

NORTH LINCOLNSHIRE COUNCIL

COUNCIL

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK –
ADOPTION OF HOUSING & EMPLOYMENT LAND ALLOCATIONS
DEVELOPMENT PLAN DOCUMENT**

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To inform Council about the outcome of the Planning Inspector's report on the Housing & Employment Land Allocations Development Plan Document Public Examination in January 2015.
- 1.2 To formally adopt the Housing & Employment Land Allocations Development Plan Document for decision making purposes.

2. BACKGROUND INFORMATION

- 2.1 The council started work on the Housing & Employment Land Allocations Development Plan Document (HELADPD) in 2007. The document has been through a number of iterations and has been the subject of significant public consultation as well as Sustainability Appraisal (SA) and Habitats Regulation Assessment (HRA).
- 2.2 The Draft HELADPD was submitted to Government for independent examination in July 2014. The examination hearings, under the auspices of an independent Planning Inspector took place between 13 and 22 January 2015. Following the examination the council was required to consult on Main Modifications to the HELADPD (from 10 June to 22 July 2015). The Inspector thereafter considered all relevant evidence. He issued his final report on 19 February 2016.
- 2.3 The Inspector concluded that the HELADPD was sound, subject to the main modifications agreed during the examination hearings. We are unable to make any further modifications at this stage. A copy of the Inspector's Report (Appendix One) together with the Main Modifications (Appendix Two) and Minor Modifications (Appendix Three) are attached to this report.
- 2.4 The HELADPD Adoption Version can be viewed via the council's website from Monday 29 February 2016 using the following link: <http://www.northlincs.gov.uk/planning-and-environment/planning-policy/local-dev-framework/housing-employment-land->

[allocations/housing-employment-land-allocations-adoption/](#).The Inspector also noted that Sustainability Appraisal (SA) and Habitat Regulations Assessment (HRA) had been carried out. Changes were made to both documents as result of the Main Modifications. Both of these documents are also available to view via the above link.

- 2.5 The Environmental Statement summarises the steps taken to ensure that the HELADPD was produced fully in accordance with the requirements of legislation governing the SA and HRA processes.
- 2.7 Once adopted, the HELADPD will form a key document within the North Lincolnshire LDF. It will set out the overall development strategy for housing and employment allocations, town centre boundaries and development limits in North Lincolnshire up to 2026. It will then form part of the development plan for North Lincolnshire for use in making decisions on future planning applications.
- 2.8 The policies of the HELADPD will replace a number of policies within the North Lincolnshire Local Plan (May 2003). Further details are set out in Appendix 4 of the HELADPD. The remaining Local Plan policies will continue to be “saved” until they are replaced by new policies set out in other DPDs or a New Local Plan.
- 2.9 The Council should note that the Planning & Compulsory Purchase Act 2004 allows for further legal challenge to the HELADPD. Anyone who is aggrieved by the adoption of the HELADPD can apply to the High Court on the grounds that the document is not within the appropriate powers and/or a failure to satisfy a procedural requirement. Such an application must be made no later than six weeks after the date of adoption.

3. OPTIONS FOR CONSIDERATION

- 3.1 There are two options for consideration:
 - 1) Adopt the HELADPD as part of the Local Development Framework without further modification.
 - 2) Do not adopt the HELADPD as part of the Local Development Framework.

4. ANALYSIS OF OPTIONS

- 4.1 Pursuing option 1 by adopting the HELADPD would meet the milestones set out in the agreed Local Development Scheme for the delivery of LDF documents. Further, it will satisfy the Government’s requirement to ensure that planning policy frameworks are put in place to support growth and development. This is considered as particularly important during the current economic climate.

4.2 The HELADPD will ensure that an up to date framework is in place in order to assess planning applications.

4.3 Pursuing option 2 would expose the council to the risk of ongoing challenge regarding its Five Year Land Supply. Also it would not be line with the Government's requirement to ensure that local planning authorities continue to prepare and put in place up to date and relevant planning policy frameworks in a timely order to deliver sustained economic growth. Without an up to date policy framework, there will be a presumption in favour of sustainable development being granted permission in all cases.

5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)

5.1 There are no financial and staffing resource implications as existing resources are available to implement the HELADPD and its policies and proposals.

5.2 The adoption of the HELADPD will allocate a number of sites in the ownership of the council.

5.3 There are no IT implications.

6. OUTCOMES OF INTEGRATED IMPACT ASSESSMENT (IF APPLICABLE)

6.1 An integrated impact assessment was completed and no issues of concern were apparent.

7. OUTCOMES OF CONSULTATION

7.1 The results of various consultation exercises which took place during the preparation of the HELADPD were taken into account in developing its policies and proposals.

8. RECOMMENDATIONS

8.1 That the contents of this report are noted.

8.2 That the HELADPD is adopted without modification as part of the North Lincolnshire Local Development Framework.

8.3 That the HELADPD is published alongside the final Sustainability Appraisal and Habitats Regulations Assessment.

DIRECTOR OF PLACES

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Date: 24 February 2016

Background Papers used in the preparation of this report

- Planning & Compulsory Purchase Act 2004
- Town & Country Planning (Local Development) (England) Regulations 2004 (as amended 2008)
- National Planning Policy Framework
- LDF Core Strategy Adopted 2011



The Planning Inspectorate

Report to North Lincolnshire Council

by **Derek Stebbing BA (Hons), Dip E.P., MRTPI**

an Inspector appointed by the Secretary of State for Communities and Local Government

Date 19 February 2016

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 20

**REPORT ON THE EXAMINATION INTO THE
NORTH LINCOLNSHIRE HOUSING & EMPLOYMENT ALLOCATIONS
DEVELOPMENT PLAN DOCUMENT**

Document submitted for Examination on 31 July 2014

Examination hearings held 13-15, 20-22 January 2015

File Ref: PINS/Y2003/429/5

Abbreviations Used in this Report

| | |
|------|--|
| AAP | Area Action Plan |
| CS | Adopted Core Strategy (June 2011) |
| DtC | Duty to Co-operate |
| DPD | Development Plan Document |
| HELA | North Lincolnshire Housing & Employment Land Allocations DPD |
| HRA | Habitat Regulations Assessment |
| LDF | Local Development Framework |
| LDS | Local Development Scheme |
| LWS | Local Wildlife Site |
| MM | Main Modification |
| NLC | North Lincolnshire Council |
| NPPF | National Planning Policy Framework |
| SA | Sustainability Appraisal |
| SoCG | Statement of Common Ground |
| SCI | Statement of Community Involvement |
| SINC | Site of Importance to Nature Conservation |

Non-Technical Summary

The report concludes that the North Lincolnshire Housing & Employment Land Allocations DPD (HELA) provides an appropriate basis for the planning of the North Lincolnshire area during the period to 2026 providing a number of modifications are made to the HELA. The Council has specifically requested that I recommend any modifications necessary to enable them to adopt the HELA. All of the modifications to address this were proposed by the Council, following discussion at the Examination Hearings, and have been published for public consultation with an accompanying Sustainability Appraisal Supplementary Statement and Habitat Regulations Assessment (HRA). I have recommended the inclusion of all the modifications, after full consideration of the representations from other parties, and the recommended Main Modifications are contained at the Appendix to the report.

The Main Modifications (MM) can be summarised as follows:

- To provide additional site specific criteria for the satisfactory development of housing and employment allocations, in response to representations from key stakeholders, and to correct any inaccuracies regarding site areas, etc.;
- To propose the addition of four new housing allocation sites at Scunthorpe and Kirton in Lindsey in order to provide greater flexibility in the Council's Housing Delivery Framework, particularly during Phases 1 and 2 of the Plan period;
- To propose the addition of a further employment land allocation to the west of Humberside Airport in order to support the planned expansion of that airport and its associated facilities;
- To strengthen the Plan's mechanisms for monitoring the implementation and delivery of its housing and employment proposals;
- To incorporate an Infrastructure Delivery Schedule as Appendix 5 to the Plan to identify the type, location and phasing of the infrastructure required for each proposed development in the Plan;
- To generally update the Plan relating to housing commitments across the district;
- To include a revised and updated Housing Delivery Framework at Appendix 2 in the Plan;
- To propose amendments to the development limits of certain settlements to conform with other aspects of the Council's planning strategy, to reflect the pattern of development at some settlements or to correct certain inaccuracies;
- To propose consequential amendments to the Proposals Map and its accompanying Inset Maps.

Introduction

1. This report contains my assessment of the North Lincolnshire Housing & Employment Land Allocations DPD (HELA) in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the Duty to Co-operate (DtC), in recognition that there is no scope to remedy any failure in this regard. It then considers whether the HELA is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework (NPPF) at paragraph 182 makes clear that to be sound, a Local Plan should be positively prepared; justified; effective and consistent with national policy.
2. The starting point for the Examination is the assumption that the local authority has submitted what it considers to be a sound plan. The basis for my Examination is the Submitted Draft Plan which is the same as the document published for formal pre-submission consultation in April 2014. My report deals with the Main Modifications that are needed to make the Plan sound and legally compliant and they are identified in bold in the report (**MM**). In accordance with section 20(7C) of the 2004 Act, the Council requested that I should make any modifications needed to rectify matters that make the HELA unsound/not legally compliant and thus incapable of being adopted. These Main Modifications are set out in the Appendix to this report.
3. The Main Modifications that are necessary for soundness all relate to matters that were discussed at the Examination hearings. Following these discussions, the Council prepared a schedule of proposed Main Modifications and carried out Sustainability Appraisal, and this schedule has been subject to public consultation for six weeks. I have taken account of the consultation responses received in coming to my conclusions in this report, and in this light I have made some amendments to the wording of the Main Modifications where these are necessary for consistency or clarity. None of these amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and Sustainability Appraisal that has been undertaken.

Assessment of Duty to Co-operate

4. Section s20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on them by section 33A of the 2004 Act in relation to the Plan's preparation.
5. The Council's Duty to Co-operate Statement (Ref. SUB012) demonstrates that there has been a long history of authorities in the former Yorkshire and Humber region and its various sub-regions collaborating on strategic spatial planning issues. In the case of North Lincolnshire, it is part of the sub-region formerly defined as the Humber Estuary sub-area, along with the East Riding of Yorkshire, the City of Kingston upon Hull and North East Lincolnshire. The sub-regional strategies that are being carried forward through ongoing collaboration contain a focus on supporting the regeneration and renaissance of the area's main urban areas (Hull, Scunthorpe and Grimsby), and a strong emphasis on realising the economic potential of ports on the Humber Estuary.

6. The spatial strategy for North Lincolnshire which is set out in Chapter 5 of the CS, with accompanying Policies CS1-CS3, sets out the broad framework around which the spatial development strategy for North Lincolnshire will be taken forward. Crucially, it establishes the settlement hierarchy for the district, the key drivers for an urban renaissance in Scunthorpe, the identification of key strategic employment sites at the South Humber Bank, Humberside Airport and Sandtoft Airfield and the protection of internationally and nationally designated sites of nature conservation importance.
7. In my assessment, the Council has taken forward the collaborative work that demonstrably underpins the CS, with a substantial accompanying evidence base, through to the preparation of the HELA. That collaboration clearly extends beyond the statutory requirements of the DtC to now include partnerships with many other bodies and stakeholders, with a strong emphasis on implementing the major strategic elements of the CS. It is vital, in my view, that this ongoing consultative and collaborative work continues through the Plan period for both the CS and HELA, and also the accompanying Lincolnshire Lakes AAP, if the Council's vision is to be implemented successfully. To that end, I consider under the third main issue (Implementation and Monitoring) how the HELA can be strengthened in order to ensure that there is greater clarity on the roles and responsibilities of the various partners and bodies involved in the delivery of new homes, economic growth and infrastructure across the district.
8. There is clear evidence that the Council has undertaken effective and positive engagement during the preparation of the HELA, and this was confirmed during the Examination Hearing Sessions. I am satisfied that the level of co-operation that has taken place has been substantial and wide-ranging, and is ongoing. This co-operation has demonstrably continued throughout the preparation of the North Lincolnshire LDF, of which the HELA is part, and I also consider that the Council has taken full regard of strategic cross-boundary issues that affect the North Lincolnshire area.
9. Consequently, I conclude that the Duty to Co-operate has been met.

Assessment of Soundness

Preamble

10. The HELA has been prepared in the context of the North Lincolnshire Core Strategy DPD (CS), which was adopted in June 2011. The CS contains a bold vision for achieving significant growth in employment and housing in the district, with a focus for concentrating growth at Scunthorpe. This is the sub-regional centre, where there is identified infrastructure capacity to support growth, whilst also securing important regeneration and renaissance objectives. A key element of the Council's strategy is the Lincolnshire Lakes urban extension to the west of Scunthorpe and this is covered by a separate DPD, the Lincolnshire Lakes AAP. NLC have progressed that AAP, which is now subject to Examination. Whilst the AAP does not directly affect the proposed housing and employment allocations contained in the HELA, which deals with the rest of North Lincolnshire district, the relationship between the two plans has been a factor in my assessment of potential housing and employment delivery across the district, but most especially at Scunthorpe which is the

focal point for the Council's growth strategy. In particular, I have taken account of the proposed housing allocations at Lincolnshire Lakes in assessing the robustness of the Council's district-wide Housing Delivery Framework. I identify the deliverability of the proposals contained in the HELA as one of the three main issues upon which the plan's soundness depends, and I consider this issue in greater detail at paragraphs 26-81 below.

11. The submission of the HELA follows the adoption of the CS, although initial consultation on earlier versions of the Plan took place between 2007 and 2010. I have considered the submission Plan in the light of the adopted CS, and I am satisfied that it is in consistency with the CS, with the exception that the CS does not contain a specific policy addressing the National Planning Policy Framework's (NPPF) presumption in favour of sustainable development. Accordingly, the Council have sought to address this by including a policy (Policy PS1) within the HELA. I am satisfied that Policy PS1 complies with the NPPF.
12. The HELA seeks to take forward the Council's strategy for employment and housing growth across the district, apart from the area covered by the Lincolnshire Lakes proposal referred to above. North Lincolnshire is a large district (328 square miles), which is predominantly rural in character. Approximately half the population reside in the principal urban area of Scunthorpe, which is also the main focus for the district's employment and retail functions. A further quarter of the population live in the larger towns of Barton-upon-Humber and Brigg, the smaller towns of Epworth, Crowle, Kirton in Lindsey and Winterton and in the larger villages of Broughton and Messingham. The remainder of the population is dispersed across the district in many smaller villages and rural hamlets. The area's location on the southern bank of the Humber Estuary, with its deep water facilities, makes the district an important area for marine-related businesses, which are a significant element of the national, regional and local economies. Over a quarter of the United Kingdom's imports and exports pass through the South Humber ports of Killingholme and Immingham.
13. Policy CS8 (Spatial Distribution of Housing Sites) in the CS sets out the spatial distribution of housing across the district, seeking to direct development to the most sustainable locations. It seeks to achieve a target of 82% of net additional dwellings within the Scunthorpe Urban Area, with the remaining requirement being met at Brigg – 7%, Barton-upon-Humber – 6%, Crowle – 1.2%, Kirton in Lindsey – 1.5% and Winterton – 2.3%. The proposed housing allocations reflect this spatial distribution.
14. Policy CS11 (Provision and Distribution of Employment Land) in the CS aims to ensure that the right amount of employment land is available in North Lincolnshire to support the growth of the local economy and help deliver the vision for the area. The accompanying monitoring indicator contains the target of delivering at least 10 hectares of employment land per annum (excluding the South Humber Bank employment site) between 2010 and 2026.
15. Policy CS12 (South Humber Bank Strategic Employment Site) in the CS recognises the economic advantages of developing the South Humber Bank site for employment use. The site is of national significance, and is currently the largest area of undeveloped land in England adjacent to a deep water

estuary. The Council has granted planning permission for the Able Logistics Park, which will cover 607 hectares of the site, and the Secretary of State for Transport has granted a Development Consent Order for the Able Marine Energy Park (AMEP), which will be the largest offshore wind development in Europe and which will create a substantial employment opportunity in the renewable energy and logistics sectors at South Humber Bank. I further address the South Humber Bank site at paragraphs 56 and 58 of this report.

16. The HELA does not include the provision of sites for Gypsies, Travellers and Travelling Showpeople, as originally intended. The Council now intend to address this requirement through a General Policies DPD, which is identified in the LDS (April 2014) to follow the submission of the HELA and the Lincolnshire Lakes AAP. I accept this position on the basis of the Council's stated intention which was confirmed in response to a preliminary question prior to the Examination Hearing Sessions, and re-stated at the Hearing Sessions.

Main Issues

17. Taking account of all the representations, written evidence and the discussions that took place at the Examination Hearing Sessions I have identified three main issues upon which the soundness of the HELA depends.

Issue 1 – Has the Plan been 'positively prepared'?

18. Paragraph 182 of the NPPF requires plans to be positively prepared, i.e. *'based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so'*. The Council's DtC statement clearly sets out the ways in which it has engaged positively, (a) with neighbouring authorities both individually and as part of various sub-regional groupings, (b) with relevant Government agencies, such as English Heritage, and (c) with the communities and community groups across the district. The evidence base documents for the HELA demonstrate that needs and infrastructure requirements have been adequately objectively assessed, often by independent consultants.
19. The Plan is underpinned by a very substantial evidence base, and I am satisfied that NLC has sought to support its housing and employment proposals with a comprehensive understanding of the socio-economic, environmental and infrastructure issues associated with the district's growth through to 2026. In many cases, the evidence base has been updated as part of this Examination of the plan, notably in response to my requests to the Council to provide the latest position on key aspects of infrastructure delivery which I consider to be central to the delivery of a number of housing and employment allocations. The latest position on matters such as the Housing Trajectory is reflected within a number of Examination Documents.
20. It is evident that NLC has sought to respond positively both to the comments received from the public and stakeholders during the earlier stages of the preparation of the HELA and to the representations received to the Submission HELA. This process has continued throughout the Examination, culminating in the schedule of Main Modifications, such that a good number of representations have been addressed. Such a process of constructive and

ongoing engagement is central to the success of the development plan system, and the collaborative work of the Council and its partners in this regard is to be commended. In particular, I welcome the Statements of Common Ground (SoCGs) that were concluded prior to, and during, the Hearing Sessions, which have greatly assisted the process of identifying proposed Main Modifications.

21. As noted above, the HELA has been prepared within the context of the adopted CS, which contains a positive and ambitious strategy for the development and growth of North Lincolnshire. Together with the Lincolnshire Lakes AAP, the HELA represents a key development plan document for the successful implementation and delivery of the CS vision and strategy, and most importantly the housing and economic development elements, to 2026.
22. My focus throughout the examination has been to test the deliverability of the HELA proposals and site allocations in two ways – firstly, in the broader context of national policy and the CS spatial strategy, and secondly, in the more detailed context of whether the HELA contains sufficiently clear guidance and policy requirements for the successful implementation and delivery of the proposed allocations. My overall conclusion is that the HELA has been positively prepared and is consistent with national policy and the CS in addressing the requirements for housing and employment growth across the district, but that the implementation and delivery of the specific site allocation proposals needs, in many cases, much clearer requirements on matters such as infrastructure, flood mitigation and biodiversity enhancements. I consider that this is necessary to ensure the soundness of the Plan, and I address this through proposed Main Modifications. I deal with this in greater detail at paragraphs 38-53 and 61-73 below.
23. I have taken into account all the representations that were made to the submission Plan, and through evidence at the Hearing Sessions, seeking to challenge elements of the Council's approach to the preparation of the HELA. Whilst the Plan has clearly taken a number of years to prepare, I am satisfied that the submission version does appropriately address matters of national planning policy as contained in the NPPF, and that it fully conforms with the CS. Furthermore, it is clear to me that the Council is now proactively seeking to implement the major elements of its spatial planning strategy, of which the HELA is an integral part, and I see no justification to delay the progress of this Plan in delivering important elements of the Council's housing and employment strategies in the Plan period up to 2026.
24. I have given careful consideration to all the representations seeking to challenge the Council's overall strategy, particularly with regard to housing targets and the need, as some parties suggest, for the Council to undertake an immediate review of its district-wide housing target. This is not the central purpose of this Examination. The HELA is an Allocations DPD prepared to implement major parts of the Council's spatial strategy which was approved and adopted in June 2011 in the CS. It is not a plan which seeks to establish a new strategy, nor review elements of the adopted strategy. Essentially, it is a delivery plan. I have concluded above that, in my assessment, the HELA conforms with the CS and with matters of current national planning policy as contained in the NPPF, in so far as they pertain to an allocations plan. I see no case to review the CS as part of this Examination.

25. Nevertheless, it is already apparent to the Council that a full review of its LDF will be necessary in due course, and I was assured that work on a new Local Plan will be brought forward following the adoption of the HELA and the Lincolnshire Lakes AAP. In my view, it is more important at this time to ensure that the full suite of LDF documents is put in place in order that the earlier North Lincolnshire Local Plan (2003), together with its various saved policies and policy notations, can be superseded. My conclusion on this first main issue is that the HELA has been positively prepared and meets the tests of soundness in that regard.

Issue 2 – Will the Plan be effective and deliverable?

26. In my assessment, this is the central issue concerning the soundness of the Plan. On housing, the NPPF (paragraph 47) requires authorities to identify a supply of specific, developable sites sufficient to provide five years worth of housing with an additional buffer of 5% (moved forward from later in the -Plan period) to ensure choice and competition in the market for land, and to also identify a supply of sites for years 6-10 and, where possible, years 11-15 of the Plan period. In that context, I have given careful consideration as to whether the Plan is making an effective contribution to the delivery of a five year supply of housing land within the district. On employment, the NPPF (paragraphs 21, 23 and 28) requires authorities to identify a range of suitable sites, including strategic sites, to meet the development needs of businesses, including those within rural areas. Conversely, the NPPF (paragraph 22) states that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.
27. Central to my examination of the Plan have been the assessment of the Council's Housing Trajectory and the trends over the past and projected future take-up of employment land, in order to ensure that the Plan complies with national policy as described above. Furthermore, I have sought to test those factors against the infrastructure requirements identified as being necessary to achieve the successful and timely delivery of new housing and employment proposals. In my view, this is necessary to provide a sound and realistic basis for the Council and the development industry to judge development proposals with the necessary confidence. I also consider this further as part of the third main issue in this report on Implementation and Monitoring.
28. The Plan describes the site selection methodology for Housing Allocations, which in summary were conformity with the CS, scale and density of potential development and site accessibility and constraints. Policy H1 (Phasing of Housing Land) sets out the parameters for the Housing Delivery Framework (at Appendix 2) of the Plan, and the delivery of Housing Allocation sites across three phases in the Plan period (Phase 1 – 2014-2019, Phase 2 – 2019-2024 and Phase 3 – 2024-2026). I am satisfied that the Council's methodology for the selection of potential Housing Allocation sites in this Plan has been based upon a rigorous assessment of testing each site against the CS strategy, factors such as proximity to services, landscape impact, flood risk and other criteria determining the sustainability of sites. I am also satisfied that the Council's methodology has taken into consideration reasonable alternative sites submitted through the SHLAA process and within representations made during the preparation of the Plan.

Housing Land Allocations

29. The proposed Housing Allocations are concentrated at Scunthorpe, with 17 separate allocations (Allocation Refs. SCUH-1 – SCUH-17) and 9 contingency site allocations (Allocation Refs. SCUH C1-SCUH C9). Other allocations are proposed at Barton upon Humber (Allocation Refs. BARH-1 – BARH3), Brigg (Allocation Refs. BRIH-1 – BRIH-5), Crowle (Allocation Refs. CROH-1 – CROH-2), Kirton in Lindsey (Allocation Ref. KIRH-1) and Winterton (Allocation Refs. WINH-1 – WINH-4). This proposed distribution of housing allocations broadly conforms to the spatial direction for the distribution and location of development contained in Chapter 5 of the CS. It should be noted in this context that the proposed Lincolnshire Lakes development area, which is addressed within the Lincolnshire Lakes AAP, is intended to accommodate 65% of Scunthorpe's housing requirement.
30. In my assessment, it is the balance between the need for sufficient flexibility within the Plan's proposed housing allocations and the capability to deliver the proposals that is the ultimate determinant of whether the Plan will be successful in meeting the Council's objectives. I have heard and received substantial evidence from those making representations to the Plan that there is insufficient flexibility in the Plan's housing allocations (including the Lincolnshire Lakes proposal) to maintain housing delivery to the required levels across the Plan period, and that this is demonstrated and reinforced by under-delivery of new housing in the district between 2009 and 2014. In order to test this evidence, I asked the Council to prepare an updated housing trajectory and Housing Delivery Framework (as contained at Appendix 2 of the Plan) for the purposes of this Examination. This revised and updated information has enabled me to reach two broad conclusions regarding the proposed housing allocations.
31. Firstly, I am clear that the detailed description, phasing, constraints and infrastructure requirements for a number of the proposed allocations contained in the submission Plan are either no longer correct or are insufficient to provide the necessary certainty for the satisfactory development of the sites concerned. I have considered whether, in combination, those shortcomings amount to a matter that affects the soundness of the Plan. I conclude, however, that they do not constitute such a matter, but that a series of proposed Main Modifications are necessary to ensure that the proposed allocations can be taken forward through the development management process with much greater clarity for those parties concerned, including the Council. Such modifications are also necessary to address a number of significant concerns expressed by other stakeholders, notably the Lincolnshire Wildlife Trust and the Environment Agency on matters such as biodiversity and flood mitigation, including the requirements to undertake the necessary ecology surveys, heritage assessments and Flood Risk Assessments as part of the planning application process.
32. Secondly, and more importantly, I have focused particular attention on whether the proposed housing allocations in total provide sufficient flexibility for the objectives of the CS to be achieved, and to maintain the necessary five year housing land supply. In its calculations, the Council relies upon the recent under-delivery in housing provision being redistributed over the remainder of the Plan period rather than making good the deficiency as soon

as possible within the five year period.

33. I have considered whether the Council's approach to addressing the recent shortfall in housing delivery is sound, and whether the additional buffer of 5% is sufficient to ensure that the Council will be able to maintain a rolling five year supply of housing land. I have made a realistic judgement of this situation, taking note of the progress being made with the major Lincolnshire Lakes proposal which, although outside the scope of this Examination, is nevertheless clearly fundamental to planned housing delivery in the district. In many respects the housing allocations contained in the HELA, are intended and required in my view to provide the necessary choice and flexibility for the district's housing market, whilst achieving sustainable patterns of development within the settlements concerned. Indeed, the Council itself recognises this and in the case of development in Scunthorpe proposes nine contingency sites "in case the identified sites or Lincolnshire Lakes do not deliver in the time period specified" (HELA paragraph 3.163). I believe that the Council's approach of identifying contingency sites to be sound and justified, and it does provide a level of flexibility to the proposed Housing Delivery Framework. I accept the Council's justification for allocating contingency sites and the proposed monitoring mechanisms to bring them forward for development, which I am satisfied is consistent with the CS.
34. However, with the passage of time since the preparation of the submission Plan, it is clear that the intended flexibility contained in the Plan by the identification of contingency sites has been considerably reduced. This is due, in many cases, to factors beyond the Council's control. There have been delays with the Lincolnshire Lakes project. Planned infrastructure works have not been progressed as originally intended and some sites have not come forward during Phase 1 of the Plan period as envisaged at the date of submission. This does place the Council's strategy for housing delivery at risk from speculative proposals for housing development on unallocated sites.
35. The proposed contingency sites at Scunthorpe are now, I consider, a vital and necessary element of the Housing Delivery Framework, and my detailed assessment of the potential deliverability of all the proposed allocations, and other sites granted planned permission by the Council during recent years, has confirmed that certain contingency sites do need to be brought forward for development at earlier stages within the Housing Delivery Framework than previously envisaged by the Council. These phasing changes, together with other amendments to provide improved clarity to the text and content of the specific proposals are again addressed by a series of Main Modifications set out in the Appendix to this report, which include an updated housing trajectory and Housing Delivery Framework (**MM73**). Again, I consider that these phasing changes are necessary to ensure the soundness of the Plan, and to give much greater certainty to the maintenance of a five year supply of housing land, when considered against national policy and the strategy of the CS. With these proposed Main Modifications, I conclude that the HELA will make an effective contribution to the need to boost housing supply in the district.
36. The NPPF (at paragraph 154) states that Local Plans should be aspirational but realistic, and that they should set out the opportunities for development and contain clear policies on what will or will not be permitted and where. My

Examination of the housing land allocations within the HELA has focused on this issue, and I have reached the conclusion from my assessment of the Plan itself, the accompanying evidence base documents and the representations that were made to the submission Plan and at the Hearing Sessions, that the balance described above has become distorted during the past few years. There is now insufficient flexibility in the Plan to provide certainty that the Council's housing targets can be achieved in accordance with its Housing Delivery Framework. This is leading to increasing pressure for additional speculative housing developments across the district, and I have heard and seen powerful arguments that the Plan should contain additional housing land allocations to restore the balance between flexibility and deliverability. I agree with the general view that the Plan should now incorporate added flexibility in terms of its housing land allocations, and most clearly in respect of ensuring that housing delivery can be boosted and sustained during Phases 1 and 2 of the Plan period. I consider that this is necessary in order that the Council can maintain a five year supply of housing land within the district.

37. I expressed this view as a preliminary conclusion towards the close of the Hearing Sessions, and invited the Council to consider how additional housing land allocations can be brought forward into the Plan, ensuring that they would fully comply with the principles of the CS in terms of sustainable patterns of development and relevant evidence base documents, including the SHLAA and SHMA, and which could be included as proposed Main Modifications with an accompanying SA for public consultation. The Council acknowledged this need and two sites at Kirton in Lindsey were identified as potential new housing land allocations. They are each the subject of a proposed Main Modification, and I deal with this matter in greater detail at paragraph 48 below. I am satisfied that the Council has realistically addressed this issue, acknowledging the need to embed greater flexibility into the HELA in terms of housing land availability. Moreover, the identification of land at the former Kirton in Lindsey Barracks will make effective use of previously developed land, and with appropriate master planning provides an opportunity to secure a sustainable residential development of high quality. I am further satisfied that both additional allocations fully comply with the principles of the NPPF and the CS, and this has been demonstrated by the accompanying SA. I consider that these additional housing allocations, together with other modifications intended to bring forward a number of sites to earlier phases within the Plan period, achieves a greater level of flexibility in the Plan's housing allocations, which hopefully will boost housing delivery in the district in the short-term, ahead of a full review of the LDF. I conclude on this matter that these additional allocations are necessary to ensure that the HELA contains sufficient flexibility to assist in maintaining a five year supply of housing land in the district, in the context of both the CS housing growth targets and the emerging Lincolnshire Lakes AAP.

38. I now consider in more detail the individual housing land allocations, and the need for certain Main Modifications to address matters described in paragraph 31 above. Such modifications all follow discussion at the Hearing Sessions or the submission of SoCG's to the Examination, and are set out in full in the Appendix to this report.

39. Scunthorpe Allocations

- SCUH-1 – Land at Phoenix Parkway Phase 1 – a Main Modification (**MM1**) is necessary to indicate that land falling under a 132kv overhead power line will be retained as open space
- SCUH-2 – Land at Phoenix Parkway Phase 2 – no amendments necessary
- SCUH-3 – Land at the Glebe – no amendments necessary
- SCUH-4 – Land at Capps Coal and Timber Yard – two Main Modifications (**MM2 and MM3**) are necessary to address the representations of the Environment Agency (**MM2**) and the Lincolnshire Wildlife Trust (**MM3**)
- SCUH-5 – Land off Burringham Road – a Main Modification (**MM4**) is necessary to address the representations of the Lincolnshire Wildlife Trust
- SCUH-6 – Land at Plymouth Road – a Main Modification (**MM5**) is necessary to address the representations of the Environment Agency
- SCUH-7 – Advance Crosby Scheme Phase 2 – a Main Modification (**MM6**) is necessary to address the representations of the Lincolnshire Wildlife Trust
- SCUH-8 – Land north of Doncaster Road – a Main Modification (**MM7**) is necessary to address the representations of the Environment Agency
- SCUH-9 – Land at Church Square – a Main Modification (**MM8**) is necessary to address the representations of English Heritage and the Lincolnshire Wildlife Trust
- SCUH-10 – Land south of Ferry Road West – a Main Modification (**MM9**) is necessary to address the representations of the Lincolnshire Wildlife Trust and the Environment Agency
- SCUH-11 – Land at the Council Depot, Station Road – a Main Modification (**MM10**) is necessary to address the representations of English Heritage and the Lincolnshire Wildlife Trust
- SCUH-12 – Land at 1-7 Cliff Gardens - the Council now propose to remove this allocation from the HELA, and this is addressed by Main Modification (**MM11**), which will also require an amendment to the Proposals Map – see also **MM83**
- SCUH-12 (New) – Land at Former Car Park, Collum Avenue (0.16 ha.) – the Council propose to introduce this site as a housing land allocation, as an earlier planning permission for 14 dwellings has lapsed since the submission of the Plan. This is addressed by Main Modification **MM12**, which will also require an amendment to the Proposals Map – see also **MM83**
- SCUH-13 – Former Darby Glass Offices and Factory – a Main Modification (**MM13**) is necessary to address the representations of the Lincolnshire Wildlife Trust and the Environment Agency
- SCUH-14 – Redevelopment of Westcliff Precinct – a Main Modification (**MM14**) is necessary to address the representations of the Lincolnshire Wildlife Trust

- SCUH-15 –Former Kingsway House – a Main Modification (**MM15**) is necessary to reflect the representations of the Lincolnshire Wildlife Trust
- SCUH-16 –Land at Ashby Decoy off Burringham Road – a Main Modification (**MM16**) is necessary to reflect the representations of the Environment Agency and the Lincolnshire Wildlife Trust
- SCUH-17 –Land off Queensway and Dudley Road – a Main Modification (**MM17**) is necessary following a proposal from the Council to increase the site area of this allocation from 1.67 ha. to 2.12 ha., and consequently to increase the potential housing capacity to 78 dwellings and to bring forward the phasing of this allocation from Phase 3 to Phase 2 of the Plan period. This will also require an amendment to the Proposals Map – see also **MM83**
- SCUH-18 (New) – Land at Burdock Road (2.74 ha.) – the Council propose to introduce this site as a housing land allocation with a potential housing capacity of 99 dwellings, as an earlier planning permission for 66 dwellings has lapsed since the submission of the Plan. This is addressed by Main Modification **MM18**, which will also require an amendment to the Proposals Map – see also **MM83**
- SCUH-C1 –NSD Site, Land East of Scotter Road – a Main Modification (**MM20**) is necessary to reflect the representations of the Environment Agency
- SCUH-C2 –Brumby Resource Centre, East Common Lane – a Main Modification (**MM21**) is necessary to reflect the representations of the Lincolnshire Wildlife Trust and Sport England
- SCUH-C3 –Former Tennis Courts, Rowland Road – a Main Modification (**MM22**) is necessary to reflect the representations of the Lincolnshire Wildlife Trust, English Heritage and Sport England
- SCUH-C4 –Hartwell Ford Car Garage, Station Road – a Main Modification (**MM23**) is necessary to reflect the representations of the Lincolnshire Wildlife Trust and English Heritage
- SCUH-C5 –Land at Hebden Road – a Main Modification (**MM24**) is necessary to reflect the representations of the Lincolnshire Wildlife Trust and the Environment Agency
- SCUH-C6 –Former Scunthorpe Telegraph Office, Doncaster Road – a Main Modification (**MM25**) is necessary to reflect the representations of the Lincolnshire Wildlife Trust
- SCUH-C7 –Land at former South Leys School, Enderby Road – a Main Modification (**MM26**) to reflect the representations of Sport England
- SCUH-C8 –Land at Dartmouth Road – a Main Modification (**MM27**) is necessary to reflect the representations of the Environment Agency and Sport England
- SCUH-C9 –Land off Queensway and Dudley Road – a Main Modification (**MM28**) is necessary to reflect the representations of the Lincolnshire Wildlife Trust
40. Existing new dwelling commitments for Scunthorpe identified in the Plan at paragraph 3.159 also need to be updated to reflect the current situation and the latest Housing Trajectory, and this is addressed by the amendments set out at Main Modification **MM19**.

41. Barton upon Humber Allocations

- BARH-1 – Land at Pasture Road South Phase 2 – a Main Modification **(MM29)** is necessary to address the representations of the Lincolnshire Wildlife Trust and the Environment Agency
- BARH-2 – Land at Pasture Road South Phase 1 – a Main Modification **(MM30)** is necessary to address the representations of the Lincolnshire Wildlife Trust
- BARH-3 – St. Mary's Cycle Works, Marsh Lane – a Main Modification **(MM31)** is necessary to address the representations of the Lincolnshire Wildlife Trust and the Environment Agency

42. Existing new dwelling commitments for Barton upon Humber identified in the Plan at paragraph 3.250 also need to be updated to reflect the current situation and the latest Housing Trajectory, and this is addressed by the amendments set out at Main Modification **MM32**.

43. Brigg Allocations

The proposed housing land allocations at Brigg (BRIH-1 – BRIH-5) are all located to the north or east of the town, south of the M180 motorway. In my assessment, the deliverability of these five sites in accordance with the Housing Delivery Framework, will depend upon the construction of a Relief Road between Atherton Way and Wrawby Road, and the Plan needs to contain the necessary certainty that this road will be constructed to serve each of the land allocations, and to ensure that a permeable road network can be developed between the land allocations. The construction of this Relief Road will need to be secured through future planning permissions, which in my judgement should be preceded by the preparation of a master plan by the Council to show how the five sites can be developed satisfactorily and incorporating principles of sustainable development.

44. The Council has recognised the necessity to ensure that the Relief Road is constructed to serve the five proposed housing land allocations, and two significant amendments are proposed to the text of the Plan (at paragraphs 3.251 and 3.252) to strengthen and clarify the requirements for the road. I endorse these proposed amendments and recommend that they be taken forward as two Main Modifications **(MM33 and MM34)** to the Plan, and that this clarification also be set out in the text of each of the proposed land allocations (BRIH-1 – BRIH-5).

45. BRIH-1 – Land north of Atherton Way – two Main Modifications (**MM35 and MM36**) are necessary to clarify and confirm the requirements for a Relief Road to serve this site, and to address the representations of the Lincolnshire Wildlife Trust and the Environment Agency.
- BRIH-2 – Land at Western Avenue – two Main Modifications (**MM37 and MM38**) are necessary to clarify and confirm the requirements for a Relief Road to serve this site, and to address the representations of the Lincolnshire Wildlife Trust.
- BRIH-3 – Land at Wrawby Road Phase 2 – two Main Modifications (**MM39 and MM40**) are necessary to clarify and confirm the requirements for a Relief Road to serve this site, and to address the representations of the Lincolnshire Wildlife Trust.
- BRIH-4 – Land at Wrawby Road Phase 1 – two Main Modifications (**MM41 and MM42**) are necessary to clarify and confirm the requirements for a Relief Road to serve this site, and to address the representations of the Lincolnshire Wildlife Trust.
- BRIH-5 – Land at Ancholme Park – two Main Modifications (**MM43 and MM44**) are necessary to set out the arrangements for the proposed replacement and relocation of the allotments that presently form part of this site, to clarify and confirm the requirements for a Relief Road to serve this site, and to address the representations of the Environment Agency and the Lincolnshire Wildlife Trust.
46. Existing new dwelling commitments for Brigg identified in the Plan at paragraph 3.291 also need to be updated to reflect the current situation and the latest Housing Trajectory, and this is addressed by the amendments set out at Main Modification **MM45**.
47. Crowle Allocations
- CROH-1 – Land to the East of Fieldside – a Main Modification (**MM46**) is necessary to reflect the Council's proposal to increase the site area of this allocation from 1.83 ha. to 2.34 ha. and the consequent increase in housing capacity from 68 to 86 dwellings, and to address the representations of the Lincolnshire Wildlife Trust and the Environment Agency.
- CROH-2 – Land north of Godnow Road – a Main Modification (**MM47**) is necessary to address the representations of the Environment Agency.
48. Existing new dwelling commitments for Crowle identified in the Plan at paragraph 3.305 need to be deleted as there are currently no committed housing sites at Crowle, and this is addressed by the amendment set out at Main Modification **MM48**.
49. Kirton in Lindsey Allocations
- KIRH-1 – Land west of Station Road – a Main Modification (**MM49**) is necessary to address the representations of the Lincolnshire Wildlife Trust
- KIRH-2 – Land at and adjoining Beechcroft, Station Road (2.49 ha.) – the Council propose to introduce this site as a housing land allocation with a housing capacity of 60 dwellings. The site is currently

available for development, and a recommended Main Modification (**MM50**) sets out the description of the proposal and the site specific criteria for the satisfactory development of the site, with development expected to take place during Phases 1, 2 and 3 of the Plan period. This modification will also require an amendment to the Proposals Map – see **MM80**. I have also considered the proposed allocation of this site at paragraph 37 above. In my assessment, this allocation is necessary to provide additional flexibility to the Plan's Housing Delivery Framework. I am satisfied that the Council have proposed selection of this site is in accordance with the site selection methodology described in paragraph 28 above.

KIRH-3 - Land at former RAF Kirton in Lindsey(14.26 ha.) – the Council propose to introduce this site as a Special Site of Exception in order to support and increase the level of housing delivery in the district, as well as providing additional flexibility in the availability of deliverable sites in Phases 1 and 2 of the Plan period. The site is projected to have a capacity of 300 dwellings. It will ensure the short-term redevelopment of a site which constitutes previously developed land. A recommended Main Modification (**MM51**) sets out the description of the proposal and the site specific criteria for the satisfactory development of the site, with development expected to take place during Phases 1 and 2 of the Plan period. This modification will also require an amendment to the Proposals Map – see **MM80**. I have also considered the proposed allocation of this site at paragraph 37 above. In my assessment, this allocation is necessary to provide additional flexibility to the Plan's Housing Delivery Framework. I am satisfied that the Council have proposed the selection of this site is in accordance with the site selection methodology described in paragraph 28 above.

50. Existing new dwelling commitments for Kirton in Lindsey identified in the Plan at paragraph 3.313 also need to be updated to reflect the current situation and the latest Housing Trajectory, and this is addressed by the amendment set out at Main Modification **MM52**.

51. Winterton Allocations

WINH-1 – Land at Mill House Lane – a Main Modification (**MM54**) is necessary to reflect a reduction in the proposed housing capacity of this site from 18 to 11 dwellings, following the submission of a planning application, and paragraph 3.317 requires a similar amendment (**MM53**). Main Modification **MM54** also addresses the representations of the Lincolnshire Wildlife Trust

WINH-2 – Land off Coates Avenue – two Main Modifications (**MM55 and MM56**) are necessary to remove the reference to access to this site being from Coates Avenue, with the proposed access to be taken from Enterprise Way (**MM55**), and to meet the representations of the Lincolnshire Wildlife Trust (**MM56**).

WINH-3 – Land at Top Road – a Main Modification (**MM57**) is necessary to meet the representations of the Lincolnshire Wildlife Trust.

WINH-4 – Land off Northlands Road – a Main Modification (**MM58**) is necessary to reflect the Council's proposed increase in the site area from 1.38 ha. to 1.87 ha. in order to take account of the preferred

potential access to the site being obtained direct from Northlands Road, and also to meet the representations of the Lincolnshire Wildlife Trust.

52. Existing new dwelling commitments for Winterton identified in the Plan at paragraph 3.337 also need to be updated to reflect the current situation and the latest Housing Trajectory, and this is addressed by the amendment set out at Main Modification **MM59**.
53. I consider that these modifications (**MM1 – MM59 inclusive**) in combination will provide the Plan with added flexibility at a time when it is clearly important to boost housing delivery in the district. I have considered all of the alternative housing sites put before the Examination as proposed additional allocations, but in my assessment none of these comply in full with the site selection criteria established by the strategy and policies in the CS, and that some would be in direct conflict with the strategic policies in the CS.

Employment Land Allocations

54. Policies CS11 and CS12 in the CS support the expansion of North Lincolnshire's economy and seek to allocate significant employment land in Scunthorpe, the South Humber Bank, Humberside Airport, Sandtoft Business Park, the Market Towns and at other locations across the district. The HELA takes forward this strategy by proposing 12 allocations of land for employment purposes, of which the two most significant are at South Humber Bank (900 ha.) and at North Killingholme Airfield (138.21 ha.). I consider that the approach to the allocation of employment land in the HELA is consistent with Policies CS11 (Provision and Distribution of Employment Land) and CS12 (South Humber Bank Strategic Employment Site). In particular, the proposed allocation at South Humber Bank takes forward the strategic objectives set out in Policy CS12.
55. The Council and its partners have prepared a substantial evidence base to guide the economic development strategy for North Lincolnshire and adjoining areas in the sub-region. There is no doubt that the economy of North Lincolnshire has lagged behind regional and national performance during recent years, and there has been a further contraction of the steel industry at Scunthorpe during recent months. It is therefore vitally important, in my assessment, that a range of employment land allocations are readily available to assist in the expansion and diversification of the local economy.
56. A key component of the Council's evidence base is the North Lincolnshire Employment Land Review (2014) (Ref. ECO003), which has been used to inform the potential allocation of land in the HELA. In broad terms, it has assessed the suitability of sites for employment development, sought to safeguard the most important sites from other forms of development, identified those sites that are not suitable for employment uses and enabled the Council to identify proposed allocations of land in the HELA which will meet the strategic objectives set out in the CS and other supporting economic development strategies. I am satisfied that this approach is consistent with national policy as set out in the NPPF (paragraphs 21, 23 and 28) and with the approach set out in the CS.

57. Land at the South Humber Bank within North Lincolnshire district and the adjoining district of North East Lincolnshire is of national significance. It is the last undeveloped land adjoining a deep water estuary in the UK, and offers a unique opportunity to establish estuary-dependent industries which will contribute to the regional and national economy. The area has been identified as a key location for the emerging renewable energy and off-shore wind sectors. To this end, a proposal by Able UK for a Marine Energy Park covering some 245 ha. of land has been approved recently under the Nationally Significant Infrastructure Projects regime. I consider this site in greater detail at paragraphs 59-63 below.
58. As with the proposed housing land allocations described above, my primary focus in assessing the proposed employment land allocations has been to test whether the sites can be delivered in accordance with the Council's objectives, amongst other considerations. In particular, I have sought to assess the extent to which any necessary supporting infrastructure, notably highways improvements, is adequately addressed within the Plan. I have also been mindful of representations received from a number of parties, notably the Environment Agency and the Lincolnshire Wildlife Trust, requesting that additional site specific criteria be included in the Plan to ensure that development can take place satisfactorily with any necessary mitigation measures. In this context, I am clear that a series of recommended Main Modifications are necessary for soundness, in order to ensure that the Plan is effective and consistent with national policy.
59. SHBE-1 – South Humber Bank – this site extends to 900 ha. of land to the north of the port of Immingham. It includes a frontage of approximately 4 miles to the Humber Estuary, adjacent to the deep water channel of the River Humber. The site is described by the Council as North Lincolnshire's 'jewel in the crown' premier employment site in view of its regional and national significance. The site is allocated for Classes B1, B2 and B8 uses and ancillary development that are associated with port activities, including land based development allowing for the development of a port that meets the tests of the Habitats Regulations.
60. The site includes, or is adjacent to, nature conservation sites with international, national and local designations. Extensive consultation has taken place with nature conservation bodies, including Natural England, the Royal Society for the Protection of Birds (RSPB) and the Lincolnshire Wildlife Trust, culminating in the South Humber Bank Mitigation Strategy to address waterbird mitigation. Preferred sites for on-site waterbird mitigation are included as part of the proposal.
61. The main road access to the site is being secured through Highways England's A160 Port of Immingham Improvement Scheme which will improve links to the A180. This scheme has been approved, and construction is scheduled to be completed by the end of 2016. Network Rail is undertaking signalling and other improvements on the Doncaster to Immingham railway line in order to increase capacity on this line for freight traffic from the Immingham area.
62. During the Examination I have received evidence from the Council and the operators of the Port of Immingham, Associated British Ports (ABP), part of whose operational land falls within the boundaries of the proposed SHBE-1

land allocation. A SoCG was concluded during the Examination between the Council, Natural England, the RSPB and the Lincolnshire Wildlife Trust which has greatly assisted my consideration of nature conservation issues.

63. A proposal of this scale and importance will inevitably include elements that lead to concerns for some parties. My role is to determine whether the proposal is sound in the context of the NPPF and national planning policy, and with the Council's planning strategies notably the CS. My conclusion is that this proposal is in the national, regional and local interest, and will provide a major stimulus to the local economy in North Lincolnshire and North East Lincolnshire. I am satisfied that the full extent of the proposal is justified and that it has the support of many bodies, including local authorities and the business community. However, two Main Modifications (**MM60 and MM61**) are necessary to make amendments to the text of the proposal to reflect matters agreed in the SoCG concerning this site (see paragraph 62 above) (**MM61**) and to the plan on page 122 in order to ensure consistency with other parts of the Plan (**MM60**). Further amendments are necessary to Inset Map 57 of the Proposals Map, and these are addressed by recommended Main Modification **MM92** (see paragraph 81 below). With these recommended Main Modifications, I consider that the proposal is sound, and can be taken forward for implementation as planned.
64. NKAЕ-1 – North Killingholme Airfield – this site extends to 138.21 ha. and forms part of a former World War II airfield. It contains areas of previously developed land, and is potentially suitable for a range of Class B1 and Class B8 uses. There are no over-riding constraints to its development, and I consider that the content of the proposal as set out in the Plan provides adequate guidance and clarity to prospective developers.
65. SCUE-1 – Normanby Enterprise Park, Scunthorpe – this site comprises 35.1 ha. of previously developed land forming part of the former Normanby Park Steel Works. The proposed allocation would constitute an extension to the existing Normanby Enterprise Park. A Main Modification (**MM62**) is necessary to strengthen the guidance within the policy for the protection of habitats in adjacent Local Nature Reserves and Local Wildlife Sites.
66. SCUE-2 – Mortal Ash Hill, Scunthorpe - this site comprises 15.48 ha. of land to the east of Scunthorpe, and contains some previously developed land. The site has good access to the nearby A18, and is suitable for a range of Class B1 uses. A Main Modification (**MM63**) is necessary to reflect the representations of the Environment Agency with regard to the submission of a Flood Risk Assessment and future maintenance of Bottesford Beck by the Environment Agency.
67. HUME-1 – Humberside Airport – this site comprises 9.4 ha. of land to the west of the existing Humberside Airport complex. The site has good access to the nearby A18, and is suitable for a range of Class B1 and Class B8 uses associated with the development and expansion of the Airport. A Main Modification (**MM64**) is necessary to clarify that the site is suitable for ancillary uses which are associated with the airport functions.
68. HUME-1a (New) – Land to the west of Humberside Airport – the Council wish to add a further allocation of land at Humberside Airport, as a second phase

(after the implementation of proposal HUME-1) for the development and expansion of the Airport. I consider that this allocation in the Plan is appropriate and necessary for the soundness of the Plan. This will maintain the supply of employment land at the Airport, given current and planned future investment in its development, which has a significant regional role in the aviation sector, and is a major support base for the off-shore oil and gas industry. The site comprises 12 ha. of land to the west of the Airport, and will require various infrastructure improvements, including improvements to the A18 access junction. A recommended Main Modification (**MM65**) sets out the full text of the proposal, including the necessary site specific criteria for the satisfactory development of the site.

69. HUME-2 – Land north of A18 at Humberside Airport – this site comprises 7.8 ha. to the north of the A18 and adjacent to the main Humberside Airport complex. The site largely comprises a disused quarry, and is now a Local Wildlife Site and Local Geological Site, and I have carefully considered the justification for the proposal and the potential impact of new development on nature conservation and geological interests. I conclude that potential impacts can be suitably mitigated by strengthened criteria within the text of the proposal, and this is addressed by recommended Main Modification **MM66**.
70. SANE-1 – Sandtoft Business Park – this site comprises 55.3 ha. of land at the former World War II Sandtoft Airfield and is proposed as an extension to the existing Sandtoft Industrial Estate and other business uses on the southern parts of the site. In considering the representations made to the submission Plan and in the evidence presented at the Hearing Sessions, I am clear that in order to justify this proposed allocation of land strengthened guidance is necessary within the text of the proposal to indicate that highway improvements may be necessary in the vicinity of the site, and which should be secured as part of any planning permission. A recommended Main Modification (**MM67**) addresses this issue, together with a correction to the site area (which is 55.3 ha.) and further text to reflect the requirements of the Environment Agency.
71. BARE-1 – Humber Bridge Industrial Estate, Barton upon Humber – this site comprises of 7.15 ha. of land within the Humber Bridge Industrial Estate at Barton upon Humber. The allocation is carried forward from the North Lincolnshire Local Plan (2003), and the land is suitable for Classes B1, B2 and B8 uses. There are no constraints to its development, and I consider that the content of the proposal as set out in the Plan provides adequate clarity and guidance to prospective developers.
72. BRIE-1 – Former Brigg Sugar, Brigg – this site comprises 20.5 ha of previously developed land, previously occupied by a British Sugar factory. The site is available for immediate development, and I consider that the content of the proposal as set out in the plan provides adequate clarity and guidance to prospective developers, with the exception of the requirement to provide additional guidance concerning the protection of the nearby SINC and LWS sites. This is addressed by recommended Main Modification **MM68**.
73. NEWE-1 – New Holland Industrial Estate, New Holland – this site comprises 2.0 ha. of land within the New Holland Industrial Estate which is situated to the west of New Holland. It constitutes the first phase of potential future

releases of land within the area, but the Council intends that this allocation is developed prior to any further releases. There are no constraints to the development of this site, and I consider that the content of the proposal as set out in the Plan provides adequate clarity and guidance to prospective developers.

74. EALE-1 – Spen Lane, Ealand – this site comprises 3.2 ha. of land at Ealand, close to the A18/A161 junction. It is a serviced site, and is an allocation carried forward from the North Lincolnshire Local Plan (2003). There are no constraints to its development, but I consider that a Main Modification (**MM69**) is necessary to reflect the representations of the Environment Agency and the Lincolnshire Wildlife Trust, and to correct the site area (to 3.2 ha.).
75. EALE-2 – Land south of Railway, Ealand – this site comprises 6.0 ha. of land south of the Doncaster to Cleethorpes railway line at Ealand and west of the A18/A161 junction. Part of the site comprises previously developed land. It is an allocation carried forward from the North Lincolnshire Local Plan (2003). There are no constraints to its development, but I consider that a Main Modification (**MM70**) is necessary to strengthen the requirements for any necessary mitigation measures to avoid impacts on the nearby Stainforth and Keadby Canal Corridor LWS, and to reflect the requirements of the Environment Agency.
76. My overall conclusion is that, with the Main Modifications (**MM60-MM70 inclusive**), identified in this report, the proposed employment land allocations are all justified and sound, and I consider that they can be taken forward for implementation and delivery in accordance with the Council's employment and economic development strategies.

Future Retail Development

77. The HELA also addresses future retail development in North Lincolnshire and defines the town centre boundaries of Scunthorpe, Brigg, Barton upon Humber, Crowle, Epworth and the district centres of Ashby High Street and Frodingham Road in Scunthorpe. Policy CS14 of the CS sets out North Lincolnshire's retail hierarchy. This states that, following the sub-regional town centre of Scunthorpe are the market town centres of Barton upon Humber and Brigg, with further smaller town centres in Brigg and Epworth. District centres and a range of smaller local centres are below Market Towns in the hierarchy. Policy TC1 in the HELA sets out the proposed types of development that will be permitted in Town Centres and District Centres, with an emphasis on retail uses. I consider that the policy is consistent with the CS and with national policy on retail development as expressed in the NPPF.
78. The principal representations concerned the future scale and extent of retail development at Scunthorpe, and the definition of the Scunthorpe Town Centre and primary shopping frontages on the accompanying inset map (Inset 51) of the Proposals Map. It is clear that future retail development will be a major driver of the Council's regeneration plans for Scunthorpe. However, I accept the Council's position that the proposed policy notations and boundaries as shown on Inset Map 51 are appropriate in the context of the CS and the regeneration strategy for Scunthorpe, with the exception that the Proposals Map should be amended to remove references to saved North Lincolnshire

Local Plan Policies S1 and S2 and their replacement by references to HELA Policy TC1. This is addressed by Main Modification **MM89** (see paragraph 78 below). I conclude that the town centre and district centre boundaries at other settlements in the district are also appropriate, with the exception of a proposed amendment to the Brigg Town Centre Inset Map development limit boundary. This is addressed by Main Modification **MM88** (see also paragraph 81 below).

Development Limits

79. The Plan also defines development limits for most of the settlements in North Lincolnshire. This follows a review of those in the previous North Lincolnshire Local Plan (2003) subject to compliance with CS Policy CS3 (Development Limits). In broad terms, the Council has reviewed the limits taking into account the following considerations – existing development patterns, the ability of a settlement to accommodate future growth based on existing and proposed infrastructure, extant planning consents and settlement character. Development limits are therefore proposed in the Plan for the Scunthorpe urban area, the Market Towns and Rural Settlements (as defined in the CS Settlement Hierarchy). The proposed limits are shown on a series of Inset Maps to the Plan's Proposals Map.
80. I am satisfied that the Council has undertaken an objective review of development limits across the district, using relevant review criteria that conform with the intentions of adopted CS Policy CS3. Nevertheless, from the representations and evidence at the Hearing Sessions it was clear that, in a number of settlements, there was not complete consensus within the communities concerned that the proposed development limits fully reflect the views of Parish Councils, community groups, local residents and landowners. I have borne in mind that local communities now have the opportunity to prepare Neighbourhood Plans as part of the statutory development plan and that such plans will need to be consistent with the CS and HELA.
81. Analysis of the representations and other evidence to this Examination, together with my site visits, has confirmed that a series of recommended Main Modifications are necessary to ensure that proposed development limits at a number of settlements are consistent with other aspects of the Council's planning strategy. This is necessary to more accurately reflect patterns of development within certain settlements or to correct obvious inaccuracies on some Inset Maps. Full details and descriptions of these Main Modifications are contained in the Appendix to this report, and each requires a proposed amendment to the submitted Proposals Map and its accompanying Inset Maps. In summary, these Main Modifications are as follows :-

MM75 - Inset Map 5 – Barnetby le Wold

MM76 - Inset Map 10 – Brigg, Scawby Brook and Castlethorpe

MM77 - Inset Map 13 – Crowle

MM78 - Inset Map 14 – Ealand

MM79 - Inset Map 15 – East Halton

MM80 - Inset Map 27 – Kirton in Lindsey (to reflect the content of Main Modifications **MM50** and **MM51**)

MM81 - Inset Map 32 – Owston Ferry

MM82 - Inset Map 35 – Scawby

- MM83** - Inset Map 36 – Scunthorpe (to also reflect the content of Main Modifications **MM11, MM12, MM17** and **MM18**)
- MM84** - Inset Map 40 – West Butterwick and East Butterwick
- MM85** - Inset Map 43 – Winterringham
- MM86** - Inset Map 44 – Winterton
- MM87** - Inset Map 46 – Worlaby
- MM88** - Inset Map 50 – Brigg Town Centre (see also paragraph 78)
- MM89** - Inset Map 51 – Scunthorpe Town Centre (see also paragraph 78)
- MM90** - Inset Map 55 – Humberside Airport (to also reflect the content of Main Modification **MM65**)
- MM91** - Inset Map 56 – Sandtoft Airfield (to also reflect the content of Main Modification **MM67**)
- MM92** - Inset Map 57 – South Humber Bank

Issue 3 – Implementation and Monitoring

82. The third main issue that I identify as being a matter upon which the soundness of the HELA depends is that of implementation and monitoring. The NPPF (at paragraph 182) states that a plan should be deliverable over its period, and based on effective joint working on cross-boundary strategic priorities. I have given careful consideration to the Plan's proposed content for monitoring the implementation of its various proposals and allocations. These are largely set out in Section 7 (Implementation) with accompanying Appendices 1 (Monitoring Framework) and 2 (Housing Delivery Framework). The Monitoring Framework establishes the indicators to measure the performance of relevant CS policies, and these are used to inform the Council's Authority Monitoring Reports. This is clearly essential in the context of the CS but does not, in my assessment, provide sufficiently comprehensive information to monitor the effective implementation of the housing, employment and retail development proposals contained in the HELA, particularly at a time when it will be important to boost housing and economic growth in the district. I consider that this is a matter which affects the soundness of the Plan, particularly as it will be important to maintain effective and timely monitoring of the deliverability of the Plan's proposals notably with regard to housing delivery. For example, the proposed development of the contingency sites at Scunthorpe, together with any other phasing changes that may prove to be necessary, will depend upon effective monitoring.
83. Of particular concern was the absence of a clear linkage between the HELA and the Council's Infrastructure Delivery Plan and associated Infrastructure Delivery Schedule. Many of the housing and employment land allocations will require, and are dependent upon, the timely provision of supporting infrastructure to ensure that proposals can be implemented satisfactorily and in a sustainable way. Some infrastructure will be the responsibility of developers themselves and will be secured through planning obligations, but other strategic infrastructure is the responsibility of other bodies, and if not provided in accordance with agreed programmes and timescales could lead to delays in the implementation of proposals in the HELA.
84. I considered this matter in some depth at the Examination, and the Council agree that it is necessary to reinforce Section 7 of the Plan by clearer statements on the provision of the infrastructure required to support planned growth in the district. To that end, two Main Modifications are recommended.

MM71 contains revisions and additional text for Section 7, including statements on the delivery and funding mechanisms for new infrastructure in the district. **MM74** comprises an Infrastructure Delivery Schedule, which will become Appendix 5 in the Plan. This sets out the type, location and phasing of the infrastructure required for each proposed development in the Plan. It also identifies the parties responsible for the delivery of infrastructure, potential funding sources and estimated delivery timescales. In my assessment, this new Appendix will become an important mechanism for monitoring the effective delivery of the Plan's proposals.

- 85. A Main Modification (**MM72**) is also necessary to update the Monitoring Framework at Appendix 1 to the Plan, to include the additional land allocations identified in this report and other Main Modifications, and changes to the monitoring targets for the South Humber Bank employment land allocation.
- 86. Finally, it is also necessary to update the Housing Delivery Framework contained at Appendix 2 to the Plan to reflect the modifications described in this report, including phasing changes during the remainder of the Plan period. A fully revised Housing Delivery Framework to replace the existing Appendix 2 is included as a recommended Main Modification (**MM73**).
- 87. With the Main Modifications described in this section, I consider that the implementation and monitoring mechanisms for the proposals contained in the HELA will be more comprehensive than set out in the submission draft, and will assist the Council not only in its annual monitoring requirements but also in assessing the effectiveness of its housing and employment land allocations. It will also assist in informing the future review of the LDF suite of documents. I conclude that the Plan is therefore sound in these respects.

North Lincolnshire Local Development Framework (LDF) Proposals Map

- 88. The recommended Main Modifications will necessitate some amendments to the North Lincolnshire LDF Proposals Map, in accordance with Regulation 22 of the Town and Country Planning Regulations (Local Planning) (England) 2012. These amendments are described within the text of the modifications as set out in the Appendix to this report.

Assessment of Legal Compliance

- 89. My Examination of the compliance of the HELA with the legal requirements is summarised in the table below. I conclude that the HELA meets them all.

| LEGAL REQUIREMENTS | |
|--------------------------------|---|
| Local Development Scheme (LDS) | The HELA is identified within the approved North Lincolnshire Revised LDS (April 2014), and the Plan has been prepared in accordance with the listing and description in the LDS. |

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| Statement of Community Involvement (SCI) and relevant regulations | The North Lincolnshire SCI was adopted in July 2010 and consultation has been compliant with the requirements therein, including the consultation on the proposed Main Modification changes (MM). |
| Sustainability Appraisal (SA) | SA has been carried out appropriately at each stage of the Plan's preparation and is adequate, including a Supplementary SA to accompany the proposed Main Modifications. |
| Appropriate Assessment (AA) | The Habitats Regulations Assessment (contained within the Submission SA) sets out the Stage 1 Significance Test and Stage 2 Appropriate Assessment, in accordance with the Conservation of Habitats and Species Regulations, 2010. |
| National Policy | The HELA complies with national policy except where indicated and modifications are recommended. |
| Public Sector Equality Duty (PSED) | A Diversity Impact Assessment has been prepared, and the HELA complies with the Duty. |
| 2004 Act (as amended) and 2012 Regulations. | The HELA complies with the Act and the Regulations. |

Overall Conclusion and Recommendation

90. **The North Lincolnshire Housing & Employment Land Allocations DPD has a number of deficiencies in relation to soundness and/or legal compliance for the reasons set out above which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the Act. These deficiencies have been explored in the main issues set out above.**

91. **The Council has requested that I recommend Main Modifications to make the North Lincolnshire Housing & Employment Land Allocations DPD sound and/or legally compliant and capable of adoption. I conclude that with the recommended Main Modifications set out in the Appendix to this report the North Lincolnshire Housing & Employment Land Allocations DPD satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.**

Derek Stebbing

Inspector

This report is accompanied by the Appendix containing the recommended Main Modifications. (The Main Modifications include one proposed new Appendix 5 to the Plan, and revised Appendices 1 and 2).

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

Housing – Scunthorpe

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

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

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

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

SCUH- 18 Land at Burdock Road

Context

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

Proposed Development

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

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

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

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

Policy SCUH-18

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

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

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

Implementation

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

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

MM19

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

Committed Sites

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

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

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

Committed Sites

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

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

MM20

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

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

MM21

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

Add additional criteria as follows:

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

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

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

Housing – Barton upon Humber

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

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

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| | <p>The sites allocated for housing are all located to the north/east of Brigg adjacent to each other. In terms of traffic the existing road infrastructure of the A18 which runs through the town is often extremely busy and particularly at peak times when congestion occurs. Therefore as part of the housing proposals on the fringe of Brigg a permeable link road network will be provided to serve the housing allocations from Atherton Way to Wrawby Road. This will enhance and improve traffic flows by increasing permeability and assist in regenerating the town as a whole. This has been reflected through the following text additions and policy changes below:</p> <p>Brigg has a population of approximately 5,076 with 2,461 dwellings. It is located to the south of the M180 on the <u>A15A18</u>, east of Scawby and west of Wrawby. Brigg has a conservation area and has been a thriving market town for centuries.</p> <p><u>Brigg is the second largest of the market towns in North Lincolnshire in terms of its population and is a very popular location for living and working. It provides an important service centre for the surrounding villages and a number of villages in the West Lindsey district. The town centre is thriving with a wide range of shops, services and facilities. It has good public transport links with Scunthorpe and Barton upon Humber and the surrounding villages.</u></p> <p><u>The sites allocated for housing are all located to the north / east of Brigg adjacent to each other. These sites were deemed more suitable than alternative sites suggested for Brigg through the Strategic Housing Land Availability Assessment and earlier stages of the Development Plan Document. In terms of traffic the existing road infrastructure of the A18 which runs through the town is often extremely busy and particularly at peak times when congestion occurs. Therefore as part of the housing proposals on the fringe of Brigg a permeable link road network will be provided to serve the housing allocations from Atherton Way to Wrawby Road. This will enhance and improve traffic flows by increasing permeability and assist in regenerating the town as a whole. The new road network should accord with 'Manual for Streets' and operate with road like tendencies. The Council will not support further accesses on to Grammar School Road.</u></p> <p><u>A total of £1.5 million is included in the North Lincolnshire Council Capital Investment budget for the first phase of the road. This money will be utilised to cover any abnormal costs regarding the road infrastructure. Bids have also been submitted to the Greater Lincolnshire Local Enterprise Partnership for further funding that will assist in providing a permeable link through the new allocations and assist in improving the settlements capacity as a whole.</u></p> <p><u>A number of reasonable options were considered to determine the appropriate strategy for providing suitable access to the allocations, including a relief road, however evidence demonstrated that the most appropriate approach is to provide links to the existing road network in appropriate locations increasing permeability through the town.</u></p> <p>Policy CS8: Spatial Distribution of Housing Sites in the Adopted Core Strategy states that the Market Towns of Brigg, Crowle, Kirton in Lindsey and Winterton will have approximately 18% of the new houses built. This equates to 1,906 new dwellings, of which 386 will be provided from sites that already have planning permission or are under construction. The overall provision for Brigg is 7% equating to 741 dwellings. The following allocations have been identified to address this requirement.</p> |
| MM34 | Delete the existing paragraph and replace with the revised wording set out below. This reflects discussions that took place during the Examination Hearings. This will read as follows: |

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

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

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

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

This reflects discussions that took place during the Examination Hearings.

Add additional criteria as follows:

- Any Flood Risk Assessment needs to comply with the critical flood level and the appropriate mitigation measures set out in the SFRA and any future updates.
- An ecology survey will be required.
- Biodiversity enhancements should be incorporated into site design.

These reflect the Statements of Common Ground (Doc Ref Nos: SOCG5 & SOCG3) between the Council and Environment Agency, and Lincolnshire Wildlife Trust, respectively.

MM45

During the Examination Hearings the Inspector request an update on all committed housing sites. This table has been amended to reflect the current situation. Paragraph 3.291 and its associated table have updated (see below).

Committed sites

~~In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire's housing requirements over the coming years. Such sites are commonly referred to as being "committed" sites. In Brigg, there are a total of five "committed" housing sites that will supply a total of 136 dwellings. The table below lists these sites:~~

| Site-Ref | Address | Area (Ha) | Number of Dwellings | Land Class |
|-----------------|---|------------------|----------------------------|-------------------|
| PA/2004/0962 | Silversides, Silverside Lane | 1.48 | 44 | Brownfield |
| PA/2008/0325 | Former Brigg Primary School | 1.05 | 1 | Brownfield |
| PA/2008/0338 | Land at Island Carr | 5.97 | 60 | Brownfield |
| PA/2011/0362 | Land off Engine Street | 0.17 | 10 | Brownfield |
| PA/2013/0092 | Former Ancholme Inn , Grammer School Road | 0.43 | 21 | Brownfield |

Committed Sites - Brigg

~~In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire's housing requirements over the coming years. Such sites are commonly referred to as being "committed" sites. In Brigg, there are a total of five "committed" housing sites that will supply a total of 136 dwellings. The table below lists these sites:~~

| <u>Site Ref</u> | <u>Address</u> | <u>Area (Ha)</u> | <u>Number of Dwellings</u> | <u>Land Class</u> |
|---------------------|--|------------------|----------------------------|-------------------|
| <u>PA/2004/0692</u> | <u>Silversides, Silverside Lane</u> | <u>1.48</u> | <u>44</u> | <u>Brownfield</u> |
| <u>PA/2008/0385</u> | <u>Former Brigg Primary School</u> | <u>1.05</u> | <u>1</u> | <u>Brownfield</u> |
| <u>PA/2008/0338</u> | <u>Land at Island Carr</u> | <u>5.97</u> | <u>60</u> | <u>Brownfield</u> |
| <u>PA/2011/0362</u> | <u>Land off Engine Street</u> | <u>0.17</u> | <u>10</u> | <u>Brownfield</u> |
| <u>PA/2013/0092</u> | <u>Former Ancholme Inn , Grammar School Road</u> | <u>0.43</u> | <u>21</u> | <u>Brownfield</u> |

Housing – Crowle

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

In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire's housing requirements over the coming years. Such sites are commonly referred to as being "committed" sites. In Crowle, there is a total of one "committed" housing site which will supply a total of 12 dwellings. The table below lists these sites:

| Site Ref | Address | Area (Ha) | Number of Dwellings | Land Class |
|--------------|------------------|-----------|---------------------|------------|
| PA/2010/0688 | 1-7 Eastoft Road | 0.23 | 12 | Brownfield |

There are currently no committed housing sites in Crowle

Housing – Kirton in Lindsey

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

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

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

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

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

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

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

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

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

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

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

Policy KIRH-3

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

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

- A Heritage Assessment is required. It will need to consider the impact of any proposals upon those elements which contribute to the significance of the Listed Buildings (the Control Tower and the Sector Operations Building and blast walls) within the allocation area. Development proposals should ensure those elements which contribute to their significance are safeguarded and retained. The assessment will also need to consider the impact on any archaeological remains within the site.
- The design should investigate the potential to provide appropriate facilities on site for visitor facilities and allotments.

Implementation

Development of Policy KIRH-3 is to be brought forward by the developer. The delivery of the site is expected in Phase 1 and Phase 2 of the plan period (2014-2024).

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

MM52

During the Examination Hearings the Inspector requested an update on all committed housing sites. This table has been amended to reflect the current situation. Paragraph 3.313 and its associated table have updated (see below).

Committed sites

In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire’s housing requirements over the coming years. Such sites are commonly referred to as being “committed” sites. In Kirton in Lindsey, there are a total of two “committed” housing sites which will supply a total of 73 dwellings. The table below lists these sites:

| <u>Site Ref</u> | <u>Address</u> | <u>Area (Ha)</u> | <u>Number of Dwellings</u> | <u>Land Class</u> |
|------------------------|-----------------------------|-------------------------|-----------------------------------|--------------------------|
| PA/1999/0920 | North of Spa Hill | 6.52 | 23 | Greenfield |
| PA/2006/0464 | Gleadells Mill Station Road | 0.50 | 50 | Brownfield |

Committed Sites - Kirton in Lindsey

In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire’s housing requirements over the coming years. Such sites are commonly referred to as being “committed” sites. In Kirton in Lindsey, there is a total of one “committed” housing site which will supply a total of 23 dwellings. The table below lists the site:

| <u>Site Ref</u> | <u>Address</u> | <u>Area (Ha)</u> | <u>Number of Dwellings</u> | <u>Land Class</u> |
|------------------------|-----------------------|-------------------------|-----------------------------------|--------------------------|
| PA/1999/0920 | North of Spa Hill | 6.52 | 23 | Greenfield |

Housing – Winterton

| Ref | Main Modifications to Housing & Employment Land Allocations DPD |
|------|---|
| MM53 | Amend second sentence to reflect the amended number of dwellings resulting from the recently submitted planning application and to address the concerns of local residents as follows: The density of development within this locality indicates that 1118 dwellings can be delivered on this site. |
| MM54 | <p>Policy WINH-1 Land at Mill House Lane (44-7)</p> <p>Amend first sentence to reflect the amended number of dwellings resulting from the recently submitted planning application and to address the concerns of local residents as follows: Policy WINH-1 Land at Mill House Lane (0.45ha) is allocated for housing (1118 dwellings).</p> <p>Add additional criterion as follows: <u>Biodiversity enhancements should be incorporated into site design</u>. This reflects the Statement of Common Ground (Doc Ref No: SOCG3) between the Council and Lincolnshire Wildlife Trust.</p> |
| MM55 | <p>WINH-2 Land off Coates Avenue (44-6)</p> <p>Amend to remove reference to site access being formed from Coates Avenue as the council's highways service has confirmed that access should be from Enterprise Way. This will read as follows: Access to the site will need to be agreed with the Highways Authority. Access into the site from Enterprise Way would be acceptable. Access could be formed from Coates Avenue may be in third party ownership. If access is from Coates Avenue then improvements may be required to the Coates Avenue/Manlake Avenue junction. The site is within walking distance from the district centre and local services.</p> |
| MM56 | <p>Policy WINH-2 Land off Coates Avenue (44-6)</p> <p>Amend third criterion to remove reference to site access being formed from Coates Avenue as the council's highways service has confirmed that access should be from Enterprise Way. This will read as follows: Vehicular access points to the site will need to be agreed with the Highway Authority and possible localised improvements to Coates Avenue/Manlake Avenue junction may be required.</p> <p>Add additional criteria as follows: <u>An ecology survey will be required</u> and <u>Biodiversity enhancements should be incorporated into site design</u>. This reflects the Statement of Common Ground (Doc Ref No: SOCG3) between the Council and Lincolnshire Wildlife Trust.</p> |
| MM57 | <p>Policy WINH-3 Land at Top Road (44-1)</p> <p>Add additional criteria as follows: <u>An ecology survey will be required</u> and <u>Biodiversity enhancements should be incorporated into site design</u>. These reflect the Statement of Common Ground (SOCG3) between the Council and Lincolnshire Wildlife Trust.</p> |
| MM58 | <p>Land off Northlands Road (44-9)</p> <p>Land off Northlands Road (1.38 ha) (1.87ha)</p> <p>Access to this site was discussed at the Examination Hearings and it was agreed that the council would contact the owner of the area of land to the south to address this issues. It was agreed to extend the site allocation to include the land to the south to allow for an alternative access to be gained.</p> <p>The landowner of the proposed site has since contacted the council and confirmed that access could be achieved from Northlands Road via the demolition</p> |

| | <p>on an existing property (see examination document EXAM101). The council’s highway service considers that it would be technically possible to form an access at this location.</p> <p>Insert additional criteria as follows: <u>An ecology survey will be required</u> and <u>Biodiversity enhancements should be incorporated into site design</u>. These reflect the Statement of Common Ground (SOCG3) between the Council and Lincolnshire Wildlife Trust.</p> | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|---|-----------|---------------------|------------|---------------------|------------|--------------|---|------|----|------------|----------|---------|-----------|---------------------|------------|--------------|------------------------|------|----|------------|--------------|------------------------------|------|----|------------|
| MM59 | <p>During the Examination Hearings the Inspector requested an update on all committed housing sites. This table has been amended to reflect the current situation. Paragraph 3.337 and its associated table have updated (see below).</p> <p><u>Committed sites</u></p> <p>In addition to the new housing sites proposed in this DPD, there is one other site that is either under construction or have planning permission, which will play an important role in delivering North Lincolnshire’s housing requirements over the coming years. Such sites are commonly referred to as being “committed” sites. In Winterton, there is one “committed” housing site which will supply a total of 14 dwellings. The table below lists these sites:</p> <table border="1" data-bbox="376 592 1512 746"> <thead> <tr> <th>Site Ref</th> <th>Address</th> <th>Area (Ha)</th> <th>Number of Dwellings</th> <th>Land Class</th> </tr> </thead> <tbody> <tr> <td>PA/2008/0364</td> <td>Land at and to the rear of 59 West Street</td> <td>0.26</td> <td>14</td> <td>Greenfield</td> </tr> </tbody> </table> <p><u>Committed Sites - Winterton</u></p> <p><u>In addition to the new housing sites proposed in this DPD, there are a number of other sites that are either under construction or have planning permission, which will play an important role in delivering North Lincolnshire’s housing requirements over the coming years. Such sites are commonly referred to as being “committed” sites. In Winterton, there is a total of two “committed” housing sites which will supply a total of 24 dwellings. The table below lists the sites:</u></p> <table border="1" data-bbox="376 965 1413 1166"> <thead> <tr> <th>Site Ref</th> <th>Address</th> <th>Area (Ha)</th> <th>Number of Dwellings</th> <th>Land Class</th> </tr> </thead> <tbody> <tr> <td>PA/2008/0364</td> <td>Land at 59 West Street</td> <td>0.26</td> <td>14</td> <td>Greenfield</td> </tr> <tr> <td>PA/2014/0249</td> <td>Land rear of Burgon Crescent</td> <td>0.28</td> <td>10</td> <td>Greenfield</td> </tr> </tbody> </table> | Site Ref | Address | Area (Ha) | Number of Dwellings | Land Class | PA/2008/0364 | Land at and to the rear of 59 West Street | 0.26 | 14 | Greenfield | Site Ref | Address | Area (Ha) | Number of Dwellings | Land Class | PA/2008/0364 | Land at 59 West Street | 0.26 | 14 | Greenfield | PA/2014/0249 | Land rear of Burgon Crescent | 0.28 | 10 | Greenfield |
| Site Ref | Address | Area (Ha) | Number of Dwellings | Land Class | | | | | | | | | | | | | | | | | | | | | | |
| PA/2008/0364 | Land at and to the rear of 59 West Street | 0.26 | 14 | Greenfield | | | | | | | | | | | | | | | | | | | | | | |
| Site Ref | Address | Area (Ha) | Number of Dwellings | Land Class | | | | | | | | | | | | | | | | | | | | | | |
| PA/2008/0364 | Land at 59 West Street | 0.26 | 14 | Greenfield | | | | | | | | | | | | | | | | | | | | | | |
| PA/2014/0249 | Land rear of Burgon Crescent | 0.28 | 10 | Greenfield | | | | | | | | | | | | | | | | | | | | | | |

Employment – South Humber Bank

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

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

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

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

Employment - Humberside Airport

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

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

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

Proposed Development

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

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

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

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

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

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

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

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

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

Policy HUME-1a

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

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

Implementation

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

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

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

Employment - Sandtoft Business Park

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

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

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

Employment – Ealand

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

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

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

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

Appendices

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

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

Proposals Map & Development Limits

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

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

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

Proposed Main Modification Ref: MM72 – Revised Appendix 1: Monitoring Framework

Appendix 1 - Monitoring Framework

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.

In accordance with Regulation 48 of the 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.

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.

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 Housing and Employment Land Allocations Development Plan Document has been subject to a sustainability appraisal designed to identify where allocations could have significant effects.

The following table identifies which Housing and Employment Land Allocation Policies will deliver the Core Strategy Policies and the relevant indicators to measure performance. These indicators will be reported in the Council Monitoring Reports each December.

| Core Strategy Policy | Core Strategy Indicators | Housing and Employment Land Allocation Policy | Housing and Employment Land Allocations Indicators | Targets | Monitoring Systems* |
|-------------------------|---|---|--|---|---------------------|
| CS3: Development Limits | Number of Planning applications granted outside of the development limit. | | No. of dwellings or other developments approved outside Development Limits when no exceptional circumstances | 0% of inappropriate housing or other development outside development limits | PA |
| CS7: Overall Housing | Ensure a five-year supply of | SCUH-1, SCUH-2, SCUH- | Ensure a five-year supply of | North Lincolnshire Council | SHLAA |

North Lincolnshire Local Development Framework
Housing & Employment Land Allocations Development Plan Document: Revised Submission Draft (April 2014)

| Core Strategy Policy | Core Strategy Indicators | Housing and Employment Land Allocation Policy | Housing and Employment Land Allocations Indicators | Targets | Monitoring Systems* |
|--|--|---|--|--|---------------------|
| Provision | deliverable sites is maintained | 3,SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-8, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-16, SCUH-17, <u>SCUH-18</u> SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8, SCUH-C9, BARH-1, BARH-2, BARH-3, BRIH-1, BRIH-2, BRIH-3, BRIH-4, BRIH-5, CROH-1, CROH-2, KIRH-1, <u>KIRH-2</u> <u>KIRH-3</u> WINH-1, WINH-2, WINH-3, WINH-4 | deliverable sites is maintained | will consistently maintain a five year supply of deliverable sites through the plan period | |
| | Annual number of net additional homes built to Lifetimes Homes standards (Use Cabe Building for Life Criteria) | | | | |
| | Percentage of new and converted dwellings on previously developed land. | | Percentage of new and converted dwellings on previously developed land | 30% of all new and converted dwellings on previously developed land | HC |
| CS8: Spatial Distribution of Housing Sites | Number of net additional dwellings per annum by settlement hierarchy. | SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-8, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-16, SCUH-17, <u>SCUH-18</u> | Number of dwellings completed per site. | Scunthorpe Urban Area 82%-3,892 dwellings to be delivered through the Housing and Employment Land Allocation DPD and 6,000 to be delivered through Lincolnshire Lakes Area Action Plan | HC |

North Lincolnshire Local Development Framework
Housing & Employment Land Allocations Development Plan Document: Revised Submission Draft (April 2014)

| Core Strategy Policy | Core Strategy Indicators | Housing and Employment Land Allocation Policy | Housing and Employment Land Allocations Indicators | Targets | Monitoring Systems* |
|---|---|--|--|--|---------------------|
| | | SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8, SCUH-C9, BARH-1, BARH-2, BARH-3, BRIH-1, BRIH-2, BRIH-3, BRIH-4, BRIH-5, CROH-1, CROH-2, KIRH-1, <u>KIRH-2</u> , <u>KIRH-3</u> , WINH-1, WINH-2, WINH-3, WINH-4 | | Barton upon Humber 6% Brigg 7% Crowle 1.2% Kirton in Lindsey 1.5% Winterton 2.3% | |
| CS9: Affordable Housing | Annual Number of affordable homes delivered with North Lincolnshire | SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-8, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-16, SCUH-17, <u>SCUH-18</u> , SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8, SCUH-C9, BARH-1, BARH-2, BARH-3, BRIH-1, BRIH-2, BRIH-3, BRIH-4, BRIH-5, CROH-1, CROH-2, KIRH-1, <u>KIRH-2</u> , <u>KIRH-3</u> , WINH-1, WINH-2, WINH-3, WINH-4 | Number of affordable dwellings completed per site. | 2,413 new affordable units to be delivered by 2026 | PA, HC |
| CS11: Provision and Distribution of Employment Land | Annual amount of employment land by type Annual amount of floorspace | SCUE-1, SCUE-2 | Annual amount of employment land developed by type within Scunthorpe | To deliver 71 hectares of employment land in Scunthorpe by 2026 | ELR, PA, EC |

North Lincolnshire Local Development Framework
Housing & Employment Land Allocations Development Plan Document: Revised Submission Draft (April 2014)

| Core Strategy Policy | Core Strategy Indicators | Housing and Employment Land Allocation Policy | Housing and Employment Land Allocations Indicators | Targets | Monitoring Systems* |
|--------------------------|---|---|---|---|---------------------|
| | developed for employment by type | HUME-1, <u>HUME-1a</u> | Annual amount of employment land developed by type at Humberside Airport | To deliver 20 <u>29.2</u> hectares of employment land Humberside Airport by 2026 | ELR, PA, EC |
| | | HUME-2, SANE-1 | Annual amount of employment land developed by type at Sandtoft Business Park | To deliver 58.5 <u>55.3</u> hectares of employment land at Sandtoft Business Park by 2026 | ELR, PA, EC |
| | | BRIE-1, BARE-1 | Annual amount of employment land developed by type within the Market Towns | To deliver 10hectares of employment land within the Market Towns by 2026 | ELR, PA, EC |
| | | NEWE-1, EALE-1, EALE-2, | Annual amount of employment land developed in the rest of North Lincolnshire | To deliver 8.5 hectares of employment land in the rest of North Lincolnshire | ELR, PA, EC |
| CS12:South Humber Bank | Annual amount of employment land developed by type at the South Humber Bank. Annual amount of job created through inward investment at the South Humber Bank location. | SHBE-1 | Annual amount of employment land developed by type at the South Humber Bank. Annual amount of job created through inward investment at the South Humber Bank location. | To deliver the South Humber Bank allocation by 2026 <u>To create 4100 new jobs at the South Humber Bank.</u> | ELR, EC, PA, IIE |
| CS15: Retail Development | Amount of completed retail, office and leisure development within the town centres | RET-1 <u>TC1</u> | Amount of completed retail, office and leisure development within the town centres and district centres | 70% of all new retail, office and leisure development to take place in the identified towns and district centres | PA, EC |
| | Number of vacant units within the town and district centres | | Number of vacant units within the town and district centres | Annual decrease in the number of vacant units within the identified towns and district centres | RS |
| | Amount of non-retail commercial uses in Primary | | % of non-retail commercial uses in Primary Shopping | Less than 20% of non-retail commercial uses in Primary | RS |

| Core Strategy Policy | Core Strategy Indicators | Housing and Employment Land Allocation Policy | Housing and Employment Land Allocations Indicators | Targets | Monitoring Systems* |
|----------------------|--------------------------|---|--|--------------------|---------------------|
| | Shopping Frontages | | Frontages | Shopping Frontages | |

** PA - Planning applications database, SHLAA - Strategic Housing Land Availability Assessment database, HC - Housing completions database, ELR - Employment Land Review, EC - Employment completions database, IIE - Inward investment enquires for this location, RS - Annual Retail Survey update*

INFRASTRUCTURE DELIVERY SCHEDULE – UPDATED (January 2015)

INTRODUCTION

It is recognised that to create sustainable communities providing housing and employment opportunities alone is not sufficient. There is a need to provide the necessary supporting 'infrastructure' including utility services, transport, schools, health, leisure services and energy. These services are provided by a range of organisations, but there is a need to integrate this provision to meet the needs of existing communities, and those of the future.

An integrated approach to infrastructure provision is essential for North Lincolnshire and its partners to fulfil their place shaping role. The LDF Core Strategy document sets out a number of strategic infrastructure and investment proposals, particularly in relation to transport. However, the Housing & Employment Land Allocations Development Plan Document (HELADPD) provides a greater level of detail as to where new growth is going to take place. The current planned investment in infrastructure around North Lincolnshire, and gaps in provision, has been assessed which will need to be provided over the LDF plan period and beyond. It is important to note that gaps in infrastructure will not always be met by the local authority. Many organisations, both public and private, are involved in infrastructure delivery. The aim of the LDF in this context is to attempt to bring these strands together, to co-ordinate investment, as far as possible, in land use terms. Equally it should not be assumed that landowners and developers will always be able to fill these gaps as part of new developments, although they should contribute to wider infrastructure investments where justified and be related in scale and kind to the development.

The council's Infrastructure Delivery Plan provides detailed information on planned infrastructure investment and where gaps exist. The study has demonstrated that there is a 'reasonable prospect' of infrastructure being provided across the area, and that planned growth can be accommodated and delivered. The main conclusion from the council's Infrastructure Delivery Plan is that, given the level of existing infrastructure in North Lincolnshire and plans for future infrastructure delivery, the development strategy set out by the Council is generally deliverable. However there are some risks and further work is required in some areas to refine the details of the timing, phasing and funding of infrastructure and delivery of development. The North Lincolnshire Infrastructure Delivery Plan provides an overall review of the infrastructure capacity and needs of the area and thus constitutes a key part of the overall infrastructure plan that underpins the delivery of the LDF strategy. As part of the ongoing development of LDF, the matter of infrastructure provision has been kept under constant review. This updated Infrastructure Delivery Schedule has been prepared to support the HELADPD. A full review of the Infrastructure Delivery Plan and this schedule will take place as part of the Community Infrastructure Levy process.

The council will prepare a Community Infrastructure Levy as appropriate, which will set out the type and scope of developer contributions required as part of new developments. It will include the intended methods for securing such contributions and how financial payments will be agreed. Where the need for new infrastructure can be evidenced and are reasonably related to new development the council will also seek developer contributions through individual planning applications secured through legal agreements. Together with the infrastructure requirements set out in the Core Strategy, settlement infrastructure requirements, and site specific information, this will provide the context and basis for helping meeting identified gaps in infrastructure provision. This will include the intended methods of achieving the necessary funding, and where appropriate the financial procedures that will be employed to calculate the scale and timing of contributions. It will, for example, indicate the mechanism of determining appropriate scales of contribution from different developments where some or all of the funding will be derived from developer contributions. It will also allow for the consideration of an up to date viability assessment in the calculation of contributions to be derived from the developer towards infrastructure at the time of a proposal coming forward.

The Infrastructure Delivery Schedule set out in the tables below provides an indicative framework for delivering the policies and associated infrastructure. The schedule identifies what will be required, where, specific requirements, the lead organisation, the possible costs and funding sources. A greater level of detail will be set out in the Core Strategies supporting Infrastructure Delivery Plan.

CRITICAL INFRASTRUCTURE - 2014 - 2026

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-------------------|-----------|------------|-------------|--|---|--|---------------------------|---|--|--|---|
| Scunthorpe | | | | | | | | | | | |
| 1 | Transport | Scunthorpe | 2014 - 2016 | <p>Berkeley Circle Highway Improvement, Scunthorpe – Improvements to a key junction forming the western approach to Scunthorpe, to reduce the existing congestion and increase capacity to accommodate the Lincolnshire Lakes sustainable village concept and a series of planned housing, commercial and leisure developments.</p> <p>Currently Berkeley Circle consists of a 5 way roundabout. The final improvement scheme consists of two main elements:</p> <p>1. Divert Kingsway across to Doncaster Road to form a single approach into Berkeley Circle.</p> <p>2. Remove the roundabout at Berkeley Circle and replace it with a four-arm signalised crossroads.</p> <p>The improvement to Berkeley Circle will enable 500 homes to be developed within the Lincolnshire Lakes area before the new junctions on the de-trunked M181 have been completed.</p> | North Lincolnshire Council | Phase 1 | Essential | £5,244,000 | <p>Greater Lincolnshire Single Local Growth Fund £2.9m,</p> <p>Retail development on A18 £300,000 for improvements to Berkeley Circle secured.</p> <p>Public Sector £500,000</p> <p>Private Sector Match Funding required £1,544,000</p> | <p>Core Strategy CS1, CS2, CS7 and CS8</p> <p>Housing & Employment Land Allocations DPD SCUH-8</p> | Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3, developer contributions and future public funding sources. |
| 2 | Transport | Scunthorpe | 2014 - 2024 | <p>Ashbyville Roundabout Highway Improvements include new dedicated slip lane between Parkway and Queensway. Priority Left Lane linking Brigg Road and A18.</p> | North Lincolnshire Council / Private Sector | Phases 1 and 2 | Non Essential | £500,000 includes diversion of utility services | Private Sector through developer contributions (s106) | <p>Core Strategy CS1, CS7, CS8, CS25 and CS26</p> <p>Housing & Employment Land Allocations DPD SCUH-17, SCUH-C9, SCUE-2 and PA/2003/0962</p> | Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3, developer contributions and future public funding sources. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6- 11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|-----------|------------|-------------|--|--|---|---------------------------|-----------------------------------|---|--|---|
| 3 | Transport | Scunthorpe | 2014 - 2026 | Creation of new cycle routes and pedestrian provision within each site and improvement/ connectivity to the existing local network. | Site developer in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Essential | No costs are currently available. | Private Sector through developer contributions (s106) | Core Strategy CS1, CS2, CS23, CS25 and CS26 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8, SCUH-C9, SCUE-1 and SCUE-2. | Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3, developer contributions and future public funding sources. |
| 4 | Transport | Scunthorpe | 2019 2026 | Signalised Junction on Dudley Road / Queensway and localised improvements to Dudley Road | North Lincolnshire | Phase 2 | Essential | £165,000 | Private Sector through developer contributions (s106) | Core Strategy CS1, CS2, CS23, CS25 and CS26 Housing & Employment Land Allocations DPD SCUH-17 and SCUH-C9 | Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3, developer contributions and future public funding sources. |
| 5 | Transport | Scunthorpe | 2019 - 2026 | Transport infrastructure improvements as part of the Scunthorpe Town Centre re-development, incorporating the Humber University Technical College are required. The following improvement will be required to deliver the residential development within the draft master plan: Junction improvement to Station Road / Carlton Street Junction improvement to Station Road/ Brigg Road Junction improvements to Carlton Street / Lindum Street Junction improvements to Winterton Road / | North Lincolnshire Council | Phase 2 | Essential | £5,000,000 | Greater Lincolnshire Single Local Growth Fund £4m, Private Sector through developer contributions (s106) | Core Strategy CS1, CS2, CS11, CS14 and CS15 Housing & Employment Land Allocations DPD SCUH-3 and SCUH-9 | Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3, developer contributions and future public funding sources. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|-----------|------------|-------------|--|---|--|---------------------------|------------|---|--|---|
| | | | | Home Street Junction improvements to Brigg Road, Winterton Road and Glebe Road (a contribution from SCUH-3 will be required for this improvement) New Zebra crossing required at Carlton Street | | | | | | | |
| 6 | Transport | Scunthorpe | 2014 - 2024 | Junction improvements to A1077/ Ferry Road West to provide a signalised junction | North Lincolnshire Council (NLC) | Phases 1 and 2 | Essential | £300,000 | Private Sector through developer contributions (s106) | Core Strategy CS1 and CS25 Housing & Employment Land Allocations DPD SCUH-8 and SCUH-10 | Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3, developer contributions and future public funding sources. |
| 7 | Transport | Scunthorpe | 2014 - 2019 | New roundabout on the A1077 to access SCUH-8 and SCUH-10 | North Lincolnshire Council / Private Sector | Phase 1 | Essential | £1,000,000 | Private Sector through developer contributions (s106) | Core Strategy CS1 and CS25 Housing & Employment Land Allocations DPD SCUH-8 and SCUH-10 | Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3, developer contributions and future public funding sources. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|----------------------------|------------|-------------|--|---|--|---------------------------|--|---|--|---|
| 8 | Education: Nurseries | Scunthorpe | 2014 - 2026 | 8 new nurseries in Scunthorpe. | Private Sector | Phases 1, 2 and 3 | Non Essential | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector, along with support from Sure Start (channelled by North Lincolnshire Council) | <p>Core Strategy CS1, CS7, CS8, CS9, CS10 and CS22</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p> | The council will work closely with developers and nursery providers to ensure that provision standards are maintained through alternative sources of funding and/or developer contributions. |
| 9 | Education: Primary Schools | Scunthorpe | 2014 - 2026 | 4 new primary schools within Scunthorpe which includes the following: 1 x 210 place primary school (Planning permission received as part of Doncaster Road development (SCUH-8)). 1 x 420 place primary school 1 x 315 place primary school 1 x 420 place primary school | North Lincolnshire Council Local Education Authority (LEA) | Phases 1, 2 and 3 | Essential | £23,400,000 | Through developer contributions (subject to viability) | <p>Core Strategy CS1, CS13 and CS22</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p> | The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding (e.g. Priority Schools Programme) and/or developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|------------------------------|-------------|-------------|---|--|--|---------------------------|---|---|---|---|
| 10 | Education: Secondary Schools | Scunthorpe, | 2014 - 2026 | 1 new secondary school within Scunthorpe | North Lincolnshire Council Local Education Authority | Phases 1, 2 and 3 | Essential | £6,009,120 | Through developer contributions (subject to viability) supplemented by Building Schools for Future Programme and Priority Schools Programme | Core Strategy: CS1, CS13 and CS22 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9 | The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding (e.g. Priority Schools Programme) and/or developer contributions. |
| 11 | Education: Special Schools | Scunthorpe | 2014 - 2026 | Expansion of the two existing special schools in Scunthorpe | North Lincolnshire Council Local Education Authority, Specialist Schools Trust | Phases 1, 2 and 3 | Essential | £5,000,000(Assumed the same cost as secondary schools, per pupil) | Specialist Schools Trust, supplemented with developer contributions (subject to viability) and DCSF grants for specialist schools | Core Strategy: CS1, CS13 and CS22 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9 | In the long term the council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and/or developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|---|------------|-------------|---|--|--|---------------------------|---|---|---|---|
| 12 | Education: Further and Higher Education | Scunthorpe | 2014 - 2026 | <p>The development of a new integrated facility for Further and Higher Education: A Knowledge Campus to create a location with a reputation for learning, enterprise and creativity.</p> <p>The Humber University Technical College (UTC) will be developed in Scunthorpe town centre and will specialise developing skills required for careers in engineering and renewable energy sectors. It is scheduled to open in autumn 2015.</p> | <p>North Lincolnshire Council,</p> <p>Local Further Education Colleges</p> <p>Key Regional Universities Private Sector.</p> | Phases 1, 2 and 3 | Essential | <p>As the Knowledge Campus is in early development stage, it has not been possible to ascertain costs for these facilities.</p> <p>The UTC is expected cost around £11,000,000. This scheme will not require developer contributions from site allocations.</p> | <p>Higher Education Funding Council for England LEA LSC Campus partners UTC Academy Trust</p> | <p>Core Strategy CS1,CS4, CS13,CS14 and CS22</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8, SCUH-C9 and TC1</p> | When necessary the council will work closely with developers, Higher Education Funding Council, LSC and LEA to deliver improvements to existing facilities through alternative sources of funding and/or developer contributions if applicable. |
| 13 | Health: GP and Dental Services | Scunthorpe | 2014 - 2026 | <p>A total of 5 new GP surgeries and 3 new dental surgeries will be required in North Lincolnshire. All of the dental surgeries will be needed in Scunthorpe.</p> <p>Three large GP surgeries will also be required in Scunthorpe (including at least 1 at Lincolnshire Lakes during the plan period). Fourteen new GPs will be required in Scunthorpe,</p> <p>Seven new dentists will be required in Scunthorpe.</p> | <p>North Lincolnshire Council</p> <p>NHS North Lincolnshire Clinical Commissioning Group (CCG)</p> <p>North Yorkshire & Humber Area Team (NHS)</p> | Phases 1, 2 and 3 | Essential | To be delivered by CCG and the Private Sector; therefore no costs have been appraised. | Through developer contributions (subject to viability) and mainstream health services funding. | <p>Core Strategy CS1 andCS24</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18,SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p> | Where necessary the council will work in partnerships with CCG to improve existing facilities and provide Integrated Health and Social Care Centres through alternative sources of funding and/or developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|--|-----------------------------|-------------|--|--|--|---------------------------|--|---|---|---|
| 14 | Health: Pharmacies and Optician Services | Scunthorpe | 2014 - 2026 | <p>Across North Lincolnshire, 4 new pharmacies and 3 new opticians will be required. The majority of the demand for these new services will be in Scunthorpe. The level of demand in other areas may only be enough to justify improvements to existing services.</p> <p>North Lincolnshire Council will work in partnership with the Health and Well Being Board and North Lincolnshire Clinical Commissioning Group to ensure any future requirement is met.</p> | Private Sector NHS North Lincolnshire Clinical Commissioning Group | Phases 1, 2 and 3 | Essential | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector | <p>Core Strategy CS1, CS7, CS8 and CS24</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p> | Where necessary the council will seek the expansion/ upgrading of existing facilities through alternative sources of funding and/or developer contributions if applicable. |
| 15 | Health: Hospital Provision | Scunthorpe General Hospital | 2014-2026 | <p>As a result of the population growth envisaged for Scunthorpe, the General Hospital may need to be improved / expanded.</p> <p>NHS North Lincolnshire Clinical Commissioning Group is undertaking a strategic review of health care services across Northern Lincolnshire – 'Healthy Lives, Healthy Futures' which will influence the delivery of health care services across Northern Lincolnshire.</p> | Northern Lincolnshire & Goole Hospitals NHS Trust North Lincolnshire Council NHS North Lincolnshire Clinical Commissioning Group | Phases 1, 2 and 3 | Essential | As the exact nature and scale of improvements has not been determined yet, no cost estimates are available at present. | Mainstream health services funding supplemented by developer contributions (subject to financial viability) | <p>Core Strategy CS1 and CS24</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p> | North Lincolnshire & Goole Hospital NHS Trust and the council will work closely to ensure that the necessary improvements are financed through developer contributions and public sector funding. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|---|------------|-------------|--|----------------------------|--|---------------------------|---|--|--|--|
| 16 | Community Facilities: Community Centres | Scunthorpe | 2014 - 2026 | One new community centre will be required within Scunthorpe. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £1,200,000(Spons building costs); Some 80% of this expenditure will be incurred for housing growth proposed in Scunthorpe. | Private Sector through developer contributions (s106). | <p>Core Strategy CS1, CS8 and CS22</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p> | Currently no deficiencies identified. But when necessary expansion/upgrading of existing facilities through developer contributions. |
| 17 | Community Facilities: Libraries | Scunthorpe | 2014-2026 | Two new libraries will be required in North Lincolnshire. Both will be located in Scunthorpe. However enhancements to existing libraries and amalgamation with existing community facilities may provide a temporary solution to increased demand in Scunthorpe. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £1.600,000 (Spons building costs); Some 80% of this expenditure will be incurred for housing growth proposed in Scunthorpe. | Private Sector through developer contributions (s106) | <p>Core Strategy CS1 and CS22</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p> | The council will look at options for improving/consolidating existing facilities. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|---|------------|-------------|---|---|--|---------------------------|--|---|--|---|
| 18 | Community Facilities: Youth Centres | Scunthorpe | 2014 - 2026 | One new youth centre will be required in Scunthorpe. However enhancements to existing youth centres may provide an initial alternative solution to increased demand in Scunthorpe. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £1.200,000(Spons building costs). | Private Sector through developer contributions (s106) | Core Strategy CS1, CS22 and CS23 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9 | Currently no future deficiencies have been identified in meeting growth. But if necessary expansion/upgrading of existing facilities are required developer contributions will be investigated. |
| 19 | Cultural Facilities: Cinemas, Theatres and Museums | Scunthorpe | 2014 - 2026 | A sustainable North Lincolnshire would require additional cultural facilities in terms of cinemas, theatres and museums. It is projected that 1,358 sq m of cultural facilities floorspace would be required to meet increased demand. The majority of the increased demand would be focused on Scunthorpe Town Centre; around 80% of the additional cultural floor space in North Lincolnshire would be required at this location. | Private Sector in partnership with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector | Core Strategy CS1,CS15 and CS22 Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9 | Currently no future deficiencies have been identified. The council will work closely with the relevant organisations to ensure that provision / standards and quality are maintained through alternative sources of funding and/or developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|--------------------|------------|-------------|--|--|--|---------------------------|---|---|--|---|
| 20 | Affordable Housing | Scunthorpe | 2014 - 2026 | <p>Affordable housing policy requires 20% of all homes in Scunthorpe to be affordable. Viability will be assessed on a site by site basis using the Homes & Communities Agency toolkit and Valuation in the event of a disagreement.</p> <p>Strategic Housing Market Assessment (2012) sets an annual affordable housing need of 328 homes per year until 2017. Assuming that thereafter the need drops to the level of the previous 2010 SHMA - 304 per year, this would give a total demand to 2026 of 4,704 new affordable homes.</p> <p>Spatial distribution (from 2012 SHMA):</p> <ul style="list-style-type: none"> Scunthorpe, Bottesford & Gunness – 53 per year. | <p>North Lincolnshire Council</p> <p>Housing Associations (Registered Providers)</p> <p>Private Developers</p> | Phases 1, 2 and 3 | Essential | To be delivered by Housing Associations (Registered Providers) and Private Sector. Based on the current Homes & Communities Agency affordable housing build programme, build costs average c. £85,000 per unit. | <p>New Homes Bonus, Housing Associations, private developers and Homes and Communities Agency.</p> <p>Developer contributions (where no affordable homes built on site) have been 40% of average house price in North Lincolnshire under the council's interim affordable housing policy.</p> <p>Homes & Communities Agency contributions limited according to affordable housing contracts with individual housing associations, HCA have subsidized no more than 40 homes per year in North Lincolnshire.</p> | <p>Core Strategy CS1 and CS9</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p> | Developer contributions and future public funding sources. |
| 21 | Retail Facilities | Scunthorpe | 2014 - 2026 | <p>A sustainable North Lincolnshire would also require additional retail facilities. Approximately 23,000 sq m of additional retail floorspace would be required to meet increased demand. The majority of the increased demand (almost 19,000 sq m) would be focused on Scunthorpe Town Centre.</p> | <p>Private Sector in partnership with North Lincolnshire Council</p> | Phases 1, 2 and 3 | Non Essential | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector | <p>Core Strategy CS1, CS14 and CS15</p> <p>Housing & Employment Land Allocations DPD TC1</p> | The council will work in partnership with developers and retailers to ensure that the provision standards and quality are maintained. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|----------------------------------|------------|-------------|---|--|--|---------------------------|---|---|---|--|
| 22 | Formal Recreational Open Space | Scunthorpe | 2014 - 2026 | 9ha of formal recreational open space will be required within Scunthorpe. | Site developers in consultation with North Lincolnshire Council. | Phases 1, 2 and 3 | Non Essential | £761,538 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments) | Private Sector through developer contributions (s106) | <p>Core Strategy CS1, CS7, CS8 and CS23</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p> | Developer contributions on new development or through contributions toward expansion / upgrading of existing facilities. |
| 23 | Informal Recreational Open Space | Scunthorpe | 2014 - 2026 | 3ha of informal recreational open space will be required in Scunthorpe. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £272,272 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments) | Private Sector through developer contributions (s106) | <p>Core Strategy CS1, CS7, CS8 and CS23</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p> | Developer contributions on new development or through contributions toward expansion / upgrading of existing facilities. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|--------------------------------|------------|-------------|--|--|--|---------------------------|--|---|---|--|
| 24 | Formal Children's Play Space | Scunthorpe | 2014 - 2026 | As part of proposals 4ha of formal children's play space will be required in Scunthorpe. | Site developers in consultation with North Lincolnshire Council. | Phases 1, 2 and 3 | Non Essential | £400,000 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments). | Private Sector through developer contributions (s106) | <p>Core Strategy CS1, CS7, CS8 and CS23</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p> | Developer contributions on new development or through contributions toward expansion / upgrading of existing facilities. |
| 25 | Informal Children's Play Space | Scunthorpe | 2014 - 2026 | 3ha of informal children's play space will be required in Scunthorpe | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £272,272 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments) | Private Sector through developer contributions (s106) | <p>Core Strategy CS22</p> <p>Housing & Employment Land Allocations DPD SCUH-1, SCUH-2, SCUH-3, SCUH-4, SCUH-5, SCUH-6, SCUH-7, SCUH-9, SCUH-10, SCUH-11, SCUH-12, SCUH-13, SCUH-14, SCUH-15, SCUH-17, SCUH-18, SCUH-C1, SCUH-C2, SCUH-C3, SCUH-C4, SCUH-C5, SCUH-C6, SCUH-C7, SCUH-C8 and SCUH-C9</p> | The council will work in partnership with local town and parish councils to improve / expand existing facilities through the council's mainstream funding. |

Barton Upon Humber

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|------------------------------|--------------------|-------------|--|--|--|---------------------------|---|---|---|--|
| 26 | Transport | Barton upon Humber | 2014-2026 | Junction improvements to A1077/ Falkland Way to provide a signalised junction | North Lincolnshire Council | Phases 1, 2 and 3 | Essential | £150,000 | Private Sector through developer contributions (s106) | Core Strategy CS1 and CS25 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARE-1. | Seek improvement to the existing highways infrastructure through the Local Transport Plan (LTP) 3, developer contributions and future public funding sources. |
| 27 | Education: Primary Schools | Barton upon Humber | 2014 - 2026 | 1 new primary school within Barton upon Humber which includes the following: 1 x 210 place primary school | North Lincolnshire Council Local Education Authority | Phases 1, 2 and 3 | Essential | £3,600,000 | Private Sector through developer contributions (s106). | Core Strategy CS1, CS13 and CS22 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3. | The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and/or developer contributions. |
| 28 | Education: Secondary Schools | Barton Upon Humber | 2014 - 2026 | Capacity currently available within the existing secondary school at this current time to support the housing requirement. | North Lincolnshire Council Local Education Authority | Phases 1, 2 and 3 | Non Essential | No costs are currently available due to capacity currently available within the Baysgarth School. | Private Sector through developer contributions (s106) | Core Strategy: CS1, CS13 and CS22 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3. | The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and/or developer contributions. |
| 29 | Education: Nurseries | Barton upon Humber | 2014 - 2026 | 1 nursery is required in Barton upon Humber. Improvements to existing nursery provision may be required at these locations as an initial alternative solution. | Private Sector | Phases 1, 2 and 3 | Non Essential | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector, along with support from Sure Start (channelled by North Lincolnshire Council) | Core Strategy CS1, CS7, CS8, CS9, CS10 and CS22 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3. | The council will work closely with developers and nursery providers to ensure that provision standards are maintained through alternative sources of funding and/or developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|--|--------------------|-------------|--|---|--|---------------------------|--|---|---|--|
| 30 | Health: GP and Dental Services | Barton upon Humber | 2014 - 2026 | 1 new GP and 1 new dentist will be needed in Barton upon Humber. To staff these new and / or improved facilities, additional staff (e.g. nurses) may be required. North Lincolnshire Council will work in partnership with the Health and Well Being Board and North Lincolnshire Clinical Commissioning Group to ensure any future requirement is met. | North Lincolnshire Council NHS North Lincolnshire Clinical Commissioning Group North Yorkshire & Humber Area Team (NHS) | Phases 1, 2 and 3 | Essential | To be delivered by CCG and the Private Sector; therefore no costs have been appraised. | Private Sector through developer contributions (s106) and mainstream health services funding. | Core Strategy CS1 and CS24 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3 | Where necessary the council will work in partnerships with CCG to improve existing facilities and provide Integrated Health and Social Care Centres through alternative sources of funding and/or developer contributions. |
| 31 | Health: Pharmacies and Optician Services | Barton upon Humber | 2014 - 2026 | The level of demand in Barton upon Humber may only be enough to justify improvements to existing services. North Lincolnshire Council will work in partnership with the Health and Well Being Board and North Lincolnshire Clinical Commissioning Group to ensure any future requirement is met. | Private Sector NHS North Lincolnshire Clinical Commissioning Group | Phases 1,2 and 3 | Essential | To be delivered by CCG and the Private Sector; therefore no costs have been appraised | Private Sector | Core Strategy CS1, CS7, CS8 and CS24 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3 | Where necessary seek the expansion/ upgrading of existing facilities through alternative sources of funding and/or developer contributions. |
| 32 | Community Facilities: Community Centres | Barton upon Humber | 2014 - 2026 | Expansions to existing facilities are required in Barton upon Humber. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £120,000 (Spons building costs). | Private Sector through developer contributions (s106). | Core Strategy CS1, CS8 and CS22 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3 | Currently no deficiencies identified. But when necessary expansion / upgrading of existing facilities through developer contributions. |
| 33 | Community Facilities: Libraries | Barton upon Humber | 2014- 2026 | Improvement to existing services should take place in Barton upon Humber. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £80,000 (Spons building costs) | Private Sector through developer contributions (s106) | Core Strategy CS1 and CS22 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3 | Currently no deficiencies identified. But when necessary expansion / upgrading of existing facilities through developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|--|--------------------|-------------|---|---|--|---------------------------|---|---|---|--|
| 34 | Community Facilities: Youth Centres | Barton upon Humber | 2014 - 2026 | Improvement to existing services should take place in Barton upon Humber, and existing youth centres, where marginal increases in demand are expected. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £120,000 (Spons building costs) | Private Sector through developer contributions (s106) | Core Strategy CS1, CS22 and CS23 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3 | Currently no future deficiencies identified in meeting growth. But if necessary expansion / upgrading of existing facilities through developer contributions will be investigated. |
| 35 | Cultural Facilities: Cinemas, Theatres and Museums | Barton upon Humber | 2014 - 2026 | An increase in cultural facilities floorspace would also be required in Barton, although the level of increased demand in Barton is projected to be marginal compared to that forecasted for Scunthorpe. | Private Sector in partnership with North Lincolnshire Council. | Phases 1, 2 and 3 | Non Essential | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector | Core Strategy CS1,CS15 and CS22 Housing & Employment Land Allocations DPD TC1 | Currently no future deficiencies identified. The council will work closely with the relevant organisations to ensure that provision, standards and quality are maintained through alternative sources of funding and/or developer contributions. |
| 36 | Affordable Housing | Barton upon Humber | 2014 - 2026 | Affordable housing policy requires 20% of all homes in Barton upon Humber to be affordable. Viability assessed on a site by site basis using the Homes & Communities Agency toolkit and Valuation in the event of a disagreement. Strategic Housing Market Assessment (2012) sets an annual affordable housing need of 328 homes per year until 2017. Assuming that thereafter the need drops to the level of the previous 2010 SHMA - 304 per year, this would give a total demand to 2026 of 4,704 new affordable homes. Spatial distribution (from 2012 SHMA): <ul style="list-style-type: none"> Barton & NW – 49 per year. | North Lincolnshire Council Housing Associations (Registered Providers) Private Developers | Phases 1, 2 and 3 | Essential | To be delivered by Housing Associations (Registered Providers) and Private Sector. Based on the current Homes & Communities Agency affordable housing build programme, build costs average c. £85,000 per unit. | New Homes Bonus, Housing Associations, private developers and Homes and Communities Agency. Developer contributions (where no affordable homes built on site) have been 40% of average house price in North Lincolnshire under the council's interim affordable housing policy. Homes & Communities Agency contributions limited according to affordable housing contracts with individual housing associations, HCA have subsidized no more than 40 homes per year in North Lincolnshire. | Core Strategy CS1 and CS9 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3 | Developer contributions and future public funding sources. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|----------------------------------|--------------------|-------------|---|--|--|---------------------------|--|--|---|---|
| 37 | Retail Facilities | Barton upon Humber | 2014 - 2026 | An increase in retail floorspace would also be required in Barton upon Humber, although the level of increased demand in other Market Towns is projected to be marginal compared to that forecasted for Scunthorpe. As part of the expansion and improvement of retail facilities in North Lincolnshire, enhancements to the public realm may also be required. | Private Sector in partnership with North Lincolnshire Council. | Phases 1, 2 and 3 | Non Essential | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector through developer contributions (s106). | Core Strategy CS1, CS14 and CS15 Housing & Employment Land Allocations DPD TC1 | The council will work in partnership with developers and retailers to ensure that the provision standards and quality are maintained. |
| 38 | Formal Recreational Open Space | Barton upon Humber | 2014 - 2026 | 2ha of formal recreational space will be needed in Barton upon Humber. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £169,231 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments). | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3. | Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities. |
| 39 | Informal Recreational Open Space | Barton upon Humber | 2014 - 2026 | 1ha of informal recreational open space will be needed in Barton upon Humber. | Site developers in consultation with North Lincolnshire Council. | Phases 1, 2 and 3 | Non Essential | £90,909 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments). | Private Sector through developer contributions (s106). | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD BARH-1, BARH-2, and BARH-3. | Developer contributions to new development. Contributions towards expansion/upgrading of existing facilities. |
| 40 | Formal Children's Play Space | Barton upon Humber | 2014 - 2026 | Smaller amounts of formal children's playspace will be required in Barton upon Humber. | Site developers in consultation with North Lincolnshire Council. | Phases 1, 2 and 3 | Non Essential | £20,000 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments); | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3 | Developer contributions to new development. Contributions towards expansion/upgrading of existing facilities. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|--------------|------------------------------|--------------------|-------------|---|--|--|---------------------------|---|---|--|--|
| 41 | Formal Children's Play Space | Barton upon Humber | 2014 - 2026 | 1ha of informal children's play space will be needed in Barton upon Humber. | Site developers in consultation with North Lincolnshire Council. | Phases 1, 2 and 3 | Non Essential | £90,909 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments). | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD BARH-1, BARH-2 and BARH-3 | Developer contributions to new development. Contributions towards expansion/upgrading of existing facilities. |
| Brigg | | | | | | | | | | | |
| 42 | Education: Primary Schools | Brigg | 2014 - 2026 | 1 new primary school within Brigg which includes the following: 1 x 210 place primary school | North Lincolnshire Council Local Education Authority | Phases 1, 2 and 3 | Essential | £3.600,000 | Private Sector through developer contributions (s106) | Core Strategy CS1, CS13 and CS22 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5 | The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and/or developer contributions. |
| 43 | Education: Secondary Schools | Brigg | 2014 - 2026 | Capacity currently available within the existing secondary school at this current time to support the housing requirement. | North Lincolnshire Council Local Education Authority | Phases 1, 2 and 3 | Non Essential | No costs are currently available due to capacity currently available within the Vale Academy and Sir John Nelthope Schools. | Private Sector through developer contributions (s106) | Core Strategy: CS1, CS13 and CS22 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5 | The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and/or developer contributions. |
| 44 | Education: Nurseries | Brigg | 2014 - 2026 | 1 nursery is required in Brigg. However improvements to existing nursery provision may be required at these locations as an initial alternative solution. | Private Sector | Phases 1, 2 and 3 | Non Essential | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector, along with support from Sure Start (channelled by North Lincolnshire Council) | Core Strategy CS1, CS7, CS8, CS9, CS10 and CS22 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5 | The council will work closely with developers and nursery providers to ensure that provision standards are maintained through alternative sources of funding and/or developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|--|-------|-------------|--|---|--|---------------------------|---|---|---|--|
| 45 | Health: GP and Dental Services | Brigg | 2014 - 2026 | 1 new GP and 1 new dentist will be needed in Brigg. To staff these new and/or improved facilities, additional staff (e.g. nurses) may be required. | North Lincolnshire Council NHS North Lincolnshire Clinical Commissioning Group North Yorkshire & Humber Area Team (NHS) | Phases 1, 2 and 3 | Essential | To be delivered by CCG and the Private Sector; therefore no costs have been appraised | Private Sector through developer contributions (s106) and mainstream health services funding. | Core Strategy CS1 and CS24 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5 | Where necessary the council will work in partnerships with CCG to improve existing facilities and provide Integrated Health and Social Care Centres through alternative sources of funding and/or developer contributions. |
| 46 | Health: Pharmacies and Optician Services | Brigg | 2014 - 2026 | The level of demand in Brigg may only be enough to justify improvements to existing services. | Private Sector NHS North Lincolnshire Clinical Commissioning Group | Phases 1, 2 and 3 | Essential | To be delivered by CCG and the Private Sector; therefore no costs have been appraised | Private Sector | Core Strategy CS1, CS7, CS8 and CS24 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5 | Where necessary seek the expansion/ upgrading of existing facilities through alternative sources of funding and/or developer contributions. |
| 47 | Community Facilities: Community Centres | Brigg | 2014 - 2026 | Expansions to existing facilities are required in Brigg. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £120,000 (Spons building costs). | Private Sector through developer contributions (s106). | Core Strategy CS1, CS8 and CS22 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5 | Currently no deficiencies identified. But when necessary expansion / upgrading of existing facilities will be secured through developer contributions. |
| 48 | Community Facilities: Libraries | Brigg | 2014- 2026 | Improvement to existing services should take place in Brigg. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £80,000 (Spons building costs) | Private Sector through developer contributions (s106). | Core Strategy CS1 and CS22 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5 | Currently no deficiencies identified. But when necessary, expansion / upgrading of existing facilities will be secured through developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|---|-------|-------------|--|--|--|---------------------------|--|---|---|---|
| 49 | Community Facilities: Youth Centres | Brigg | 2014 - 2026 | Improvement to existing services should take place in Brigg, and existing youth centres, where marginal increases in demand are expected. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £120,000 (Spons building costs) | Private Sector through developer contributions (s106) | Core Strategy CS1, CS22 and CS23 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5 | Currently no future deficiencies identified in meeting growth. But if necessary expansion / upgrading of existing facilities through developer contributions will be investigated. |
| 50 | Cultural Facilities: Cinemas, Theatres and Museums | Brigg | 2014 - 2026 | An increase in cultural facilities floorspace would also be required in Brigg, although the level of increased demand in Brigg is projected to be marginal compared to that forecasted for Scunthorpe. | Private Sector in partnership with North Lincolnshire Council. | Phases 1, 2 and 3 | Non Essential | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector | Core Strategy CS1,CS15 and CS22 Housing & Employment Land Allocations DPD TC1 | Currently no future deficiencies identified. The council will work closely with the relevant organisations to ensure that provision standards and quality are maintained through alternative sources of funding and/or developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|--------------------------------|-------|--------------|---|---|--|---------------------------|--|--|---|---|
| 51 | Affordable Housing | Brigg | 2014 - 2026 | <p>Affordable housing policy identifies 20% of all homes in Brigg to be affordable.</p> <p>Viability assessed on a site by site basis using the Homes & Communities Agency toolkit and Valuation in the event of a disagreement.</p> <p>Strategic Housing Market Assessment (2012) sets an annual affordable housing need of 328 homes per year until 2017.</p> <p>Assuming that thereafter the need drops to the level of the previous 2010 SHMA - 304 per year, this would give a total demand to 2026 of 4,704 new affordable homes.</p> <p>Spatial distribution (from 2012 SHMA):</p> <ul style="list-style-type: none"> • Brigg & Wolds – 59 per year | North Lincolnshire Council Housing Associations (Registered Providers) Private Developers | Phases 1, 2 and 3 | Essential | To be delivered by Housing Associations (Registered Providers) and Private Sector. Based on the current Homes & Communities Agency affordable housing build programme, build costs average c.£85,000 per unit. | New Homes Bonus, Housing Associations, private developers and Homes and Communities Agency. Developer contributions (where no affordable homes built on site) have been 40% of average house price in North Lincolnshire under the council's interim affordable housing policy. Homes & Communities Agency contributions limited according to affordable housing contracts with individual housing associations, HCA have subsidized no more than 40 homes per year in North Lincolnshire. | Core Strategy CS1 and CS9 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5 | Developer contributions and future public funding sources. |
| 52 | Retail Facilities | Brigg | 2014 - 2026 | An increase in retail floorspace would also be required in Brigg, although the level of increased demand in other Market Towns is projected to be marginal compared to that forecast for Scunthorpe. As part of the expansion and improvement of retail facilities in North Lincolnshire enhancements to the public realm may also be required. | Private Sector in partnership with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector | Core Strategy CS1, CS14 and CS15 Housing & Employment Land Allocations DPD TC1 | The council will work in partnership with developers and retailers to ensure that the provision standards and quality are maintained. |
| 53 | Formal Recreational Open Space | Brigg | 2014 - 2026. | 2ha of formal recreational open space will be needed in Brigg. | Site developers in consultation with North Lincolnshire Council. | Phases 1, 2 and 3 | Non Essential | £169,231 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments). | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5 | Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|--------|----------------------------------|--------|-------------|--|---|--|---------------------------|--|--|---|---|
| 54 | Informal Recreational Open Space | Brigg | 2014 - 2026 | 1ha of informal recreational open space will be needed in Brigg. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £90,909 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments). | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5 | Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities. |
| 55 | Formal Children's Play Space | Brigg | 2014 - 2026 | Smaller amounts of formal children's playspace will be required in Brigg. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £20,000 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments);. | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5 | Developer contributions to new development. Contributions towards expansion/upgrading of existing facilities. |
| 56 | Informal Children's Play Space | Brigg | 2014 - 2026 | 1ha of informal children's play space will be needed in Brigg. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £90,909 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments). | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD BRIH-1, BRIH-2, BRIH-3, BRIH-4 and BRIH-5 | Developer contributions to new development. Contributions towards expansion / upgrading of existing facilities. |
| Crowle | | | | | | | | | | | |
| 57 | Education: Primary Schools | Crowle | 2014 - 2026 | Capacity currently available within the existing primary school at this current time to support the housing requirement. | North Lincolnshire Council Local Education Authority | Phases 1, 2 and 3 | Non Essential | No costs are currently available due to capacity currently available within the Crowle Primary School. | Private Sector through developer contributions (s106). | Core Strategy CS1, CS13 and CS22 Housing & Employment Land Allocations DPD CROH-1 and CROH-2 | The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and/or developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|--|--------|-------------|--|---|--|---------------------------|--|--|--|--|
| 58 | Education: Secondary Schools | Crowle | 2014 - 2026 | Capacity currently available within the existing secondary school at this current time to support the housing requirement. | North Lincolnshire Council Local Education Authority | Phases 1, 2 and 3 | Non Essential | No costs are currently available due to capacity currently available within the North Axholme Secondary School | Capacity currently available within the existing secondary school at this current time to support the housing requirement. | Core Strategy: CS1, CS13 and CS22 Housing & Employment Land Allocations DPD CROH-1 and CROH-2 | The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and/or developer contributions. |
| 59 | Education: Nurseries | Crowle | 2014 - 2026 | In Crowle, an enhancement to existing nursery provision is the only solution due to the projected marginal increase in demand. | Private Sector | Phases 1, 2 and 3 | Non Essential | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector, along with support from Sure Start (channelled by North Lincolnshire Council) | Core Strategy CS1, CS7, CS8, CS9, CS10 and CS22 Housing & Employment Land Allocations DPD CROH-1 and CROH-2 | The council will work closely with developers and nursery providers to ensure that provision standards are maintained through alternative sources of funding and/or developer contributions. |
| 60 | Health: GP and Dental Services | Crowle | 2014 - 2026 | Enhancement to existing services will be required as only marginal increase in demand is forecasted. | North Lincolnshire Council NHS North Lincolnshire Clinical Commissioning Group North Yorkshire & Humber Area Team (NHS) | Phases 1, 2 and 3 | Essential | To be delivered by CCG and the Private Sector; therefore no costs have been appraised. | Private Sector through developer contributions (s106) and mainstream health services funding. | Core Strategy CS1 and CS24 Housing & Employment Land Allocations DPD CROH-1 and CROH-2 | Where necessary the council will work in partnerships with CCG to improve existing facilities and provide Integrated Health and Social Care Centres through alternative sources of funding and/or developer contributions. |
| 61 | Health: Pharmacies and Optician Services | Crowle | 2014 - 2026 | The level of demand in Crowle may only be enough to justify improvements to existing services. | Private Sector NHS North Lincolnshire Clinical Commissioning Group | Phases 1, 2 and 3 | Essential | To be delivered by CCG and the Private Sector; therefore no costs have been appraised. | Private Sector | Core Strategy CS1, CS7, CS8 and CS24 Housing & Employment Land Allocations DPD CROH-1 and CROH-2 | Where necessary seek the expansion/upgrading of existing facilities through alternative sources of funding and/or developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|---|--------|-------------|--|---|--|---------------------------|--|---|---|---|
| 62 | Community Facilities: Community Centres | Crowle | 2014 - 2026 | Expansions to existing facilities are required in Crowle. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £120,000 (Spons building costs); | Private Sector through developer contributions (s106) | Core Strategy CS1, CS8 and CS22 HELADPD CROH-1 and CROH-2 | Currently no deficiencies identified. But when necessary expansion/upgrading of existing facilities through developer contributions will be investigated. |
| 63 | Community Facilities: Libraries | Crowle | 2014-2026 | Improvement to existing services should take place in Crowle. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £80,000 (Spons building costs) | Private Sector through developer contributions (s106) | Core Strategy CS1 and CS22 Housing & Employment Land Allocations DPD CROH-1 and CROH-2 | Currently no deficiencies identified. But when necessary expansion/upgrading of existing facilities through developer contributions will be investigated. |
| 64 | Community Facilities: Youth Centres | Crowle | 2014-2026 | Improvement to existing services should take place in Crowle. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £120,000 (Spons building costs); | Private Sector through developer contributions (s106) | Core Strategy CS1, CS22 and CS23 Housing & Employment Land Allocations DPD CROH-1 and CROH-2 | Currently no future deficiencies identified in meeting growth. But if necessary expansion/upgrading of existing facilities through developer contributions will be investigated. |
| 65 | Cultural Facilities: Cinemas, Theatres and Museums | Crowle | 2014 - 2026 | An increase in cultural facilities floorspace would also be required in Crowle, although the level of increased demand in Crowle is projected to be marginal compared to that forecasted for Scunthorpe. | Private Sector in partnership with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector through developer contributions (s106) | Core Strategy CS1, CS15 and CS22 Housing & Employment Land Allocations DPD TC1 | Currently no future deficiencies identified. The council will work closely with the relevant organisations to ensure that provision standards and quality are maintained through alternative sources of funding and/or developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|--------------------------------|--------|--------------|--|---|--|---------------------------|---|--|--|---|
| 66 | Affordable Housing | Crowle | 2014 - 2026 | <p>Affordable housing policy requires 20% of all homes in Crowle to be affordable.</p> <p>Viability assessed on a site by site basis using the Homes & Communities Agency toolkit and Valuation in the event of a disagreement.</p> <p>Strategic Housing Market Assessment (2012) sets an annual affordable housing need of 328 homes per year until 2017.</p> <p>Assuming that thereafter the need drops to the level of the previous 2010 SHMA - 304 per year, this would give a total demand to 2026 of 4,704 new affordable homes.</p> <p>Spatial distribution (from 2012 SHMA):</p> <ul style="list-style-type: none"> North Axholme – 19 per year | North Lincolnshire Council Housing Associations (Registered Providers) Private Developers | Phases 1, 2 and 3 | Essential | To be delivered by Housing Associations (Registered Providers) and Private Sector. Based on the current Homes & Communities Agency affordable housing build programme, build costs average c. £85,000 per unit. | New Homes Bonus, Housing Associations, private developers and Homes and Communities Agency. Developer contributions (where no affordable homes built on site) have been 40% of average house price in North Lincolnshire under the council's interim affordable housing policy. Homes & Communities Agency contributions limited according to affordable housing contracts with individual housing associations, HCA have subsidised no more than 40 homes per year in North Lincolnshire. | <p>Core Strategy CS1 and CS9</p> <p>Housing & Employment Land Allocations DPD CROH-1 and CROH-2</p> | Monitor affordable housing policy. |
| 67 | Retail Facilities | Crowle | 2014 - 2026 | An increase in retail floorspace would also be required in Crowle, although the level of increased demand in other Market Towns is projected to be marginal compared to that forecasted for Scunthorpe. As part of the expansion and improvement of retail facilities in North Lincolnshire enhancements to the public realm may also be required. | Private Sector in partnership with North Lincolnshire Council | | | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector | <p>Core Strategy CS1, CS14 and CS15</p> <p>Housing & Employment Land Allocations DPD TC1</p> | The council will work in partnership with developers and retailers to ensure that the provision standards and quality are maintained. |
| 68 | Formal Recreational Open Space | Crowle | 2014 - 2026. | Smaller amounts will be required in Crowle based on SPG10 calculations. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | No costs are currently available. However North Lincolnshire SPG 10: Provision of Open Space in North Housing Development will be used to calculate the contribution at the planning application stage. | Private Sector through developer contributions (s106) | <p>Core Strategy CS1, CS7, CS8 and CS23</p> <p>Housing & Employment Land Allocations DPD CROH-1 and CROH-2</p> | Developer contributions to new development. Contributions towards expansion/upgrading of existing facilities. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|----------------------------------|--------|-------------|--|---|--|---------------------------|---|---|---|--|
| 69 | Informal Recreational Open Space | Crowle | 2014 - 2026 | Smaller amounts will be required in Crowle based on SPG 10. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | No costs are currently available. However North Lincolnshire SPG 10: Provision of Open Space in North Housing Development will be used to calculate the contribution at the planning application stage. | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD CROH-1 and CROH-2 | Developer contributions to new development. Contributions towards expansion/upgrading of existing facilities. |
| 70 | Formal Children's Play Space | Crowle | 2014 - 2026 | Smaller amounts of formal children's playspace will be required in Crowle. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £20,000 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments). | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD CROH-1 and CROH-2 | Developer contributions to new development. Contributions towards expansion/upgrading of existing facilities. |
| 71 | Informal Children's Play Space | Crowle | 2014 - 2026 | Smaller amounts will be required in Crowle. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | No costs are currently available. However North Lincolnshire SPG 10: Provision of Open Space in North Housing Development will be used to calculate the contribution at the planning application stage. | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD CROH-1 and CROH-2 | Developer contributions to new development. Contributions towards expansion/upgrading of existing facilities. |
| 72 | Leisure Centres | Crowle | 2014 - 2026 | A new leisure centre will be developed in Crowle. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | North Lincolnshire Council is currently costing the scheme. | New developments are envisaged to be privately developed. | Core Strategy CS1, CS22 and CS23 Housing & Employment Land Allocations DPD CROH-1 and CROH-2 | Expansion/upgrading of existing facilities through developer contributions where extra demand is identified. |

Kirton in Lindsey

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|--|-------------------|-------------|---|---|--|---------------------------|--|---|---|--|
| 73 | Education: Primary Schools | Kirton in Lindsey | 2014 - 2026 | In Kirton in Lindsey enhancements to existing primary school provision is the only solution due to the projected marginal increase in demand. | North Lincolnshire Council Local Education Authority | Phases 1, 2 and 3 | Non Essential | No costs are currently available due to capacity currently available within the Kirton in Lindsey Primary School | Private Sector through developer contributions (s106) | Core Strategy CS1, CS13 and CS22 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3 | The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and/or developer contributions. |
| 74 | Education: Secondary Schools | Kirton in Lindsey | 2014 - 2026 | Capacity is currently available within the existing secondary school at this current time to support the housing requirement. | North Lincolnshire Council Local Education Authority | Phases 1, 2 and 3 | Non Essential | No costs are currently available due to capacity currently available within the existing Secondary School | Capacity is currently available within the existing secondary school at this current time to support the housing requirement. | Core Strategy: CS1, CS13 and CS22 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3 | The council will work closely with developers and the LEA to deliver improvements to existing facilities through alternative sources of funding and/or developer contributions. |
| 75 | Health: GP and Dental Services | Kirton in Lindsey | 2014 - 2026 | Enhancement to existing services will be required as only a marginal increase in demand is forecast. | North Lincolnshire Council NHS North Lincolnshire Clinical Commissioning Group North Yorkshire & Humber Area Team (NHS) | Phases 1, 2 and 3 | Essential | To be delivered by CCG and the Private Sector; therefore no costs have been appraised | Private Sector through developer contributions (s106) and mainstream health services funding. | Core Strategy CS1 and CS24 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3 | Where necessary the council will work in partnerships with the CCG to improve existing facilities and provide Integrated Health and Social Care Centres through alternative sources of funding and/or developer contributions. |
| 76 | Health: Pharmacies and Optician Services | Kirton in Lindsey | 2014 - 2026 | The level of demand in Kirton in Lindsey may only be enough to justify improvements to existing services. | Private Sector NHS North Lincolnshire Clinical Commissioning Group | Phases 1, 2 and 3 | Essential | To be delivered by CCG and the Private Sector; therefore no costs have been appraised | Private Sector | Core Strategy CS1, CS7, CS8 and CS24 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3 | Where necessary seek the expansion/ upgrading of existing facilities through alternative sources of funding and/or developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|---|-------------------|-------------|---|----------------------------|--|---------------------------|----------------------------------|---|--|---|
| 77 | Community Facilities: Community Centres | Kirton in Lindsey | 2014 - 2026 | Expansions to existing facilities are required in Kirton in Lindsey. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £120,000 (Spons building costs); | Private Sector through developer contributions (s106) | Core Strategy CS1, CS8 and CS22 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3 | Currently no deficiencies identified. But when necessary expansion/upgrading of existing facilities through developer contributions will be investigated. |
| 78 | Community Facilities: Libraries | Kirton in Lindsey | 2014- 2026 | Improvement to existing services should take place in Kirton in Lindsey. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £80,000 (Spons building costs) | Private Sector through developer contributions (s106) | Core Strategy CS1 and CS22 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3 | Currently no deficiencies identified. But when necessary expansion/upgrading of existing facilities through developer contributions will be investigated. |
| 79 | Community Facilities: Youth Centres | Kirton in Lindsey | 2014 - 2026 | Improvements to existing services should take place in Kirton in Lindsey. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £120,000 (Spons building costs) | Private Sector through developer contributions (s106) | Core Strategy CS1, CS8 and CS22 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3 | Currently no deficiencies identified. But when necessary expansion/upgrading of existing facilities through developer contributions will be investigated. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|--|-------------------|-------------|---|---|--|---------------------------|---|--|---|---|
| 80 | Affordable Housing | Kirton in Lindsey | 2014 - 2026 | <p>Affordable housing policy requires 20% of all homes in Kirton in Lindsey to be affordable.</p> <p>Viability assessed on a site by site basis using the Homes & Communities Agency toolkit and Valuation in the event of a disagreement.</p> <p>Strategic Housing Market Assessment (2012) sets an annual affordable housing need of 328 homes per year until 2017.</p> <p>Assuming that thereafter the need drops to the level of the previous 2010 SHMA - 304 per year, this would give a total demand to 2026 of 4,704 new affordable homes.</p> <p>Spatial distribution (from 2012 SHMA):</p> <ul style="list-style-type: none"> • Ridge – 35 per year | North Lincolnshire Council Housing Associations (Registered Providers) Private Developers | Phases 1, 2 and 3 | Essential | To be delivered by Housing Associations (Registered Providers) and Private Sector. Based on the current Homes & Communities Agency affordable housing build programme, build costs average c. £85,000 per unit. | New Homes Bonus, Housing Associations, private developers and Homes and Communities Agency. Developer contributions (where no affordable homes built on site) have been 40% of average house price in North Lincolnshire under the council's interim affordable housing policy. Homes & Communities Agency contributions limited according to affordable housing contracts with individual housing associations, HCA have subsidized no more than 40 homes per year in North Lincolnshire. | <p>Core Strategy CS1 and CS9</p> <p>Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3</p> | Monitor affordable housing policy. |
| 81 | Cultural Facilities: Cinemas, Theatres and Museums | Kirton in Lindsey | 2014 - 2026 | An increase in cultural facilities floorspace would also be required in Kirton in Lindsey, although the level of increased demand in Kirton in Lindsey is projected to be marginal compared to that forecasted for Scunthorpe. | Private Sector in partnership with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector | <p>Core Strategy CS1, CS15 and CS22</p> <p>Housing & Employment Land Allocations DPD TC1</p> | Currently no future deficiencies identified. The council will work closely with the relevant organisations to ensure that provision standards and quality are maintained through alternative sources of funding and/or developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|----------------------------------|-------------------|--------------|--|---|--|---------------------------|--|--|---|---|
| 82 | Retail Facilities | Kirton in Lindsey | 2014 - 2026 | An increase in retail floorspace would also be required in Kirton in Lindsey, although the level of increased demand in other Market Towns is projected to be marginal compared to that forecasted for Scunthorpe. As part of the expansion and improvement of retail facilities in North Lincolnshire, enhancements to the public realm may also be required. | Private Sector in partnership with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector | Core Strategy CS1, CS14 and CS15 Housing & Employment Land Allocations DPD TC1 | The council will work in partnership with developers and retailers to ensure that the provision standards and quality are maintained. |
| 83 | Formal Recreational Open Space | Kirton in Lindsey | 2014 - 2026. | Smaller amounts will be required in Kirton in Lindsey based on SPG10 calculations. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | No costs are currently available. However North Lincolnshire SPG 10: Provision of Open Space in North Housing Development will used to calculate the contribution at the planning application stage | Private Sector through developer contributions (s106). | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3 | Developer contributions to new development. Contributions towards expansion/upgrading of existing facilities. |
| 84 | Informal Recreational Open Space | Kirton in Lindsey | 2014 - 2026 | Smaller amounts will be required in Kirton in Lindsey based on SPG 10. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | No costs are currently available. However North Lincolnshire SPG 10: Provision of Open Space in North Housing Development will used to calculate the contribution at the planning application stage. | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3 | Developer contributions to new development. Contributions towards expansion/upgrading of existing facilities. |
| 85 | Formal Children's Play Space | Kirton in Lindsey | 2014 - 2026 | Smaller amounts of formal children's playspace will be required in Kirton in Lindsey. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £20,000 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments). | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3 | Developer contributions to new development. Contributions to expansion/upgrading of existing facilities. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|------------------|--------------------------------|-------------------|-------------|---|---|--|---------------------------|---|---|--|---|
| 86 | Informal Children's Play Space | Kirton in Lindsey | 2014 - 2026 | Much smaller amounts will be required in Kirton in Lindsey. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | No costs are currently available. However North Lincolnshire SPG 10: Provision of Open Space in North Housing Development will be used to calculate the contribution at the planning application stage. | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD KIRH-1, KIRH-2 and KIRH-3 | Developer contributions to new development. Contributions towards expansion/upgrading of existing facilities. |
| Winterton | | | | | | | | | | | |
| 87 | Education: Primary Schools | Winterton | 2014 - 2026 | Capacity is currently available within the existing primary school at this current time to support the housing requirement. | North Lincolnshire Council Local Education Authority | Phases 1, 2 and 3 | Non Essential | No costs are currently available due to capacity currently being available within the Winterton Primary School | Private Sector through developer contributions (s106) | Core Strategy CS1, CS13 and CS22 Housing & Employment Land Allocations DPD WINH-1, WINH-2, WINH-3 and WINH-4 | The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and/or developer contributions. |
| 88 | Education: Secondary Schools | Winterton | 2014 - 2026 | Capacity is currently available within the existing secondary school at this current time to support the housing requirement. | North Lincolnshire Council Local Education Authority | Phases 1, 2 and 3 | Non Essential | No costs are currently available due to capacity currently being available within the Winterton Secondary School | Private Sector through developer contributions (s106) supplemented by the Building Schools for Future Programme and Priority Schools Programme. | Core Strategy: CS1, CS13 and CS22 Housing & Employment Land Allocations DPD WINH-1, WINH-2, WINH-3 and WINH-4 | The council will work closely with developers and LEA to deliver improvements to existing facilities through alternative sources of funding and/or developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|---|-----------|-------------|---|----------------------------|--|---------------------------|----------------------------------|---|---|--|
| 89 | Community Facilities: Community Centres | Winterton | 2014 - 2026 | Expansion to existing facilities is required in Winterton. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £120,000 (Spons building costs); | Private Sector through developer contributions (s106) | Core Strategy CS1, CS8 and CS22 Housing & Employment Land Allocations DPD WINH-1, WINH-2, WINH-3and WINH-4 | Currently no deficiencies identified. But when necessary expansion/upgrading of existing facilities through developer contributions will be investigated. |
| 90 | Community Facilities: Libraries | Winterton | 2014- 2026 | Improvement to existing services should take place in Winterton. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £80,000 (Spons building costs) | Private Sector through developer contributions (s106) | Core Strategy CS1 and CS22 Housing & Employment Land Allocations DPD WINH-1,WINH-2, WINH-3 and WINH-4 | Currently no deficiencies identified. But when necessary expansion/upgrading of existing facilities through developer contributions will be investigated. |
| 91 | Community Facilities: Youth Centres | Winterton | 2014 - 2026 | Improvement to existing services should take place in Winterton, and existing youth centre's provided, where marginal increases in demand are expected. | North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £120,000 (Spons building costs) | Private Sector through developer contributions (s106) | Core Strategy CS1, CS22 and CS23 Housing & Employment Land Allocations DPD WINH-1, WINH-2, WINH-3 and WINH-4 | Currently no future deficiencies identified in meeting growth. But if necessary expansion/upgrading of existing facilities through developer contributions will be investigated. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|--|-----------|-------------|---|---|--|---------------------------|---|--|---|---|
| 92 | Affordable Housing | Winterton | 2014 - 2026 | <p>Affordable housing policy requires 20% of all homes in Winterton to be affordable.</p> <p>Viability assessed on a site by site basis using the Homes & Communities Agency toolkit and Valuation in the event of a disagreement.</p> <p>Strategic Housing Market Assessment (2012) sets an annual affordable housing need of 328 homes per year until 2017.</p> <p>Assuming that thereafter the need drops to the level of the previous 2010 SHMA - 304 per year, this would give a total demand to 2026 of 4,704 new affordable homes.</p> <p>Spatial distribution (from 2012 SHMA):</p> <ul style="list-style-type: none"> • Winterton - 19 a year | North Lincolnshire Council Housing Associations (Registered Providers) Private Developers | Phases 1, 2 and 3 | Essential | To be delivered by Housing Associations (Registered Providers) and Private Sector. Based on the current Homes & Communities Agency affordable housing build programme, build costs average c. £85,000 per unit. | New Homes Bonus, Housing Associations, private developers and Homes and Communities Agency. Developer contributions (where no affordable homes built on site) have been 40% of average house price in North Lincolnshire under the council's interim affordable housing policy. Homes & Communities Agency contributions limited according to affordable housing contracts with individual housing associations, HCA have subsidized no more than 40 homes per year in North Lincolnshire. | <p>Core Strategy CS1 and CS9</p> <p>Housing & Employment Land Allocations DPD WINH-1, WINH-2, WINH-3 and WINH-4</p> | Monitor affordable housing policy. |
| 93 | Cultural Facilities: Cinemas, Theatres and Museums | Winterton | 2014 - 2026 | An increase in cultural facilities floorspace would also be required in Winterton, although the level of increased demand in Winterton is projected to be marginal compared to that forecasted for Scunthorpe. | Private Sector in partnership with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector | <p>Core Strategy CS1, CS15 and CS22</p> <p>Housing & Employment Land Allocations DPD TC1</p> | Currently no future deficiencies are identified. The council will work closely with the relevant organisations to ensure that provision standards and quality are maintained through alternative sources of funding and/or developer contributions. |
| 94 | Retail Facilities | Winterton | 2014-2026 | An increase in retail floorspace would also be required in Winterton, although the level of increased demand in other Market Towns is projected to be marginal compared to that forecasted for Scunthorpe. As part of the expansion and improvement of retail facilities in North Lincolnshire, enhancements to the public realm may also be required. | Private Sector in partnership with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | To be delivered by Private Sector; therefore no costs have been appraised. | Private Sector | <p>Core Strategy CS1, CS14 and CS15</p> <p>Housing & Employment Land Allocations DPD TC1</p> | The council will work in partnership with developers and retailers to ensure that the provision standards and quality are maintained. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|--------------------------|----------------------------------|-----------|--------------|---|---|--|---------------------------|--|---|--|---|
| 95 | Formal Recreational Open Space | Winterton | 2014 - 2026. | Smaller amounts will be required in Winterton based on SPG10: Provision of Open Space in New Housing Developments calculations. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £84,615 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments). | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD WINH-1,WINH-2, WINH-3 and WINH-4 | Developer contributions to new development. Contributions towards expansion/upgrading of existing facilities. |
| 96 | Informal Recreational Open Space | Winterton | 2014 - 2026 | Smaller amounts will be required in, Winterton based on SPG 10: Provision of Open Space in New Housing Developments. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | £84,617 (North Lincolnshire SPG 10: Provision of Open Space in New Housing Developments) | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD WINH-1,WINH-2, WINH-3 and WINH-4 | Developer contributions to new development. Contributions towards expansion/upgrading of existing facilities. |
| 97 | Formal Children's Play Space | Winterton | 2014 - 2026 | Smaller amounts of formal children's playspace will be required in Winterton. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | No costs are currently available. However North Lincolnshire SPG 10: Provision of Open Space in North Housing Development will used to calculate the contribution at the planning application stage. | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD WINH-1,WINH-2, WINH-3 and WINH-4 | Developer contributions to new development. Contributions towards expansion/upgrading of existing facilities. |
| 99 | Informal Children's Play Space | Winterton | 2014 - 2026 | Much smaller amounts will be required in Winterton. | Site developers in consultation with North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | No costs are currently available. However North Lincolnshire SPG 10: Provision of Open Space in North Housing Development will used to calculate the contribution at the planning application stage. | Private Sector through developer contributions (s106) | Core Strategy CS1, CS7, CS8 and CS23 Housing & Employment Land Allocations DPD WINH-1,WINH-2, WINH-3 and WINH-4 | Developer contributions to new development. Contributions towards expansion/upgrading of existing facilities. |
| South Humber Bank | | | | | | | | | | | |
| 100 | Transport | A160 | 2015-2016 | Upgrading and improvements to 5km's of A160, including dualling the first 1.7 km's of the A160, junction improvements from the A180 to the northern/western entrance to | Highways Agency North Lincolnshire Council | Phase 1 | Essential | £85,000,000 (outlined by North Lincolnshire Council) The current cost-range | Government Major Scheme Funding (DfT) | Core Strategy CS1, CS2, CS25 and CS26 | Seek improvement to the existing highways infrastructure through the Local Transport |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|------|-------|------|---|----------------------------|--|---------------------------|---|--------------------|---|---|
| | | | | <p>Immingham Port and other associated highway improvement infrastructure, including giving better improved road access to the SHBE-1 and NKAE-1 employment allocations.</p> <p>Announced as a project in May 2012, to be delivered at the time by 2016/2017. Selected because of its economic case, how well it fitted strategically with the needs of the network and economy, and its readiness for construction.</p> <p>A Development Consent Order (DCO) is currently being taken through the planning for Nationally Significant Infrastructure Projects (NSIP) process. The SoS has until 7th February 2015 to make a decision on the Inspectors recommendation for Consent. The DCO process has recorded no objections to the project.</p> <p>Construction scheduled to start in March 2015 and be completed October 2016 – detailed evidence by the Highways Agency presented by NLC as evidence to the DPD Examination (Exam doc 44). The length of the project is approximately 5km and the main aspects include:</p> <p>Upgrading Brocklesby interchange to an oval two bridge roundabout layout, including a dedicated left turn lane for vehicles travelling from the eastbound A180 to the A160;</p> <p>Upgrading the single carriageway section of the A160 to dual carriageway standard;</p> <p>Relocating Habrough Roundabout to the west of its current position, with new link roads provided from the A160 to Ulceby Road, Top Road and Habrough Road;</p> <p>Closing the central reserve gap at the junction with Town Street and partially closing the gap at the entrance to the oil refinery;</p> <p>Provision of a new road bridge at Town</p> | Dept. for Transport | | | estimate for the whole project is £73,400,000 (minimum) to £109,000,000 (maximum) with a most-likely estimate of £88,500,000 (as set out in HA Funding Statement, submitted alongside the draft DCO as part of the NSIP process). | | Housing & Employment Land Allocations DPD SHBE-1 and NKAE-1 | Plan (LTP) 3 and developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-------------------------------|-----------|---|-----------|---|---|--|---------------------------|---|---|--|--|
| | | | | <p>Street to provide vehicle and pedestrian access between the two parts of South Killingholme;</p> <p>Provision of a new gyratory carriageway system between Manby Road Roundabout, Rosper Road Junction and the Port of Immingham, requiring the construction of a new link road and bridge beneath the railway; and</p> <p>Localised diversion of third-party gas pipelines that cross beneath the existing A160</p> | | | | | | | |
| 101 | Transport | South Humber Bank Employment Site | 2014-2026 | <p>Internal highway improvements to improve and enhance the existing highway infrastructure for motorised and non-motorised transport. Specific requirements, including: dualling Rosper Road, junction improvements at Eastfield Road/Chase Hill Road, Chase Hill Road/East Halton Road and Rosper Road/Haven Road and localised improvements to Haven Road.</p> <p>Design for A160/A180 HA improvement scheme allows for NLC long term aspiration to dual Rosper Road.</p> <p>These highway improvements will give better improved road access to the SHBE-1 and NKAE-1 employment allocations.</p> | North Lincolnshire Council, Developers | Phase 2 | Essential | £9,000,000 (outlined by North Lincolnshire Council). In the longer term, it may be appropriate for the council to seek LEP funding as well. | The council is the Lead Delivery Organisation. Developer Contributions will be secured via S106 agreements for all developments generating more than 10 trips in the peak hour, in accordance with the Interim Planning Guidance - South Humber Gateway Transport Contributions | <p>Core Strategy CS1 and CS12</p> <p>Housing & Employment Land Allocations DPD SHBE-1 and NKAE-1</p> | Improve and enhance the existing highway infrastructure including Rosper Road, junction improvements at Eastfield Road/Chase Hill Road, Chase Hill Road/East Halton Road and Rosper Road/Haven Road and localised improvements to Haven Road through the LTP3 and developer contributions. |
| 102 | Transport | South Humber main line (Doncaster to Cleethorpes) | 2016-2017 | The Council is working with Network Rail on securing Gauge Enhancements from the Ports out to the East Coast Main Line to Doncaster. By heightening bridges and widening platforms it will achieve a standard of W10 and W12 which will enable the transport of bigger containers and European containers out of the ports, increasing economic competitiveness as a leading UK port. These improvements are in Network Rail's Northern Route Utilisation Strategy. | Network Rail and North Lincolnshire Council | Phase 1 | Essential | £8,000,000(outlined by the Humber LEP (Local Growth Fund) and North Lincolnshire Council) | Humber LEP (Local Growth Fund) | <p>Core Strategy CS1 and CS11</p> <p>Housing & Employment Land Allocations DPD SHBE-1 and NKAE-1</p> | Improve and enhance gauge capacity by improvements to railway infrastructure through external funding. |
| Sandtoft Business Park | | | | | | | | | | | |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|--------------------------------|-----------|------------------------|-----------|--|---|--|---------------------------|--|--------------------------------|---|---|
| 103 | Transport | Sandtoft Business Park | 2015-2024 | <p>Access improvements to serve Employment Site SANE-1 to include a roundabout on Belton Road, a roundabout on High Levels Bank (C202) and a link road through the site.</p> <p>Off-site mitigations measures will be needed which are likely to include carriageway widening to the M180 overbridge; widening to Brook Corner; improvements to A18/High Levels Bank Junction; improvements to the Crowle Gyratory and traffic management works to Westgate Road.</p> <p>These measures will be delivered in a phased manner in accordance with a masterplan accompanying any planning application (s) to be agreed with NLC</p> | Private Sector Developers, North Lincolnshire Council | Phases 1 and 2 | Essential | £3,000,000 - £4,000,000 for access works, Link Road and off-site mitigation works. | Developer contributions (s106) | <p>Core Strategy CS1 and CS11</p> <p>Housing & Employment Land Allocations DPD SANE-1</p> | Improve and enhance existing highways infrastructure through developer contributions. |
| Humberside Airport | | | | | | | | | | | |
| 104 | Transport | Humberside Airport | 2015-2017 | In recognition of the strategic economic importance of Humberside Airport, improvements to the surface access via the A18 will be taking place. Construction work commenced during February 2015 for a new roundabout on the A18 at the existing access into the airport with a completion date of June 2015. Further works are scheduled for a new signalised junction at Barnetby Top (A18/Kings Road junction) and local widening along Caistor Road. The 'Surface Access Improvements' works are funded and secured by the Humber Local Growth Fund and are expected to be completed by March 2017. | Humber Local Economic Partnership, North Lincolnshire Council | Phase 1 | Essential | £3,300,000 (outlined by the Humber LEP (Local Growth Fund) and North Lincolnshire Council) | Humber LEP (Local Growth Fund) | <p>Core Strategy CS1 and CS11</p> <p>Housing & Employment Land Allocations DPD HUME-1, HUME-1a and HUME-2</p> | Improve and enhance surface access arrangements by improvements to existing highways infrastructure through external funding. |
| North Lincolnshire Wide | | | | | | | | | | | |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|-----------------------------------|---|-------------|---|--|--|---------------------------|---|--|---|---|
| 105 | Emergency Services: Police | Lincolnshire Lakes, South Humber Bank and / or location of existing facilities in the wider Local Authority area | 2014 - 2026 | Additional facilities to meet the need and to deal with the growing and expanding population and growth of businesses; along with increased custody facilities at Scunthorpe police station. | North Lincolnshire Council (in partnership with developers of strategic sites in North Lincolnshire) Humberside Police | Phases 1, 2 and 3 | Non Essential | The costs of short-term improvements, in particular, the custody facilities are envisaged to be incurred by Humberside Police through its Force's Estate Strategy (and relevant funding). The scale and nature of additional improvements or new facilities is yet to be determined. Hence, no additional costs have been derived as yet. | Humberside Police Home Office Grant Developer contributions (S106), subject to financial viability | Core Strategy CS1, CS7, CS8, CS11 and CS12 | Expansion/upgrading of existing facilities through Humberside Police Force Estates Strategy and supplemented by developer contributions. |
| 106 | Emergency Services: Ambulance | South western part of the Scunthorpe urban area, as suggested by East Midlands Ambulance Service NHS Trust (EMAS) | 2014 - 2026 | New larger ambulance station or sub- division of existing site across two sites in Scunthorpe to meet the increased demand generated by proposed growth in North Lincolnshire (and other adjacent areas within Lincolnshire County e.g. Gainsborough) | North Lincolnshire Council (in partnership with developers of strategic sites in North Lincolnshire) East Midlands Ambulance Service (in partnership with NHS North Lincolnshire Clinical Commissioning Group) | Phases 1, 2 and 3 | Non Essential | Cost of this improved / additional facility and any supporting equipment has not yet been agreed for this additional provision. | East Midlands Ambulance Service (through main stream funding of CCG & Acute Trusts) Developer contributions (S106), subject to financial viability | Core Strategy CS1, CS7, CS8, CS11 and CS12 | Expansion/upgrading of existing facilities through funding from East Midlands Ambulance Services and supplemented by developer contributions. |
| 107 | Emergency Services: Fire Services | Lincolnshire Lakes, South Humber Bank and / or location of existing facilities in the wider Local Authority area | 2014 - 2026 | Additional or improved facilities to meet the need and to deal with the growing and expanding population and growth of businesses | North Lincolnshire Council Humberside Fire and Rescue Service | Phases 1, 2 and 3 | Non Essential | As the exact nature of improvements to existing facilities or potential new facilities has not yet been determined, it has not been possible to establish a cost estimate for enhancing the local Fire and Rescue services | Humberside Fire and Rescue Services (in partnership with Humberside Fire Authority) Developer contributions (S106), subject to financial viability | Core Strategy CS1, CS7, CS8, CS11 and CS12 | Expansion/upgrading of existing facilities through funding from Humberside Fire and Rescue (in partnership with Humberside Fire Authority) and supplemented by developer contributions. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|------------------|--------------------|-------------|--|--|--|---------------------------|--|--|---|---|
| 108 | Utilities | North Lincolnshire | 2014 - 2026 | Improvements in gas supply infrastructure | North Lincolnshire Council National Grid Gas Local Gas Distribution Network Operators | Phases 1, 2 and 3 | Non Essential | To be delivered by the Private Sector; therefore no costs have been appraised. | Private Developers and Utility Companies | Core Strategy CS1, CS7, CS8, CS11, CS12 and CS13 | Where necessary expansion/upgrading of existing local infrastructure through development contributions and utility company Business Plans. |
| 109 | Utilities | North Lincolnshire | 2014 - 2026 | Improvements in electricity supply infrastructure | North Lincolnshire Council National Grid Northern Powergrid Renewable Energy Providers | Phases 1, 2 and 3 | Non Essential | To be delivered by the Private Sector; therefore no costs have been appraised. | Private Developers and Utility Companies | Core Strategy CS1, CS7, CS8, CS11 and CS12, | Where necessary expansion /upgrading of existing local infrastructure through development contributions and utility company Business Plans. |
| 110 | Utilities | North Lincolnshire | 2014 - 2026 | Improvements to water supply infrastructure | North Lincolnshire Council Environment Agency Anglian Water Severn Trent Water Yorkshire Water | Phases 1, 2 and 3 | Non Essential | To be delivered by the Private Sector; therefore no costs have been appraised. | Private Developers and Utility Companies | Core Strategy CS1, CS7, CS8, CS11 and CS12 | Where necessary seek improvements to foul water and sewerage networks through utilities company Business Plan and developer contributions. |
| 111 | Utilities | North Lincolnshire | 2014 - 2026 | Improvements to telecoms infrastructure. At a wholesale access level, to upgrade infrastructure in areas currently poorly served by telecommunications. Superfast broadband will be delivered through installation of fibre services throughout Northern Lincolnshire. | ICT providers North Lincolnshire Council | Phases 1, 2 and 3 | Non Essential | Many of the costs will be borne by the private sector. However, North Lincolnshire Council is currently leading a project investing £7.3 million between 2013 and 2015 in providing this access, with current works to coast a rollout up to 2017. | North Lincolnshire Council Central Government European Union (ERDF/EAFRD) Utility Companies (supplemented with developer contribution, where necessary, subject to financial viability) | Core Strategy CS1, CS7, CS8, CS9, CS10, CS25 and CS26 | Seek improvements to telecoms infrastructure through utility company Business Plan and developer contributions. |
| 112 | Waste Management | North Lincolnshire | 2014 - 2026 | New sites and facilities to meet the need of North Lincolnshire growing population and business base. | Environment Agency Waste Management Operators | Phases 1, 2 and 3 | Non Essential | Uncalculated at this stage – will depend on the location of facilities, type, and technology employed | Private Sector Waste Management Operators North Lincolnshire Council Developer Contribution, subject to financial viability | Core Strategy CS1 and CS20 | As need arises the council will work closely with key stakeholders in order to deliver the appropriate waste management facilities. |

| No. | What | Where | When | Specific Requirement | Lead Delivery Organisation | Indicative Phasing (Phases 1 0- 5 years, Phase 2 6-11 years and ; Phase 3 11-12) | Essential / Non Essential | Cost | Sources of Funding | Policy | Contingencies |
|-----|----------------|--|-------------|--|--|--|---------------------------|--|--|--|--|
| 113 | Flood Defences | Scunthorpe, other Market Towns, key strategic employment sites Rural Settlements | 2014 - 2026 | All types of flood defence and drainage infrastructure to protect existing and new communities and other land and infrastructure assets in North Lincolnshire. | North Lincolnshire Council North East Lincolnshire Council Environment Agency DEFRA Internal Drainage Boards Water Companies Private Sector Developers | Phases 1, 2 and 3 | Essential | At the time of preparation of the Infrastructure Delivery Plan, given the nascent implementation stage of the proposed housing and employment growth, it has not been possible to establish the full suite of flood defence mechanisms. Equally, no new firm solutions have recently been designed by any partner organisations to safeguard existing settlements, land and infrastructure assets. Hence, at this stage, it has not been possible to establish relevant cost estimates for the necessary flood defence across North Lincolnshire. That said, the Lincolnshire Lakes, the most significant housing growth location in North Lincolnshire, will improve the town's flood defences significantly. The current cost estimates for necessary flood works for this site are estimated at £85 million, which would be incurred by the private sector developer/s. | Natural England North Lincolnshire Council Environment Agency Developers (through developer contributions) Land Owners. In particular, approaches similar to Lincolnshire Lakes, where the private sector will take the lead (subject to financial viability), will be adopted for delivering all flood defences for new housing and employment land developments in the Local Authority area. On the other hand, public sector partners, such as the EA, are envisaged to take a lead on improving flood defence for existing settlements. | Core Strategy CS1, CS2 and CS4 | The council will work closely with developers and the Environment Agency to maintain and improve existing flood defences through developer contributions and public funding. |

North Lincolnshire Local Development Framework Housing & Employment Land Allocations Development Plan Document: Revised Submission Draft (April 2014)



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Schedule B: Minor Changes (Editing) – Post Submission
9th April 2015

**Spatial Planning
Planning & Regeneration
Places Directorate
North Lincolnshire Council
Civic Centre
Ashby Road
Scunthorpe
DN16 1AB**



Schedule B: Minor Changes (Editing) to the Housing & Employment Land Allocations Development Plan Document: Revised Submission Draft - Changes Post Submission

The minor editorial changes proposed in this schedule are being proposed as a result of further factual updates and editorial corrections identified since the submission of the Housing & Employment Land Allocations Development Plan Document: Revised Submission Draft. This document will be updated as necessary during the Examination of the Housing and Employment Land Allocations Development Plan Document: Revised Submission Draft (April 2014) and the Examination Hearing in January 2015. The date that the schedule was last updated will be recorded in the footer of the document to avoid confusion between different versions. Deleted text is shown using strikethrough and additional text is underlined.

Table 1: North Lincolnshire Local Development Framework - Housing & Employment Land Allocations Development Plan Document: Revised Submission Draft – Proposed Minor Changes (Editing) Post-Submission

| Reference Number | Page/Inset No. | Policy or Paragraph Number | Proposed Minor Change | Reason |
|------------------|----------------|----------------------------------|---|---|
| HE/MIN1 | 3 | 1.6 | Amend paragraph 1.6 “During the Public Examination for the Core Strategy and it was agreed to bring forward Gypsy and Traveller allocations in the General Policies DPD when it would be clearer on planning policy”, to delete the word “and”. | To correct typographical error and to address representation submitted by Ms. Kate Longstaff (183762/01/2/1.6/NS) |
| HE/MIN2 | 9 | PS1 | Indent fourth and fifth criteria to be the sub criteria of criteria 3 | To correct drafting error. |
| HE/MIN3 | 19 | Policy SCUH-1 After para 3.47 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN4 | 21 | Policy SCUH-2 After para 3.56 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN5 | 23 | Policy SCUH-3 After para 3.63 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |

| Reference Number | Page/Inset No. | Policy or Paragraph Number | Proposed Minor Change | Reason |
|------------------|----------------|------------------------------------|---|---|
| HE/MIN6 | 25 | Policy SCUH-4 After para 3.68 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN7 | 27 | Policy SCUH-5 After para 3.76 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN8 | 29 | Policy SCUH-6 After para 3.82 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN9 | 30 | Policy SCUH-7 After para 3.86 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN10 | 33 | Policy SCUH-8 After para 3.93 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN11 | 35 | Policy SCUH-9 After para 3.103 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN12 | 37 | Policy SCUH-10 After para 3.112 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN13 | 39 | Policy SCUH-11 After para | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |

| Reference Number | Page/Inset No. | Policy or Paragraph Number | Proposed Minor Change | Reason |
|------------------|----------------|------------------------------------|---|---|
| | | 3.119 | | |
| HE/MIN14 | 41 | Policy SCUH-12 After para 3.126 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN15 | 43 | Policy SCUH-13 After para 3.134 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN16 | 44 | Policy SCUH-14 After para 3.139 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN17 | 47 | Policy SCUH-15 After para 3.145 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN18 | 49 | Policy SCUH-16 After para 3.151 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN19 | 51 | Policy SCUH-17 After para 3.158 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN20 | | New Policy SCUH-18 to be inserted | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |

| Reference Number | Page/Inset No. | Policy or Paragraph Number | Proposed Minor Change | Reason |
|------------------|----------------|---------------------------------------|---|---|
| | | After para in Implementation section. | | |
| HE/MIN21 | 57 | Policy SCUH-C1 After para 3.172 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN22 | 59 | Policy SCUH-C2 After para 3.179 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN23 | 60 | Policy SCUH-C3 After para 3.185 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN24 | 63 | Policy SCUH-C4 After para 3.192 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN25 | 65 | Policy SCUH-C5 After para 3.200 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN26 | 67 | Policy SCUH-C6 After para 3.206 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |

| Reference Number | Page/Inset No. | Policy or Paragraph Number | Proposed Minor Change | Reason |
|------------------|----------------|------------------------------------|---|---|
| HE/MIN27 | 69 | Policy SCUH-C7 After para 3.212 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN28 | 70 | Policy SCUH-C8 After para 3.212 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN29 | 73 | Policy SCUH-C9 After para 3.225 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN30 | 77 | Policy BARH-1 After para 3.233 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN31 | 79 | Policy BARH-2 After para 3.240 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN32 | 81 | Policy BARH-3 After para 3.249 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN33 | 83 | Para 3.251 | Amend paragraph 3.251 to delete "A15" and replace with "A18". | To correct an inaccuracy. |
| HE/MIN34 | 85 | Policy BRIH-1 After para 3.259 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |

North Lincolnshire Local Development Framework
Housing & Employment Land Allocations Development Plan Document: Revised Submission Draft (April 2014)

| Reference Number | Page/Inset No. | Policy or Paragraph Number | Proposed Minor Change | Reason |
|------------------|----------------|-----------------------------------|---|---|
| HE/MIN35 | 87 | Policy BRIH-2 After para 3.266 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN36 | 87 | Policy BRIH-3 After para 3.274 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN37 | 91 | Policy BRIH-4 After para 3.274 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN38 | 93 | Policy BRIH-5 After para 3.290 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN39 | 97 | Policy CROH-1 After para 3.299 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN40 | 99 | Policy CROH-2 After para 3.304 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN41 | 103 | Policy KIRH-1 After para 3.312 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN42 | | New Policy to be inserted | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |

| Reference Number | Page/Inset No. | Policy or Paragraph Number | Proposed Minor Change | Reason |
|------------------|----------------|--|---|---|
| | | KIRH-2. After Implementation section | | |
| HE/MIN43 | | New Policy to be inserted KIRH-3. After Implementation section | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN44 | 106 | Policy WINH-1 After para 3.320 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN45 | 109 | Policy WINH-2 After para 3.325 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN46 | 111 | Policy WINH-3 After para 3.331 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN47 | 113 | Policy WINH-4 After para 3.336 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |

| Reference Number | Page/Inset No. | Policy or Paragraph Number | Proposed Minor Change | Reason | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------|----------------|------------------------------|---|---|--------------------------------|---------------------|-----------------------------|---------------------------|--------------|--------------|--------|-------------|-------------------|-------------------|---------------------------|-----|--------|-------------|--------------------|-----------------------------|--------|--------|--------|--------------|------------|--------------------------|-----------|-------|--------|-------|------------|-----------------|----|-------|--------|--------------|------------|--------------------|--------|-----|----------------|--|-------------------|---------------------------|---------------|-----------|--------|--|-------------------|--------------------|--------|-----|--------|--------------|----------|------------------------|--------|--------------------------------|--------|--------------|-------|-------------|-----------|------|
| HE/MIN48 | 120 | Paragraph 4.25/ Table 4.1 | Update to Table 4.1: Allocated Employment Sites. This should read as follows: | To update table 4.1: Allocated Employment Sites in relation to the addition of site HUME-1a and the change of site areas to SANE-1, NEWE-1 and EALE-1 (As identified as Proposed Main Modifications to the DPD) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Final Policy Reference</th> <th style="text-align: center;">Previous References</th> <th style="text-align: center;">Location</th> <th style="text-align: center;">Policy Name</th> <th style="text-align: center;">Use</th> <th style="text-align: center;">Site Area ha</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">SHBE-1</td> <td style="text-align: center;">IN1-1, 57-1</td> <td style="text-align: center;">South Humber Bank</td> <td style="text-align: center;">South Humber Bank</td> <td style="text-align: center;">B1,B2, B8 Estuary Related</td> <td style="text-align: center;">900</td> </tr> <tr> <td style="text-align: center;">NKAE-1</td> <td style="text-align: center;">IN1-2, 31-1</td> <td style="text-align: center;">North Killingholme</td> <td style="text-align: center;">North Killingholme Airfield</td> <td style="text-align: center;">B1, B8</td> <td style="text-align: center;">138.21</td> </tr> <tr> <td style="text-align: center;">SCUE-1</td> <td style="text-align: center;">IN1-3, 36-70</td> <td style="text-align: center;">Scunthorpe</td> <td style="text-align: center;">Normanby Enterprise Park</td> <td style="text-align: center;">B1,B2, B8</td> <td style="text-align: center;">35.10</td> </tr> <tr> <td style="text-align: center;">SCUE-2</td> <td style="text-align: center;">36-66</td> <td style="text-align: center;">Scunthorpe</td> <td style="text-align: center;">Mortal Ash Hill</td> <td style="text-align: center;">B1</td> <td style="text-align: center;">15.48</td> </tr> <tr> <td style="text-align: center;">HUME-1</td> <td style="text-align: center;">IN1-12, CIN9</td> <td style="text-align: center;">Kirmington</td> <td style="text-align: center;">Humberside Airport</td> <td style="text-align: center;">B1, B8</td> <td style="text-align: center;">9.4</td> </tr> <tr> <td style="text-align: center;"><u>HUME-1a</u></td> <td></td> <td style="text-align: center;"><u>Kirmington</u></td> <td style="text-align: center;"><u>Humberside Airport</u></td> <td style="text-align: center;"><u>B1, B8</u></td> <td style="text-align: center;"><u>12</u></td> </tr> <tr> <td style="text-align: center;">HUME-2</td> <td></td> <td style="text-align: center;"><u>Kirmington</u></td> <td style="text-align: center;">Humberside Airport</td> <td style="text-align: center;">B1, B8</td> <td style="text-align: center;">7.8</td> </tr> <tr> <td style="text-align: center;">SANE-1</td> <td style="text-align: center;">IN1-13, 56-1</td> <td style="text-align: center;">Sandtoft</td> <td style="text-align: center;">Sandtoft Business Park</td> <td style="text-align: center;">B1, B8</td> <td style="text-align: center;">58.5 <u>55.3</u></td> </tr> <tr> <td style="text-align: center;">BRIE-1</td> <td style="text-align: center;">IN1-9, 10-19</td> <td style="text-align: center;">Brigg</td> <td style="text-align: center;">Brigg Sugar</td> <td style="text-align: center;">B1,B2, B8</td> <td style="text-align: center;">20.5</td> </tr> </tbody> </table> | | Final Policy Reference | Previous References | Location | Policy Name | Use | Site Area ha | SHBE-1 | IN1-1, 57-1 | South Humber Bank | South Humber Bank | B1,B2, B8 Estuary Related | 900 | NKAE-1 | IN1-2, 31-1 | North Killingholme | North Killingholme Airfield | B1, B8 | 138.21 | SCUE-1 | IN1-3, 36-70 | Scunthorpe | Normanby Enterprise Park | B1,B2, B8 | 35.10 | SCUE-2 | 36-66 | Scunthorpe | Mortal Ash Hill | B1 | 15.48 | HUME-1 | IN1-12, CIN9 | Kirmington | Humberside Airport | B1, B8 | 9.4 | <u>HUME-1a</u> | | <u>Kirmington</u> | <u>Humberside Airport</u> | <u>B1, B8</u> | <u>12</u> | HUME-2 | | <u>Kirmington</u> | Humberside Airport | B1, B8 | 7.8 | SANE-1 | IN1-13, 56-1 | Sandtoft | Sandtoft Business Park | B1, B8 | 58.5 <u>55.3</u> | BRIE-1 | IN1-9, 10-19 | Brigg | Brigg Sugar | B1,B2, B8 | 20.5 |
| | | | Final Policy Reference | | Previous References | Location | Policy Name | Use | Site Area ha | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | SHBE-1 | | IN1-1, 57-1 | South Humber Bank | South Humber Bank | B1,B2, B8 Estuary Related | 900 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | NKAE-1 | | IN1-2, 31-1 | North Killingholme | North Killingholme Airfield | B1, B8 | 138.21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | SCUE-1 | | IN1-3, 36-70 | Scunthorpe | Normanby Enterprise Park | B1,B2, B8 | 35.10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | SCUE-2 | | 36-66 | Scunthorpe | Mortal Ash Hill | B1 | 15.48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | HUME-1 | | IN1-12, CIN9 | Kirmington | Humberside Airport | B1, B8 | 9.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | <u>HUME-1a</u> | | | <u>Kirmington</u> | <u>Humberside Airport</u> | <u>B1, B8</u> | <u>12</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | HUME-2 | | | <u>Kirmington</u> | Humberside Airport | B1, B8 | 7.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SANE-1 | IN1-13, 56-1 | Sandtoft | Sandtoft Business Park | B1, B8 | 58.5 <u>55.3</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRIE-1 | IN1-9, 10-19 | Brigg | Brigg Sugar | B1,B2, B8 | 20.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | BARE-1 | IN1-11, CIN-6, 7-17 | Barton upon Humber | Humber Bridge Industrial Estate | B1,B2, B8 | 7.15 | |
| | | | NEWE-1 | CIN-12 | New Holland | New Holland Industrial Estate | B1,B2, B8 | 2.0 21.47 | |
| | | | EALE-1 | CIN-16, 14-5 | Ealand | Spen Lane | B1,B2, B8 | 4.0 3.2 | |
| | | | EALE-2 | IN1-14 | Ealand | South of Railway | B1,B2, B8 | 6.0 | |
| HE/MIN49 | 123 | Paragraph 4.32 | Amendment to the paragraph through the deletion of the words “...the plan SHBE1 (A- Halton Marsh and B Killingholme Marsh)”, from the fifth sentence, and the inclusion of the following wording “The preferred alternative locations for waterbird mitigation at Halton Marsh and Killingholme Marsh, have been indicated on Inset 57”. This reflects the Statement of Common Ground agreed in relation to the South Humber Bank with RSPB, Natural England and Lincolnshire Wildlife Trust. This will read as follows: “The preferred alternative locations for waterbird mitigation have been indicated on the plan SHBE 1 (A – at Halton Marsh and B – Killingholme Marsh), have been indicated on Inset 57”. | | | | | | Agreed through Statement of Common Ground with RSPB, Natural England & Lincolnshire Wildlife Trust |
| HE/MIN50 | 123 | Paragraph 4.34 | Amendment to the paragraph through insertion of a new third sentence. This reflects the Statement of Common Ground agreed in relation to the South Humber Bank with RSPB, Natural England and Lincolnshire Wildlife Trust. This will read as follows: “If the option to provide a smaller area of waterbird mitigation land on East Halton Marsh is carried out there will be a requirement to provide a further 50 hectares of waterbird mitigation offsite comprising 20 hectares of core habitat plus a 150 metre wide wetland buffer. If the larger area is provided, then the additional 50 hectares will not be required. <u>The current waterbird mitigation sites are indicated on Inset 57”.</u> | | | | | | Agreed through Statement of Common Ground with RSPB, Natural England & Lincolnshire Wildlife Trust |

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| HE/MIN51 | 124 | Paragraph 4.37 | Amendment to the paragraph through the deletion of the wording “/compensation” from the first sentence. This will read as: “There are options for waterbird mitigation/ compensation to be provided beyond the boundaries of the SHB employment allocation as part of Able UK’s Option 2, as long as this does not affect the ability of the designated site to meet its conservation objectives” | Agreed through Statement of Common Ground with RSPB, Natural England & Lincolnshire Wildlife Trust |
| HE/MIN52 | 125 | 4.46 | Amendment to the paragraph through the insertion of a new third sentence. This should read as follows: <u>“It is likely that some developer contribution to flood defences will be necessary.”</u> | To reflect discussions and agreement with the Environment Agency. |
| HE/MIN53 | 126 | 4.48 | Amendment to the paragraph through the insertion of additional bullet point with the wording “Humber Nature Partnership”. This will read as follows: “The delivery of the site will be achieved in partnership through the following Plans, Boards and Delivery Groups that include landowners, private industry, Government Agencies, North Lincolnshire Council, local organisations and national charities. <ul style="list-style-type: none"> • South Humber Bank Master Plan (2004) - where relevant • Individual South Humber Bank infrastructure, economic and environmental studies that update, in part or whole, the South Humber Bank Master Plan (2004) • Humber and Greater Lincolnshire Local Economic Partnerships • South Humber Bank Mitigation Strategy. • North Lincolnshire Local Transport Plan 3 (2011-2026) • North Lincolnshire South Humber Bank Transport Strategy 2010 • North Lincolnshire Interim Transport Planning Guidance for the South Humber Gateway • <u>Humber Nature Partnership.</u>” | Agreed through Statement of Common Ground with RSPB, Natural England & Lincolnshire Wildlife Trust |

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| HE/MIN54 | 127 | Para 4.51 | <p>Delete current paragraph and replace with new updated text.</p> <p>The site at Halton Marshes north of the Humber Sea Terminal has planning permission to develop 270 hectares of port logistic land uses and includes land for landscaping and wildlife conservation. The Able Marine Energy Park (AMEP) at Killingholme Marsh is a major infrastructure proposal (terrestrial development area of 245 hectares and 45 hectares of concrete quays reclaimed from the Humber Estuary) that includes a proposed new port at the South Humber Bank, also includes land for landscaping and wildlife conservation. The associated Public Examination finished in November and was approved by the Secretary of State in December 2013. Port development alone is predicted to generate over 4000 jobs on site in addition to many more expected in ancillary industries.</p> <p><u>The Able Logistics Park at Halton Marshes north of the Humber Sea Terminal offers a 497.5ha (1,229.5 acres) site with full planning permission in place for the creation of extensive warehousing (1,700,000m²), external storage and transportation depots. 300 constructional jobs are expected to be created with some 4100 direct jobs in relation to the Able Marine Energy Park and many thousands of additional jobs expected to be created by the supply chain. The Able Marine Energy Park (AMEP) at Killingholme Marsh designed following extensive liaison with the offshore wind industry, will offer 1,289m of new heavy duty deep water quays and 366.7 hectares (906 acres) of developable land. It is designed specifically for the marine renewables sector providing a multi-user facility for the manufacture, storage, assembly and deployment of next generation offshore wind turbines and their associated supply chains. It is comprised of approximately 75,000 sq m of gross floorspace over some 11 buildings with the remaining open site area to be used for infrastructure, storage and assembly uses. A Development Consent Order for AMEP was granted by the Secretary of State for Transport in December 2013.</u></p> | To reflect the current situation with the Able Marine Energy Park and Able Logistics Park. |
| HE/MIN55 | 127 | Policy SHBE-1 After para 4.55 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN56 | 129 | Policy NKAE-1 After para 4.65 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |

| Reference Number | Page/Inset No. | Policy or Paragraph Number | Proposed Minor Change | Reason |
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| HE/MIN57 | 132 | 4.75 | Amendment of paragraph to read: - "The Phoenix and Phoenix Parkway Local Nature Reserves are located towards the south western corner of the site. <u>The southern part of the site also falls within the Slag Banks Local Wildlife Site (LWS) which was selected for its acid grassland habitat and as a mosaic of other habitats including neutral grassland and wetlands.</u> The Grayling butterfly, a UK BAP species, has been recorded next to this site." | To clarify and/or improve the written justification in relation to the proximity of the Slag Banks Local Wildlife Site (LWS). To address representation submitted by Lincolnshire Wildlife Trust (842759/54/238/SCUE1/3). |
| HE/MIN58 | 133 | Policy SCUE-1 After para 4.76 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN59 | 135 | Policy SCUE-2 After para 4.87 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN60 | 138 | 4.92 | Amend existing paragraph and replace with new text that reflects recent developments at Humberside Airport. New paragraph to read as follows: The airport has established air traffic associated with the off-shore gas production and exploration and UK domestic and European flights. In addition there a number of charter flights with the number being seasonally influenced. Currently access into the airport is achieved by one junction off the A18. This junction is not traffic light controlled and has a central right turn lane for traffic heading to the airport from Melton Ross. Currently access into the airport is achieved by one junction off the A18. This junction is not traffic light controlled and has a central right turn lane for traffic heading to the airport from Melton Ross. <u>The airport has also been the subject of significant investment in recent years. It is currently the second largest helicopter base in the UK for the off-shore oil and gas industry in the southern North Sea, a role and a market segment which is continuing to grow. Other recent investments include a new £5m national training academy for BAE Systems providing up to 60 apprentice opportunities every year, and a consented 103 bedroomed hotel. From 2015, it will</u> | To bring the supporting text up to date and to bring consistency with new wording proposed for HUME-1a (Main Modification) |

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| | | | <u>become to one of the country's 10 bases for Air Sea Search & Rescue operations. Improvements will also be taking place to the road network around the airport to provide better access to this key location.</u> | |
| HE/MIN61 | 138 | New Paragraph after 4.92 | <p>New paragraph to reflect proposed highway improvements to the main Airport access and elsewhere on local highway network.</p> <p><u>Currently access into the airport is achieved by one junction off the A18. This junction is currently not traffic light controlled and has a central right turn lane for traffic heading to the airport from Melton Ross. In recognition of the strategic economic importance of Humberside Airport, improvements to the surface access have been sought with funding secured by the Humber Local Growth Fund.</u></p> <p><u>Construction work is due to start in 2015 for a new roundabout on the A18 at the existing access into the airport, a new signalised junction at Barnetby Top (A18/Kings Road junction) and local widening along Caistor Road. These works are expected to be completed by 2016. These access improvements will provide an appropriate level of infrastructure to accommodate the scale of additional employment allocations required at the airport.</u></p> | To bring the supporting text up to date and to bring consistency with new wording proposed for HUME-1a (Main Modification) |
| HE/MIN62 | 138 | 4.93 | <p>New addition to the end of the paragraph to reflect proposed highway improvements to the main Airport access. Paragraph to read as follows:</p> <p>The site is adjacent to Humberside Airport that offers excellent air freight opportunities and good strategic access via the A18 and M180. Access would be through the existing airport business park from the A18. It forms an ideal site for B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses particularly those associated with air freight or training operations. <u>Given the secured works to improve the airport's main access it is unlikely that the development of this site will require further short term improvements to the main A18 Airport junction. However, the effective operation of the improved A18 junction will be subject to monitoring by the Highway Authority.</u></p> | To bring the supporting text up to date and to bring consistency with new wording proposed for HUME-1a (Main Modification) |

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| HE/MIN63 | 139 | Policy HUME-1 After para 4.99 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN64 | 140 | 4.105 | Amendment of paragraph to read: - “ <u>The site is both a Local Wildlife Site (LWS) and a Local Geological Site (LGS). Melton Ross Quarry was selected as a LWS for its brownfield mosaic and calcareous grassland habitats, and as a LGS for the scientific and cultural value of the chalk exposures.</u> ” | To clarify and/or improve the written justification in relation to the Local Wildlife Site and a Local Geological Site. To address representation submitted by Lincolnshire Wildlife Trust (842759/57/241/HUME2/3). |
| HE/MIN65 | 142 | 4.107 | Amend 2 nd sentence to remove the words “but” and “productive” to read “It forms part of a former World War II airfield <u>but which</u> mostly comprises productive agricultural land” | The proposed change is agreed as the agricultural land is not Grade 1 and as such is not considered to be the most productive land. Addresses representation submitted by Mr. Nick White (844988/01/341/SANE1/NS) |
| HE/MIN66 | 142 | 4.108 | Amend paragraph “A small part of the site is currently allocated in the North Lincolnshire Local Plan for B1 (Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses. Adjacent land uses include the M180 motorway to the north and Belton Road to the south. Along Belton Road there are a number of businesses including the Sandtoft Tileries site and the Sandtoft Trolley Bus Museum. <u>The wider Sandtoft Airfield contains in the region of 40 businesses, as such Sandtoft Airfield represents an existing key employment location within the District, fulfilling an important role particularly in relation to these firms benefiting from a location near to the strategic road network.</u> The small village of Sandtoft is located a short distance <u>immediately</u> to the west of <u>the allocation</u> separated by Idle Bank Road from the site by High Levels Bank ”. | The proposed changes are considered to add greater clarity to the paragraph wording regarding the role of Sandtoft and to provide clearer description of the location of Sandtoft village. Addresses representation submitted by Mr. Nick White (844988/01/341/SANE1/NS) |
| HE/MIN67 | 142 | 4.112 | Delete the existing paragraph and replace with revised wording to provide clarification regarding access arrangements for site SANE-1, as well as to address issues raised by the Inspector. This should read as follows: “ The preferred access option involves directing vehicles to the site from Junction 2 of the M180 via the existing A161, A18 and High Levels Bank Road. Junction | To clarify and/or improve the written justification in relation to the access arrangements for site SANE-1 Sandtoft Business Park and to address issues raised by the Inspector at the Examination. |

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| | | | <p>improvements are likely to be necessary where the M180 slip roads join the A161 as well as at the A161/A18 junction and the A18/High Levels Bank junction. It will also be necessary to improve the Hatfield Waste Drain Bridge on High Levels Bank. The existing motorway bridge may require improvement subject to a structural appraisal.</p> <p><u>Local access improvements to serve Employment Site SANE-1 will be required that include a roundabout on Belton Road, a roundabout on High Levels Bank Road (C202) and a link road through the site. Off-site mitigations measures will be needed which are likely to include carriageway widening to the M180 overbridge; widening to Brook Corner; improvements to A18/High Levels Bank Junction; improvements to the Crowle Gyratory and traffic management works to Westgate Road. These measures will be delivered in a phased manner in accordance with a masterplan accompanying any planning application(s) to be agreed with North Lincolnshire Council.</u></p> | |
| HE/MIN68 | 143 | Policy SANE-1 After para 4.116 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN69 | 147 | Policy BARE-1 After para 4.127 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN70 | 148 | 4.135 | <p>Inset new second sentence into the paragraph to reflect the site's proximity to the Silversides Settling Ponds Site of Nature Conservation Importance and the New River Ancholme Local Wildlife Site. This should read as follows:</p> <p><u>"An ecological survey will be required as the area is reported to be home to a number of protected species including barn owls, bats and water vole. The site is close to Silversides Settling Ponds Site of Nature Conservation Importance and the New River Ancholme Local Wildlife Site. "</u></p> | To clarify and/or improve the written justification in relation to the Silversides Settling Ponds Site of Nature Conservation Importance and the New River Ancholme Local Wildlife Site. To address representation submitted by Lincolnshire Wildlife Trust (842759/60/244/BRIE1/NS). |

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| HE/MIN71 | 149 | Policy BRIE-1 After para 4.136 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN72 | 152 | Policy NEWE1 | Amendment to the first paragraph of policy NEWE-1 to reflect the overall area of land at New Holland Industrial Estate and its phased release. This should read as follows: "Land at the New Holland Industrial Estate (New Holland 2ha <u>21.47ha</u>) is allocated for employment use <u>and consists of a phased development of 2ha plots...</u> " | To clarify and/or improve the written justification in relation to the phased release of industrial land at the New Holland Industrial Estate. To address a point of clarity raised by the Inspector at the Examination. |
| HE/MIN73 | 153 | Policy NEWE-1 After para 4.146 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN74 | 155 | Policy EALE-1 After para 4.154 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN75 | 156 | 4.162 | Insert new paragraph 4.162 under the heading "Proposed Development" to reflect the proximity of the site to the Stainforth & Keadby Canal and its associated Local Wildlife Site. This should read as follows: <u>"To the immediate north of the site is the Stainforth and Keadby Canal which falls within the Stainforth and Keadby Canal Corridor Local Wildlife Site (LWS). The Canal was selected as a LWS for its freshwater based (canal and drain), course grassland and reedbed habitats."</u> | To clarify and/or improve the written justification in relation to the Stainforth and Keadby Canal which falls within the Stainforth and Keadby Canal Corridor Local Wildlife Site (LWS). To address representation submitted by Lincolnshire Wildlife Trust (842759/63/247/EALE2/NS). |
| HE/MIN76 | 157 | Policy EALE-2 After para 4.162 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |

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|---|---|----------------------------|--|--|--------|--|---|--|---|--|--|--|---|--|--|---|---|---|---|--|
| HE/MIN77 | 157 & 158 | 4.162 to 4.166 | Paragraphs to be renumbered following the insertion of new paragraph 4.162. These will become paragraphs 4.163 to 4.166. | To reflect the addition of new paragraph 4.162 | | | | | | | | | | | | | | | | |
| HE/MIN78 | 158 | 4.166 & Table 4.2 | <p>Amendment to Table 4.2 to reflect the addition of site HUME-1a, the change in site area for SANE-1 and the anticipated job creation at the South Humber Bank.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Indicator</th> <th style="width: 50%;">Target</th> </tr> </thead> <tbody> <tr> <td>Annual amount of employment land developed by type within Scunthorpe</td> <td>To deliver 71 hectares of employment land in Scunthorpe by 2026</td> </tr> <tr> <td>Annual amount of employment land developed by type at Humberside Airport</td> <td>To deliver 20 <u>29.2</u> hectares of employment land Humberside Airport by 2026</td> </tr> <tr> <td>Annual amount of employment land developed by type at Sandtoft Business Park</td> <td>To deliver 58.5 <u>55.3</u> hectares of employment land at Sandtoft Business Park by 2026</td> </tr> <tr> <td>Annual amount of employment land developed by type within the Market Towns</td> <td>To deliver 10 hectares of employment land within the Market Towns by 2026</td> </tr> <tr> <td>Annual amount of employment land developed in the rest of North Lincolnshire</td> <td>To deliver 8.5 hectares of employment land in the rest of North Lincolnshire</td> </tr> <tr> <td>Annual amount of employment land developed by type at the South Humber Bank</td> <td>To deliver the South Humber Bank allocation by 2026</td> </tr> <tr> <td>Annual amount of job created through inward investment at the South Humber Bank location.</td> <td>To deliver the South Humber Bank allocation by 2026 <u>To create 4,100 new jobs at the South Humber Bank</u></td> </tr> </tbody> </table> | Indicator | Target | Annual amount of employment land developed by type within Scunthorpe | To deliver 71 hectares of employment land in Scunthorpe by 2026 | Annual amount of employment land developed by type at Humberside Airport | To deliver 20 <u>29.2</u> hectares of employment land Humberside Airport by 2026 | Annual amount of employment land developed by type at Sandtoft Business Park | To deliver 58.5 <u>55.3</u> hectares of employment land at Sandtoft Business Park by 2026 | Annual amount of employment land developed by type within the Market Towns | To deliver 10 hectares of employment land within the Market Towns by 2026 | Annual amount of employment land developed in the rest of North Lincolnshire | To deliver 8.5 hectares of employment land in the rest of North Lincolnshire | Annual amount of employment land developed by type at the South Humber Bank | To deliver the South Humber Bank allocation by 2026 | Annual amount of job created through inward investment at the South Humber Bank location. | To deliver the South Humber Bank allocation by 2026 <u>To create 4,100 new jobs at the South Humber Bank</u> | To update table 4.2: Indicators and Targets in relation to the addition of site HUME-1a, the change of site area to SANE-1(as identified as Proposed Main Modifications to the DPD) and the anticipated job creation at the South Humber Bank. |
| Indicator | Target | | | | | | | | | | | | | | | | | | | |
| Annual amount of employment land developed by type within Scunthorpe | To deliver 71 hectares of employment land in Scunthorpe by 2026 | | | | | | | | | | | | | | | | | | | |
| Annual amount of employment land developed by type at Humberside Airport | To deliver 20 <u>29.2</u> hectares of employment land Humberside Airport by 2026 | | | | | | | | | | | | | | | | | | | |
| Annual amount of employment land developed by type at Sandtoft Business Park | To deliver 58.5 <u>55.3</u> hectares of employment land at Sandtoft Business Park by 2026 | | | | | | | | | | | | | | | | | | | |
| Annual amount of employment land developed by type within the Market Towns | To deliver 10 hectares of employment land within the Market Towns by 2026 | | | | | | | | | | | | | | | | | | | |
| Annual amount of employment land developed in the rest of North Lincolnshire | To deliver 8.5 hectares of employment land in the rest of North Lincolnshire | | | | | | | | | | | | | | | | | | | |
| Annual amount of employment land developed by type at the South Humber Bank | To deliver the South Humber Bank allocation by 2026 | | | | | | | | | | | | | | | | | | | |
| Annual amount of job created through inward investment at the South Humber Bank location. | To deliver the South Humber Bank allocation by 2026 <u>To create 4,100 new jobs at the South Humber Bank</u> | | | | | | | | | | | | | | | | | | | |

| Reference Number | Page/Inset No. | Policy or Paragraph Number | Proposed Minor Change | Reason |
|------------------|----------------|-----------------------------------|---|---|
| HE/MIN79 | 166 | 7.10 | Amendment to the paragraph through the insertion of a new final sentence. This should read as follows: <u>"The planning obligation will be insisted on where it is necessary to make the development safe to people."</u> | To reflect discussions and agreement with the Environment Agency. |
| HE/MIN80 | | Inset 18: Epworth | Minor amendment to the development limit to include existing industrial building at the Station Road Industrial Estate. | To address query raised by the Inspector during the hearing sessions on development limits. |
| HE/MIN81 | | Inset 23: Haxey | Minor amendment to the development limit to include existing building forming part of the Duke William Hotel and public house. | To address query raised by the Inspector during the hearing sessions on development limits. |
| HE/MIN82 | | Inset 26: Kirmington | Minor amendment to the development limit to include three dwellings adjoining the north eastern edge of the built up area formed by the properties fronting Limber Road and those on Ransom Court. | To address query raised by the Inspector during the hearing sessions on development limits. |
| HE/MIN83 | | Inset 27: Kirton in Lindsey | Minor amend to the development limit to include the entirety of the coach depot off Station Road. | To address query raised by the Inspector during the hearing sessions on development limits. |