**The delivery of Travel Plan measures should be linked to development phasing for larger development proposals and agreed via condition or legal agreement related to a planning application.**

#### *Off-site transport improvements*

- 4.70 In addition to the on-site highway network and junction requirements, significant off-site improvement works will be required due to the impact of the Lincolnshire Lakes development on the wider Scunthorpe network. This includes significant works along the Scotter Road corridor on the eastern site boundary, one suggestion is to form a signalised corridor to assist with managing the flow of traffic along this route. Also classed as 'off-site' in this context are the works that will be required to the current M181 terminating roundabout where it meets the A18 (Doncaster Road).
- 4.71 The AAP Sustainable Transport Strategy states that improvement works will be required as indicated on the AAP Movement Parameters Plan. There is a presumption against uncontrolled priority 'T' junctions unless it can be demonstrated that they provide the most appropriate solution.
- 4.72 It is also proposed that Brumby Common Lane will be closed to general traffic, with access to Burringham and beyond instead to be provided via the B1450 Burringham Road.
- 4.73 Paragraph 4.59 of the LLAAP explains the potential relocation of the railway station at Althorpe to within the Lincolnshire Lakes area to be retained as an aspirational aim and the Council recognises Network Rail's position that such a new railway station is currently unviable (as reference in paragraph 4.59). Whilst the Council together with the support of Network Rail intends to keep this project under review it is likely that development will create some additional passenger usage at Althorpe and Scunthorpe railway stations. In this respect it is reasonable to expect some additional car park and cycle facilities and improvements to access as a result of the Lincolnshire Lakes development.

## **POLICY T12: OFF-SITE TRANSPORT IMPROVEMENTS**

**Off-site transport improvements will be required in the vicinity of the built development areas to connect the on-site Strategic Route and Primary Route network to the existing road network and ensure future capacity. Improvements will be required at the following junctions:**

- **Scotter Road/Moorwell Road (junction capacity upgrade)**
- **Scotter Road/South Park Road (junction capacity upgrade)**
- **Scotter Road/B1450 Burringham Road (junction capacity upgrade)**
- **Scotter Road/Brumby Common Lane (junction capacity upgrade)**
- **Scotter Road/Brumby Wood Lane (junction capacity upgrade)**
- **Berkeley Circle roundabout (junction capacity contribution to upgrade)**

**The following off-site cycle and car parking improvements will also be required:**

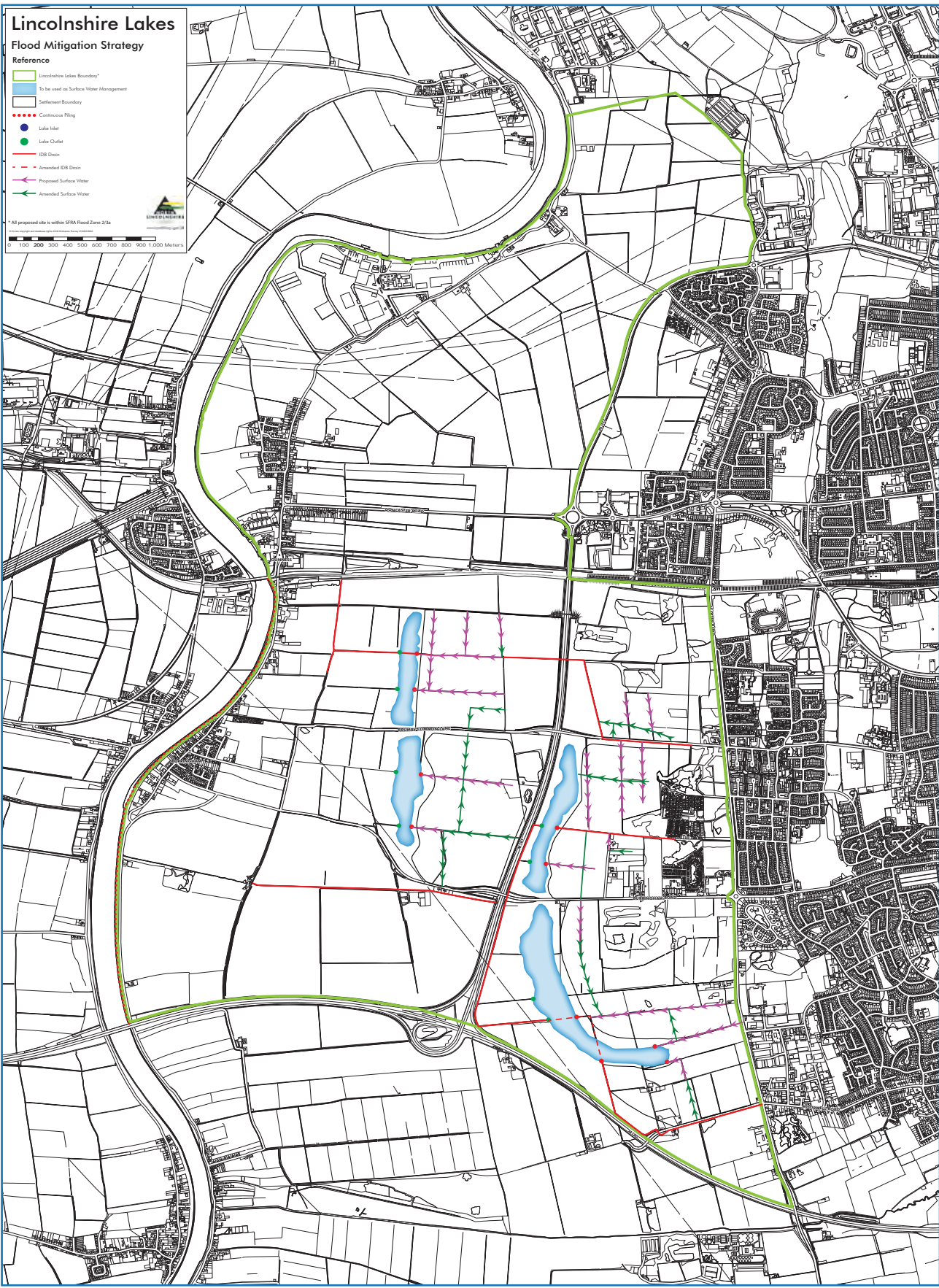
- **Enhanced cycle parking facilities to be provided at Scunthorpe and Althorpe railway stations**
- **Improvements to car parking facilities at Scunthorpe and Althorpe railway stations**

**Each submitted application should assess the impact of the proposed development on junctions and railway stations, both individually and cumulatively with other Lincolnshire Lakes proposed developments.**

**Other junction upgrades may be required across the Scunthorpe road network. An assessment of these impacts may be required on an application by application basis in consultation with the Council Highways Authority.**

## **Flood management**

- 4.74 The Lincolnshire Lakes area lies entirely within the Strategic Flood Risk Assessment Flood Zone 2 (areas with a medium probability of river or sea flooding) and Flood Zone 3a (areas with a high probability of river or sea flooding). All development in such flood risk zones is required by National Planning Policy Guidance to demonstrate that there are no reasonably available sites in locations subject to lower flood risk.
- 4.75 The Council assessed their Core Strategy in line with the then required PPS25 Sequential Testing. The Council's 'Sequential Test of the Flood Risk of Potential Development Sites Final Report' (2010) concludes that only a limited supply of land is available for development in Flood Zone 1 and that in order to meet housing needs, there is a requirement for development in the Lincolnshire Lakes area.
- 4.76 The PPG states that where there are no reasonably available sites in Flood Zone 1, local planning authorities in their decision making should take into account the flood risk vulnerability of land uses and consider reasonably available sites in Flood Zone 2, applying the Exception Test if required. Only where there are no reasonably available sites in Flood Zones 1 or 2 should the suitability of sites in Flood Zone 3 be considered, taking into account the flood risk vulnerability of land uses and applying the Exception Test if required.
- 4.77 Development of 'more vulnerable' residential uses within Flood Zone 2, is therefore, considered acceptable in terms of the Exception Test. More vulnerable uses in Flood Zone 3 are, however, required to undergo Exception Testing.
- 4.78 Paragraph 102 of the NPPF states that for the Exception Test to be passed:
- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
  - a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users without increasing flood risk elsewhere, and where possible will reduce flood risk overall.
- 4.79 Exception Testing has been considered in regard to Lincolnshire Lakes, based on the previous proposals for flood risk management and in line with the then PPS25 guidance, as detailed in 'Lincolnshire Lakes Western Scunthorpe Urban Extension Exceptions Test Strategy' (2010).
- 4.80 The study states that detailed river modelling has been undertaken to gain an in-depth understanding of flood risk from breaches and overtopping of the River Trent. This understanding as well as that of groundwater and surface water flood risk facilitated the creation of a vision for the development and the following flood risk development principles of exemplar practice in consultation with the Environment Agency:
- The development will be adaptable to any future Catchment Flood Management Plan (CFMP) approaches on the maintenance of the Trent Defences and it will be sympathetic to future Environment Agency schemes;
  - The sequential allocation of land uses will broadly apply for the pre-development conditions;



- The development will achieve the highest standard of safety (for example by having an integrated evacuation plan that includes existing villages, development protected above the 1 in 1,000 year return period event for year 2115, control of groundwater flood risk should pumping stop for long periods); and
  - The flood risk of each existing property within the study area and the nearby villages of Burringham and Gunness will be reduced. The work to be carried out on the right bank of the River Trent in relation to the flood risk strategy for this development will not increase the risk of flooding in the Isle of Axholme. Further work is being undertaken with the Environment Agency with the intent to improve flood mitigation within the Isle of Axholme.
- 4.81 As part of the Exception Test Strategy, two combinations of flood mitigation measures were considered.
- 4.82 Option A incorporated five main solutions for mitigating flood risk and these comprised:
- Localised raising of the River Trent right bank flood defences (including raising of the existing low spots within the study area)
  - Raising and maintaining the River Trent right bank defences to climate change defence standards,
  - Improving flood conveyance for improved dynamic storage across the site,
  - Major ground raising across the site,
  - Adoption of flood resilient measures across the site.
- 4.83 Option B also incorporated five main solutions for mitigating flood risk. The only variance from Option A was the provision of a secondary flood bund (between the River Trent defences and the site) coupled with a lower level of ground raising.
- 4.84 The study concluded that mitigation measures for Options A and B demonstrate that development in the 'Western Scunthorpe Urban Extension area' will:
- Be safe;
  - Provide wider sustainability benefits to the community;
  - Not increase flood risk elsewhere; and
  - Take opportunities to reduce flood risk on and off site where possible.
- 4.85 The AAP Flood Management & Drainage Strategy prepared in support of the AAP updates the work undertaken in the Exception Test Strategy. It considers three potential flood mitigation options, including:
- Flood defence improvement works to the River Trent right bank defences - including consideration of alternative options for piling different lengths and sections
  - Secondary defences between the existing River Trent right bank defences and the development site
  - Raising the footprint of the development site(s) - including consideration of alternative options with / without combination with flood defence improvement works
- 4.86 The Strategy rules out the use of secondary defences based on the increased land take for development, the likely height of any bund, the problems likely to be caused for site drainage flows and the likely deflection of flows towards existing communities.
- 4.87 The Strategy instead concludes that a combination of flood defence improvement works and land raising is the most appropriate and cost effective method of protection. It recommends piling 3.8km of the right Trent bank defences adjacent to the development (along the southern section of the defences) with land raising across the development area of the site. This solution will also increase the flood protection for the existing Trentside communities of Burringham and Gunness and will not increase the risk of flooding for the Isle of Axholme.



- 4.88 The risks and disadvantages associated with alternative options for flood defence improvement works (less lengthy/targeted piling works) and with land raising (selective land raising to the west of the M181 only) have informed the preferred recommendation in the Strategy.
- 4.89 In terms of land raising, the Strategy states that Council and Environment Agency has agreed that in order to meet the minimum acceptable flood risk standard, the minimum level of proposed new development should be set no lower than the 0.5% AEP (Annual Exceedance Probability) plus climate change flood level, plus a 300mm freeboard allowance. It also states that minimum levels for the proposed new development should also be checked against updated flood levels for the 0.1% AEP plus climate change event.
- 4.90 In addition the AAP Flood Management & Drainage Strategy considers that should there be a breach or overtopping of the right bank defences, the likelihood of flooding affecting the development itself is considered to be low due to the prevailing land raising and associated levels of the development plots. It goes on to state, however, that should the local area be subjected to an extreme event there is a residual risk that development plots, areas and settlements could become marooned. It therefore recommends the development of a Flood Evacuation Plan for the Lincolnshire Lakes development at planning application stage.
- 4.91 In compliance with National Planning Practice Guidance, in consultation with North Lincolnshire emergency planning team, the local planning authority will need to ensure that evacuation plans are suitable through appropriate planning conditions or planning agreements on individual detailed planning applications. These individual Flood Evacuation Plans will inform the local planning authority in producing an integrated Flood Evacuation Plan which considers the existing villages/properties within the AAP site boundary including Burringham and Gunness. It will be provided to all residents and users within the development and include the following information:
- Summary of flood risk across the site – eg what flood zone the development is within and how the development is protected against flood risk.
  - Identification of emergency access and egress routes – showing possible escape routes to be used if a flooding event occurs.
  - Identification of safe refuge areas within the site – showing areas where users and occupants can gather and wait to be evacuated in the event of an assisted evacuation being required.
  - Advice on emergency procedures – setting out the procedure that should be followed during a flooding situation.
  - Practical flood advice – providing a suggested response before and during a flood event and listing provision that should be stored
  - Guidance on education and training (of occupants and users )- increasing awareness to the risk of flooding and provision of suitable flood warning information
  - Information on local flood warning/weather warning services.
- 4.92 To assist with consideration of the flood management strategy, geotechnical considerations have also been taken into account in a preliminary geological review which forms part of the AAP evidence base.
- 4.93 This preliminary review considers the geotechnical constraints in the area and the delivery of the proposed flood mitigation solution. In order to raise the land, materials will need to be sourced to provide the required fill. It is considered unlikely that any material will be available from Lakes 3 and 4 as that part of the AAP area is underlain by peat. There may, however, be a possibility of re-using some materials excavated from Lakes 1, 2 and 5.
- 4.94 The AAP geotechnical evidence suggests that settlement is likely to be induced in the underlying materials through the placement of materials to raise the land levels or through the construction of structures. The surcharging of the ground by temporary additional land raising can induce pre-settlement of the ground prior to the construction of development; this can take a number of months. The AAP geotechnical evidence suggests that the installation of wick drains can assist with the surcharging process.

- 4.95 The geotechnical solution for the AAP area is therefore an integral part of developing the flood mitigation solution in detail and the two must therefore be considered jointly by developers as part of the Flood Risk Assessment to support the development.

## **POLICY F1: STRATEGIC FLOOD MITIGATION STRATEGY**

**The AAP flood mitigation strategy will be based on a combination of flood defence improvement works to the River Trent right bank defences and land raising of the proposed built development areas. A comprehensive management strategy is required that ensures new development is defended in line with national planning policy. Any further flood risk management proposals will have to be agreed by the Environment Agency and North Lincolnshire Council. Existing communities should not be put at greater risk but given greater protection.**

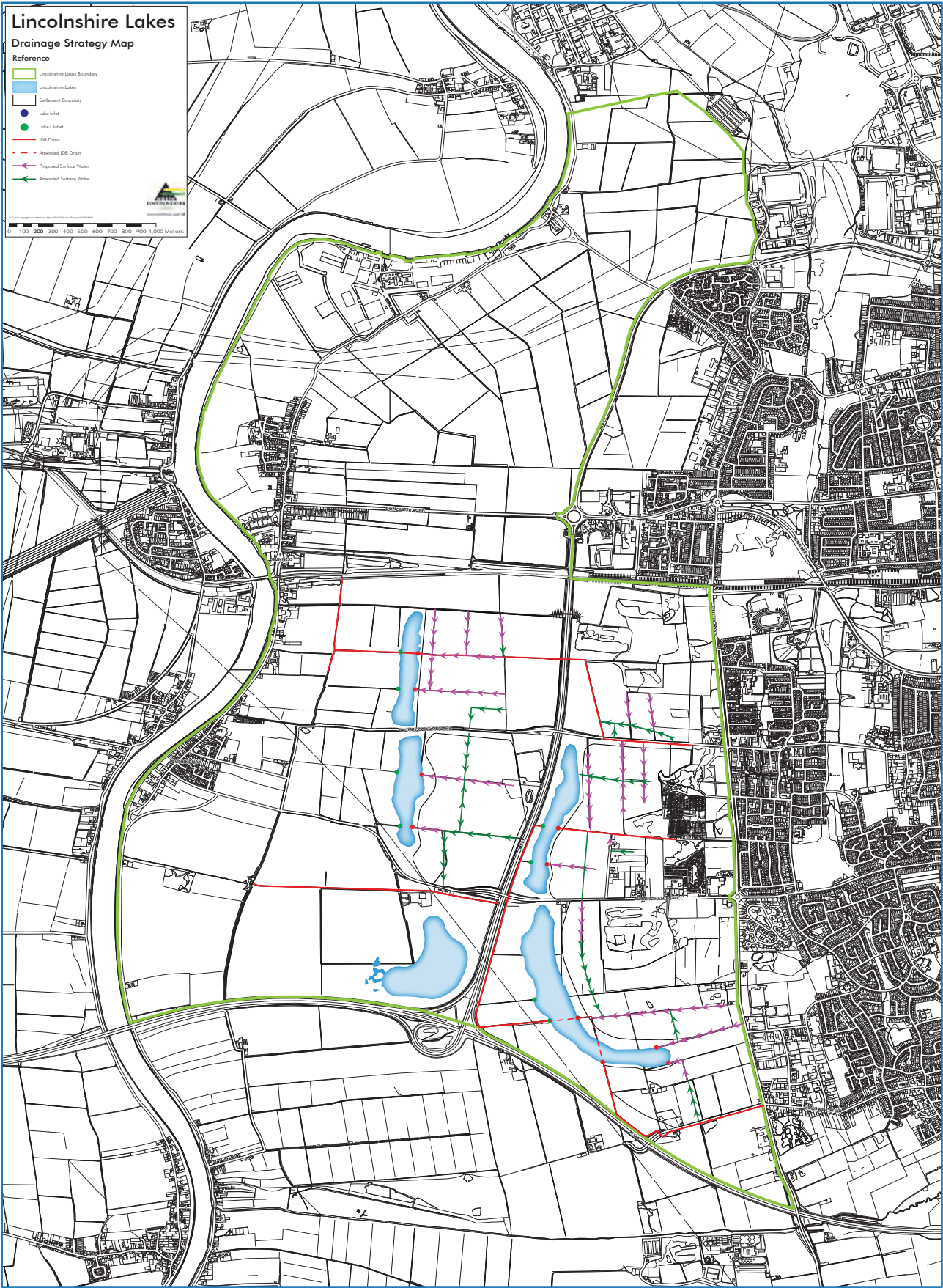
**In order to meet the minimum acceptable flood risk standard, the minimum floor level of proposed new development should be set no lower than the 0.5% AEP plus climate change flood level, plus a 300mm freeboard allowance. Minimum floor levels for the proposed new development should also be checked against updated flood levels for the 0.1% AEP plus climate change event.**

**An Integrated Flood Evacuation Plan will be prepared and implemented for the Lincolnshire Lakes development and the existing surrounding villages in the AAP area (Burringham and Gunness) by the council through negotiations with individual developers and emergency planners. The plan will require a safe access route to be provided between the existing villages of Burringham and Gunness and the Lincolnshire Lakes development.**

**Each applicant must provide a fully considered flood mitigation solution within a Flood Risk Assessment (FRA). This should be in keeping with the principles laid out in this policy and Core Strategy Policy CS19, be based on the latest and best information available and support the Flood Management and Drainage Strategy. The FRA should include details of:**

- **An assessment of the impact of the development on ground water levels**
- **Appropriate flood risk mitigation**
- **A drainage scheme to be consistent with the existing broader strategy**
- **An assessment of the ongoing maintenance requirement of the mitigation including how and by whom these will be managed over the lifetime of the development will be required with any Full and Reserved Matters Planning Application**
- **A phasing strategy to ensure development does not proceed ahead of necessary flood defence and surface water drainage infrastructure will be required with any Full or Reserved Matters Planning Application**

**The flood mitigation solution must also include a fully considered geotechnical assessment demonstrating that the proposed flood mitigation solution is deliverable.**



## Lakes, water-based leisure & drainage

### *Lakes and water-based leisure*

- 4.96 The design and delivery of major lakes with a leisure and sporting function, as well as wetland areas offering ecological enhancement opportunities, is critical to achieving the AAP objectives. However, the complexity of land ownerships across the AAP area is recognised, and it is important that policy offers sufficient flexibility to ensure that the delivery of significant waterbodies / wetland areas is not compromised.

#### **Lakes 1 & 2 - east of the AAP area**

- 4.97 The AAP Delivery Strategy draws together the advice contained in the AAP supporting documentation in relation to leisure, habitats and flood mitigation and drainage and provides a clear steer as to the proposed development and uses for Lakes 1, 2, 3, 4 and 5.
- 4.98 Lake 1 and Lake 2 and their associated surroundings located to the east of the motorway bounding the village development will provide opportunities for public access and non-motorised recreational/water based uses (fishing, rowing, open water swimming, canoeing, running and cycling).
- 4.99 Stakeholder consultation suggests that a depth of 2.5m for these lakes will support sporting activity (for example, rowing) and also be of sufficient depth for fish to thrive.
- 4.100 In particular, the uninterrupted length of Lake 1 of over 1km, its orientation and its location in proximity to a significant number of houses within the Lincolnshire Lakes development suggest that developing the lake as a major sporting venue will be effective and beneficial to the health and wellbeing of the nearby population.
- 4.101 Lake 2 has a similar uninterrupted length but is in more ownerships than Lake 1 so delivery as a single expanse of water may be more of a challenge.
- 4.102 These two lakes are also required to provide attenuation storage for surface water run-off associated with Villages 1, 2, 3 and 4.
- 4.103 Clubhouse/ancillary built facilities are likely to be required for Lake 1, and possibly for Lake 2, dependent on the end use proposals for the latter.

#### **Lakes 3 & 4 - west of the AAP area**

- 4.104 Lakes 3 and 4 will primarily fulfil surface water attenuation and ecological functions in connection with Villages 5, 6 and the Strategic Mixed Use Area. The character of these lakes will be very much as ecological wetlands (with bird rafts and hides), encouraging the creation of new habitats, with limited and controlled public access. They will have an undulating landform and sufficient depth of water to prevent weed growth but the depth of water / continuous nature of the waterbodies that form Lakes 1, 2 and 5 is not required for these two lakes.

#### **Lake 5 - south west of the AAP area**

- 4.105 Lake 5 to the south west of the AAP area (west of the M181) will provide a focus for commercial leisure and active (motor-based) water-sports given its proximity to the motorway network (although non-motorised water-sports will not be precluded). This lake offers the potential for larger sailing boats etc., to be noticed by those passing on the M180 and the opportunity, therefore, for immediate identification of the Lincolnshire Lakes and for the lake to be a major gateway feature.
- 4.106 As per Lakes 1 and 2, a depth of 2.5m is recommended based on stakeholder consultation, although a deeper lake here may be considered appropriate.
- 4.107 There will also be the opportunity for recreational multi-user trails around the lake. Ancillary built facilities (clubhouse etc.) will also be supported.
- 4.108 Lake 5 is not required for surface water drainage attenuation purposes.



## **POLICY L1: LINCOLNSHIRE LAKES**

Lakes 1, 2 and 5 will form the focus of leisure and sporting activity in areas intended for widespread public access. These lakes will, therefore, be designed over and above the minimum requirements for surface water attenuation.

Lakes 3 and 4 will primarily be provided for ecological enhancement purposes, and a design providing for surface water attenuation requirements and biodiversity enhancements only will be considered acceptable. The exact form, function and technical specification for each lake should be informed by more detailed masterplanning exercises for each landholding taking the following requirements as a starting point.

Specific requirements for each of the lakes are set out below. Planning applications must be supported by design proposals for the lakes/wetland areas informed by a consideration of future uses, along with technical supporting information to justify any deviation from the proposed dimensions for Lakes 1, 2 and 5.

### **Lake 1:**

- The lake will primarily be for non-motorised leisure and sports uses.
- The lake should be approximately 1km long, with a minimum width of 100m, with a surface area of approximately 13ha.
- The lake should have a minimum depth of 2.5m.
- The lake should be surrounded by publicly accessible space that is designed for safe access and to facilitate recreational walking, cycling and running along the lakeside.
- The lake will require supporting ancillary built facilities, which are likely to be suitably accommodated in a lakeside location.
- The lake will provide surface water attenuation for Villages 1 and 2 (approximately 35,150 cubic metres of attenuation must be provided as a minimum).

### **Lake 2:**

- The lake will primarily be for non-motorised leisure and sports uses, if there is demand for such uses over and above Lake 1.
- The lake should be approximately 1.5km long, with a minimum width of 120m, with a surface area of approximately 27ha.
- The lake should have a minimum depth of 2.5m.
- The lake should be surrounded by publicly accessible space that is designed for safe access and to facilitate recreational walking, cycling and running along the lakeside.
- The lake will provide surface water attenuation for Villages 3 and 4 (approximately 94,050 cubic metres of attenuation must be provided as a minimum).

**Lake 3:**

- The lake will primarily be provided for ecological enhancement purposes, and is likely to take the form of a wetland area with an undulating landform and sufficient depth of water to prevent weed growth.
- Lake 3 will be delivered as a single lake or a series of open water and wetland habitats (approximately 10 hectares if delivered as a single waterbody).
- The lake will have limited and controlled public access, likely to be focused around the boundary that will front Village 5 and the east-west cycle link/bridleway to the south.
- The lake will provide surface water attenuation for Village 5 and the Strategic Mixed Use Area including District Centre (approximately 76,500 cubic metres of attenuation must be provided as a minimum based on the residential element alone).
- The creation of small ponds to complement the ecological value of this Lake is encouraged.

**Lake 4:**

- The lake will primarily be provided for ecological enhancement purposes, and is likely to take the form of a wetland area with an undulating landform and sufficient depth of water to prevent weed growth.
- The surface area of the lake should be approximately 11ha.
- The lake will have limited and controlled public access, likely to be focused around the boundary that will front Village 6 and the east-west cycle link/bridleway to the north.
- The lake will provide surface water attenuation for Village 6 (approximately 59,580 cubic metres of attenuation must be provided as a minimum).
- The creation of small ponds to complement the ecological value of this Lake is encouraged.

**Lake 5:**

- Lake 5 is a Strategic Site Allocation covered by Policy SSA4.
- The lake will primarily be for commercial leisure and active watersports (motor-based), although non-motorised uses will also be supported where they are compatible with motorised uses.
- The lake should be approximately 600m long, with a minimum width of 150m, with a surface area of approximately 20ha.
- The lake should have a minimum depth of 2.5m.
- The lake will be a gateway feature for Lincolnshire Lakes and should be designed to a high standard with visibility maximised.
- The lake should be surrounded by publicly accessible spaces that are designed for safe access and to facilitate recreational walking, cycling and running along the lakeside.

- **Lake 5 will require supporting ancillary built facilities, which are likely to be suitably accommodated in a lakeside location.**
- **Lake 5 is not required for surface water drainage attenuation purposes.**

### *Sustainable Drainage Strategy*

- 4.109 The current site consists of low lying agricultural farmland which has historically been drained by a network of land drains. A number of these drains are owned and maintained by the local Internal Drainage Board (IDB). The remaining drains are under the ownership and maintenance responsibility of riparian landowners.
- 4.110 The concept for managing surface water across the site is to capture and attenuate surface water as close to the development as possible. This is in line with the current approach to the management of surface water as outlined in the NPPF and is consistent with a Sustainable Drainage Systems (SuDS) approach (such an approach seeks to mimic natural drainage patterns which is considered a more sustainable option for new development than conventional 'piped' drainage systems).
- 4.111 The concept drainage strategy in the AAP Flood Management & Drainage Strategy has been developed considering the following:
- How surface water will be conveyed,
  - How surface water will be stored,
  - How the surface water from the site will be discharged.
- 4.112 The drainage strategy for the site will utilise the current network of land drains which will be maintained, diverted or truncated as required. In addition to the existing drains a number of new swales (or watercourses) will be provided. In combination with the existing land drains these features will provide measures to control surface water. The new lakes (1 - 4) will also be part of the strategy, providing wider regional control and attenuation of surface water prior to controlled discharge to the IDB network at a rate of no more than 1.4 l/s/ha. At this stage it is not anticipated that the inflow of surface water from the land drains into the lakes will need to be controlled.
- 4.113 Smaller arterial drainage features will serve individual plots, or a combination of plots. It is likely that individual plots (or combined plots) would be served by local collector systems that would then discharge into the swales/ watercourses and ultimately the lakes. Discharge of surface water from highways will also need to be channelled appropriately to reach the lakes.
- 4.114 The AAP Flood Management & Drainage Strategy prepared in support of the AAP also identifies that surface water from Village 2 is likely to require pumping to Lake 1, to avoid unnecessary land raising to create a fall in the land.

## **POLICY L2: STRATEGIC DRAINAGE STRATEGY**

**The strategic drainage strategy for the AAP will include the following measures:**

- **Creation of new swales, small ponds and/or ditches to drain the new development areas in a way that is sensitive to the opportunities to enhance the ecology of the drainage system**
- **The re-sizing or re-grading of existing (non-IDB) watercourses and/or ditches in a way that is sensitive to the opportunities to enhance the ecology of the drainage system**
- **The diversion or abandonment of existing IDB watercourses (only where necessary)**
- **Uncontrolled inflow of surface water from land drains into Lakes 1 - 4**

- **Controlled discharge from the lakes to the IDB network at no more than 1.4l/s/ha**
- **Smaller arterial drainage features that will serve individual plots, or a combination of plots, served by local collector systems that would then discharge into the swales/watercourses and ultimately the lakes**
- **Channelling of discharge of surface water from highways to reach the lakes where necessary**
- **All development proposals are required to ensure consistency with the wider lakes and surface water management strategy**
- **Drainage infrastructure should promote biodiversity enhancement. Surface water run-off must be 'polished', possibly by reedbeds, to ensure that lakes are not polluted by surface water.**

## Lincolnshire Lakes Green infrastructure

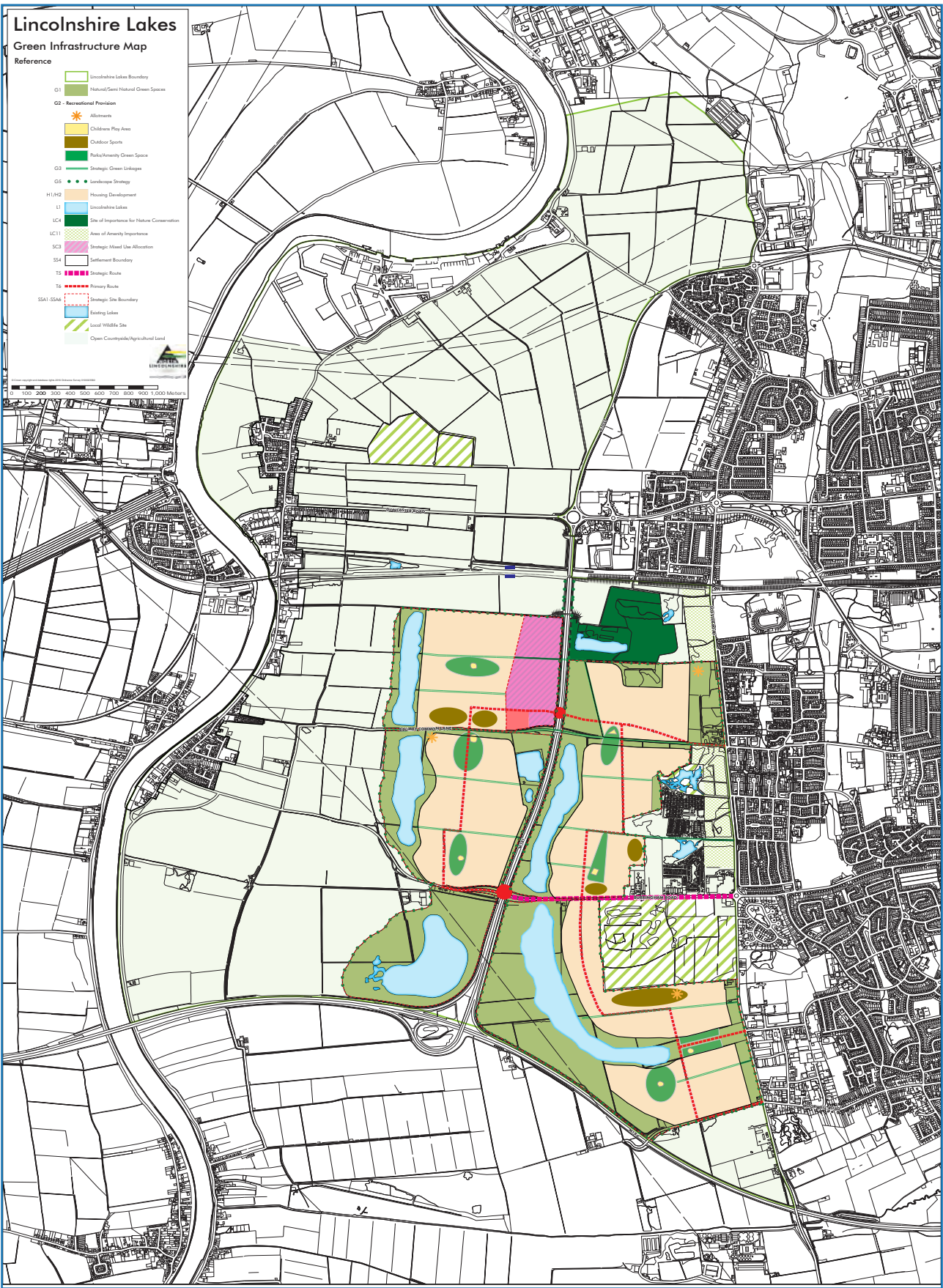
### Open space standards

- 4.115 The Council's PPG17 assessment of open space in North Lincolnshire (2011) identified a strong supply of open space in the Council area. However, the quality varies and a number of open spaces are in need of investment to improve the quality standard. The study sets the following standards regarding open space (Figure 4.2).
- 4.116 Regard should also be had to the broader functional and technical / environmental considerations on an application by application basis, and the approach set out in the Council's adopted SPG10 – Provision of Open Space in New Housing.

Figure 4.2: PPG17 Study standards for open space provision

TYPOLOGY	QUANTITY STANDARD	QUALITY STANDARD	ACCESSIBILITY STANDARD
Parks and Gardens	1.75ha per 1,000 population	To strive for all sites to be average to good quality	Within 800m or 10 minutes travel time
Natural and semi-natural green space	10.25ha per 1,000 population. Adopt ANGSt in urban areas	All sites to be average to good quality	Within 800m or 10 minutes travel time
Amenity green space	0.53 ha per 1,000 population	Average or above	Within 600m or 8 minutes travel time
Outdoor sports facilities	1.22ha per 1,000 population 0.97 ha per 1,000 population should be dedicated to accessible playing pitch provision for football, cricket, rugby and hockey	To strive for all formal outdoor sport sites to be of an average quality	To provide an accessible outdoor sports facility within 1,000m of where people live
Provision for children and young people	0.37ha per 1,000 children's population	Average play quality	Within 600m
Allotments	0.18 ha per 1,000 population	Average or above quality	Within 1,000m
Cemeteries and churchyards	None set	61% plus to a good standard	None





- 4.117 It is estimated that the population of the Lincolnshire Lakes will be 13,740 (based on 2.29 per household). In terms of children and young people, applying an assumption of 0.45 children and young people per house (aged 4 - 16), the total number of children and young people is likely to total 2,700.
- 4.118 Using these standards and population assumptions, the following provision would be required for the Lincolnshire Lakes development (Figure 4.3 below).

*Figure 4.3: Application of PPG17 standards to Lincolnshire Lakes*

TYPOLOGY	PROVISION (HA)
Parks and Gardens	24.0
Natural and semi-natural green space	140.8
Amenity green space	7.3
Outdoor sports facilities	16.8
Provision for Children and young people	1.0
Allotments	2.5
Cemeteries and churchyards	No standard
<b>TOTAL</b>	<b>192.4</b>

- 4.119 The PPG17 Assessment Catchment Maps for different types of open space clearly show that very little of the Lincolnshire Lakes development will be served by existing open spaces in Scunthorpe.

### *Existing green infrastructure assets*

- 4.120 It is important to note that currently within the AAP area there is a band of woodland and acid grassland (an area of amenity importance) protected under saved Policy LC11 of the adopted Local Plan, running alongside Scotter Road from its intersection with the railway line in the north towards Burringham Road further south.
- 4.121 There is also an area of specific biodiversity interest within the AAP area, protected by saved Policy LC4. This is:
- Brumby Common West and Viaduct Local Wildlife Site - located to the north of Brumby Common Lane, south of the railway line and east of the M181.
- 4.122 Ashby Decoy Golf Course - located to the south of Brumby Common Lane and to the east of the M181; Westcliff Lagoon - located to the south of Brumby Common Lane and east of the M18; and Gunness Common - located to the north of the A18 and south of the Port of Scunthorpe are also identified as Local Wildlife sites on the AAP Policies Map.
- 4.123 In addition, four statutory designated sites are located directly adjacent to the site boundary - the Humber Estuary Ramsar, SAC and SSSI adjacent to the western boundary from Keadby Bridge north, and Silica Lodge LNR located adjacent to the eastern site boundary.
- 4.124 There are also 12 Lincolnshire Biodiversity Action Plan (BAP) habitats within the site boundary, with areas of woodland, land drains, fields, hedgerows and ponds all of ecological value. In particular, an area of significant interest and importance for wintering birds has been identified to the north of the A18 through on-site surveys during winter 2011/2012. Lincolnshire Lakes also falls within the Humberhead Levels Nature Improvement Area which aims to create an internationally renowned, unique network of wetlands in a predominantly agricultural landscape, whilst supporting thriving communities and wildlife. Regard will be given to assisting with the aims and objectives of the Humberhead Levels Partnership wherever possible.

- 4.125 More broadly, the Yorkshire and Humber region has many green infrastructure corridors which are designated primarily by Natural England, with a number of strategic partners, based on a range of criteria; including open space, biodiversity, landscape, ecosystem services, health, tourism and many more. There is one regional and two sub-regional green infrastructure corridors within 2km of the Lincolnshire Lakes site boundary; The River Trent, the Jurassic escarpment and the Isle of Axholme. The River Trent passes to the west of the Lincolnshire Lakes site whilst the Jurassic escarpment lies to the east.
- 4.126 More generally, the existing site is for the most part greenfield open countryside land in agricultural use. It is therefore all part of the existing on-site green infrastructure.

### Green infrastructure strategy

- 4.127 The green infrastructure strategy for the AAP area will create a multi-functional network of green spaces and routes - creating new recreation spaces for future residents and visitors, as well as supporting and enhancing biodiversity.
- 4.128 The green infrastructure strategy for the site, as shown on the Green Infrastructure Parameters Plan, and using the PPG17 Assessment classifications, will include:
- Natural and semi-natural greenspace (approximately 194ha)
  - Recreational greenspace provision
    - 24ha parks & gardens
    - 16.8ha outdoor sports facilities
    - 1ha provision for children and young people
    - 2.5ha allotments
  - Strategic green linkages (east - west and north - south) along Warping Drain and Brumby Common Lane and the strategic highway & Primary Route network
  - Green linkages through the villages utilising the existing land drainage network
  - Ecological enhancement and new habitat creation, including the continued protection of LC4 and LC11 areas of biodiversity interest and amenity importance
  - A landscape strategy to consider strategic locations for landscape buffers etc.
- 4.129 The total green infrastructure provided in terms of natural and semi-natural greenspace is approximately 194ha. This clearly exceeds the full PPG17 Assessment requirement of 140.8ha in Figure 4.3. The PPG17 Assessment standards are also adequately met for the other PPG17 Assessment classifications for green space. The PPG17 standards do not set a requirement for blue infrastructure that will deliver recreational benefits, but land take associated with the significant lake coverage across the area will also provide an alternative equally valuable green/blue infrastructure contribution.
- 4.130 More generally, blue infrastructure provision is integral to the protection and enhancement of biodiversity and therefore it must be considered alongside the green infrastructure strategy. In particular, this includes the role of Lakes 3 and 4 as ecologically focused lake/wetland areas, and strategic green/blue linkages such as the Warping Drain. Other blue infrastructure such as the existing and proposed land drains and swales will also provide important local linkages of value to biodiversity.
- 4.131 In terms of habitat creation and enhancement, the AAP Habitats Strategy makes recommendations regarding the types of natural and semi-natural greenspace that may be created within the areas identified as natural and semi-natural greenspace areas on the Green Infrastructure Parameters Plan. This includes recommendations for the creation of the following habitat types:

- Woodland (broadleaved) - principally to the west and south of Village 1, and to the east and south of Villages 3 and 4
- Acid grassland - principally to the east of Villages 1 - 4
- Neutral grassland - principally surrounding Villages 5 and 6
- Wetland - principally around the lakes and in particular Lakes 3 & 4, where there is no recreational use proposed
- Ponds - recommended in some of the grassland areas to create and complement links between existing and new blue infrastructure
- Habitats will be created and allowed to develop in mosaics of closely associated habitat, and large blocks of uniform habitat will not always be appropriate

4.132 It is also proposed that areas of Scrub are introduced to the proposed woodland and grassland areas to further enhance their habitat value. Other habitat creation and enhancement measures identified in the AAP Habitats Strategy include the creation/enhancement of the following:

- Lakes - careful creation and design of the lakes will allow wildlife to flourish - to complement areas of permanently open water, ledges will be included to benefit wading birds and enable the establishment of marginal aquatic plants; wildfowl rafts are also recommended for Lakes 3 and 4
- Ditches/swales - to retain existing ditches and link them to new ditches/swales to be created
- Hedgerows - to plant new mixed native hedgerows and reconnect these to existing hedgerows where possible
- Trees - to retain existing scattered established trees and to plant ornamental and native trees of high biodiversity value in each village and the LC11 saved policy area to provide local green linkages and deliver wildlife benefits
- Existing Local Wildlife Sites - subject to landowner consent, development could assist in forming partnerships with existing nature conservation organisations in order to help to deliver, manage and monitor these sites in conjunction with newly created habitats
- Farmland - implementation of appropriate Countryside Stewardship Schemes on retained farmland to increase biodiversity, subject to land ownership and permission

4.133 The AAP Habitats Strategy also supports the introduction of the following at a smaller/urban scale:

- Green and brown roofs & walls - to provide refuges for invertebrates and birds, and to contribute to a SuDS
- Hibernacula - to provide opportunities for reptiles and amphibians to hibernate during the winter
- Bird and bat boxes, bird and bat bricks and bat lofts - to provide additional nesting and roosting habitat for birds and bats
- Stone and log piles - within transitional woodland / grassland habitats, or in woodland habitats to encourage invertebrates and reptiles
- Bund creation - to provide a micro-topography that will be of value to reptiles and invertebrates

## POLICY G1: NATURAL AND SEMI NATURAL GREENSPACE

**Approximately 235ha of natural and semi-natural green space will be provided on the edge of villages and outside of village built development limits as identified on the Green Infrastructure Parameters Plan.**



**Natural and semi-natural greenspaces around Lakes 1, 2 and 5 will be publicly accessible. Natural and semi-natural greenspaces around Lakes 3 and 4 should form an integral part of a wetland area with limited public access.**

## **POLICY G2: RECREATIONAL PROVISION**

**Recreational green space will principally be provided within villages, but will also in some instances be located to link villages as identified on the Green Infrastructure Parameters Plan. Provision will include:**

- **New parks and gardens within village built development limits and linking villages (24ha)**
- **Outdoor sports facilities located within village built development limits (16.8ha)**
- **Provision for children and young people within new parks/amenity green spaces (1ha)**
- **Allotments to the east of Villages 1 and 3 and to the west of Village 5 (2.5ha)**

## **POLICY G3: STRATEGIC GREEN LINKAGES**

**Strategic green linkages are required to link together key destinations and they will be created or enhanced as shown on the Green Infrastructure Parameters Plan (east - west and north - south) along Brumby Common Lane, Warping Drain, and other parts of the existing & proposed land drain network.**

**Other local green linkages should also be created or enhanced through the villages utilising the existing land drain network to create a multi-functional network of routes.**

## **POLICY G4: ECOLOGICAL ENHANCEMENT AND NEW HABITAT CREATION**

**Areas specifically identified for ecological and habitat protection, creation or enhancement include:**

- **New areas of woodland, acid grassland, neutral grassland, wetland and ponds within the areas identified as natural and semi-natural greenspace on the Green Infrastructure Parameters Plan**
- **Lakes 3 and 4 and surrounding habitats**
- **New and existing ditches and swales**
- **New and existing hedgerows**
- **New and existing trees**
- **The existing Local Wildlife Sites, including those identified under Policy LC4**

- **LC11 areas amenity importance**
- **Existing farmland**

**Smaller scale opportunities to deliver green and brown walls & roofs, hibernacula, bird and bat habitat boxes, bird and bat bricks and bat lofts, stone and log piles and bunds will also assist in providing suitable habitats for key species in the AAP area.**

**Planning applications should include proposals for the creation and enhancement of these areas where appropriate. Planning applications should also individually consider specific impacts of development proposals on biodiversity and associated opportunities for ecological protection and enhancement within their specific site boundaries.**

## **POLICY G5: LANDSCAPE STRATEGY**

**The AAP landscape strategy will require specific consideration in terms of features to retain / enhance and strategic planting locations/sensitive edges, as well as the treatment of strategic gateways. The boundaries of the Strategic Site Allocations are identified as areas for such consideration of landscape strategy. Proposed strategic and primary gateways and landmark locations are shown on the AAP Concept Plan.**

## **POLICY G6: MANAGEMENT AND MAINTENANCE OF GREEN INFRASTRUCTURE**

**Proposals for the management and maintenance of green infrastructure must be submitted as part of planning applications. Applicants will be required to contribute to the management and maintenance of green infrastructure where they do not intend to undertake these themselves.**

### **Sustainable design & construction**

- 4.134 Core Strategy Policies CS2: Delivering More Sustainable Development, CS18: Sustainable Resource Use & Climate Change and CS20: Sustainable Waste Management set out the framework for delivering sustainable design and construction and therefore form the basic standards required for the AAP.
- 4.135 Specifically in relation to the Lincolnshire Lakes, the AAP Delivery Strategy considers the potential for a variety of delivery options for services infrastructure, including consideration of the feasibility of an Independent Distribution Network Operator (IDNO). An IDNO installs multiple utilities and adopts and owns the installed assets within the site boundary indefinitely. The advantages of an IDNO can include lower maintenance costs and reduced installation time. Stakeholder consultation with industry contacts suggests that the Lincolnshire Lakes development is strongly suited to an IDNO approach.

- 4.136 The AAP Delivery Strategy has also considered the requirements associated with Building Regulations and demonstrates that as a minimum Building Regulations should be applied. The Code for Sustainable Homes was withdrawn in March 2015 and replaced with a new set of streamlined national technical standards. This comprises additional optional Building Regulations on water and access, and a national space standard (new national technical standards). This system complements the existing set of Building Regulations, which are mandatory unless the higher optional standards are justified by evidence and adopted in a Local Plan. BREEAM Very Good should be the minimum level achieved for non-residential development. Another measure for non-residential development is the level of performance in the Energy Performance Certificate (EPC). An EPC threshold set at 40 roughly equates to the energy performance that is expected to be delivered on a 'Very Good' building, although BREEAM no longer uses the national EPC as a measure.
- 4.137 It is recognised, however that there are significant infrastructure costs associated with the Lincolnshire Lakes development and this may compromise the ability of developers to achieve standards set above Building Regulations.
- 4.138 It is also important to recognise that all Government policy requires that all new residential development is zero carbon from 2016 onwards, and that all new non-residential development is zero carbon from 2019. Until these changes come into force Building Regulations will remain the baseline standard.

## **POLICY SD1: SUSTAINABLE BUILDING DESIGN AND CONSTRUCTION**

**Applications for development should be accompanied by an assessment that considers the opportunities and measures considered for delivering resource energy efficient sustainable development and for future services provision (for example, through an IDNO model).**

**Achieving the Governments' optional national technical standards should be the target for residential development in the AAP area. Where this is not achievable reasoned justification should be provided by an applicant. Building Regulations will remain a baseline standard that must be achieved.**

**Achieving BREEAM Very Good and/or an Energy Performance Certificate rating of 40 should be a minimum requirement for non-residential development in the AAP area.**

## 5 Strategic Site Allocations

- 5.1 Strategic Site Allocations have been identified to clarify development and infrastructure requirements across strategic land areas, and to identify design requirements and delivery mechanisms. This approach will ensure an integrated set of waterside villages that achieve the site wide design aims and deliver the AAP objectives.
- 5.2 Creating a varied and distinctive built form at Lincolnshire Lakes will help to create well designed village neighbourhoods and a distinctive sense of place and avoid any danger of the area becoming a bland suburb of Scunthorpe. To achieve this ambition the AAP focuses on a number of Strategic Site Allocations (SSAs), at key locations within the built form where there is a clear design rationale based on their role, location, planned interface with surrounding areas and the site specific characteristics such as landscape and topography. In all instances these policies should be read in partnership with the Area Wide Policies as there may be policy requirements that are not included in the SSA's but set out in other policies. This cross-referencing is essential in order to ensure seamless compliance with AAP policy. Strategic Site Allocations are defined for the following locations:
- SSA1: Strategic Mixed Use Area and District Centre
  - SSA2: Villages 1 and 2 and Lake 1
  - SSA3: Villages 3 and 4 and Lake 2
  - SSA4: Lake 5 and surrounding area
  - SSA5: Village 5 and Lake 3
  - SSA6: Village 6 and Lake 4
- 5.3 As the delivery of the lakes is critical to achieving the aims of the AAP, they are a key driver for the identification of the Strategic Site Allocations. Land owners within Strategic Site Allocations will need to work together to facilitate the delivery of the lakes as defined by the strategic allocations.
- 5.4 The Strategic Site Allocations are also broadly defined by the proposed strategic highway and Primary Route network, as well as by land use. The boundaries are not rigidly fixed and design transition between the areas may be needed. Each Strategic Site Allocation should be designed in a way so as to link with the proposed surrounding areas in terms of its connection to the wider street and open space network, the width of the streets and the density and scale of development planned to come forward in these strategic locations.
- 5.5 The mix of uses in the Strategic Site Allocations will play a key part in defining the identity of the place and showing how the needs of the adjacent neighbourhoods are met. More information will be required to support detailed planning applications or reserved matters proposals coming forward to show what each place might look like in order to create distinctive identity.





## SSA1: Strategic Mixed Use Area and District Centre

- 5.6 This area has been identified as a Strategic Site Allocation based on the mix of uses proposed and the fact that this area will be the focus for the majority of the non-residential provision within the AAP area. Strategic planning for this allocation is required to ensure a commercially favourable, well designed and deliverable hub for the provision of services and facilities for the AAP area that complement Scunthorpe town centre.
- 5.7 The NPPF makes it clear that in order to promote healthy communities there should be an opportunity for all sections of the community to interact. This requires positive planning for the provision of shared space, community facilities (such as shops, meeting places, sports venues, hotels, health and community centres etc) and other services to help to deliver sustainable communities.
- 5.8 The Strategic Mixed Use Area at Lincolnshire Lakes will accommodate many of these functions and will effectively provide the range of day to day retail and employment uses alongside community uses which will be at a scale to help the serve the people who live and work in this area. Furthermore it will also provide a role as a key visitor destination for North Lincolnshire through the provision of leisure and sporting facilities (sports stadium, hotel etc.).
- 5.9 The District Centre will provide for the day to day shopping needs for the residents of the Lincolnshire Lakes through a number of varied shops and eating establishments. It will not however compete with the town centre and should be designed to be complementary. The type of uses supported are set out in Policy SC2.
- 5.10 Close to the new northern junction a high quality building should be constructed that acts as a 'landmark' feature in this key location. It should built with the wider Lincolnshire Lakes in mind and follow the design criteria set in the AAP. A strategic green linkage and non-motorised user route will be required to run through the centre of the strategic mixed use area which will provide direct links to the wider green infrastructure and pedestrian and cycle networks. It should be constructed to a high standard having all the green credentials required by the AAP.
- 5.11 Strategic landscaping will be required along the eastern and northern boundary to complement the built form and establish a clear physical and natural limit to this commercial function, limiting the negative impact of the transport infrastructure.
- 5.12 A range of additional uses such as Strategic Green Linkages, Children's Play Areas, Outdoor Sports facilities, allotments and Parks/Amenity Open Space, will be required in the locations set out in Policies G1 - G4 and the Illustrative Site Diagram.

## POLICY SSA1: STRATEGIC MIXED USE AREA AND DISTRICT CENTRE

**A Strategic Mixed Use Area and District Centre will be delivered at Lincolnshire Lakes in the location set out on the Policies Map. The permitted mix of uses in the Strategic Mixed Use Area and District Centre are set out in Policies SC2 and SC3.**

### Development requirements:

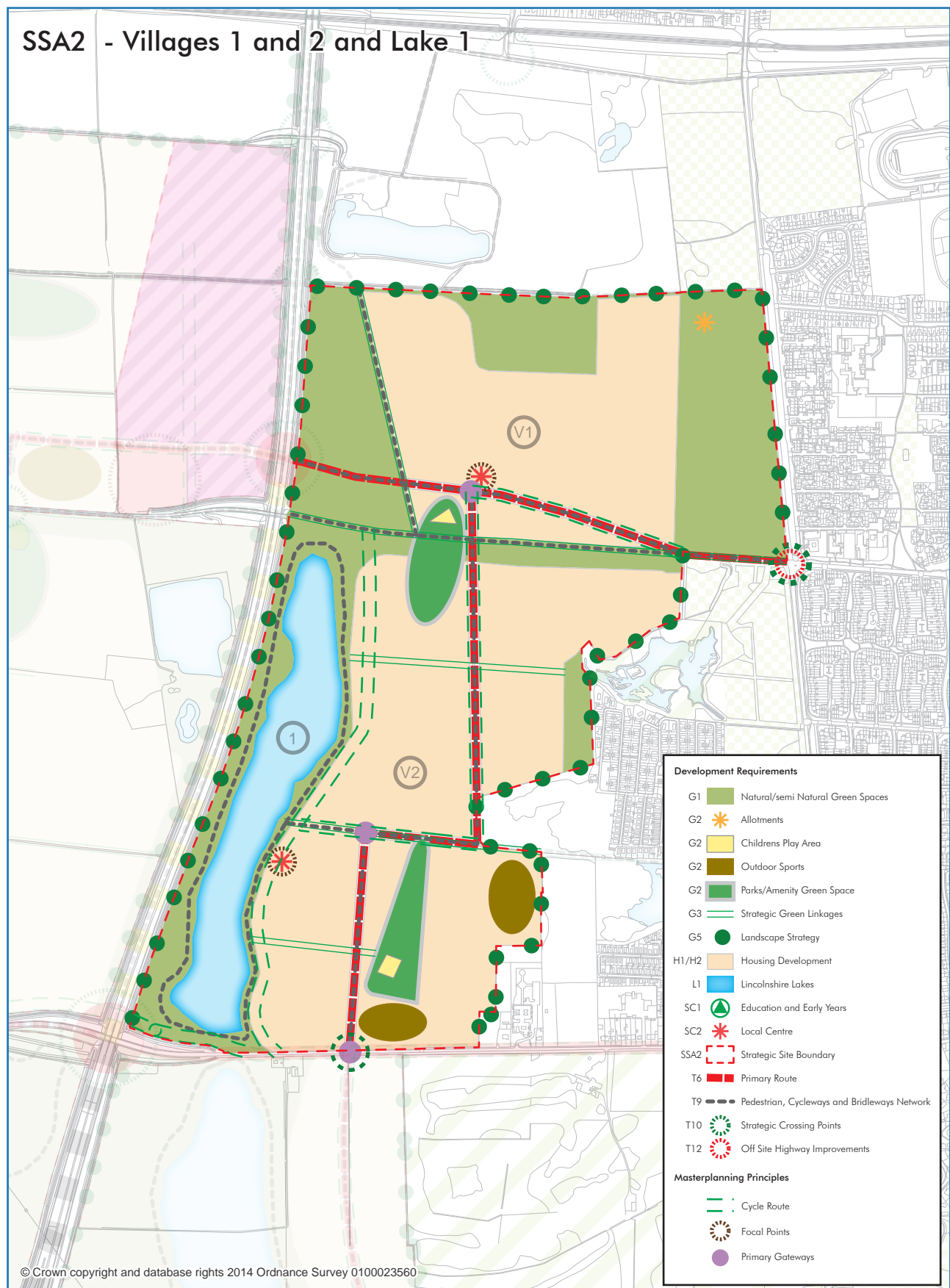
- **Approximately 23ha Strategic Mixed Use Area**
- **Approximately 2.15ha District Centre**
- **Approximately 0.37km of Primary Route**
- **Approximately 1.05km of Pedestrian, Cycle Way and Bridleway network**
- **Strategic Green linkages will need to be integrated within the strategic allocation**

**Masterplanning principles:**

- **Access should be delivered from the De-trunked M181 Junction North**
- **Secondary access may be delivered from the De-trunked M181 to the north of the new Junction North**
- **A 'Landmark' building is required to the west of the De-trunked M181 Junction North**
- **Landscaping in accordance with the Landscape Strategy will be required on the eastern and northern edge**
- **The District Centre should be designed to function as a focal point and therefore land uses to create this will be supported**
- **A Strategic Green Linkage/non-motorised user route is required through the centre of the allocation**
- **Buildings and plots should be suitably spaced so that fingers of green infrastructure and SuDs features can permeate the built form**
- **Public Art should be included as part of the design solutions at key strategic locations, Primary Routes, Primary Gateways, and Focal Points.**







## SSA2: Villages 1 and 2 and Lake 1

- 5.13 This allocation is identified based on the delivery of Lake 1 and the villages that are located to the north of the east-west Strategic Route highway link along the upgraded Burringham Road and to the east of the de-trunked M181.
- 5.14 Villages 1 and 2 will come forward in the early stages of the plan period within the first phase and should be planned to the design standards of the AAP. A mix of housing type and tenure will be supported in this village and densities should be higher within the surroundings of the Local Centre, with lower densities allowed towards its edges.
- 5.15 Primary Routes will come forward in the early phases to allow for links to the existing road network at Scotter Road and to the new de-trunked M181 junctions. This will also assist with early east-west cycleway and pedestrian movements during the first phase of development and further network proposals should be planned as set out in the Illustrative Site Diagram.
- 5.16 Strategic Green Infrastructure sites will be required to the east and west of Village 1. The eastern section of Green Infrastructure will allow a mitigation gap to be maintained from the de-trunked M181 and it could function as biodiversity location (potentially for water voles).
- 5.17 Lake 1 will be delivered within the first phase alongside Village 1 and 2. The function of this lake is primarily for non-motorised leisure and sports, but will also have a role of surface water attenuation for Villages 1 and 2 (as per Policy L1).
- 5.18 Local Centres will be required in both Village 1 and 2 as set out on the Policies Map. These centres will be required to meet the requirements of Policy SC2 and the design standards of Policy D4.
- 5.19 Appropriate landscaping shall be required (in accordance with Landscape Strategy) to the eastern, western and northern edge of both villages. This landscape buffer will provide a high quality natural environment between the villages and the urban area allowing the Lincolnshire Lakes to maintain its village environment and feel. It will also provide a buffer to the existing Park Home Sites who, through consultation, have requested such green infrastructure to maintain their quality of life. This should be achieved through the planting of appropriate native species. Early advance planting will be needed, to ensure that this natural screening is reaching maturity before development on the eastern fringe takes shape.
- 5.20 A range of additional uses such as Strategic Green Linkages, Children's Play Areas, Outdoor Sports facilities, allotments and Parks/Amenity Open Space, will be required in the locations set out in Policies G1 - G4 and the Illustrative Site Diagram.

## POLICY SSA2: VILLAGES 1 AND 2 AND LAKE 1

**Development within SSA2 should be designed in a way that creates an attractive and seamless transition between the urban area and new villages. To achieve this, proposals are required to meet the following development requirements:**

### **Development requirements:**

- **Village 1 (approximately 29ha of housing development) - approximately 690 dwellings, with a Local Centre (300m<sup>2</sup> gross shopping floorspace)**
- **Village 2 (approximately 57ha of housing development) - approximately 1,188 dwellings, with a Local Centre (500m<sup>2</sup> gross shopping floorspace)**
- **Lake 1 (approximately 13ha), to be used principally for leisure and sporting activity, and to provide for surface water attenuation for the two villages**

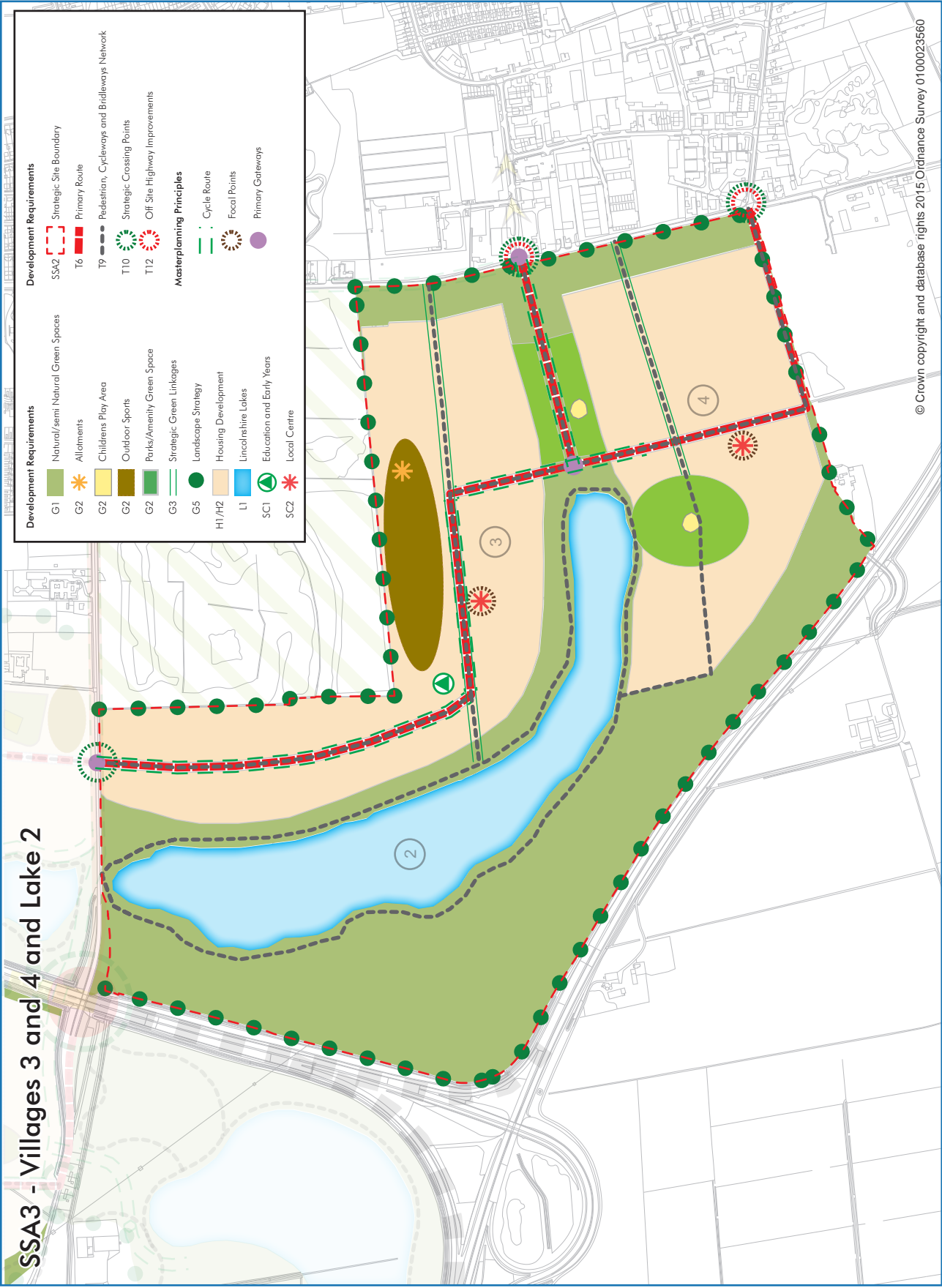
- **Approximately 2.68km of Primary Route**
- **Approximately 8.26km of Pedestrian, Cycle Way and Bridleway network**
- **Approximately 44ha of natural and semi-natural greenspace**
- **Approximately 5.76ha of parks and gardens including children's play space**
- **Approximately 4ha of outdoor sports provision**
- **Approximately 0.83ha of Allotments provision**
- **Strategic Green linkages will need to be integrated within the strategic allocation including Warping drain and the eastern stretch of Brumby Common Lane**

**Masterplanning principles:**

- **Higher density housing should be located in the centre of the village and within the surroundings of the Local Centre, with lower densities allowed towards the village fringe**
- **Dwellings next to the lakes should be designed so that they front the waterside providing an exciting interface and a high quality housing environment for North Lincolnshire**
- **Buildings and plots should be suitably spaced so that fingers of green infrastructure and SuDs features can permeate the built form**
- **Strategic Green Infrastructure is required to maintain clear separation distances between the new villages and existing development**
- **Landscaping buffers should be created to the northern, eastern and western fringe of the allocation**
- **Biodiversity enhancement, such as bat lofts, in the built environment should be concentrated near areas of woodland and wetland**
- **Strategic Green Linkages should bisect both villages at the locations set out on the Illustrative Site Diagram**
- **Primary Gateways should be created along the Primary Route**
- **Local Centres must be designed to function as Focal Points with appropriate establishments included to fulfil this role**
- **A Pedestrian, Cycleway and Bridleway Network is required as set out in the Illustrative Site Diagram**
- **Public Art should be included as part of the design solutions at key strategic locations, Primary Routes, Primary Gateways, and Focal Points.**







### SSA3: Villages 3 and 4 and Lake 2

- 5.21 This allocation is identified based on the delivery of Lake 2 and the villages that are located to the south of the east - west strategic highway link along the upgraded Burringham Road and to the east of the de-trunked M181.
- 5.22 Villages 3 and 4 are planned to be delivered within the intermediate to later phases of the AAP. A mix of housing type and tenure will be supported in these villages and densities should be higher within the centre of the villages, with lower density supported at the village edge so as to not to present an overbearing or harsh transition to the countryside and settlement of Yaddletorpe. Dwellings near the lake should be designed to front onto the water. This approach will broaden the quality and range of housing stock delivered at Lincolnshire Lakes and will ensure the area becomes a highly desirable location. Such homes will also be an asset to broaden North Lincolnshire's existing housing offer.
- 5.23 Landscaping boundary treatments will be required to the northern, western and southern edges of the allocation. These buffers will perform a role to mitigate the potential impact that the development may have on the existing land uses, but it will also improve the new environment for the villages. The landscaping should provide hedges and trees of local species to remain in keeping and complement the rural characteristics of the much wider landscape in this location.
- 5.24 Lake 2 will be delivered in the intermediate to later phases alongside Village 3 and 4. The function of this lake is primarily for non-motorised leisure and sports, but will also provide a role of surface water attenuation for Villages 1 and 2 (as per Policy L1). Pedestrian, cycleways and bridleways will be created that follow the shore of the lake and link into the wider movement network.
- 5.25 Strategically important Primary Routes are required in this location to allow both villages to gain access to the existing and new strategic road network. Primary Gateways as indicated on the Illustrative Site Diagram will assist in securing access at these key locations. These roads should come forward in the intermediate phases of the plan concurrently with the villages they serve. Measures are required to ensure that the Primary Routes are not used by HGV's to gain access from the southern end of the urban area through to the new de-trunked M181 Junction South.
- 5.26 Strategic Green Linkages are proposed to link the new villages to the existing urban area, Local Centres and Primary School, Lake 2 and the green infrastructure (parks/amenity open space, children's play areas and outdoor sports facilities). These linkages will also perform a multi-functional role for pedestrian, cycleways, and bridleways. This improved accessibility will also encourage more non-car based travel within the villages.
- 5.27 Two Local Centres are planned within this SSA, one per village. Their proposed locations ensure that each Local Centre would not compete with the services provided at the District Centre. Instead basic and convenient services would be provided which are in reasonable walking distance of a local catchment particularly for those residents in the southern areas of Lincolnshire Lakes. In both villages their locations provide the opportunity to create the focus for community facilities, and the Village 3 Primary School and give a particular identity to that part of the village. Each Local Centre will be phased to come forward in the intermediate to later phases alongside the housing and infrastructure.
- 5.28 A range of additional uses such as Strategic Green Linkages, Children's Play Areas, Outdoor Sports facilities, and Parks/Amenity Open Space, will be required in the locations set out in Policies G1 - G4 and the Illustrative Site Diagram.

### POLICY SSA3: VILLAGES 3 AND 4 AND LAKE 2

**Development within SSA3 will be required to be designed to seamlessly integrate the two new villages into the wider Lincolnshire Lakes and ensure a sympathetic transition with the occupiers and the infrastructure of the existing urban area through the following development requirements:**

**Development requirements:**

- **Village 3 (approximately 46ha of housing development) - approximately 987 dwellings, with a Local Centre (400m<sup>2</sup> gross shopping floorspace) and a Primary School**
- **Village 4 (approximately 35ha of housing development) - approximately 769 dwellings, with a Local Centre (300m<sup>2</sup> gross shopping floorspace)**
- **Lake 2 (approximately 27ha), to be used principally for leisure and sporting activity, and to provide for surface water attenuation for the two villages**
- **Approximately 3.07km of Primary Route**
- **Approximately 11.08km of Pedestrian, Cycle Way and Bridleway network**
- **Approximately 79.4ha of natural and semi-natural greenspace**
- **Approximately 7.57ha of parks and gardens including children's play space**
- **Approximately 6ha of outdoor sports provision**
- **Approximately 0.83ha of Allotments provision**
- **Strategic Green linkages will need to be integrated within the strategic allocation**

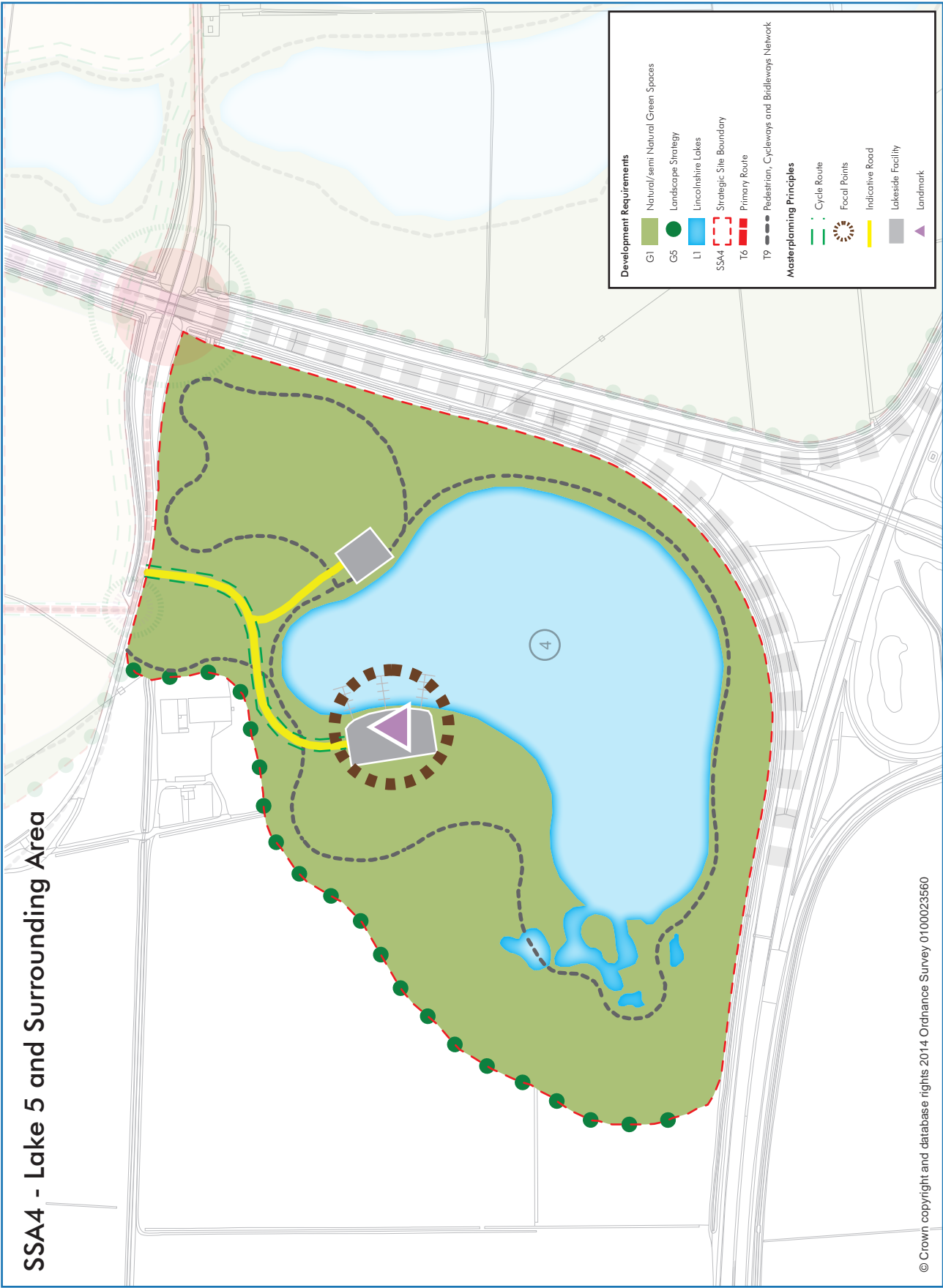
**Masterplanning principles:**

- **Higher density housing should be located in the centre of the village and within the surroundings of the Local Centre, with lower densities allowed towards the fringe**
- **Dwellings next to the lakes should be designed so that they front the waterside providing an exciting interface and a high quality housing environment for North Lincolnshire**
- **Buildings and plots should be suitably spaced so that fingers of green infrastructure and SuDs features can permeate the built form**
- **Green Infrastructure is required to maintain clear separation distances between the new villages and existing development. New Green Infrastructure should be set out as indicated on the Illustrative Site Diagram**
- **Landscaping buffers should be created to the northern, eastern, southern and western fringe of Strategic Site Allocation**
- **Biodiversity enhancement, such as bat lofts, in the built environment should be concentrated near areas of woodland and wetland**
- **Strategic Green Linkages should bisect both villages in locations set out on Illustrative Site Diagram and perform a multi-functional role, incorporating pedestrian, cycle and bridleways**
- **Primary Gateways should be created along the Primary Route**
- **Local Centres must be designed to function as 'Focal Points' with appropriate establishments included to fulfil this role**

- **A Pedestrian, Cycleway and Bridleway Network is required as set out in the Illustrative Site Diagram**
- **Public Art should be included as part of the design solutions at key strategic locations, Primary Routes, Primary Gateways, and Focal Points.**







## SSA4: Lake 5 and surrounding area

- 5.29 This allocation is identified based on the need to ensure that Lake 5 is planned for and delivered as an important gateway feature for the AAP. As Lake 5 is not directly adjacent to any of the villages and it is separated by the highway network, it is sensible that this is considered in its own right as a Strategic Site Allocation.
- 5.30 Development in this key location will play a critical role as it is at the intersection of two motorways. Development here will act as the catalyst for the Lincolnshire Lakes scheme as a whole and should be planned for the early phases. People driving past will see this large leisure and recreational lake and be enticed into the Lincolnshire Lakes. It is therefore important that development here meets key masterplanning principles.
- 5.31 Development in this Strategic Site Allocation will predominantly be for the Lake, but there is also scope for some complementary uses, such as leisure, recreation and biodiversity.
- 5.32 Lake 5 will principally perform a leisure and sports role, with a secondary ecology and biodiversity role, and is phased for construction in the early phases of the plan period (as per Policy L1).
- 5.33 The lake will be supported as a location for sailing and other watersports and the Council is currently in discussions with a developer seeking to construct an inland marina. The AAP therefore supports ancillary proposals such as a clubhouse and entertainment facilities that meets the aims and objectives of the AAP.
- 5.34 The surrounding green infrastructure will be utilised for leisure and recreation and proposals will be supported that are in conformity with this aim. The uses supported are: leisure and recreational facilities, parks etc. For further information of the requirements for green infrastructure in this SSA see Policies G1 - G4 and the Illustrative Site Diagram.
- 5.35 Landscaping will be required to the western boundary of the SSA to mitigate the impact of the lake on the community of Burringham. This will be developed in phase one alongside the construction of the lake.
- 5.36 Any leisure and recreational buildings constructed in this location should be designed to the highest design standards and will be required to meet the place making principles of the AAP.

## POLICY SSA4: LAKE 5 AND SURROUNDING AREA

**As identified on the Policies Map that supports this AAP, land in the south west of Lincolnshire Lakes is allocated for the creation of a large strategic lake (Lake 5) which will provide a significant leisure and recreational offer.**

### Development requirements:

- **Approximately 20ha lake, to be used principally for leisure and sporting activity**
- **Approximately 38.99ha of natural and semi-natural greenspace surrounding the lake, maximising opportunities for biodiversity enhancement**
- **Approximately 3.94km of Pedestrian, Cycle Way and Bridleway network**
- **Strategic Green linkages will need to be integrated within the strategic allocation**

### Masterplanning principles:

- **Any clubhouse and or ancillary buildings to the lake will be required to be delivered to the highest design standards and function as a 'Landmark' building and 'Focal Point' for Lincolnshire Lakes**

- **New Green Infrastructure should be set out as indicated on the Illustrative Site Diagram incorporating pedestrian, cycleways and bridleways**
- **Landscaping buffers should be created to the western fringe of strategic site allocation**
- **Adequate and suitable connections to the Primary Route will be required to meet the proposals planned for the Lake. Any new junctions must function as a 'Primary Gateway'**
- **A Pedestrian, Cycleway and Bridleway Network is required as set out in the Illustrative Site Diagram**
- **Public Art should be included as part of the design solutions at key strategic locations, Primary Routes, Primary Gateways, and Focal Points.**







## SSA5: Village 5 and Lake 3

- 5.37 This allocation is identified based on the delivery of Lake 3 to the west of Village 5 and the de-trunked M181 and to the north of the strategic green linkage along Brumby Common Lane.
- 5.38 Village 5 is intended to be delivered within the final year of the first phase, but predominantly within the intermediate to later phases of the AAP. A mix of housing type and tenure will be supported in this village and densities should be higher within the centre of the village close to the Strategic Mixed Use Area, with lower density supported at the western village fringe so as to not to present an overbearing or harsh transition to the countryside and Lake 3). The design of this village needs to be carefully considered due to its current open countryside location. Village 5 provides an opportunity to create a carefully designed built edge which positively addresses and takes advantage of the attractive views south and west across Lakes 3 and 5 and the wider countryside.
- 5.39 Careful landscape boundary treatments will be needed to soften the visual impact of the built form of Village 5 whilst also helping to make a positive contribution to the village edge. Advance planting will be required at an early stage to help define the village edge early on and ensure that some planting is well established at the same time as the completion of residential units. Tree planting large species will be needed to interpret the scale of the built edge proposed.
- 5.40 Lake 3 will be delivered in the intermediate phase alongside Village 5. The function of this lake is primarily for surface water management and ecological enhancement purposes, and is likely to take the form of a wetland area with an undulating landform and variable water depths creating deeper and shallower areas with open water and patches of emergent vegetation (as per Policy L1).
- 5.41 A strategically important Primary Route link is required in this location to allow the villages to gain access to the existing and new strategic road network. A Primary Gateway as indicated on the Illustrative Site Diagram will assist in securing the access at these key locations. These roads should come forward in the intermediate phases of the plan concurrently with the villages they serve.
- 5.42 A Local Centre is planned within this SSA. It should be designed to ensure that it won't compete with the services provided at the District Centre. Instead basic and convenient services would be provided which are in reasonable walking distance of a local catchment particularly for those residents in the eastern areas of Lincolnshire Lakes. Each Local Centre will be phased for delivery in the intermediate to later phases alongside the housing and infrastructure.
- 5.43 A Primary School will be required which should be located adjacent to the District Centre, close to the Primary Route and outdoor sports facilities.
- 5.44 A range of additional uses such as Strategic Green Linkages, Children's Play Areas, Outdoor Sports facilities, and Parks/Amenity Open Space, will be required in the locations set out in Policies G1 - G4 and the Illustrative Site Diagram.
- 5.45 Proposed east-west multi-functional strategic green infrastructure linkages with pedestrian cycle and bridleways (see Illustrative Site Diagram) run through the village in two locations. These will perform a role of linking Lake 3, the strategic mixed use area and Village 5 to the wider Lincolnshire Lakes.

## POLICY SSA5: VILLAGE 5 AND LAKE 3

**Development within SSA5 should be designed in a way that creates an informal fringe between Lincolnshire Lakes and the countryside. Any proposals will be required to meet the following development requirements:**

**Development requirements:**

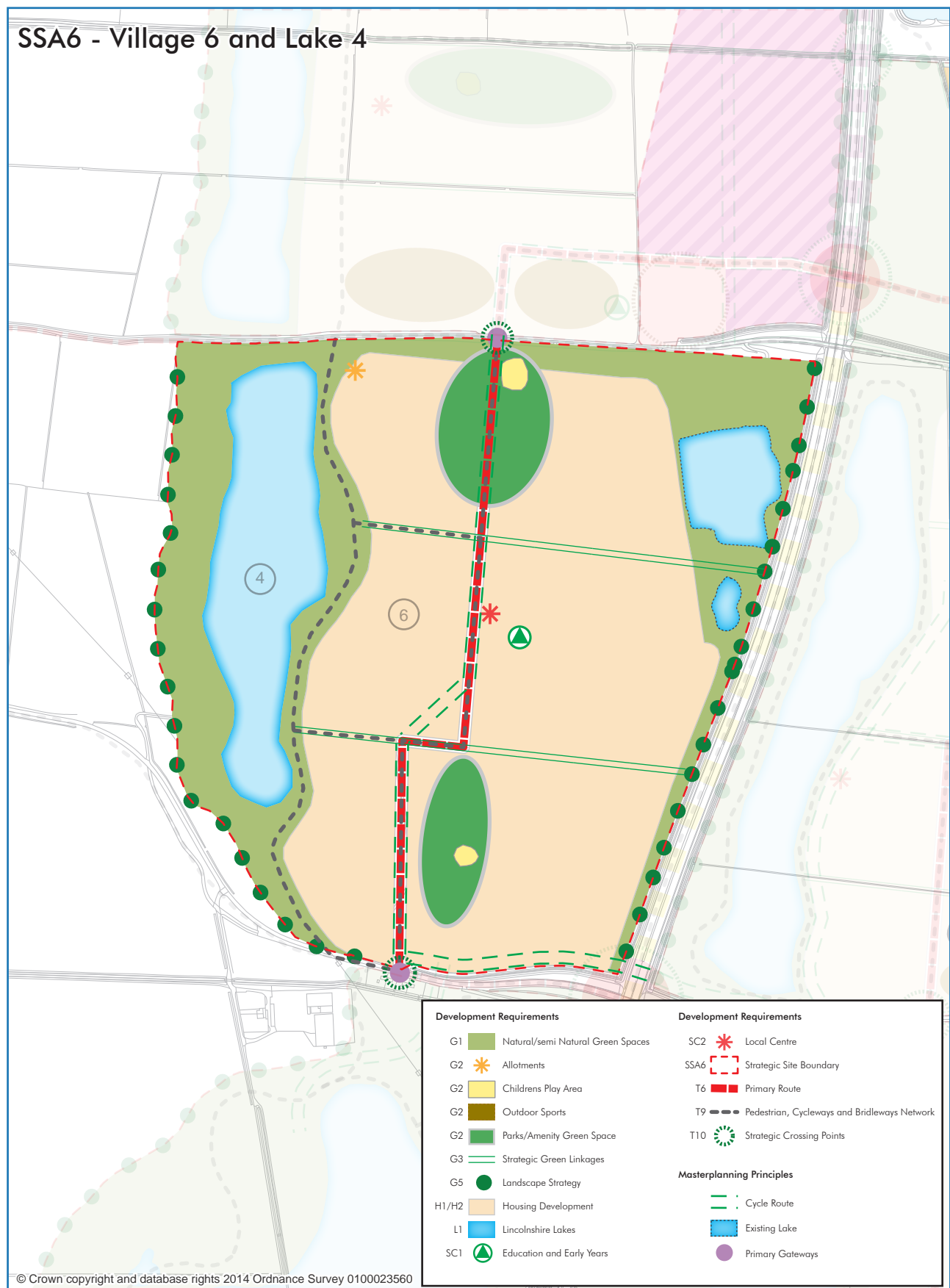
- **Village 5 (approximately 52ha of housing development) - approximately 1,100 dwellings, with a Local Centre (300m<sup>2</sup> gross shopping floorspace) and a Primary School**
- **Lake 3 will be delivered as a single lake or a series of open water and wetland habitats (approximately 10 hectares if delivered as a single waterbody)**
- **Approximately 0.4km of Primary Route**
- **Approximately 3.27km of Pedestrian, Cycle Way and Bridleway network**
- **Approximately 7.51ha of natural and semi-natural greenspace with the majority forming priority habitats**
- **Approximately 4.24ha of parks and gardens including children's play space**
- **Approximately 6.14ha of outdoor sports provision**
- **Strategic Green linkages will need to be integrated within the strategic allocation**

**Masterplanning principles:**

- **Higher density housing should be located on the eastern edge of the village adjacent to the Strategic Mixed Use Area, with lower densities allowed towards its fringe with Lake 3**
- **Buildings and plots should be suitably spaced so that fingers of green infrastructure and SuDs features can permeate the built form**
- **New Green Infrastructure should be set out around Lake 3 in a centrally located Park/ Amenity Green Space (including children's play area) in the centre of the village, and through outdoor sports provision at the southern edge as indicated on the Illustrative Site Diagram**
- **Landscaping buffers should be created to the western fringe of the built footprint of the village in order to make a positive contribution to lakeside habitat**
- **Strategic Green Linkages should bisect both villages in the location set out on Illustrative Site Diagram and perform a multi-functional role, incorporating pedestrian, cycle and bridleways A Strategic crossing point is required on the Strategic Route to the southern edge of Village 5. This requirement should be addressed through planning applications**
- **A Primary Gateway should be created along the Primary Route**
- **The Local Centre and Primary School should be of high design quality**
- **A Pedestrian, Cycleway and Bridleway Network is required as set out in the Illustrative Site Diagram**
- **Biodiversity enhancements, such as bat lofts, in the built environment should be concentrated near areas of woodland and wetland**
- **Public Art should be included as part of the design solutions at key strategic locations, Primary Routes, Primary Gateways, Focal Points.**







## SSA6: Village 6 and Lake 4

- 5.46 This allocation is identified based on the delivery of Lake 4 to the west of Village 6 and the de-trunked M181 and to the south of the strategic green linkage along Brumby Common Lane.
- 5.47 Commencement of development in Village 6 is intended for the final year of the first phase, but predominantly within the intermediate to later phases of the AAP. A mix of housing type and tenure will be supported in this village and densities should be higher within the centre of the village around the Local Centre with lower density supported at the western village fringe so as to not to present an overbearing or harsh transition to the countryside and Lake 4. The design of this village needs to be carefully considered due to its current open countryside location. Village 6 provides an opportunity to create a low density built edge which positively addresses and takes advantage of the attractive views south and west across Lake 4 and the wider countryside.
- 5.48 Sympathetic landscape boundary treatments will be needed to soften the visual impact of the built form of Village 6 whilst also helping to make a positive contribution to village edge. Advance planting will be required at an early stage to help define the village edge and ensure that some planting is well established at the same time as the completion of residential units. Tree planting large species will be needed to interpret the scale of the built edge proposed.
- 5.49 Lake 4 will be delivered in the intermediate phase alongside Village 6. As with Lake 3 the primary function of this lake is primarily for surface water management and ecological enhancement purposes, and is likely to take the form of a wetland area with an undulating landform and variable water depths creating deeper and shallower areas with open water and patches of emergent vegetation.
- 5.50 A strategically important Primary Route is required in this location to allow Village 6 to gain access to the existing and new strategic road network. A Primary Gateway as indicated on the Illustrative Site Diagram will assist in securing the access at these key locations. These roads should come forward in the intermediate phases of the plan concurrently with the villages they serve.
- 5.51 A Local Centre is planned within this SSA adjacent to the Primary Route. It should be designed to ensure that it won't compete with the services provided at the District Centre. Instead basic and convenient services would be provided which are in reasonable walking distance of a local catchment particularly for those residents in the western areas of Lincolnshire Lakes. Each Local Centre will be phased for delivery in the intermediate to later phases alongside the housing and infrastructure. To complement what may be a busy thoroughfare a range of active ground floor uses will be encouraged here. This could include cafes, restaurants and pubs.
- 5.52 A Primary School will be required which should be located adjacent to the Local Centre, close to the Primary Route. This will create a hub for community facilities in a central location, within easy access of most of the village.
- 5.53 A range of additional uses such as Strategic Green Linkages, Children's Play Areas, Outdoor Sports facilities, and Parks/Amenity Open Space have been strategically placed on the Primary Route. This ensures ease of access to the majority of the village, in the locations set out in Policies G1 - G4 and the Illustrative Site Diagram.
- 5.54 Proposed east-west multi-functional strategic green infrastructure linkages with pedestrian cycle and bridleways (see Illustrative Site Diagram) run through the village in two locations. These will perform a role of linking Lake 4, Village 6 to the wider Lincolnshire Lakes.

## POLICY SSA6: VILLAGE 6 AND LAKE 4

**Development within SSA6 should be designed in a way that creates an informal fringe between Lincolnshire Lakes and the countryside. This will be achieved through the following development requirements:**

**Development requirements:**

- **Village 6 (approximately 64ha of housing development) - approximately 1,570 dwellings, with a Local Centre (500m<sup>2</sup> gross shopping floorspace) and a Primary School**
- **Lake 4 (approximately 11ha), to be used principally for wetland priority habitats / surface water attenuation for the village**
- **Approximately 1.66km of Primary Route**
- **Approximately 4.64km of Pedestrian, Cycle Way and Bridleway network**
- **Approximately 24.6ha of natural and semi-natural greenspace with the majority forming priority habitats**
- **Approximately 7.77ha of parks and gardens, including children's play space**
- **Approximately 0.84ha of Allotments provision**
- **Strategic Green linkages will need to be integrated within the strategic allocation**

**Masterplanning principles:**

- **Higher density housing should be located in the centre of the village adjacent to the Local Centre, with lower densities allowed towards its edge with Lake 4**
- **Buildings and plots should be suitably spaced so that fingers of green infrastructure and SuDs features can permeate the built form**
- **New Green Infrastructure should be set out around Lake 4 and through a northern and southern Park/ Amenity Green Space (including children's play area) in the centre of the village, as indicated on the Illustrative Site Diagram**
- **Landscaping buffers should be created to the western fringe of the built footprint of the village in order to make a positive contribution to lakeside habitat**
- **Strategic Green Linkages should bisect both villages in the locations set out on Illustrative Site Diagram and perform a multi-functional role, incorporating pedestrian, cycle and bridleways**
- **A Primary Gateway should be created along the existing Burringham Road Primary Route**
- **The Local Centre and Primary School should be of high design quality**
- **A Pedestrian, Cycleway and Bridleway Network is required as set out in the Illustrative Site Diagram**
- **Biodiversity enhancements, such as bat lofts, in the built environment should be concentrated near areas of woodland and wetland**
- **Public Art should be included as part of the design solutions at key strategic locations, Primary Routes, Primary Gateways, and Focal Points.**









## 6 Delivery and Implementation

### Strategic infrastructure & development phasing

- 6.1 In order for development at Lincolnshire Lakes to be delivered in a sustainable way over a long period of time, it is necessary to examine the way in which the development should evolve. In particular it is important to understand the order in which built development (residential, commercial & leisure) should be phased, and how the associated infrastructure should be brought forward alongside it, unlocking development land/creating a development platform, where necessary.
- 6.2 An Infrastructure Delivery Schedule has been prepared by the Council in support of the AAP, along with an AAP Delivery Strategy, which combined demonstrate that Planning Policy Guidance requirements on Local Plan preparation in terms of identifying infrastructure requirements and how it can be funded in the context of ensuring a viable development are met.
- 6.3 The Lincolnshire Lakes development will be brought forward in five phases. Phases 1-4 will see the development of the most readily developable land to the east of the de-trunked M181, and will run for the first 5 years of the AAP (2015/16 - 2019/20). Phase 5 will run for the remainder of the AAP plan period (2020/21 - 2027/28).
- 6.4 The Infrastructure Delivery Schedule summarises the proposed approach to development which is detailed further below. This is illustrated by Figure 6.1 (page 100). Any future updates will occur within the Infrastructure Delivery Schedule (See figure 2.1 within the Infrastructure Delivery Schedule).

### Phases 1-4

- 6.5 Phases 1-4 are broadly reflective of Strategic Site Allocations SSA1, part SSA2 and SSA4, with some very limited proposed development of SSA3, SSA5 and SSA6. It also includes upfront infrastructure provision (transport and flood mitigation works).
- 6.6 The development is split into Phases 1-4 in the AAP Infrastructure Delivery Plan to demonstrate clearly how development can be undertaken ahead of upfront infrastructure being fully completed and how the collection of monies from developer contributions can be used to fund infrastructure provision.

### Built development

- 6.7 Phases 1-4 (approximately 1,395 houses) will see the following key elements of built development take place:
- Residential development in Village 1 (with continuation of development into Phase 5), and associated Local Centre development
  - Residential development in Village 2 (with continuation of development into Phase 5), and associated Local Centre development
  - Limited residential development in Villages 3, 4, 5 and 6 (with the bulk of development in Phase 5) and Primary School in Village 5
  - The development of the Strategic Mixed Use Area

### Upfront infrastructure

- 6.8 In terms of supporting infrastructure, Phases 1-4 will be facilitated through the following site-wide strategic infrastructure works:

### Transport

- De-trunking of the M181 motorway including the North and South sections
- De-trunked M181 Junction North and the de-trunked M181 Junction South
- Strategic Route
- Junction between Strategic Route and Primary Route between Villages 2 & 3
- Scotter Road/Brumby Common Lane junction upgrade
- Scotter Road/B1450 Burringham Road junction upgrade
- Berkeley Circle roundabout junction upgrade
- Improvements of existing bus services

### Flood Mitigation

- Flood defence improvement works to the River Trent right bank defences

- 6.9 In relation to these site wide requirements, the strategic transport infrastructure items are needed to create the crossing points on the de-trunked M181 and open up development land. These works will assist in channelling development traffic and in re-routing traffic on the wider Scunthorpe development to manage capacity and enable reconfiguration. The AAP Sustainable Transport Strategy identifies that the de-trunked M181 Junction South must be installed ahead of the de-trunked M181 Junction North to effectively manage traffic during the remaining de-trunking / northern junction works. However, the M181 Junction North may be installed ahead of the M181 Junction South providing that there is agreement with Highways England that the M181 Junction North can be delivered safely and that there is certainty of funding for the M181 Junction South.
- 6.10 In relation to the Berkeley Circle junction upgrade, these works will be the first to take place as they will enable 500 new homes to be constructed at Lincolnshire Lakes ahead of the de-trunking of the M181, which will assist in the early delivery of homes. Key junctions, including Berkeley Circle, will be monitored within 6 months of the occupation of the first dwelling and then on an annual basis to determine congestion trends, relative to the levels of congestion in 2014. At such point as each junction meets a pre-defined congestion trigger, the Council will draw upon contributions to fund appropriate works.

### Key supporting infrastructure

- 6.11 In terms of other key supporting infrastructure, Phases 1-4 will be accompanied by the following infrastructure:
- Land raising (necessary to ready plots in Villages 1, 2, 5 & 6 and the Strategic Mixed Use Area for development)
  - Land raising ahead of Phase 5 development (necessary to ready plots in Villages 3, 4, 5 & 6 and the District Centre for development in Phase 5)
  - Lakes 1 & 5, and part of Lakes 3 & 4
  - Primary Route through the Strategic Mixed Use Area
  - Primary Route link from the northern junction through Village 1
  - Part of Primary Route through Village 2
  - Limited introduction of Primary Route to Villages 5 & 6
  - Scotter Road/Brumby Wood Lane junction upgrade
  - Non-motorised user routes in SSA1, SSA2 and SSA4 areas
  - Green infrastructure in SSA1, SSA2 and SSA4 areas

- 6.12 Utilities such as water supply, sewerage, gas, electricity and telecommunications are key infrastructure elements in delivering Lincolnshire Lakes as a whole. Upgrades to the water supply network are expected to be required to serve the Lincolnshire Lakes site. The Infrastructure Delivery Schedule which forms part of the evidence base for the Area Action Plan states that they will be delivered on a site by site basis, as part of the planning application process. Developers are responsible for funding and procuring appropriate network connections with relevant utilities providers. Where necessary developers will also be expected to fund or part fund improvements to the water supply network as set out in the Water Industry Act 1991. They are advised to contact relevant providers when preparing their proposals to discuss their requirements and identify where new, upgraded or enhanced infrastructure is needed to support development and how this relates to the expected phasing of development. In terms of foul water infrastructure the council is working proactively with Severn Trent Water to support the development of a new trunk sewer which will serve the Lincolnshire Lakes development and solve existing capacity issues within the western trunk sewer which currently serves a large area west of Scunthorpe.
- 6.13 Stretches of Primary Route will need to be installed prior to development of associated plots to enable construction traffic and new residents to be able to connect readily to the highway network.
- 6.14 Similarly, land raising will be necessary prior to development commencing on relevant plots of land for Phases 1-4, and in preparation for the built development in Phase 5.
- 6.15 Lake 5 will be brought forward early on in Phases 1-4, as in line with AAP policies, it will act as a key gateway feature for the Lincolnshire Lakes development. Lake 1 will also be brought forward to provide the required surface water attenuation for the development in Villages 1 and 2. Work will also be commenced on Lakes 3 and 4 to provide the required surface water attenuation for the early development in Villages 5 and 6.

### Phase 5

- 6.16 Phase 5 is broadly reflective of Strategic Site Allocations part SSA2, SSA3, SSA5 and SSA6.

### Built development

- 6.17 Phase 5 (approximately 4,909 houses) will see the following key elements of built development take place:
- Continuing development in Village 2
  - Residential development in Village 3, and associated Local Centre development and Primary School
  - Residential development in Village 4, and associated Local Centre development
  - The bulk of residential development in Village 5, and associated Local Centre development
  - The bulk of residential development in Village 6, and associated Local Centre development and Primary School
  - District Centre
  - Secondary School (if required towards the end of the plan period)



Figure 6.1: Housing Trajectory and Infrastructure Phasing Plan

	POTENTIAL DWELLING CAPACITY	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028
		PHASE 1-4					PHASE 5							
Village 1	690	0	75	160	70	65	55	55	55	55	50	30	10	10
Village 2	1188	0	20	210	230	200	130	103	80	20	20	40	65	70
Village 3	987	0	0	0	0	50	50	100	100	150	150	150	150	87
Village 4	769	0	0	0	0	50	100	100	100	100	100	100	100	19
Village 5	1100	0	0	0	95	100	110	110	110	110	115	115	120	115
Village 6	1570	0	0	0	0	70	150	150	150	210	210	210	210	210
Total Dwelling completions	6304	0	95	370	395	535	595	618	595	645	645	645	655	511
Strategic mixed use area														
District Centre														
Village 1 Retail Floorspace														
Village 2 Retail Floorspace														
Village 3 Retail Floorspace														
Village 4 Retail Floorspace														
Village 5 Retail Floorspace														
Village 6 Retail Floorspace														
De-trunking of the M181 Motorway														
M181 Southern Junction														
M181 Northern Junction														
Berkeley Circle Highway Improvement, Scunthorpe														
Upgrade capacity at the M181/ A18 Doncaster Road Junction														
Scotter Road /Brumby Common Lane capacity upgrade														
Strategic Route Junction improvements B1450 Burringham Road/ Scotter Road capacity upgrade														
Junction of Strategic Route/ Primary Road Route between Villages 2 and 3														
Strategic Road - Burringham Road														
Primary Road Strategic Mixed Use Allocation														
Primary Road Village 1														
Primary Road Village 2														
Primary Road Village 3														
Primary Road Village 4														
Primary Road Village 5														
Primary Road Village 6														
Cycle routes and footpaths														

	POTENTIAL DWELLING CAPACITY	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028
		PHASE 1-4					PHASE 5							
Off site contribution - Scotter Road / Brumby Wood Lane Capacity Upgrade														
Off site contribution - Scotter Road / Moorwell Road Capacity Upgrade														
Off site contribution - Scotter Road / South Park Industrial Park Capacity Upgrade														
Piling of the River Trent Bank between Burrningham Railway Bridge and M180 Motorway														
Land Raising Village 1														
Land Raising Village 2														
Land Raising Village 3														
Land Raising Village 4														
Land Raising Village 5														
Land Raising Village 6														
Land Raising Strategic Mixed Use Allocation														
Lake 1														
Lake 2														
Lake 3														
Lake 4														
Lake 5														
Outdoor Sport Facilities														
Park and Gardens														
Natural and Semi-Natural Greenspace														
Provision for Children and Young People														
Allotments														
Primary Schools Village 3														
Primary Schools Village 5														
Primary Schools Village 6														
Secondary Schools														

- 6.18 Development in these villages will require a longer lead in time to allow for the preparation on the land for construction (land raising/settling etc.), hence the land raising commencing in Phases 1-4.

### **Key supporting infrastructure**

- 6.19 In terms of other key supporting infrastructure, Phase 2 will be accompanied by the following infrastructure:

- Land raising (necessary to ready plots in Villages 2, 3, 4, 5 & 6 for development)
- Lake 2, and completion of Lakes 3 & 4
- Remainder of Primary Route through Village 2
- Primary Route through Villages 3, 4, 5 & 6
- Scotter Road/Moorwell Road junction upgrade
- Scotter Road/South Park Road junction upgrade
- Current M181/A18 Doncaster Road junction upgrade
- Non-motorised user routes in SSA3, SSA5 and SSA6 areas
- Green infrastructure in SSA3, SSA5 and SSA6 areas

- 6.20 Utilities such as water supply, sewerage, gas, electricity and telecommunications are key infrastructure elements in delivering Lincolnshire Lakes as a whole. Upgrades to the water supply network are expected to be required to serve the Lincolnshire Lakes site. The Infrastructure Delivery Schedule which forms part of the evidence base for the Area Action Plan states that they will be delivered on a site by site basis, as part of the planning application process. Developers are responsible for funding and procuring appropriate network connections with relevant utilities providers. Where necessary developers will also be expected to fund or part fund improvements to the water supply network as set out in the Water Industry Act 1991. They are advised to contact relevant providers when preparing their proposals to discuss their requirements and identify where new, upgraded or enhanced infrastructure is needed to support development and how this relates to the expected phasing of development. In terms of foul water infrastructure the council is working proactively with Severn Trent Water to support the development of a new trunk sewer which will serve the Lincolnshire Lakes development and solve existing capacity issues within the western trunk sewer which currently serves a large area west of Scunthorpe.

- 6.21 As per Phases 1-4, stretches of Primary Route in Phase 5 will need to be installed prior to development of associated plots to enable construction traffic and new residents to be able to connect readily to the highway network.

- 6.22 It is anticipated that development of Village 4 will commence ahead of Village 3 as some development will be brought off Scotter Road, facilitated by the implementation of earlier strategic highway works and junction upgrades.

- 6.23 As there is a need to deliver a high number of dwellings within the Lincolnshire Lakes in the coming years, this phasing strategy ensures that developers are able to start work in the relevant villages as soon as the enabling transport and flood mitigation infrastructure is in place.

- 6.24 In order to avoid piecemeal development, it will be important that applications that are submitted for 50 dwellings or more include proposals for the phasing of the development. It will be a requirement of any permission that development proceeds in line with the agreed phasing proposals/plan.

- 6.25 It will also be important that where a village falls into multiple land ownerships, the landowners work together to prepare related proposals that work together as a cohesive whole. Again, the Council will seek to approve phasing plans that support a sustainable pattern of development across multiple land ownerships. This will also assist with coordinating the delivery of infrastructure.

- 6.26 Should the upfront infrastructure be delivered earlier in the plan period a flexible approach will be taken with regard to delivery of the later plan phases of residential development with villages 3, 4, 5 and 6. These later phases may be brought forward subject to the upfront infrastructure within phases 1 to 4 being delivered. It will be essential however that should later phased residential development within villages 3, 4, 5 and 6 be brought forward that the necessary supporting infrastructure required as part of their delivery is brought forward also. For example, should the development within Village 5 be brought forward earlier, once the northern junction and Trent Bank reinforcement works have been completed, it will be required that Lake 3 is constructed at the same time as the Village to secure the required environmental mitigation and enhancements and the surface water attenuation solution in accordance with the Flood and Drainage Management Strategy.

## **POLICY D1: STRATEGIC INFRASTRUCTURE & DEVELOPMENT PHASING**

**Lincolnshire Lakes should be developed in two key phases, in line with the Infrastructure Delivery Schedule and any future updates.**

**Phases 1-4 will include the implementation of upfront site wide transport and flood mitigation infrastructure works to introduce the site wide strategic highway network and improved River Trent Bank flood defences. Ahead of these works, necessary works to Berkeley Circle will be completed allowing 500 dwellings in the Lincolnshire Lakes area to be brought forward ahead of the completion of the strategic highway works. The first 150 dwellings can be delivered using the existing local transport network.**

**Phases 1-4 (Villages 1 & 2 Local Centres and the Strategic Mixed Use Area) broadly includes SSA1, part SSA2 and SSA4, with some very limited proposed development of SSA5 and SSA6.**

**Phase 5 (Villages 3, 4 5 & 6 Local Centres, education provision, and District Centre) will broadly cover part SSA2, SSA3, SSA5 and SSA6.**

**Each phase will be supported by the delivery of the necessary on-site infrastructure (lakes, Green Infrastructure and non-motorised user routes), with enabling Primary Route and land raising works to be undertaken prior to the development of relevant plots.**

**Any application for 50 dwellings or more must be supported by a phasing proposal for residential development and supporting infrastructure. Phasing will be the subject of condition or legal agreement associated with any permission.**

**All planning applications should include evidence of working with adjoining land owners where villages are in multiple ownerships.**

### **Delivery and funding mechanisms**

- 6.27 The Lincolnshire Lakes development is a sizeable proposal and it is important that delivery and funding mechanisms are understood. The AAP Infrastructure Delivery Plan and Delivery Strategy document provide detailed guidance in this regard.



### *Delivery mechanisms*

- 6.28 In terms of delivery mechanisms, there are a number of ways in which the built development and the associated necessary infrastructure can be delivered:
- Private sector developers/organisations
  - North Lincolnshire Council
  - National government bodies (Highways England, Environment Agency)
  - Third sector organisations (registered providers, local/national sports clubs)
- 6.29 Often, delivery of infrastructure will need to be informed through a partnership between one or more of the above. The Council is creating a technical delivery group which will include Statutory Bodies. The key outcomes of the group are to coordinate development across the Lincolnshire Lakes area by maximising the transformational potential of the site, attracting funding and facilitating investment.

### *Funding mechanisms*

- 6.30 Key sources of funding for infrastructure identified in the AAP Evidence Base are:
- Direct private sector (via developer) capital funding of delivery
  - Developer contributions via Section 106 or Community Infrastructure Levy
  - North Lincolnshire Council funding/access to funding
  - 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))
- 6.31 Accessing large scale national public sector funding initiatives will be an important part of securing investment in the upfront infrastructure required for Lincolnshire Lakes. To date, the following monies have been identified/ secured by the Council to assist in the delivery of the Lincolnshire Lakes:
- Humber Growth Deal - £13,320,000 to assist in the delivery of the Lincolnshire Lakes Flood Mitigation Strategy
  - Greater Lincolnshire Growth Deal - £2,900,000 to assist in the delivery of Berkeley Circle junction improvements
  - Highways England Growth and Housing Fund – includes an estimated current cost of the southern junction scheme of £13,000,000, subject to costs changing during the detailed design stage, with a view that some 40% of the required funds will be from private developers and the remaining 60% will be sought from the fund. A decision on the scheme that will be supported through this fund is expected in Autumn 2015. A bid of £8,000,000 to the Growth and Housing Fund has received support in principle. The funding of the detailed design of the terminating junction has been allocated by Highways England and this will progress alongside the process of finalising the funding for the construction.
  - The Environment Agency has now delivered improvements to the River Trent bank along 200 metres between Burringham railway bridge and the village of Burringham.
  - North Lincolnshire Council - £3,500,000 to assist in the delivery of the M181 de-trunking
- 6.32 In addition to these funding sources, in terms of upfront infrastructure, it has been agreed by the developer who owns the land in which the de-trunked M181 northern will sit that they will wholly fund its delivery.
- 6.33 It is assumed that the bulk of the delivery of the infrastructure related to the individual phases will be funded by site specific developers, albeit there is an opportunity for further funding streams to be accessed such as those available via Sport England Funds or Lottery funding (for example, the Landscapes Partnership Programme).

- 6.34 Actual delivery on site of the required infrastructure will either be by the developers themselves, or in partnership with the Council or third sector organisations.
- 6.35 The mechanisms available to secure the funding of infrastructure where it is not to be delivered directly on 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. The Infrastructure Delivery Schedule Table 3 identifies the key strategic infrastructure which will be delivered by the pooling of contributions across the Lincolnshire Lakes development area. All non strategic infrastructure contributions identified in Table 2 of the Infrastructure Delivery Schedule will be delivered on site by site. The Infrastructure Delivery Schedule can be viewed as part of the Evidence Base which accompanies the AAP.
- 6.36 In place of Section 106 the Council will have the option to adopt a Community Infrastructure Levy which will set a charging schedule applying certain rates of development tax to certain uses and geographies.

### *Likely delivery & funding mechanisms for AAP built development and infrastructure*

- 6.37 The AAP Infrastructure Delivery Plan details how individual elements of built development and infrastructure are to be brought forward for development in terms of funding and delivery. In general terms, the approach is summarised below.
- It is anticipated that built housing, commercial and leisure development will in the main be delivered by incoming developers (private housing, Strategic Mixed Use Area, District Centre, and Local Centres). Affordable housing delivery will be a partnership between the public sector and developers (with the latter providing Section 106 funding or undertaking direct development).
  - It is anticipated that schools will be constructed/directly funded by developers in liaison with the Council.
  - Health provision may be constructed directly by developers, possibly in partnership with a specialist private sector developer, or public/third sector bodies.
  - In terms of strategic highway infrastructure works, it is envisaged that these will be undertaken by the public sector (Council & government bodies), with some developer funding and some grant funding, and that other highways works/non-motorised user routes will be delivered by developers in consultation with the Council.
  - It is anticipated that flood mitigation works to the River Trent Bank and land raising will be undertaken as a partnership between developers and the public sector, with some developer funding and some grant funding.
  - It is envisaged that the lakes will be delivered by North Lincolnshire Council, funded by developer contributions.
- 6.38 In terms of future management/maintenance of infrastructure, this will need to be considered as part of funding and charging regimes. It is likely that the Council will be required to adopt at least some of the on-site infrastructure, either through necessity or regulation.
- 6.39 Under the Flood and Water Management Act, the Council is the Lead Local Flood Authority (LLFA) and will fulfil the duty of a SuDS Approval Body (SAB). As a SAB, the Council will be responsible for the adoption and future maintenance of the drainage within the site boundary (including the lakes).
- 6.40 It should be noted that under the Flood and Water Management Act (2010), there will be amendments to the Reservoirs Act, whereby waterbodies with a volume of greater than 10,000 cubic metres will be classified as reservoirs and the asset owners will have responsibilities under the Act.
- 6.41 In terms of delivering activities on the lakes which form a central part of the vision for the AAP, this is likely to either be via commercial operations (anticipated for Lake 5 in terms of motorised and non-motorised sporting activities, and possibly for fishing on Lakes 1 or 2) or via close partnership working with the Third sector (in particular Sports Governing Bodies such as Canoe England).

## POLICY D2: DELIVERY AND FUNDING MECHANISMS

**Development in the AAP area will be supported by public sector funding, which will play an important part in delivering the required upfront transport and flood mitigation infrastructure.**

**The Council will also seek developer funding of infrastructure through Section 106 and Community Infrastructure Levy if applicable.**

**Partnership working between developers and the public and third sector will be critical to ensuring delivery of non-commercial built development (affordable housing, schools, health provision) and key supporting infrastructure.**

### Securing design quality

- 6.42 Large sites such as Lincolnshire Lakes are developed over a long period of time by different house-builders and developers and over many economic cycles. As such providing robust design guidance to assist in creating an integrated, cohesive and sustainable development is essential in order to avoid piecemeal and low quality development and deliver the vision for Lincolnshire Lakes.
- 6.43 This requires a staged approach to masterplanning, fixing proportionate levels of design detail through the planning process. The AAP provides a concept framework and design principles which provide high level guidance for new development. Further work will be required to provide a common design framework within which a number of developers could operate to co-ordinate the gradual emergence of development over time in a coherent way. The AAP defines a context for the preparation of a Strategic Design Guide Supplementary Planning Document (SPD) following design quality and ensuring continuity between the AAP and the emerging schemes for Lincolnshire Lakes through Policies D3 and D4. The Strategic Design Guide SPD shall consist of:
- Part A Area Masterplan Framework – An Area Masterplan is to be prepared by the applicant in accordance with the Area Masterplan Framework, prior to the approval of any planning application. Part A of the Strategic Design Guide SPD will set out an overall masterplan approach for the entire Lincolnshire Lakes development site.
  - Part B Strategic Design Code – Strategic Design Codes are to be prepared by applicants in advance of reserved matters applications. Part B of the Strategic Design Guide SPD will set out broad design principles for specific character areas within each of the villages.
- 6.44 The main vehicle for providing further site-wide design guidance, and developing in more detail the general design principles set out in the concept framework and Policy SS2, will be a Strategic Design Code/Guidance. This will focus on the common elements of infrastructure (green spaces, landscaping, streets, the lakes) that need to be provided in a consistent manner across the site (and ownerships) to unify and integrate the development. This guidance should explicitly sets out the expected standards of design and performance in a comprehensive but flexible document.
- 6.45 The Strategic Design Code will illustrate how the future development relates to each of the main components of the concept framework For example, how the main streets and spaces, green infrastructure, water/SuDS features are all integrated into a single design strategy. The Strategic Design Code will provide a degree of certainty as to the nature of the main structuring elements of the plan will identify blocks and plots for development.
- 6.46 The Strategic Design Code will need to clearly demonstrate how the streets will be designed to achieve the anticipated level of traffic flow and accommodate an effective public transport network including the integration of an appropriate level of parking and how any conflicts between disparate design requirements or standards will be resolved sufficiently. This will ensure that the technical requirements placed on each of these main structuring elements can be achieved without compromising the overall design quality.

- 6.47 The Strategic Design Code will also provide some further guidance on the design principles for each of the villages within the strategic site allocations (SSA's) to ensure that they come forward to create a single design concept of 'Lincolnshire Lakes' but with variation, distinction and legibility rather than homogenous areas of housing estates that could be 'anywhere but nowhere'.
- 6.48 Following the approval of the Strategic Design Code, further area masterplans will require preparation, consultation and approval for each of the allocations to clearly set out the design proposals, delivery of physical, green and social infrastructure and accordance with the Strategic Design Code. These area masterplans will then provide the regulating plans for any further detailed design codes for phased developments and will be in accordance with the Strategic Design Guide Supplementary Planning Document.
- 6.49 More detailed and phased codes be require to support harmony and cohesiveness in the design of different phases whilst facilitating diverse architectural responds and will provide more detailed guidance on the following matters:
- Block structure
  - Building types
  - Parking (including cycle parking)
  - Landscaping
  - Biodiversity enhancements
  - Boundary treatments
  - Planting, including species
  - Architectural Details

## POLICY D3: STRATEGIC DESIGN CODE

**Prior to the approval of any reserved matters or grant of detailed planning permission a Strategic Design Code that shall be in accordance with the Strategic Design Guide Supplementary Planning Document will be required and this will be agreed in liaison with development partners. Planning permission will be granted for proposals which are in accordance with the design principles set out in the Strategic Design Code and they must demonstrate conformity with the masterplanning principles set out in the Strategic Site Allocations policies. Applications for planning consent should be accompanied by a Design Statement which clearly sets out how the relevant sections of the Code have been complied with.**

**The Strategic Design Code will include:**

- **The general design principles and standards that will apply across the whole development**
- **The design principles for each village area and how they will be differentiated from each other (e.g. character areas, densities, block and building typologies, frontages, landscaping, and parking)**
- **The design and performance specifications for the main circulation routes through the site (including the design of the de-trunked M181, Strategic Route and primary street, secondary streets, tertiary streets, pedestrian and cycleways) to achieve a cohesive and holistic design**



- **Illustrative material to show how the built form and streets should relate to the main green spaces and linkages (including Brumby Common Lane and Warping Drain), parks and lakes (including setbacks, property boundaries, access and landscaping)**
- **Indicative cross sections/elevations to show how structural landscaping and planting should respond to the sites boundaries and interfaces/edges and how this relates to adjacent built form**
- **Illustrative cross sections/plans to show how landscaping, access, footpaths, boundaries, frontages, seating, lighting, ecological enhancement and drainage will relate to the lake areas**
- **Plans which identify the existing landscape features in each village which will need to be retained, such as ditches, hedgerows and trees and illustrations of how they might be successfully incorporated into the overall design**
- **Measures to demonstrate how opportunities to maximise resource efficiency and climate change adaptation in the design of the development will be achieved through external, passive means, such as landscaping, orientation, massing, and external building features**
- **The Code will be subject to review and revision throughout the course of the development to ensure that it remains up to date and relevant. The first review will be undertaken upon the completion of the first phase of the development.**

## **POLICY D4: AREA MASTERPLANNING**

**Prior to the approval of any planning application within any of the AAP strategic site allocations, an area masterplan framework shall be approved for the relevant site allocation policy area in accordance with Part A of the Strategic Design Guide Supplementary Planning Document (SPD). The focus will be on key principles to assist the Council in securing a high standard of design quality without being overly prescriptive on issues of detailed design. Part A of the Strategic Design Guide SPD will be completed for the examination of the AAP.**

**The area masterplan should build on and develop the concept framework and design principles, development requirements and masterplanning principles set out in the Area Action Plan. The area masterplan shall be a two-dimensional spatial plan and include as a minimum the following requirements.**

- **A clear vision and design concept for the allocation area building on the concept framework and design principles in the AAP**
- **A comprehensive land use plan for the allocation area, incorporating a budget of a land uses**
- **A schedule of masterplan components (e.g. Local Centre, green spaces, other supporting infrastructure)**
- **A development framework plan illustrating the proposed development block layout (the intended size, shape and grain)**

- **An urban design strategy, setting out character areas, densities, heights, block and building typologies, landmarks, focal points, gateways, important frontages, interfaces, edges, views and vistas**
- **A movement framework setting out the detail of the proposed primary, secondary and tertiary streets and their proposed design and character**
- **A sustainable transport plan providing details relating to both on- and off-site proposals for all highway provision and improvements together with other transportation measures including the provision of pedestrian and cycleway networks and bus services and accompanying marketing initiatives to increase sustainable transport**
- **A green infrastructure plan setting out the approach to the function, provision, design and future management of an integrated network of green spaces, green links and other green elements. It should also set out how this green infrastructure network will: integrate the development into the local landscape; conserve and enhance the ecological and heritage interests on site, close to the site and international sites within the wider area identified through the supporting Habitats Regulations Assessment**
- **Proposals for the provision, design and future management of lake areas, watercourses (retained and new) and sustainable urban drainage provision**
- **A phasing plan and associated implementation strategy. The Council will expect the implementation strategy to set out the developers' proposals regarding the funding and delivery of the master plan components (e.g. via planning obligations, Community Infrastructure Levy (CIL) etc.). It should also set out: proposals for securing appropriate financial contributions from all the allocation area towards all relevant infrastructure; the points at which facilities and infrastructure will need to be delivered to support housing and employment development; how uninterrupted linkages between different phases of development will be secured, whether or not involving land in different ownership; and details of proposals to secure the adoption and appropriate future maintenance of infrastructure and facilities.**

## Compulsory Purchase Powers

- 6.50 The strength of the working relationships obtained so far through the Lincolnshire's Lakes early conception period will help to ensure that all interested parties sign up to the vision and objectives of the project. North Lincolnshire Council does not envisage a need to rely on compulsory purchase powers to deliver the vision. However, it will use its compulsory purchase powers if necessary.

## POLICY D5: COMPULSORY PURCHASE POWERS

**North Lincolnshire Council will use its compulsory purchase powers, where applicable, to bring forward the vision, objectives and policies of the Lincolnshire Lakes AAP.**

## Monitoring Framework

- 6.51 Monitoring and review are key aspects of the planning system, with the emphasis on delivering sustainable development. Monitoring and reviewing of the housing and employment land allocations will identify the following:
- If the allocations are being developed as intended and contributing to the delivery of the spatial vision and spatial objectives set out in the Core Strategy

- Whether proposals need adjusting or replacing, because they are not working as intended
  - Whether they need to be changed in the light of changes to national policy.
- 6.52 In accordance with former Regulation 48 of the 2008 Town and Country Planning Regulations, the Council was required to prepare an Annual Monitoring Report (AMR) to assess the implementation of the Local Development Framework, the extent to which core policies are being achieved and to identify any changes if a policy is not working or targets are not being met.
- 6.53 However, the Localism Act removed this requirement in 2011, giving Local Authorities more flexibility in the way monitoring reports are prepared and when they are published. Council's are still required to monitor the implementation of their Local Development Scheme and to report on the success and effectiveness of LDF policies in the interests of local transparency and accountability. Therefore, it remains important that the Council seeks to integrate the monitoring of the DPDs significant sustainability effects within these wider monitoring arrangements.
- 6.54 The Council Monitoring Report will continue to be the primary means of monitoring the targets set out within the Development Plans. It will focus on locally important issues and include indicators designed to monitor these issues. Many of these indicators deal with North Lincolnshire wide issues and originate from the Core Strategy policies; however, each DPD/AAP includes local indicators to enable area specific reporting.
- 6.55 Monitoring the results of the policies contained within this AAP on an annual basis will enable early action to be taken to overcome any barriers to the delivery of the Plan's objectives and policies. North Lincolnshire targets have been broken down and applied to the Lincolnshire Lakes area, so the contribution to wider targets can be seen on a local scale.
- 6.56 The Monitoring Report includes an updated housing trajectory showing housing delivery in terms of net additional dwellings, within the context of past achievement and estimated future performance. As well as linking with spatial objectives and policies, indicators in the Monitoring Report also link to sustainability appraisal objectives in order to identify the significant effects of implementing the policies. The Lincolnshire Lakes Area Action Plan has been subject to a sustainability appraisal designed to identify where allocations could have significant effects.
- 6.57 'Core Strategy Policy CS7 Overall Housing Provision sets out flexibility to ensure that any shortfall in housing delivery in the Lincolnshire Lakes AAP will be delivered through the allocation of contingency site to deliver 1,300 homes within the Housing and Employment Land Allocation Development Plan Document within the Scunthorpe Urban Area. The policy states 'to provide flexibility in the delivery of housing the council will allocate contingency sites through the Housing and Employment Land Allocations Development Plan Document to deliver 1300 additional dwellings within the Scunthorpe Urban Area. If over any continuous three year period the net additional housing requirement varies more than 20% the allocated contingency sites will be brought forward.
- 6.58 The Local Monitoring indicators identified within the Lincolnshire Lakes AAP will be monitored annually and identify if the Lincolnshire Lakes is not being delivered to the time periods identified in Figure 6.1 Housing Trajectory and Infrastructure Phasing Plan. If under delivery occurs over a 3 year period the Council will bring forward the contingency sites and look at other delivery mechanisms through the New Local Plan.'
- 6.59 The following table (Figure 6.2) identifies the local indicators that will be monitored specifically for the Lincolnshire Lakes AAP area.

Figure 6.2: Local monitoring indicators

INDICATOR	TARGET
Number of net additional dwellings completed at Lincolnshire Lakes area	6,304
If over any continuous three year period the net additional housing requirement varies by more than 20% the allocated contingency sites will be brought forward through the Housing and Employment Land Allocations Development Plan Document.	Lincolnshire Lakes average housing requirement is 484 dwellings per annum. If over a continuous three year period development delivers less than 387 dwellings per annum the contingency sites will come forward through the housing and employment land allocation DPD. The Council will also identify any additional shortfall after the contingency sites have been brought forward through the delivery of a new local plan work on which will commence during 2016 with adoption in 2 years.
Total Number of affordable dwellings delivered at Lincolnshire Lakes	607
Total Number of jobs created within Lincolnshire Lakes	3,000
Additional amount of public open space delivered at Lincolnshire Lakes:	Ongoing provision leading to at least: Natural/ Semi Natural Green Space = 140.8ha Outdoor sports = 16.8ha Allotment Provision = 2.5ha Parks and Gardens = 24ha Provision for Children and Young People = 1ha
Delivery of each Lake	To be developed in accordance with the phasing strategy
Amount of land developed within Strategic mixed use area for employment and leisure uses	At least 10ha to be developed
Amount of retail space provided within the district centre (Supermarket/Food Shops 3,250m <sup>2</sup> , Comparison goods shops 1,450m <sup>2</sup> )	Total floor space provision - 4700m <sup>2</sup>
Amount of retail space provided within each of the local centres	Total floorspace provision per village Village 1 = 300m <sup>2</sup> Village 2 = 500m <sup>2</sup> Village 3 = 400m <sup>2</sup> Village 4 = 300m <sup>2</sup> Village 5 = 300m <sup>2</sup> Village 6 = 500m <sup>2</sup>
Education Provision Primary School Village 3 Primary School Village 5 Primary School Village 6 Secondary School (location to be confirmed)	To be delivered by 2023



INDICATOR	TARGET
Area of new habitat created, restored or enhanced to meet the following priority habitat definitions: <ul style="list-style-type: none"><li>• Ponds,</li><li>• Mesotrophic lakes,</li><li>• hedgerows,</li><li>• lowland mixed deciduous woodland,</li><li>• wet woodland,</li><li>• lowland dry acid grassland,</li><li>• lowland meadows,</li><li>• coastal and floodplain grazing marsh,</li><li>• reedbeds,</li><li>• open mosaic habitats on previously developed land.</li></ul>	To meet local and regional biodiversity targets
Number of buildings with bird nesting or bat roosting features included.	To meet local and regional biodiversity targets

### Review

- 6.60 The AAP will be formally reviewed every 5 to 7 years to ensure that the wider policy position is up to date. This will include a consequential review of the monitoring indicators and targets set out above.

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