North East Lincolnshire
Local Plan
Including Minerals and Waste Policies

Adopted
November 2003
FOREWORD

It gives us great pleasure to present the North East Lincolnshire Local Plan, Adopted plan.

This document is an important strategic document for the authority and for the community of the area. It represents the first major statutory planning policy document produced by North East Lincolnshire Council.

This plan will provide the basis for planning decisions that will shape the future of North East Lincolnshire affecting the community as a whole.

The Plan has been subject to extensive consultation and rigorous examination, reflecting the scope of planning influence. It supports the visions within the Community Strategy and the Urban Renaissance Programme, to improve the quality of life, promote sustainable development and bring forward quality development that achieves social and economic benefits.

We hope that the community will take the opportunities presented to play a part in pursuing and positively influencing quality future development.

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Portfolio Holder for Environmental Services.

Cllr. Spencer Rudkin
Chairman of Planning Committee
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CHAPTER 1
BACKGROUND TO THE LOCAL PLAN

OBJECTIVES

General description of the area.

Purpose of the plan.

Legal background to the plan.

Enforcement.

Public consultation on the local plan.

How to use this plan.

Environmental appraisal.
GENERAL DESCRIPTION OF THE AREA

1.1 North East Lincolnshire is a new administrative area formed by Local Government Reorganisation in 1996.

1.2 The area comprises the former Great Grimsby Borough and the former Cleethorpes Borough.

1.3 The population of the plan area is 157,983 (2001 census). The main centres of population have established close to the bank of the Humber with the main urban area of Grimsby, Cleethorpes, Humberston, Waltham and New Waltham to the south and the town Immingham to the north. The A180 provides the main highway link and this road joins with the M180 providing access to south and west Yorkshire and the motorway network serving the rest of the country. The passenger rail network, ending at Cleethorpes, provides a similar link to the national rail network.

1.4 The local rail network provides links to other settlements in the plan area with stations at Grimsby, Healing, Stallingborough and Habrough.

1.5 To the south and south west of the main urban area lie smaller settlements such as Laceby (population about 2,600) Aylesby, Bradley, Barnoldby-le-Beck, Brigsley and Ashby Cum Fenby all of which have populations of about 200 or below. Further west lie a string of villages in the Lincolnshire Wolds all with populations of just over 100 people. These villages include Irby, Beelsby, Hatcliffe, East Ravendale, West Ravendale and Wold Newton.

1.6 The plan area is one of contrasts and rich diversity with two of the country's major ports at Grimsby and Immingham, foremost national and international companies in the South Humber Bank employment area and one of the east coast's most popular seaside resorts at Cleethorpes. The coastal area is also internationally recognised as a natural habitat being a Site of Special Scientific Interest, Special Protection Area and Ramsar site due to its importance for migrating birds and waterfowl. Inland are quiet villages, pleasant countryside and part of the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB).

PURPOSE OF THE PLAN

1.7 The essential purpose of a local plan is to provide clear positive guidance to developers and communities within the plan area regarding what land uses will be protected and what land use will be provided or promoted. The policies of the plan will also set out what particular considerations will be taken into account by the Planning Authority in protecting, providing or promoting land uses.

1.8 This local plan also provides guidance on transport planning in relation to land use matters and guidance on Minerals and Waste.
LEGAL BACKGROUND TO THE PLAN

1.9 The legal, statutory basis for the preparation of local plans in England and Wales is the Town and Country Planning Act 1990 and as modified by the Planning and Compensation Act 1991. These Acts promote a national development plan system consisting of Structure Plans giving broad strategic advice, supplemented by more detailed Local Plans giving more specific advice related to particular areas of land and land uses.

1.10 This, the North East Lincolnshire Local Plan, has as its strategic background the Humberside Structure Plan (1987) and Humberside Structure Plan Alteration No. 1 (1993). The Structure Plan is due for revision but this is unlikely to be completed before this Local Plan. However, significant policy elements of the Structure Plan have been superseded by updated policy advice through Regional Policy Guidance, Circulars and Planning Policy Guidance Notes published through the offices of the Government. Such new guidance includes advice on: the protection of the vitality and viability of town centres, provision of affordable needs housing, sustainable development and transport planning. Significant advice has also been issued at the national level which calls for a reassessment of greenfield development and encourages the re-use of previously developed or more sustainable sites.

1.11 There is an in depth examination of the policies and guidance that have influenced the formation of the plan in chapter two.

1.12 The Town and Country Planning Act 1990 is also significant to this plan because of the importance and status it places upon development plans. Section 54A of the Act states, "where, in making any determination under the Planning Act, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise". The Local Plan will therefore give everyone concerned with development in the plan area (an applicant for planning permission or a neighbouring land use) a measure of certainty about what kind of development will or will not be permitted during the plan period.

1.13 This local plan has a life-span lasting until the year 2006 but is likely to be reviewed before the end date to ensure continuous up to date local plan coverage. Although this Plan has a relatively short time-span it is because the Structure Plan requires revision which will be under-taken in response to the revision of the Regional Planning Guidance currently being undertaken. The North East Lincolnshire Local Plan, on adoption, will replace several adopted and non-adopted plans including: The Grimsby County Borough Development Plan, The Lindsey County Development Plan, The Great Grimsby Borough Local Plan and the Cleethorpes Borough Local Plan. A full list of statutory and non-statutory plans which will be replaced by this Local Plan can be found in the appendices.
ENFORCEMENT

1.14 Local plan policies and proposals can only be effective if the decisions and conditions imposed through the policies are complied with. Therefore the Planning Authority will monitor development implementation to ensure that it is within the terms of the approved application and conditions. The misuse of land through neglect which causes nuisance or is subject to unauthorised uses will also be monitored. Where problems are created which cannot be resolved by negotiation and agreement the Council will use its legal powers to resolve them as provided by the Planning and Compensation Act 1991.

PUBLIC CONSULTATION ON THE LOCAL PLAN

1.15 Consultation and working with the public is central to all the major policy work and decision making of the North East Lincolnshire Council. In fact, effective public consultation is stated as a broad aim of this Plan and the statutory plan procedure demands that the Planning Authority make the plan available for consultation and comment at a number of stages in its formulation. The Council will make the Plan and its contents available at the community level and will give guidance on what the plan means to individuals and the community alike.

1.16 The Council has adopted this Local Plan after its progress through the statutory plan adoption process, which has included making changes in response to public consultation. Statutory formal public consultation took place on the first Deposit (2000) and Revised Deposit (2001) versions of the Plan, following which an independent Inspector considered public comments and representations at a Local Plan Public Inquiry held from February to May 2002. His Report on the Inquiry was published in January 2003, following which the Inspector's recommendations along with the Council's proposals in response to them were published for public comment.

1.17 This adopted Local Plan is subject to monitoring, and any reviewed or replacement Plan will be subject to public and community consultation.

HOW TO USE THIS PLAN

1.18 The Local Plan is made up of two main parts; the written text (policies and explanations) and the maps (proposal and inset maps). Both should be read together to get a full appreciation of the plan. The map keys on the maps list which policies apply to which parts of the plan area so this may be the easiest way to find out how an individual plot of land is affected by the Plan.

1.19 The written text is usually set out into two columns on the page. The narrower, shaded column contains the Policy Statement with the broader column containing the explanation and other supporting matters.

1.20 As mentioned earlier in this introduction to the Plan, Local Plans are statutory documents which have legal implications. Therefore the words and phrases in the policies are used because they meet guidelines set out
in statutory documents and planning advice notes. Some of these words and phrases may seem unusual to those unfamiliar with this type of document but being of a legal nature the use of these words and phrases is unavoidable. The explanations to the policy working should give more understanding of the main purpose of the policy and planning officers of the Council will be pleased to assist if you have any difficulties.

ENVIRONMENTAL APPRAISAL

1.21 As required by Local Plan preparation procedures this local plan has been the subject of an Environmental Appraisal to examine environmental objectives and what contribution the Local Plan makes in progressing towards them. This is in fact a Sustainability Appraisal and is produced as a separate document to the Local Plan.

1.22 Another important step in assessing the extent to which the Local Plan contributes to sustainable development principles is through the Deposit of this Plan for comment by members of the public and agencies with an interest in the environment. Throughout its adoption process the Plan has evolved and been amended in response to comments made on sustainability issues.
CHAPTER 2
VISION, STRATEGY, AIMS, OBJECTIVES AND MONITORING

Vision for the future.

Strategic background.

Local plan aims.

Objectives and plan monitoring.
INTRODUCTION

2.1 This section gives an overview of the vision of the Local Plan, its overriding strategy and background and how the aims and objectives of the Plan have come about. Each policy chapter to this Plan develops the aims and objectives and each policy, in itself, has an explanation justifying its purpose.

VISION FOR THE FUTURE

2.2 The nature of the Local Plan makes an ideal means for the Council and the community to set out its vision for the future and to develop programmes and strategies to realise its potential.

2.3 Although the Local Plan must only concentrate on matters concerning land use and transport (including minerals and waste) it has influences which go beyond those basic concerns and can have major affect on the community's quality of life.

2.4 The vision of the Local Plan is to help shape an environment that creates confidence in the area;

- Creating confidence for investment
- Creating confidence for regeneration
- Creating confidence for communities that the environment and facilities they value will be protected

2.5 This Local Plan provides support for and complements other corporate strategies the Council is working on. Although these can be developed independently of the Local Plan they all contribute to the vision. In some instances there is a direct relationship between the land use/transport policy approach of the Local Plan and the more detailed strategy work.

2.6 Some strategies which the Local Plan can support are:

- The Community Safety Strategy
  - The Local Plan can contribute by encouraging development which "designs out" the opportunities for crime and can also encourage the improvement of run down areas and so increasing confidence, pride and care for the environment.

- Raising the Game - a strategy for sport and young people
  - The Local Plan has worked on a survey with the Council's sports and leisure officers to establish the formal and informal recreational needs of the community. New and improved recreational facilities are promoted by the Plan.
• Attracting Visitors Strategy
  - The Local Plan aims to protect and promote the tourist attractions of the area and complements this strategy. The Plan will also aid the Council in any future bids for grants that promote tourist facilities.

• Inward Investment Strategy
  - The Local Plan supports this and other economic development strategies in a number of ways e.g. providing access to a ready supply of employment land and promoting the improvement of transport links and infrastructure. Support in these areas will boost the Council's abilities to secure further funding.

• Moving On Strategy
  - This is effectively the means to developing the Council's Transport Policy Plan and is therefore closely related to the Local Plan's concerns regarding transport and accessibility.

• Housing Strategy
  - The Local Plan has a direct role to play in ensuring land is available for housing and promoting the provision of affordable housing. New investment in the area will also help re-generate older housing areas.

• Health Strategy
  - Many policies in the Local Plan seek to promote improvements to the quality of the environment, improve building standards and the social and economic prospects of the community. Such improvements can make a profound contribution to the general health of the community.

• Air Quality Strategy
  - The Local Plan contributes in several ways e.g. ensuring that land uses which might affect air quality such as industrial processes are sited appropriately and controlling land uses which are major generators of traffic and therefore exhaust fumes.

• Sustainable Development Strategy
  - This strategy is central to the aims of this Local Plan and sustainable development is covered extensively later in this chapter.

• Freeman Street Regeneration
  - The Local Plan contains enabling policies to encourage investment in the area.
• Grimsby Town Centre
  - The Local Plan contains a number of enabling and protectionist policies to increase investment and safeguard the existing facilities and heritage.

2.7 The Council is at the present time engaged in developing a large number of strategies, a significant number of which are in some part connected with this Local Plan. A current list of current strategy work can be found in the appendices.

STRATEGIC BACKGROUND

2.8 The strategy for the Local Plan is developed form a number of primary sources: Yorkshire and Humber Regional Planning Guidance, Humberside Structure Plan (1987 and Alteration No.1, 1993), Planning Policy Guidance Notes, Acts and Circulars issued by the Department of the Environment Transport and the Regions (DETR) and other government departments.

Yorkshire and Humberside Regional Planning Guidance (RPG12)

2.9 The current Regional Planning Guidance is undergoing review. The RPG provides a broad strategic background for development across the Yorkshire and Humberside Region and leads the way for Structure Plans to be formulated.

2.10 The existing RPG sets out several main principles for future development trends and patterns which include;

• to promote economic prosperity and the achievement of a competitive position in national and international markets;

• to conserve and, where possible, to enhance the Region's environment;

• to facilitate the processes of industrial adjustment, economic diversification and urban regeneration;

• to make the best use of the available resources; and

• development should be planning in ways which would assist the objective of sustainability.

Humberside Structure Plan

2.11 The main body of Structure Plan guidance dates from 1987 and to some extent has been superseded by new guidance issued by the Government. This will be introduced in the next sub-section.

2.12 A number of principles from the existing Structure Plan remain relevant to this Local Plan and can be seen to be supportive of the RPG principles identified earlier. These include:
• Policies E1, E2 and E5 which promote the provision of land for new economic development, identifying the South Humber Bank in particular and specifically promoting this prime estuary/port location;

• Policy E10 which promotes tourist development within established locations;

• Policy S2 which encourages new housing development to take place where it relates to existing and potential jobs, educational facilities, public transport and services. Particularly, the development of sites within the main built-up areas is encouraged;

• Policy S3 promoting the provision of services and land for housing within main urban areas;

• Policy S10 which identifies the main urban area for North East Lincolnshire to be; Grimsby/Cleethorpes and the settlements of Humberston, Waltham and New Waltham. The Policy also establishes the principle of defining a strategic gap to ensure that stand alone settlements do not merge with each other;

• Policy S7 which limits the development of housing in the open countryside to the essential needs of agriculture and forestry;

• Policies S14 and S15 which promote the improvement of existing shopping centres and promotes Grimsby Town Centre, Cleethorpes and Immingham as being urban centres, and town centres.

• Policy T1 which promotes major new development where it makes the best use of the existing and programmed transport system.

• Policy EN1 which seeks to minimise adverse effects on the environment.

• Policy EN4 which promotes the conservation and enhancement of the natural environment with particular reference to Sites of Specific Scientific Interest and defined areas of nature conservation importance.

• Policy EN5 which promotes the conservation and enhancement of the landscape with particular reference to the Lincolnshire Wolds Area of Outstanding Natural Beauty.

Planning Policy Guidance Notes, Acts and Circulars and other advice.

2.13 Since the early to mid 1990's there has been a significant and evolving shift in the whole evaluation of strategic and land use policy definition. The principle behind this evaluation process which is promoted by the more recent Planning Policy Guidance (PPG) notes and government advice is sustainable development.

2.14 The current PPG12 Development Plans 1999 outlines the Government's commitment to sustainable development. This commitment is set out in its
strategy for sustainable development, 'A better quality of life, strategy for sustainable development in the UK (1999)'. This strategy is based on four broad categories:

- maintenance of high and stable levels of economic growth and employment;
- social progress which recognises the needs of everyone;
- effective protection of the environment; and
- prudent use of natural materials.

2.15 Many Planning Policy Guidance notes embrace the broad aims of sustainable development to some degree or other and it is not intended to produce a comprehensive list of all such pieces of advice. However, where a PPG note assists in explaining or justifying a particular policy in the Plan reference may be made.

2.16 Three key strands of advice stated in the PPG notes which are particularly important to the strategy of this Local Plan are:

- re-evaluating development proposals and unimplemented planning permissions from a sustainability standpoint;
- promoting the use of previously developed land in preference to developing greenfield sites;
- promoting mixed use development in urban areas where the need to travel can be minimised.

2.17 Since the first deposit of this Local Plan was published a new PPG on Housing has been released (March 2000). This guidance note makes a number of key changes to the way in which housing development is planned both in terms of how the overall provision of land is make and monitored and how proposals for residential development are assessed. Some amendments to the Housing chapter of this Plan have been made in response to this new guidance. However, it should be noted that these changes are, effectively, only a partial response and further alterations may be required in the next Local Plan in the light of reviews to the Regional Planning Guidance and Structure Plan and the strategic planning guidance these documents will establish.

LOCAL PLAN AIMS

2.18 Developing the various levels of strategic advice introduced earlier in this chapter the Local Plan has adopted the following broad aims as being central considerations in the implementation of policies and operation of the Local Plan;
to maintain the well being of the environment, its resources and health of its inhabitants for now and the future;

to manage land use development to reduce the number and necessity for journeys by private car and to encourage public transport development and use, cycling and walking to benefit all of those that need to travel for everyday tasks;

to maximise opportunities for the creation of employment and business development for the individual and multi-national business alike;

to ensure that sufficient land is available for housing both to satisfy the needs of the market and provide for affordable housing;

to encourage and sustain the provision of services and amenities such as shops, leisure, tourism, employment generating uses and recreation facilities at both town centre and local neighbourhood level ensuring access for all;

to safeguard and enhance the natural environment;

to safeguard and enhance the built environment and its historic heritage;

to incorporate the principles of community planning into the preparation of the Local Plan by informing, consulting and feeding back information to the local community in a clear and understandable manner.

OBJECTIVES AND PLAN MONITORING

2.19 This Plan has a life-span lasting until the year 2006 at which point it will be replaced by a new Local Plan. It is likely, however, that changes to the area will occur before the end date of the Plan. Many of these changes will be small and will not affect the Plan’s main concerns, however, where a change will affect the aims of the Plan the Council will publish notices and information about amending the Plan. These will be subject to public comment.

2.20 In order to keep track of the changes that may occur during the Plan period and to assess how successfully the Plan is attaining its aims, a number of regular checks or monitoring exercises will take place. The formal monitoring exercises will be focused upon assessing the following objectives:

1. **Maintaining an adequate supply of land for housing.**

   This will be a yearly assessment of how many houses have been built or are under construction and is an important means of checking whether the area’s supply of land is sufficient.
2. **Provision of affordable housing to meet local needs.**

Normally an annual assessment to link in with the work of the Housing Department.

3. **Maintaining an adequate supply of land for employment and for meeting new trends in employment.**

This will generally be an annual assessment of the take up of employment land and will link in with the work of the Council's Economic Development Unit.

4. **Encourage the re-use of derelict and contaminated sites.**

Annual assessment of derelict and contaminated land.

5. **Reduce the amount of off street car parking and encourage the use of alternative forms of transport.**

This work will be undertaken along with other transport indicator assessments in support of the Local Plan and Transport Policies and Programme functions and will be undertaken with the Technical Services Department.

6. **Maintain a strong divergent retail market.**

Annual assessment of retailing needs and trends and health of town and local centre facilities.

7. **Maintain a range of recreation facilities to meet local needs.**

To be assessed in conjunction with Leisure Services.

8. **Maintain a strong and divergent range of tourist attractions.**

To be assessed in conjunction with Tourism Services and Economic Development.

9. **Maintain and enhance the condition and vitality of Conservation Areas and Listed Buildings.**

10. **Maintain and enhance the areas natural environment, species, scarce and finite resources.**

11. **Maintain an adequate and steady supply of aggregates in accordance with national and regional guidance.**

2.21 The list above is limited, for the sake of brevity, to key areas of concern and matters in which the planning functions will take a prominent role. The input of other Council Departments will also assist in monitoring the Local Plan providing information on such areas as: education and need for schools, archaeological sites, environmental quality indicators, and sustainable...
development indicators which have been adopted to support the Sustainable Development Strategy.

2.22 Preceding each chapter of the Plan that deal with particular land use issues, are set out additional objectives. These reinforce the overall strategy of the Plan and provide a useful summary of the particular concerns of each policy chapter.
CHAPTER 3
GENERAL POLICIES

OBJECTIVES

To give clear guidance on achieving a sustainable pattern of development that benefits from and supports existing services, protects natural environments and vulnerable resources.

To bring back into use derelict, contaminated or previously developed land and reduce the need for development on greenfield sites.

To promote the development of energy generation schemes that use waste or renewable sources of energy.

To encourage development that respects its location and enriched the environment.

To promote full public access to everyday buildings and facilities for all members of society.

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POLICIES

Policy GEN1: Development Areas.
Policy GEN2: Development in the Open Countryside.
Policy GEN5: Protection of Agricultural Land.
Policy GEN6: Intensive Livestock Units.
Policy GEN7: Development Neighbouring Intensive Livestock Units.
Policy GEN8: Protection of Water Resources.
Policy GEN9: Coastal Defences and Flood Protection.
Policy GEN10: New Development and Pollution.
Policy GEN11: Reclamation of Derelict Land.
Policy GEN12: Development on Contaminated Land.
Policy GEN13: Energy Generation from Renewable Resources.
Policy GEN14: Wind Turbine Facilities.
Policy GEN15: Telecommunications Development.
Policy GEN16: Access for People with Mobility Impairments.
Policy GEN17: Advertisements.
Policy GEN18: Directional Signs.
Policy GEN19: Public Art.
INTRODUCTION

3.1 This general policies chapter is a collection of policies which cover a range of subjects. The subjects do not relate to any single land use category such as: housing, shopping or natural heritage, but have a general application across a number of land use categories. Similarly they do not relate, in particular, to any single area of land but again may be relevant to a number of locations or, alternatively, have an area wide application like Policies GEN1 and GEN2.

Policy GEN1: Development Areas.

Proposals requiring planning permission for new development, conversion or alteration of existing buildings or the change of use of land or buildings within the defined Development Areas shown on the Inset Maps will be permitted subject to the suitability of proposals in relation to:-

(i) their size, scale, density and impact on the character and appearance of the area and the relationship to existing land uses;
(ii) access and vehicle generation levels;
(iii) provision for services;
(iv) impact upon neighbouring land uses by reason of noise, disturbance or visual intrusion;
(v) advice from the Health and Safety Executive;
(vi) flood risk;
(vii) impact upon areas of natural and historical

3.2 One of the principal strategies of planning for growth that promotes and ensures the well being of the environment is to provide for development in or adjacent to existing settlements or development areas. Such areas usually have the necessary services and infrastructure to support additional development. In such areas, particularly the urban area the Council will encourage higher density development to maximise upon the attributes of the area. Also keeping development areas to as compact a form as is practicable can reduce the number and length of journeys to and from everyday destinations. This contributes to the well being of the environment by cutting down on the use of non-renewable resources (such as petrol) and, in turn, reducing the emission of harmful gases into the atmosphere. The principle of concentrating development opportunities in or adjacent to established built-up areas is also supported by the Humber side Structure Plan (1987 and Alteration No. 1993) which sets out a hierarchy of urban areas, urban centres and selected settlements as being the most suitable locations for accommodating additional growth. This encourages the re-use of previously developed land and reduces the pressure on the release of greenfield sites. Similarly, the Structure Plan advises that provisions for employment and industrial land uses should be made within the existing employment areas on the South Humber bank.

3.4 The use of defined development areas also
meets another primary requirement of local planning policies and that is it gives a high degree of certainty to the public by indicating where development will usually be acceptable subject to meeting development control criteria and other material considerations.

3.5 In defining development boundaries and the amount of growth considered appropriate, the following interrelated criteria have assessed:-

(a) The need for new housing land.

It is important to ensure that sufficient land is available to meet the demand for housing need. This is identified in Policy H1.

(b) The size of the existing settlement or developed area.

That is the impact of further development upon the apparent scale of the existing development.

(c) Visual impact on the setting of the settlement or existing development area and the landscape.

That is the impact of further development on particular landscape or surrounding countryside features in the immediate vicinity of the existing built up area.

(d) The existing development form, character and street pattern.

That is the impact of further development on the existing development pattern. For example, the existing area may be concentrated around a central point or comprise of single plot development along a street, or be made up of bungalows, or high rise buildings, or important open areas interspersed with buildings. It is important that new development fits in with such characteristics.
(e) Coalescence of settlements.

That is that new development should not lead to the physical amalgamation of settlements which should retain their own character and identity.

(f) Physical boundaries of development areas.

That is where a natural or man made feature such as a river or area of woodland, or road, or railway line exists in close proximity to a development area this has been used as a logical boundary defining the extent of the area and limiting new development within its confines.

(g) Preservation of the character of open countryside.

That is where development, by necessity, is to be accommodated at the edge of established development areas, the limits of the new development impinge as little as possible upon the open countryside. The Wolds Area of Outstanding Natural Beauty (ANOB) is a particularly sensitive environment in the Borough.

(h) Avoidance of ribbon or scattered development.

That is development boundaries are defined so as to avoid the development or extension of lines of development along roads, or sporadic pockets of development in open areas unrelated to other existing development areas.

(i) Protection of sites of natural and historical heritage.

The Borough has a number of significant sites protected for their historical or natural attributes. The majority of the South Humber bank
shoreline is significant for its natural heritage (being designated a SSSI, Ramsar and Special Protection Area) thus forming a logical limit to built development. There are Ancient Monuments in other locations, for example, Stallingborough shrunken village, which limit development boundaries.

(j) Health and Safety Executive Zone.

A number of industrial processes in the South Humber bank employment area and within the Grimsby dock area utilise hazardous materials. The use of these materials are subject to conditions imposed by the Health and Safety Executive and the Environment Agency. The H.S.E. advise on zones within which development opportunities may be limited or subject to restrictions.

(k) Traffic noise pollution.

Road surface noise from the A180, north west of Grimsby to the western boundary of the District, has been measured to exceed the accepted maximum noise level to allow the enjoyment of garden areas. This effectively restricts the residential development of areas (adjoining existing settlements) that lie within the 500 metre 68 dB(A) L10 contour.

(l) Transport links and available services.

In assessing the level of growth appropriate for particular settlements the existing transport infrastructure, service provision such as shops, schools, social facilities and location of employment areas have been considered.

3.6 The definition of development boundaries sets out a broad framework giving the public and developers a degree of certainty with regard to where development will be
considered appropriate. In addition, Policy GEN1 sets out some basic guidelines to help applicants in their formulation of proposals and ensure acceptable forms of development. The Council will expect development proposals to respect their surroundings both in terms of physical appearance (design, layout, density, materials etc.) and relationship to their immediate environment. It will be particularly important that safe access and suitable vehicle generation levels can be provided. That provision for services such as sewage disposal, water, gas, electricity and telephones can be made and that surrounding land uses are not unduly disturbed by the development by reason of noise, smell, dust etc. It will be particularly important to ensure that new development proposals respect any sites or areas of natural and historical heritage such as; woodlands, watercourses, nature conservation areas, archaeological sites, listed buildings and conservation areas. The advice of the Environment Agency will also be taken in respect of constraint regarding: flood risk areas and ground water issues and these are a primary consideration of Policy GEN9.

3.7 Development proposals will be assessed using the sequential test stated in Table 1 of PPG25: Development and Flood Risk and should meet the criteria set therein. Development proposals will need to be supported by a flood risk assessment appropriate to the type of development proposal and its proposed location, and the necessary mitigation measures put in place prior to the development to ensure flood risks are properly managed. Mitigation measures funded by the developer may be necessary to effectively manage flood risk and to ensure that development remains safe throughout its lifetime. These measures will complement or improve existing defences where appropriate. Where there will be an unacceptable risk of flooding to the proposed development or itself would unacceptably increase the risk to others such development will not be permitted. Development should not prejudice
any long term requirement for the construction of sustainable flood protection and defences along the coastline.

3.8 The Local Authority will seek to bring about an overall reduction in flood risk through development and all proposals will incorporate sustainable drainage systems and solutions and their maintenance according to the type of development and location proposed. The Council is also in the process of preparing Supplementary Planning Guidance on 'Flood Risk' and undertaking additional work on flood risk assessment in association with this guidance.

3.9 Certain sites and pipelines are designated as dangerous substance establishments by virtue of the quantities of hazardous substance present. The siting of such installations will be subject to planning controls, for example under the Planning (Control of Major-Accident Hazards) Regulations 1999, with the objective in the long term, to maintain appropriate distances between establishments and the residential areas and areas of public use. In accordance with the Department of Environment circular 11/92 the Local Authority will consult the Health and Safety Executive, as appropriate, about the siting of any proposed dangerous substance establishments. The area covered by this Local Plan already contains a number of dangerous substance establishments and major accident hazard pipelines. Whilst they are subject to stringent controls under existing health and safety legislation, it is considered prudent to control the kinds of development permitted in the vicinity of these installations. For this reason the Planning Authority has been advised by the Health and Safety Executive of consultation distances for each of these installations. In determining whether or not to grant planning permission for a proposed development within these consultation distances the Planning Authority will consult the Health and Safety Executive about risks to the proposed development from the dangerous substance establishment in accordance with department of
There are many development types and opportunities that may be permitted under Policy GEN1. However, there are also many considerations and constraints to development relating to the particular nature of the development and characteristics of the individual site which will need to be considered. Therefore, it is likely that the requirements of other policies in the Development Plan will need to be satisfied for proposals to be considered acceptable.

Policy GEN2: Development in the Open Countryside.

Proposals requiring planning permission on areas outside the defined development boundaries under Policy GEN1 will be permitted provided:

(i) it is essential to the needs of agriculture, horticulture, forestry, mineral extraction, waste disposal or other land use which requires a countryside location; or

(ii) it consists of the use of a rural building or buildings; or

(iii) it consists of development to meet a local employment need; or

(iv) it is for leisure and tourism purposes requiring an open countryside location, or

(v) it consists of the rebuilding, alteration or extension of an existing

3.11 Areas of land outside development boundaries are important for their open character, landscape quality and the role they play in providing individual settings for settlements. They are also important in meeting the requirements of agriculture and forestry and providing for recreational needs where a large open area is a primary requirement or the character and appearance of the landscape is of a quality that attracts visitors.

3.12 Government advice in Planning Policy Guidance 7 ‘the Countryside - environmental quality and economic and social development’ sets out the principles to be considered with regard to the open countryside:-

- in the wider countryside development should benefit the rural economy and maintain or enhance the environment;

- the countryside should be safeguarded for its own sake;

- non-renewable and natural resources should be afforded protection.

3.13 Building in the open countryside, away from existing settlements or from areas allocated for development should be strictly controlled.
(vi) it consists of affordable housing for local needs, or

(vii) it consists of proposals to generate energy from sources of renewable energy; or

(viii) it consists of telecommunications development.

The suitability of proposals will be assessed in relation to:-

(ix) the size, scale, density and impact on the character and appearance of the area and the relationship to existing land uses;

(x) access and vehicle generation levels;

(xi) provision for services;

(xii) impact upon neighbouring land uses by reason of noise, disturbance or visual intrusion;

(xiii) advice from the Health and Safety Executive;

(xiv) flood risk

(xv) impact upon areas of natural and historical heritage;

(xvi) the requirements of other appropriate

If development in the open countryside is not so controlled it can lessen the open undeveloped nature of the countryside to the detriment of its beauty, diversity and the enjoyment it brings to the public at large. If repeated too often unplanned development would be very harmful to the intrinsic character of the countryside. It is important not to deny future generations the best of today's environment. In the North East Lincolnshire Borough the Wolds Area of Outstanding Nature Beauty is particularly important and a number of specific policies are included in this Plan to guide development and protect the area.

3.14 In addition to those uses traditionally located in the countryside, Policy GEN2 recognises that other forms of development by necessity of specific conditions may require a location outside development areas. Such development may include; telecommunications facilities where it is not feasible to share existing equipment or utilise existing built structures. Development in association with using renewable sources of energy may also require a countryside location.

3.15 Some types of development are to utilise existing buildings. Where such a building is in residential use, or where residential use has not been abandoned, proposals to alter the building as a dwelling may be permissible. Other rural buildings may be suitable for other new uses and adapted. New uses for business or commercial ventures that diversify or support the local rural economy are encouraged by the policy. New buildings may be permitted where they can justify their requirement for an open countryside location either to meet rural employment needs or as an expansion of an existing employment use. The terms of Policies E17 and E18 in the Employment Chapter are relevant to such proposals.

3.16 Policy GEN2 may also permit the development of new residential development outside development boundaries where it is
policies in the development plan.

3.17 The purpose of Policy GEN2 is to give a basic indication of what types of development may be considered suitable outside development areas. In particular, the form, visual and physical characteristics of any development proposals will be assessed; forms of ribbon development and fragmented patterns of development should be avoided. Other material considerations to be met are indicated by the policy and, as stated, specific types of development will need to meet the appropriate policy elsewhere in the Local Plan.


A comprehensive landscape appraisal and landscaping scheme will be required in support of all development proposals where this is appropriate to:-

(i) complement the character and appearance of the site and its locality;

(ii) mitigate for any adverse impacts the development may have upon neighbouring land uses;

(iii) mitigate for and adverse impacts the development may have upon views of

3.18 Landscaping plays an important role in enhancing the character and appearance of the environment and settling new, unfamiliar development into the environment. The benefits of landscaping are not only limited to their visual attributes as landscaping can provide a buffer for noise and habitat for plants and animals. It is also recognised that the "greening" of the environment through tree and shrub planting can be beneficial to air quality and the atmosphere. A less direct benefit of good landscaping that enhances the environment is the confidence and sense of well-being it can create.

3.19 Landscape appraisals will be required for major developments in sensitive locations. Landscaping appraisals and/or landscaping schemes will usually be submitted with
the development site.

Landscaping schemes will be expected to:

(iv) make use of hard and soft landscaping as appropriate;
(v) make use of existing features such as ponds, hedgerows, trees and walls;
(vi) be designed for minimum maintenance;
(vii) be established at an early stage in the sites development.

The developer will be expected to demonstrate that the long term maintenance of the landscaping scheme will be undertaken and if this is to be the responsibility of the Local Authority, then the developer will be expected to enter into a legal agreement dedicating the area to the Local Authority and securing the provision of a commuted sum. The commuted sum to be made available for a period of time agreed with the developer.

3.20 A large variety of materials are available in the design of landscaping schemes; trees, shrubs, and grass are the usual components, but hard materials such as stone and brick for walling, or setts and paving for surface treatment are useful alternatives. Timber and metal work may also be utilised. The choice of suitable materials will often be influenced by the proposed development and its location.

3.21 Some development sites may contain features worthy of retention such as ponds, watercourses, trees and hard landscaping elements, for example, walls. Keeping such features will be encourage (perhaps protected in the case of a tree) thus retaining some familiarity about the site and may be safeguarding a wildlife habitat.

3.22 Designing the landscaping scheme for ease of maintenance is important. It is also desirable for the landscaping scheme to be established early in the site’s development as the sooner the landscape matures the greatest benefit will be enjoyed in terms of screening etc., and also an early completion of the landscaping allows for remedial work to development proposals so that a full evaluation can take place and applications can be processed quickly. There are a number of situations where a landscaping scheme should be submitted; to cater for any disturbance the development may have upon neighbouring land uses (e.g. a screen softening the visual impact of development or providing a buffer for noise), to settle the development into the environment as seen from outside the site (this is particularly important with regard to large scale residential or industrial development), or simply to enhance the development and the locality for the benefit of both. Landscape officers within the Planning and Transportation Department are completing a Landscape Strategy that maps the key landscape characteristics of the Borough. Advice based upon this supplementary planning guidance is available to developers.
be undertaken (replacing failed materials or planted matter) before the developer moves off the site.

3.23 The design of the landscaping scheme must also take into account responsibility for maintenance in the future. For example, the scheme may be located within private plots with the owners responsible for maintenance. Or where a space is set central to a number of private owners with no one having overall ownership or responsibility, covenants or agreements may need to be put in place to ensure maintenance. In some instances (on a large housing development, for example) where no overall ownership for the landscaping exists it may be necessary for the Local Authority to maintain the area. Therefore, developers will be encouraged, through legal agreements to make arrangements to dedicate the land, and provide a commuted sum to the Local Authority. The commuted sum will usually be for a period of five years to commence when the Council is satisfied that the landscaping scheme has been established. This policy compliments policies on amenity open space where further guidance can be found. Where a landscaping scheme necessitates the provision of a commuted sum it shall be of benefit to the development itself rather than to the wider public.

Policy GEN4: Development and crime prevention.

Proposals for development will be expected to incorporate design elements and infrastructure that contribute towards a secure and safe environment.

3.24 Crime prevention is one of the social considerations to which regard must be given in designing development. Crime takes place for numerous reasons and in a great variety of locations, however, careful consideration in the design of buildings and their surroundings can deter criminal behaviour. Developments such as residential areas, industrial estates and shopping areas will require a variety of measures to promote security and safety. Some uses will benefit from measures that restrict access, for example, fences, gates,
security grilles, bollards or planting (shrubs such as buckthorn etc.). Other uses will benefit from measures that encourage surveillance, for example, lighting schemes, close circuit television and ensuring public spaces and thoroughfares are overlooked.

3.25 Policy GEN4 will usually be a consideration in the implementation of other policies in the plan. Related policies include; GEN3: Development and Landscaping, Policy H6: New Build Housing Development Standards, Policies S14 and S15: Security Grilles and Shutters and Security Grilles and Shutters in Visually Sensitive Areas. Additional guidance on specific development proposals is encouraged and the planning authority will consult with the Police's Architectural Liaison Officer where appropriate. This Policy complements the Council's Safer Communities Partnership Strategy which in turn links to the Government's requirements laid down in the Crime and Disorder Act.

Policy GEN5: Protection of Agricultural Land.

Development proposals which would result in the irreversible loss of best and most versatile agricultural land (agricultural land classification grades 1, 2 and 3a) will not be permitted unless there is a strong need for development on the particular site which overrides the need to protect such land. Where development is permitted on best and most versatile land it should, as far as possible, use the lowest grade of land suitable for the development.

3.26 The best and most versatile agricultural land is identified as Grades 1, 2 and 3a by the Ministry of Agriculture, Fisheries and Food. Such land is deemed to be a national asset and is to be safeguarded for present and future needs. Only where the need for development can be proven to override the protection of the land will it be permitted. Within these grades of agricultural land there may be a choice between sites of different classification. Where such a choice exists development which may be permitted by Policy GEN5 will take place on the lowest classification of land. Consultations with the Ministry of Agriculture, Fisheries and Food will be undertaken in respect of development proposals affecting the best and most versatile agricultural land.
Policy GEN6: Intensive Livestock Units.

Proposals for the development of intensive livestock units or extensions to existing units will only be permitted provided:

(i) the site is more than 800 metres from the defined development areas of Grimsby, Cleethorpes, Humberston, Waltham, Immingham, Healing, Laceby and Stallingborough;

(ii) the site is more than 400 metres from other development boundaries and occupied buildings not part of the agricultural unit on which the development is to be sited;

(iii) that associated storage and/or arrangements for the disposal of manure and slurry are satisfactory and do not threaten the quality of ground or surface water;

(iv) that the proposals meet the requirements of other appropriate policies in the Development Plan.

3.27 Intensive livestock units are an important element of the farming industry, but can have an undesirable impact in terms of their size, appearance and particularly the smell and slurry they produce. The policy aims to provide a balance between the advantages and disadvantages. The policy is based upon the Intensive Livestock Units Local Plan (1992, Humberside County Council) which is still part of the Development Plan and elements of which may be relevant to particular proposals.

3.28 The purpose of the policy is to ensure that intensive livestock units are sited away from the largest centres of population. The policy also recognises that smaller centres of population and even individual buildings can be detrimentally affected by livestock units developed within 400 metres of them. The term 'occupied buildings' includes hospitals, offices, school and caravan sites, i.e. buildings normally provided for everyday human activities. Excluded from such protection are buildings within the agricultural holding on which the livestock unit is to be located.

3.29 Intensive livestock units generate manure and slurry which requires storage and distribution. The policy seeks to ensure that any storage lagoons or tanks and spreading arrangements are satisfactory, do not cause undue nuisance and do not threaten the quality of ground or surface water which includes watercourses. Sites of nature conservation or particular habitats may be affected by intensive livestock units and, therefore, reference to other policies in the development plan and consultation with responsible agencies could be relevant. It is also possible that sites of historical heritage such as archaeological remains may be affected by development proposals and, therefore, other development plan policies could be important. Environmental Impact Assessments may be a requirement of...
Policy GEN7: Development neighbouring Intensive Livestock Units.

Development proposals for occupied buildings within 400 metres of an existing intensive livestock unit will only be permitted provided that the building is part of the agricultural holding or an extension to an existing property within the 400 metres cordon.

3.30 On the same terms as Policy GEN6 preceding, the siting of new development neighbouring existing livestock units needs to be controlled. Therefore, unless part of the agriculture holding on which the intensive livestock unit is operating, or an extension to an existing property, no development of an occupied building will be permitted within a 400 metre cordon of the existing livestock unit. This policy recognises that established intensive livestock units are an important part of the farming industry.

Policy GEN8: Protection of water resources.

Development proposals likely to cause an unacceptable threat to the quality and/or quantity of groundwaters or surface waters will not be permitted.

A development proposal that will increase the requirement for water will only be permitted if adequate resources either exist or will be provided in time to serve the development and without detriment to existing uses.

Development proposals that include measures for water conservation and recycling will be encourage.

3.31 Aquifers are the main form of fresh water supply within the plan area. These are mainly located west of the A18 (Barton Street) and around Great Coates. The aquifers provide for human needs as well as sustaining the area water courses and dependent wildlife habitats.

3.32 Groundwater resources within the plan area are currently fully committed to existing uses and users of water. In fact the area is an importer of water and locally occurring supplies during recent periods of drought have been reduce to such an extent that licensed abstraction of water courses have been severely restricted as a necessity to protect the aquifer from pollution by saline intrusion.

3.33 Therefore the demand for water and the effects on water supplies that development proposals may have is a crucial matter. The Council will consult the Environment Agency on proposals which may affect water
supplies. In this context the determination of whether a development would present an unacceptable threat would be based on an appropriate risk assessment. The Council will be guided by the comments of appropriate bodies with respect to the impact of developments on the quality and quantity of ground waters and surface waters. Guidance on the assessment of risk is included in paras.3.17-3.19 of PPG23 Planning and Pollution Control. This guidance clearly highlights the importance of the consultative process and the scope of the planning authority when considering pollution issues. The Environment Agency is responsible for co-ordinating and publishing a local Environment Action Plan the policies and proposals of which will provide further guidance for specific proposals and locations.

3.34 The local authority will also encourage the incorporation of water conservation measures within development schemes. The re-cycling of grey-water (i.e. water that has been used for washing etc.), collection of rainwater and the efficient use of balancing ponds can contribute to reducing demands upon the areas natural water supplies.

Policy GEN9: Coastal Defences and Flood Protection.

Planning permission for works involving the improvement or provision of flood protection and sea defences will be granted where proposals accord with the strategic shoreline management option identified in the Shoreline Management Plans.

Developments that would adversely affect the integrity of coast defences, fluvial defences or identified defence proposals will be

3.35 It is important that a balance must be achieved between the effects of coastal and flood defences on natural processes/conservation and their socio-economic benefits. A range of options are available for the provision of effective defences, ranging from enhancement of natural processes using managed realignment to construction of hard defences.

3.36 The Humber Estuary Coastal Authorities Group initiated work on a strategy to guide future coastal defence decision making. The work was taken up by the Humber Estuary Shoreline Management Plan. One of the
In view of the SPA/Ramsar status of the intertidal mudflats, any encroachment onto them by coastal or flood defences can only be justified by urgent national interest and must be compensated for by replacement provision.

3.37 Shoreline Management Plans (SMPs) are being promoted by MAFF. Whilst coastal protection is the responsibility of maritime local authorities under the provisions of the Coastal Protection Act 1949, and flood protection falls to the Environment Agency under the Water Resources Act 1991 and Land Drainage Act 1991, MAFF is the government body through which public sector expenditure on coastal defences is channelled.

3.38 The SMP takes into account the natural processes and other environmental influences and needs. Through a process of consultation, data collection and review the plan has proceeded to evaluate a series of coastal defence options.

3.39 With respect to the North East Lincolnshire coastline the current preferred strategic coastal defence policy option over the three identified coastal stretches is to 'hold the line'. This involves taking action, as and when necessary, to maintain the 1997 defence line. This reflects the economic importance of the land uses along the estuary frontage on which the local economy of the area depends. It is intended as with the development plan that the SMP will be a 'living document' subject to periodic review in light of future monitoring and research.

3.40 Substantial research is currently in progress into the geomorphology and natural environment of the Humber Estuary by the Environment Agency in order to produce a second Shoreline Management Plan to cover the flood defences around the Humber Estuary. This project is intended to take account of rising sea levels and ensure the requirements of the habitats directives are satisfied in the management of flood defence.
Development proposals which have the potential to give rise to pollution will not be permitted unless:

(i) after consultation with the Environment Agency, the Council is satisfied that the proposal is acceptable;

(ii) there would be no unduly adverse effects on water and air quality, the landscape, agricultural land quality, areas of natural or historical heritage, residential or other amenity;

(iii) acceptable means are employed to control any nuisance arising from the release of smoke, fumes, gases, dust, steam, smell, light intrusion, or noise.

In such development proposals the Council will, either by condition or negotiation, seek to minimise the effects of pollution by:

(iv) controlling the hours of operation and/or mitigation of the source of pollution where these have an unduly detrimental effect on nearby uses;

(v) seeking to ensure the use of transport modes/routes which are environmentally

3.41 New development should not prejudice existing development by causing unacceptable levels of pollution. Planning Policy Guidance Note No. 23, 'Planning and Pollution control' points out that failure to achieve proper separation between developments sensitive to pollution or potentially polluting uses "... may lead to pressure for the imposition of higher standards at considerable expense to the industry, or revocation or refusal to renew the authorisation, and closure of the business..." Policy GEN10 seeks to ensure that proper consideration of development proposals where pollution may be a problem will take place therefore reducing the cost of future mitigation measures and the potential need for business closures.

3.42 Policy GEN10 sets out the material factors which the planning authority will consider. A number of these considerations are subject to control under the Environment Protection Act 1990. The Council's Environmental Health Department and the Environment Agency will be responsible for enforcement and advice regarding conditions and mitigation measures. The Environmental Health Department have related duties in the regulation of land uses which may be sources of pollution. They regulate the activities of around 50% of land users involved in processes that require a permit to operate and 100% of those activities not so regulated. The Environmental Health Department are also leading several related strategies including an Air Quality Strategy and the Health Strategy.
acceptable;

(vi) ensuring the proper decontamination and/or reinstatement of land if the use ceases;

(vii) requiring particular developments to make provision for re-cycling facilities, where appropriate.

Policy GEN11: Reclamation of Derelict Land.

Proposals to return derelict land to beneficial use will generally be regarded favourably. Where appropriate, regard will be had to existing flora, fauna and archaeological remains on the site(s).

3.43 Within the Borough, approximately 60 hectares of land are “incapable of beneficial use without treatment”. Much of this is either dockland, railway land or land which has been tipped, with considerable proportions being in the ownership of the Council and Associated British Ports.

3.44 In its present form, this land is clearly a waste of scarce resources and a source of visual pollution which needs to be addressed. Consideration will be given to the extent of existing flora and fauna in reclamation schemes and early consultation undertaken to permit archaeological assessment of sites in appropriate cases.

3.45 The reclamation of as much derelict land as resources allow will be pursued throughout the Plan Period and all available grant aid and other sources of finance will be sought to enable this. Similarly, reclamation by private developers will also be encouraged.

3.46 Where derelict land will not be developed immediately, the Council will seek to bring the land up to a visually acceptable standard whilst retaining and/or improving nature conservation interests on the land.
Policy GEN12: Development on Contaminated Land.

Development proposals on contaminated land will be permitted provided the developer is able to demonstrate that satisfactory resolution of the problems of contamination is possible.

Planning conditions will be imposed to ensure that such measures as may be required to achieve this must be implemented prior to, or in conjunction with, the development.

3.47 Where a site is known to be contaminated the Council will expect the owner to ensure adequate security to prevent the possibility of the contamination affecting the flora and fauna of the area and public health in general.

3.48 The Council recognises that the re-use of contaminated land is important in reducing development pressures on unallocated land and the open countryside and is, therefore, keen to see as much as possible brought up to developable standards. The Council can lobby for grant aid in this respect as can private developers whose land is affected by contamination. Where appropriate the Council will lobby for all relevant grant aid in order to reclaim contaminated land and return it to beneficial use. Private developers will also be encouraged to seek such grant aid.

3.49 The advice of the appropriate statutory authorities will be sought to ensure that adequate safeguards are included in development proposals, and that developments are not permitted which would have resulted in an unacceptable risk of pollution. The Council is currently compiling a contaminated land register and strategy so that more effective treatment and use of contaminated land can take place.

Policy GEN13: Energy Generation from Renewable Resources.

Proposals for energy generation uses from renewable resources will be permitted subject to the suitability of proposals in relation to:

(i) impact on nearby land uses;

3.50 This policy sets out the planning criteria against which proposals for energy generating uses from renewable resources for energy will be assessed. Arrangements for the supply of raw materials and the transmission of power will be considered at the same time as any such proposal. Under its duty in the Electricity Act 1989 to facilitate competition in the supply and generation of...
(ii) effect on the scale and character of the surrounding area;

(iii) public health and safety;

(iv) implications for the transport network;

(v) environmental impact including the effects of any abstraction and discharge; and

(vi) the effects of arrangements for the supply of any raw materials and for the transmission of power.

On sites adjacent to the estuary, proposals should ensure that there are no adverse effects on the Humber Flats and Marshes; Pyewipe and Cleethorpes Coast SSSI, SPA and Ramsar site.

3.51 Facilities requiring an estuarial location for operational reasons, e.g. for cooling water, will be closely assessed with particular priority being given to protecting estuarine environmental resources and wildlife habitats.

3.52 Proposals for the generation of energy from renewable sources will normally be received favourably, but will still be assessed against the listed criteria. Whilst it is important that the reliance on fossil fuels must be reduced, this must not be at the expense of other aspects of the environment. Innovation schemes that combine energy generation, supply and conservation, e.g. combined heat and power will receive particular encouragement as will the recovery of energy from waste which cannot be recycled e.g. landfill gas.

Policy GEN14: Wind Turbine Facilities:

Proposals for individual or group wind turbine facilities will be permitted subject to the suitability of proposals in relation to:-

(i) impact on nearby land uses;

(ii) effect on the scale and character of the surrounding area;

(ii) effect on the scale and character of the surrounding area;

The National Grid Company Plc must offer connection facilities to any new or proposed power station or plant. Therefore proposals for a new electricity generation project may also involve transmission works away from the power station site, such as new overhead lines, modifications to existing lines or new development at substations. Whilst the North East Lincolnshire Council is a statutory consultee, the Secretary of State for Trade and Industry considers applications for overhead electricity lines and is the determining authority under section 37 of the Electricity Act 1989.

3.53 The Government's policy is to stimulate the exploitation and development of renewable energy sources, where they are economically attractive and environmentally acceptable.

3.54 The principle of harnessing wind energy by wind turbines to produce electricity is on the verge of widespread commercial exploitation. However, in comparison with other forms of development wind turbines are individually of low mass, but can be an intrusive vertical
character of the area;

(iii) amenities of neighbouring land uses;

(iv) public health and safety;

(v) areas of natural or historical heritage;

(vi) requirements of operational aircraft.

Particular attention will be given to proposals for wind turbine facilities within or in close proximity to the Lincolnshire Wolds Area of Outstanding Natural Beauty given the sensitivity of this area of high landscape value.

The impact of all immediate offsite operational infrastructure, including access roads and transmission arrangements, will be taken into account in addition to the impact of the turbines themselves.

3.55 The Council is also anxious to ensure that wind turbine developments would not be detrimental to residential amenity by virtue of noise, shadow flicker or visual intrusion and will encourage wind turbines to be set back from road and railways to minimise distraction and maintain safety. The Civilian Aviation Authority and Ministry of Defence will also be consulted where operational aircraft safety issues may be affected.

3.56 Although evidence would suggest there is minimal danger to bird life from wind turbines, the importance of the Humber Flats and Marshes to birdlife would necessitate special consideration being given to the siting of wind turbines. The movement of birds along the estuary would require investigation to ensure that no turbines would be sited on recognised bird flyways.

3.57 Whilst wind turbines themselves take up little land, their operational needs often require transmission lines and control units. Therefore it is important that the total impact of any proposal is considered from the outset.

Policy GEN15: Telecommunications Development.

Proposals for telecommunications development will be permitted and prior approval determinations will be considered favourably provided that:

3.58 Policy GEN15 concerns developments associated with all forms of communications by electrical or optical wire, cable and radio signals (terrestrial or satellite) through both public and private means.

3.59 Communications technology is an industry that has developed rapidly in a number of
(i) there is no unduly adverse impact and disturbance to neighbouring land uses, trees and areas of natural or historical heritage;

(ii) there is no unduly adverse impact upon the character and appearance of the landscape;

(iii) a satisfactory landscaping scheme is submitted for implementation to mitigate any unduly detrimental visual impact;

(iv) developers have demonstrated that the possibility of erecting antennae on an existing building, other structure or less sensitive site has been fully explored and that such a search has proved unsuccessful for technical or operational reasons.

divergent forms over the last few years; satellite and cable television, mobile phones and the computer internet are the prime examples. The industry has a growing importance and influence on local communities and the local, regional and national economies. The development of communication networks can make a significant difference to everyday lives and business development allowing video conferences, shopping and working from home. These initiatives can have a significant impact on reducing the need to travel.

3.60 The Town and Country Planning (General Permitted Development) Order 1995 gives operators permitted development rights covering the installation, alteration or replacement of masts up to 15m high without applying for full planning permission. These rights do not however override the need for planning permission or other statutory consents within the Wolds Area of Outstanding Natural Beauty or within Conservation Areas. Erection of certain telecommunications equipment (including the erection of masts) under permitted development rights is conditional upon the operator applying to the Council for a determination as to whether its prior approval to the siting and appearance of the proposed development will be required. The prior approval procedure enables the Council to exercise limited, discretionary control over the siting and appearance of masts permitted by the Class A of the General Permitted Development Order.

3.61 Policy GEN15 promotes the positive consideration of proposals for telecommunications development subject to their impact upon the environment. Impact upon the character and appearance of the landscape is a primary consideration. In addition to the Wolds AONB and Conservation Areas the landscape areas of Strategic Importance as defined by Policy NH9 will also require special consideration. The policy encourages the use of existing
3.62 The development of new telecommunication installations may cause problems of a technical nature to existing electronic equipment. Hospital apparatus can be particularly vulnerable. The Council will consult widely and seek advice on proposals likely to have an impact on a technical level and will determine such applications according to advice received.

3.63 Access to everyday facilities such as shops, offices, leisure facilities, medical services, schools and public transport, is of great importance to those sectors of society with physiologically-based mobility impairments, such as the elderly, infirm, blind or partially sighted, wheelchair users and other forms of impairments such as people with small children.

3.64 Development proposals that are for buildings and facilities provided for public use in general will be subject to consultation with the Council's Access Officer and will be required to meet the Building Control Regulations. Developers are advised to consider the following points in the design of developments:

--- do not use steps as the only means of access where possible;

--- provide ramps of suitable widths and
3.65 It is recognised that in some circumstances the physical or architectural constraints of some buildings and their locations limit what access provisions can be made. The Council will expect a full examination of the development proposals in order to identify solutions to such constraints where practicable.

3.66 A wide range of advertisements may be displayed with deemed consent, without the need for any specific consent from the Council.

3.67 Where an advertisement application for express consent has to be made to the local planning authority it is generally judged on its own merits. There are however cases where the local authority is particularly anxious to
(ii) will prejudice public safety;

(iii) involves hoardings located in residential areas and Conservation Areas, other than the Central Area Conservation Area, Great Grimsby;

(iv) will lead to an over abundance of advertisements

Policy GEN18: Directional Signs.

Proposals for consent to display directional advertisements which do not relate to the premises on which they are displayed will be granted provided that the advertisement relates to a recognised tourist destination and would not itself, or in combination with other signs, be detrimental to the visual amenities of the area.

3.68 Directional signs relating to commercial or other premises which are not displayed on the building or site to which they refer can be confusing to users of the highway and can therefore be detrimental to road safety. Also a proliferation of signs would be detrimental to the visual amenities of an area.

3.69 The Council acting in its capacity as highway authority will provide formal traffic signs in connection with important destinations and considers that all other forms of directional advertising should be carefully controlled.

3.70 Unauthorised ‘fly posting’ is a significant problem in some towns, particularly in town centres, and it is only through diligent enforcement action that the problems of ‘fly posting’ can be minimised. The Council intends to continue this area of planning enforcement in order to protect the visual amenities of the Borough and will take appropriate legal action to secure the removal of fly posting.

Policy GEN19: Public Art.

Development proposals for sites within or adjoining

3.71 Public art may take many forms, e.g. statues, sculptures, plaques, stained glass windows...
prominent public locations or sites which have significance in terms of Local Heritage will be encouraged to incorporate or contribute towards artwork to enrich the area.

and murals, all of which already constitute significant features in many locations throughout the area. This collection has been added to in modern times with street furniture and the features in the Victoria Street pedestrianisation scheme in Grimsby, mural in Kennedy Way, Immingham and paving of Cleethorpe Promenade. Policy GEN19 aims to ensure that this rich tradition continues and the heritage of the area, its local distinctiveness, is further embellished and the "sense of place" enhanced. This is not only important as a way of continuing the individuals appreciation of familiarity with the area, but also encourages confidence and can promote additional investment.

3.72 The policy encourages new development, located in prominent locations (e.g. thoroughfares, crossroads, squares and seating areas), to incorporate some component, within the overall design of the development, that makes it aesthetically distinctive and pleasing. Alternatively, where the development may not lend itself to such a feature, or where an improvement scheme is taking place in the area through an independent initiative (e.g. part of a Single Regeneration Budget project), it may be more appropriate for a contribution to be made to the general area. Provision for public art works may also be sought through the Council's strategy work, for example through the Town Centre Strategy, or Attracting Visitors Strategy.

3.73 The policy also encourages development in other locations (perhaps in areas of lower concentrations of population e.g. villages) to embody some element of design or artwork to express the local distinctiveness and heritage of the area. Rural villages, in particular, have experienced quite rapid changes to their environments and populations over recent decades due to pressures for development and these are likely to continue in some measure. It is, therefore, highly appropriate for new development to contain some elements to provide a link with the heritage of the site or settlement. This link may refer to a
local character from the past, an event, the previous use of the site or reference to the name of the settlement or site. The development may reflect this heritage in the layout of a play area, other communal space, street furniture or designs built into the fabric of the buildings.

3.74 **Environmental Impact Assessment.**

Most development proposals will be required to demonstrate that they will not have an unduly adverse impact upon the environment and the criteria specified under policies such as GEN1 and GEN10 state what these environmental concerns may be. Some major forms of development within sensitive locations may require a more extensive examination of their environment impacts.


3.75 The type and extent of the Environmental Impact Assessment will depend upon the nature of the proposals and their location. Proximity to: Sites of Special Scientific Interest, the Area of Outstanding Natural Beauty or Ancient Monuments may affect requirements for Environmental Impact Assessments. The Planning Authority in consultation with the Environment Agency and other statutory undertakers will advise applicants of the scope of any Environmental Impact Assessment required.
CHAPTER 4
TRANSPORT POLICIES

OBJECTIVES

To establish a transport network that is not dominated by the private car and which allows shorter everyday journeys to be made by environmentally sustainable alternatives.

To minimise the detrimental impacts upon the environment and its inhabitants road dominated transport can have.

To make all forms of transport and the transport network user friendly and accessible for all members of society.

To maximise upon the areas good rail and water transport facilities.

POLICIES

Policy T1:  Development of Public Transport.
Policy T2:  Development of Cycleways and Facilities.
Policy T3:  Development and Improvement of the Footpath Network.
Policy T4:  Safeguarded Road Lines.
Policy T5:  New Road Construction - General Requirements.
Policy T6:  Development Proposals and the Provision of Parking.
Policy T7:  Car Parking Provision for those with Mobility Impairments.
Policy T8:  Re-Development of Off-Street Parking Areas.
Policy T9:  Development of Lorry Parks.
Policy T10: Freight Transportation by Rail and Water.
Policy T11: Aircraft Safety.
INTRODUCTION

4.1 Over the last few years national policy has gradually shifted from a stance of trying to predict and provide for an ever increasing demand for road travel to policies which are attempting to stem this growth and encourage the use of more sustainable forms of transport.

4.2 In 1994 this thinking was crystallised by two developments. The first, a major report by the Royal Commission on Environmental Pollution entitled "Transport and the Environment", recommended a series of national policy objectives for transport which were intended to provide the basis of developing a more environmentally sustainable transport system. For this to work the Royal Commission said that it is necessary to:-

"…ensure that an effective transport policy at all levels of government is integrated with land use policy and gives priority to minimising the need for transport and increasing the proportion of trips made by environmentally less damaging modes."

4.3 This was followed by Planning Policy Guidance Note 13 (Transport) which stressed that local authorities should combine their transport improvement programmes and land use policies in such a way as to:-

- reduce the growth in the length and number of motorised journeys;
- encourage alternative means of travel which have less environmental impact;
- reduce reliance on the private car.

4.4 Progressing from this the present Government have issued the Transport White Paper "A new deal for transport: better for everyone." This takes forward the objectives above and, at the local level, encourages local authorities to produce and deliver five year Local Transport Plans. This Authority has made good progress towards this type of programme through its Moving On Strategy work. The objectives and supporting policies of this chapter are seen as an important step in supporting the work of this strategy, the current Transport Policies and Programme (TPP) and future Local Transport Plan. The themes within the TPP package are:

- Measures to better manage the demand for car travel;
- Measures to improve the quality and attractiveness of public transport;
- Measures to improve accessibility for all the community;
- Measures to encourage more cycling;
- Measures to encourage more walking.
Policy T1: Development of Public Transport.

The Borough Council will by negotiation and agreement with developers, public transport providers and users, encourage the development, improvement and integration of all modes of public transport to serve all parts of the Borough and particularly the main existing and proposed residential, employment, commercial, recreational and retail areas of the Borough providing that it will not have an unduly adverse effect upon:

(i) the safe and efficient use of the highway and rail networks;
(ii) the natural and historic heritage of the plan area;
(iii) neighbouring land uses and their occupants.

Development proposals that are likely to generate significant numbers of journeys will be expected to support their proposals with a Traffic Impact Assessment study and incorporate public transport infrastructure.

Where proposals are likely to have a significant effect upon a trunk road the Highways Agency have the authority to direct the determination of the application.

4.5 Forecasts on the growth of traffic on the roads indicate that by the year 2010 it will have increased by 40% on the levels of today. This increase is largely due to the dominance of the private car which is recognised as a major source of pollution and potential danger to other road users particularly pedestrians and cyclists. Such an increase in traffic will also raise intrusive noise levels and reduce, substantially, the efficient use of the highway network and be particularly detrimental to public transport services.

4.6 Policy T1 is an expression of the Borough Council’s commitment to reducing the number of everyday journeys undertaken by private cars by promoting public transport. The measures and objectives promoted by the Council support the Authority’s Transport Policies and Programme and other supporting initiatives and documents. Initiatives such as: separating different modes of transport within the highway network to promote more efficient use, improved traffic signing and control of traffic and improving facilities for bus passengers need not involve formal town planning procedures. However, as well as expressing support for these related initiatives, Policy T1 will also ensure that positive consideration is given to other longer term initiatives being investigated through the Transport Policies and Plans submission such as the potential for park and ride facilities. Such a proposal will have land use implications which Policy T4, Policy T5 and other related policies will address. The Council will also seek to work in partnership with other relevant bodies to improve and realise the potential for increased use of rail travel in the area.

4.7 North East Lincolnshire Borough has a compact form with the main outlying centres of population being within ten kilometres of the regional commercial centre of Grimsby. The majority of the population, however, are
situated well within a distance of seven kilometres from places of employment, leisure and commerce. This indicates that the majority of everyday journeys are relatively short and are concentrated on a small number of heavily used routes. Therefore the aim of developing the public transport system, particularly bus services, would seem to be the primary means of reducing the detrimental impacts everyday journeys by private car can and may generate. The TPP identifies a Core Bus Route Network as being the primary focus for the funding of improvements to public transport. The Core Bus Route Network is essentially the primary roads to and from the main urban area.

4.8 Policy T1 not only looks to support initiatives to improve services to existing areas of residence and activity, but in tandem with Policy T4, major new development will also be expected to facilitate public transport services. An ideal guideline to aim for would be for a good standard of public transport service, whether by bus or train, to be provided within four hundred metres (a comfortable walking distance) of all properties and places of work within the main residential, employment and commercial areas of the Borough. Such a general standard will need to be assessed with regard to the particular location and whether there are physical restrictions such as gradients, steps or major roads to cross.

4.9 Public transport infrastructure improvements to encourage increased use can include a range of measures from: dedicated bus lanes within developments, bus lay-bys, shelters or the provision of service information. The lead on many such initiatives will be provided by the Local Transport Plan.

4.10 Some developments including housing, employment, retail and assembly and leisure uses will be expected to provide a Traffic Impact Assessment study in support of their proposals. The need for such a study will be decided when details regarding the location,
operational requirements and likely trip generation for all modes of traffic can be assessed.

4.11 The improvement and development of the public transport system will also require long term strategies for the reorganisation of existing bus and train stations. This may be necessary should demand for increased and more frequent services materialise. It is also within the scope of Policy T1 to encourage a greater integration of transport systems. For example, bus travel and train travel can compliment each other provided that services are co-ordinated and are located near to each other. The availability of information on the respective services will also generate more dual use. The Riverhead bus station in Grimsby will need improvements to facilitate an increase in bus use. The Town Centre Strategy being undertaken by the Authority will look into such issues in detail.

4.12 Cleethorpes Railway Station is an important transport asset which has declined in use over the last thirty years. Once the primary mode of transport by visitors to the resort the station still occupies a landmark location at the heart of the resort. The Borough Council will support and encourage positive measures to re-vitalise the station area and promote better services. In particular measures to integrate rail and bus services will be encouraged. Many of the resort’s visitors come from the South Yorkshire area and north Midlands so the potential for developing services for this population would seem to be great. The Council’s work on attracting tourists is promoting initiatives to realise the potential of the station area. This work should also address the promotion of coach travel as a public form of transport to the resort and ensure adequate coach parking.

Policy T2: Development of Cycleways and Facilities

The Borough Council will, by negotiation and agreement

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4.13 The compact nature of the Borough’s built development and relatively flat terrain makes
with developers and interested agencies encourage the development and improvement of cycleways and facilities to serve the main existing and proposed residential, employment, commercial, recreational and retail areas of the Borough providing it will not have an unduly adverse effect upon:

(i) the safe and efficient use of the highway and rail networks;

(ii) the safe use of pedestrian routes;

(iii) the natural and historic heritage of the plan area;

(iv) neighbouring land uses and their occupants.

4.14 Policy T2, in conjunction with the application of Policy T5, will also lead to the development of cycleways and facilities as part of new highway and road provision to serve significant residential, employment, commercial, recreation and retail uses. Depending upon the type and size of development and its location, cycleways may be provided as part of the road itself with a segregated cycle lane or as an independent network. Safety of use of the whole highway network with crossing points and protection of pedestrians will be primary considerations. Highway Design Bulletin 32 gives general design advice on the provision of cycleways and the Borough Council’s highway division should also be consulted at the earliest stage in drawing up proposals.

4.15 Whilst the provision of dedicated cycleways is an important element in encouraging cycling as an alternative means of everyday transport, the provision of other related facilities are also seen as necessary. The provision of secure and possibly sheltered parking facilities in convenient locations are important. Facilities provided in the workplace for cycle users to change and store clothing will also attract more employees to undertake journeys to work by cycle. As an alternative to car journeys cycling can have long-term benefits for the atmosphere, and health of people in general, and the cyclist in particular.

4.16 The Council is developing a Cycling Strategy and encouraging more cycling is a main theme of the TPP Package.
Policy T3: Development and improvement of the Footpath Network.

The Borough Council will, by negotiation and agreement with developers and interested agencies, encourage the development and improvement of the footpath network, allowing easy and safe access for all users to the main existing and proposed residential, employment, commercial, recreational and retail areas of the Borough and links to the public transport network, providing they will not have an unduly adverse effect upon:

(i) the safe and efficient use of the highway and rail networks;

(ii) the natural and historic heritage of the plan area;

(iii) neighbouring land uses and their occupants.

4.17 Many everyday journeys can, and are, undertaken on foot. Policy T3 seeks to ensure that more walking to nearby everyday destinations takes place by improving and expanding the pedestrian network. Making public transport routes more accessible by footpath will also be encouraged. It is important that these provisions are to the benefit of all users including persons with mobility handicaps such as wheelchair users and people with prams or wheeled shopping bags. Policy GEN16 also addresses the particular access requirements of people with mobility impairments.

4.18 Policy T3 is not only concerned with providing new footpath links, but improving existing thoroughfares to make them safer and more attractive to use. Improvements which may be appropriate include; providing segregation from busy roads and safe crossing points, better footpath surfaces, lighting and way marking where appropriate. Such improvements need careful consideration in particular environments, for example, Conservation Areas may require the use of certain materials or street furniture such as lighting fitments. The security of neighbouring properties must also be considered in the siting of footpaths. Routes which may allow access to the rear of properties which could be vulnerable should be avoided unless due care is paid to the security of those properties and the amenity of the inhabitants.

4.19 The implementation of Policy T3 will be through two different processes. One will be through the Borough Council’s role as the Authority with responsibility for highways and public rights of way. The Borough Council will enter into partnerships with landowners and other relevant bodies to improve and extend the existing footpath network. The Council’s TPP Package has measures to encourage more walking as a major theme.
and the creation of 'Trunk Walkways' is a central objective. The network will also be extended and improved through the planning process itself. Where appropriate developers will be expected to include with their planning proposals satisfactory access arrangements for pedestrians which will link up with existing thoroughfares and facilities. Policy T5 will also be relevant in consideration of access arrangements and development proposals. Development proposals for land or property which are adjacent to the footpath network or could provide a new access link may also be required to include measures to improve or extend the pedestrian network. For example, the alteration or renovation of a building could provide an opportunity to incorporate improved lighting to an existing footpath.

4.20 Access to countryside areas for recreation is promoted through Policy LTC7. Whilst Policy T3 is essentially to facilitate journeys by foot for everyday tasks it would also be appropriate where a network can be improved and extended to provide a link with the Borough's rural footpath network.

Policy T4: Safeguarded Road Lines.

Development proposals which would prejudice the implementation of the following road building schemes will not be permitted:

(i) South Humber Bank Link Road Phase II
(ii) Stallingborough bypass.

4.21 The planning and construction of major new roads developed to improve the highway network and alleviate traffic problems can take many years. This is due to the time taken in evaluating schemes and other options, securing land ownership for the road lines and building the highway. It is therefore necessary to ensure that during the various stages in the roads development no other land uses are permitted which may prejudice the scheme. The proposals map indicates the lines of the above road schemes which will be protected by Policy T4.

4.22 The road lines identified under Policy T4 form part of the Council's Transport Policies and Programme (TPP) Package Strategy 1998/9. The road lines have been identified in the TPP to have benefits in terms of improving North East Lincolnshire Local Plan
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access to major land uses and centres of population and alleviating environmental problems on existing congested routes. It is important to note that the road building schemes are to meet existing land use and community needs of this local plan period and not to encourage the development of land outside the defined development boundaries.

4.23 The South Hum ber Bank link road phase II is a completion of a highway link between the port area of Immingham, South Hum ber bank business areas and A180 north of Great Coates. The completed link will bring considerable benefits in terms of investment in the business area and is also likely to have environmental benefits by relieving the impact of traffic on the communities of Stallingborough and Great Coates. The scheme is programmed to be commenced in six years' time.

4.24 Included in this Borough Council's long term Transport Policies and Programme submission is commitment to evaluate the need for a Stallingborough by pass. This is a medium to long term potential measure (6 to 10 years) but could still fall within the period of this plan. Therefore a notional line is defined under the terms of Policy T4 to facilitate the possibility of the scheme. Stallingborough village currently experiences heavy through flows of commercial vehicles gaining access to and from the business areas on the South Hum ber Bank. This through flow of traffic may be alleviated by the completion of the South Hum ber Bank Link road and clearly the impact of this highway link will need to be evaluated. The notional line of the Stallingborough by pass also has potential disadvantages as it could have a detrimental impact upon the site of the former medieval village of Stallingborough which is a scheduled Ancient Monument. However the need for the by pass is to be evaluated in the longer term and a set line will only become known should this evaluation justify the scheme. Given the open countryside definition of the area in the vicinity of the potential scheme it is not
anticipated that the enforcement of Policy T4 will have a detrimental impact upon development opportunities.

**Policy T5: New Road Construction — general requirements.**

All new roads or improvements to existing roads or accessways will be permitted where they meet the following requirements:

(i) the road shall be appropriate in construction and design to the size and purpose of the proposed development and specific locational characteristics;

(ii) the road will be appropriate in terms of traffic generation and safety of use to all road users; cycle ways, pedestrian links, dropped kerbs and facilities to aid those with mobility impairments will be incorporated within the development as appropriate;

(iii) the road shall incorporate design features to reduce the detrimental impacts of traffic and limit speeds as appropriate to the location;

(iv) the road shall make provision for access by emergency services, statutory utility vehicles

4.25 It is vital that access to new developments, whether constituting a new road or roads or up-grading an existing access, is provided to an acceptable standard to ensure the safe movement of pedestrian, cycle and vehicular traffic using the transportation network. New development provision must incorporate highway design in accordance with the principles laid down in Design Bulletin 32 and this Authority’s Road Design Guides. Developers are advised to consult the Borough Council's highway engineers early on in plan preparations.

4.26 Primary considerations in the siting of new roads and access points are visibility splays at junctions, the proximity of existing junctions to the proposal and speed limitations imposed upon the existing highway. Access junctions off Primary, District and Local Distributor roads need particular consideration as these roads carry the most traffic and are important for its safe and efficient passage. A proposal which may only be acceptable by improving or altering the existing highway network may be permitted providing the developer enters an agreement to fund the necessary alterations to the highway.

4.27 Policy T5 recognises that new roads can bring detrimental effects generated by the traffic they encourage. Whilst Policy T5 promotes standards of road design and construction appropriate to the type of development it also encourages developers to incorporate traffic calming measures and design features to mitigate for an increase in noise levels, visual intrusion and air pollution that increased traffic can bring. Encouraging
and for the operation of public transport where appropriate;

(v) where provided for access by the general public the road will be constructed to an adoptable standard.

Where improvements to the existing highway are necessary to accommodate the road scheme satisfactorily they shall be funded by the developer and an agreement secured with the Borough Council to ensure their commencement and completion.

Development that requires alterations to the trunk roads will require consultation and prior agreement with the Highways Agency.

New road construction that is likely to have a significant impact on the highway network will require a Traffic Impact Assessment.

4.28 It is not only important that new roads meet technical requirements but also that they are appropriate to the character or appearance of the environment in which they may be located. For example, an estate standard road may be totally unacceptable in a rural village where the highway network is typically narrow and twisting. Some environments, particularly Conservation Areas, may require use of certain materials to fit in with the area, for example, stone flags for pavements, sets and granite kerbstones for highway construction. The design of lighting standards and other street furniture may also be elements which need careful consideration.

Policy T6: Development proposals and the provision of parking

Development proposals will be expected to provide a level of parking no greater than the maximum standards required by the Council's Mobility and Parking Standards. The layout of parking areas will be satisfactory in terms of the safe and easy manoeuvring of all vehicles requiring access including service, emergency and delivery.
Transport Plan.

4.30 With particular regard to Grimsby Town Centre, this area has several multi-storey and surface level car parks and good access by public transport. In the longer term parking levels will be reduced in the Town Centre in the interests of reducing journeys by the private car. This will be implemented, in conjunction with the Local Transport Plan, to retain the commercial vitality and viability of the Town Centre. Car parking pricing policies to deter commuter parking, public transport improvements and town centre management initiatives will be at the forefront of such a strategy.

4.31 Parking provision will also be expected to facilitate the safe and easy movement of all vehicles using the area. The car park layout must ensure access for service and emergency vehicles to the development where the land use demands such access.

4.32 Whilst Policy T6 is primarily concerned with ensuring the provision of adequate parking for cars an essential concern of PPG13 and this Authority’s transport strategy is to reduce reliance on the private car for everyday journeys. Other policies in this plan promote public transport, cycling and walking as alternatives. In particular Policy T1 will be influential on what level of car parking may be required. Therefore, Policy T6 will be implemented with a degree of flexibility with the possibility that the number of car parking spaces required will be reduced where a commitment to supporting alternative means of transport is demonstrated by the developer. This commitment may be in the provision of public transport infrastructure, provision of commuted sums in support of providing an improved bus service, provision of bus passes for employees or provision of pool cars and encouraging car share schemes. These and other initiatives should be discussed with the officers of the Borough Council at an early stage in the plan preparation. Some of these initiatives may require a legal agreement to be in place prior to development.
4.33 Such a flexible approach to the implementation of Policy T6 is only likely to be operated where the land use will generate a significant number of everyday journeys and the developer or owners have a degree of control over the users of the facility. Large employers, major retailers and operators of major leisure facilities are the type of developers who may be applicable. The benefits to them, in choosing to promote alternative forms of transport, are: a less congested and therefore more efficient transport network and more land for actual development rather than car parking. A more economic use of land, more efficient transport network and cleaner environment will also benefit everybody else.

Policy T7 car Parking Provision for those with Mobility Impairments

Development proposals which provide private and/or public on-site car parking will be expected to allocate about 5% of total parking bays which are reserved and specially designed to meet the needs of people with mobility impairments. Such bays to be located as close as is practicable to the main access of the building or facility.

4.34 The needs of those people with mobility impairments should be included in any parking provision intended for use by the public as well as for private parking. The requirement of about 5% is representative of the national average of those with mobility impairments with potential need for special parking requirements. Where a developer is aware of a greater need (e.g. the existing or proposed number of employees or customers exceeds this percentage) this should be provided for.

4.35 Policy T7 requires that parking bays are reserved (i.e. clearly signed) and designed to meet the needs of those with mobility impairments. This essentially means that the main access to the building or facility can be easily reached and that the parking bay itself has sufficient depth and width to allow wheelchairs to be unloaded and utilised easily and safely and without unduly impeding other car park users. The Borough Council consults with the North East Lincolnshire Access Group regarding specialist planning advice to improve access.
Policy T8: Re-Development of Off-Street Car Parking Areas.

The re-development of existing off-street car parking areas will be permitted provided:

(i) the parking area is no longer used or the demand for parking can be provided either through re-development of the site or on a site nearby.

4.36 Existing off-street car parking areas, whether Council or privately run, multi-storey, town centre car parks or residential garage courts are important to the well-being of the urban area. The shopping, commercial and tourist outlets central to Grimsby and Cleethorpes rely overwhelmingly upon car borne users. Furthermore, the turn of the century terraced street pattern typical of much of the area has a very limited capacity in terms of on-street parking.

4.37 Whilst the Borough Council's long term strategy is to reduce reliance upon the private car for everyday journeys and thus reduce the need for car parking, the level of car parking provision should meet demand. Policy T8 seeks to control the level of car parking provision by ensuring that only where an existing car park has been proven to be redundant in terms of use or that its closure will not significantly reduce the availability of car parking spaces can the site be re-developed. In circumstances where some rationalisation of the existing car park can take place or an equivalent amount of parking provided nearby re-development may also be permitted. To support such changes to car parking provision the Council will impose traffic orders to restrict on-street parking and provide signage to redirect traffic to available car parking areas.

4.38 Policy T8 is a small but positive step towards re-assessing the car parking requirements of the area. It will allow former car parks or under used areas to be re-developed, subject to other material considerations. It will also encourage car park operators, including the Borough Council, to examine their policies in terms of pricing structures and to survey their customers, travel habits and requirements. A direct relationship with Policy T1 and T8 for the disabled.
exists with increased use of public transport producing a diminished need for car parking and a freeing up of new development opportunities.

**Policy T9: Development of Lorry Parks.**

Development proposals for lorry parks will be permitted provided that:

(i) adequate access is provided to the site;

(ii) there would be no unduly adverse impact upon neighbouring land uses;

(iii) there is no loss of town centre car parking.

4.39 In some locations in the urban area residential, commercial and industrial land uses are in close proximity. Although these land uses have coexisted satisfactorily for many years the parking of commercial vehicles, particularly lorries, within or near to residential areas can cause detriment. Lorries can cause the loss of valuable car parking spaces, be an obstruction on the highway, be visually disruptive and be a source of nuisance when engines are started or refrigeration units left running.

4.40 Policy T9 will allow suitable proposals for the provision of lorry parking facilities to be developed. Ideally these should be located close to the primary road network and convenient to the main employment and commercial areas. Lorry parks must have good access, provisions for security and be located where their operation will not cause undue nuisance to neighbouring land uses.

**Policy T10: Freight Transportation by Rail and Water.**

The Borough Council will encourage the development of facilities to increase the use of rail and water transport for the carrying of freight subject to appropriate environmental considerations.

4.41 The Borough is exceptionally well provided for and located as regards port facilities and the transport of freight by water. The use of railways, however, has declined with the use of lorries now the predominant form of land based transport. Policy T10 seeks to encourage more use of freight transport by water and particularly rail. The potential to re-vitalise the use of rail freight transport in the area is great and this could have positive benefits for the economy of the area and well being of the environment. The planning
authority will seek to safeguard existing railway tracklines and facilities and encourage their use in considering development proposals.

Policy T11: Aircraft Safety.

Development proposals which could prejudice aircraft safety will not be permitted on advice of the Civilian Aviation Authority and Ministry of Defence.

4.42 The Borough’s airspace is used by both civilian and military aircraft. Humberside International Airport lies about five miles to the west of the Borough and the RAF have flight paths across the area both to the range at Donna Nook and for emergency landings at RAF Binbrook.

4.43 Any planning applications for development which may have an impact upon aircraft safety will be referred to the Civil Aviation Authority and Ministry of Defence. Such applications will be determined as appropriate to their comments.
CHAPTER 5
EMPLOYMENT POLICIES

OBJECTIVES

To promote economic activity in a manner which respects and protects the environment.

To identify sufficient land available for industry and commerce and ensure that the variety of sites is sufficient to meet the differing needs.

To maximise the benefits of the Borough's geographical location as a major trading and industrial centre.

To promote as far as is practicable economic development, which maximises energy efficient modes of transport and reduces reliance on road journeys.

To reduce the vulnerability of rural economies by facilitating developments which are of a nature and scale appropriate to a rural area.

To take account of the land use aims contained in the Council's Economic Development Strategy.

POLICIES

Policy E1: Industrial Land.
Policy E2: Estuary Related Land.
Policy E3: Operational Port Area.
Policy E5: Manby Hall Business Park, Immingham.
Policy E6: Europarc.
Policy E7: Convamore Road, Grimsby.
Policy E8: Station Road, Great Coates.
Policy E10: Macaulay Lane, Grimsby.
Policy E11: Grimsby District Hospital.
Policy E12: Peaks Lane, Grimsby.
Policy E13: Norfolk Lane/Neptune Street, Cleethorpes.
Policy E14: Hewitts Avenue Business Park, New Waltham.
Policy E15: Wilton Road, Humberston.
Policy E16: Waltham Airfield.
Policy E17: Other Sites for Employment Sites.
Policy E18: Expansion of Rural Employment Sites.
Policy E19: Farm Diversification.
Policy E20: Strategic Employment Exceptions.
INTRODUCTION

5.1 A key Government aim is to encourage continued economic development in a way which is compatible with stated environmental objectives. Economic growth and, a high quality environment have to be pursued together. The Environment White Paper "This Common Inheritance" emphasises this relationship when it said 'Economic Growth is not an end in itself. It provides us with the means to lead better and fuller lives. There is no contradiction in arguing both for economic growth and for environmental good sense. The challenge is to integrate the two.'

5.2 The planning system plays an important role in integrating environmental and economic objectives. Careful attention to environmental issues makes good economic sense for business and industry. The Plan has sought to recognise the strong locational demands of businesses, including close operational links with existing industry, good access to ports and transport infrastructure. It seeks to foster controlled and efficient growth whilst acting in the wider public interest.

5.3 Where appropriate the policies identify the permitted use classes with reference to the Town and Country Planning (Use Classes) Order 1987, as amended.

Policy E1: Industrial Land.

Within the industrial areas, as defined on the Proposals Maps, development proposals for the following uses will be permitted:-

(i) minor office development, research and development, light industry, (B1);

Exceptionally, major office development will be permitted where for operational reasons an out of centre location is more appropriate and there are no overriding planning objections.

(ii) general industry, (B2);

(iii) storage and distribution, (B8).

The following uses will be

5.4 The Plan aims to ensure that a sufficient supply of land for industry and commerce is available, with a suitable variety of sites for the differing needs of existing and future firms. The defined industrial areas identified on the Proposals Maps are the established industrial areas within the plan area and include sites committed for industrial development. Within Industrial Areas opportunities for development are likely to emerge which were not possible to identify at the time of the Plan's preparation. Such development will be acceptable provided that is complements the Industrial Area.

5.5 To provide and promote job opportunities in the Plan Area it's vital to promote areas best suited for industrial purposes. This will only hold true, however, if within established Industrial Areas new opportunities are not lost to other uses. Therefore, there is a need to ensure that established Industrial Areas continue to be used for industrial purposes as far as possible.

5.6 Road haulage depots will be expected to
permitted where they primarily serve the interests of the adjoining industrial area:-

(iv) financial and professional services, (A2);
(v) shops, (A1);
(vi) food and drink outlets, (A3);
(vii) non-residential institutions, (D1);
(viii) assembly and leisure, (D2).

Providing the development does not cause unacceptable harm to the character of the area, the environment or the amenities of neighbouring land uses due to its size, scale, layout, appearance, operation or traffic generation.

5.7 For the purposes of the plan 'minor' office development is defined as that providing up to 1000 square metres of floor space. 'Major' office development is in excess of 1000 square metres (both measured externally) or sites of up to 1 ha or over 1 ha respectively.

5.8 Within the Industrial Areas the following individual sites have been identified:-

- E1/1 Manby Road, Immingham, (1.21 ha)
- E1/2 Middleplatt Road, Immingham (0.55 ha)
- E1/3 Pelham Estate, Kings Road, Immingham (20.20 ha)
- E1/4 Land west of Kiln Lane Industrial Estate, Stallingborough (8.27 ha)
- E1/5 Land south of Kiln Lane Industrial Estate, Stallingborough (44.5 ha)
- E1/6 Beels Road, Kiln Lane Industrial Estate, Stallingborough (Site A 0.16 ha), (Site B 0.36 ha)
- E1/7 Europa Way, Kiln Lane Industrial Estate, Stallingborough (Site A 0.77 ha), Site B 2.02 ha)
- E1/8 Redwood Est, Kiln Lane Industrial Estate, Stallingborough (4.30 ha)
- E1/9 North Moss Lane, Kiln Lane Industrial Estate, Stallingborough (1.77 ha)
- E1/10 Great Grimsby Business Park (4.05 ha)
- E1/11 Europa Park, Great Grimsby (2.42 ha)
- E1/12 Gilbey Road, Great Grimsby (1.74 ha)
5.9 Where a proposal is likely to have an effect on the adjacent highway network, it is normally expected that the developer will prepare a traffic impact assessment (TIA). The likely effects of the development on the capacity, safety and congestion levels in terms of traffic generation and public transport facilities should be set out.

5.10 The development of sites in the vicinity of the A180 trunk road may require major road or junction improvements in accordance with the Highway Authority’s requirements.

Policy E2: Estuary Related Land.

Within the area of Estuary Related Land as defined in the Proposals Maps, development will be restricted to those uses which take advantage of the site’s special estuarial potential or to ancillary activities with close operational links to existing estuarial related uses, (estuary related B1, B2, B8).

Proposals should ensure that there are no adverse effects on the Humber Flats and Marshes; Pyewipe and Cleethorpes Coast SSSI, SPA and Ramsar site.

5.11 The flat land close to the Humber Estuary stretching between the ports of Immingham and Great Grimsby provides a major resource of national importance. As such, the land is reserved for employment uses which genuinely require such a location. The types of uses which will exploit this potential are likely to have for example:-

- a need to import or export large volumes of bulk material by means of a jetty or pipeline or via the ports of Immingham or Great Grimsby;

- a need to take water from or discharge treated water to the estuary; or

- close operational links, direct pipelines or conveyor belt connections with uses with
the above needs.

5.12 It is important that this scarce land is retained for development by firms with such requirements. Any proposals which do not require an estuary location will be encouraged to locate on sites elsewhere in the Borough. The only exceptions to this will be ancillary activities with close operational links to existing estuarial related uses or development which necessitate a location away from dense urban development. In the latter case developers will need to justify their site location against other sites in the Borough. In such cases only land to the west of Hobson Way will be considered appropriate to ensure direct access to the Estuary is available for developments which require it.

5.13 The nature and scale of the firms likely to be attracted to sites within this area will necessitate that particular consideration be given to their likely impact on the environment. The mudflats along the Humber are designated as a SSSI, SPA and Ramsar site, which includes the stretch adjacent to the Humber Bank.

5.14 The Humber Management Strategy (HEMS) seeks to establish the process and develop the principle of partnership between the users of the Estuary which maintains its present status in Britain and Europe as a sound economic base and internationally important area for wildlife. It promotes communication and dialogue between different organisations to generate a greater awareness and understanding of the Estuary.

5.15 The Shoreline Management Plan sets out a strategy to guide future coastal defence decision making taking account of the natural coastal processes and human and other environmental influences and needs.

5.16 Within the Area of Estuary Related Land the following individual sites have been identified:-

- E2/1 Land north of Laporte Road,
Stallingborough (Site A 11.85 ha)
- E2/2 Land south of Laporte Road, Stallingborough (Site A 6.9 ha), (Site B 26.4 ha)

- E2/3 Land west of Hobson Way, Stallingborough (Site A 20.6 ha), (Site B 9.8 ha), (Site C 31.1 ha)

- E2/4 Land east of Hobson Way, Stallingborough (Site A 52.9 ha), Site B 33.4 ha), (Site C 33.4 ha)

- E2/5 Land north of Moody Lane, Great Grimsby (Site A 62.17 ha), (Site B 16.8 ha), Site C 2.71 ha)

5.17 Where a proposal is likely to have an effect on the adjacent highway network, it is normally expected that the developer will prepare a Traffic Impact Assessment (TIA). The likely effects of the development on the capacity, safety and congestion levels in terms of traffic generation and public transport facilities should be set out.

5.18 The development of the sites in the vicinity of the A180 trunk road may require road or junction improvements in accordance with the Highway Authority's requirements.

Policy E3: Operational Port Area.

Within the Operational Port Areas, as defined on the Proposals Maps, development proposals for port related uses will be permitted, (port related B1, B2, B8). Subject to:-

(i) no adverse effect on the Humber Flats and Marshes: Pyewipe and Cleethorpes Coast SSSI/SPA/Ramsar Site;

5.19 The port complexes at Immingham and Grimsby are important elements to the area's economy. Within the Operational Port Areas there are areas of vacant or unused land. Associated British Ports already operate a strong development control policy for the dock estates, which usually limits development to dock related employment uses. In many cases development of such a nature within operational port areas may not necessarily require planning permission as provided for under Part 17 of the Town and Country Planning General Development Order 1995. Dock related uses represent
(ii) no unacceptable transport problems.

5.20 Development opportunities may arise within the main Grimsby Port area for leisure and associated employment uses which seek to take advantage of the specific dock side location.

5.21 Within the Operational Port Areas the following individual sites have been identified:-

- E3/1 Queens Road, Immingham Dock Estate (Site A 0.61 ha), (Site B 1.46 ha), (Site C 2.43 ha), (Site D 3.64 ha), (Site E 7.89 ha)
- E3/2 East Riverside, Immingham Dock Estate (3.04 ha)
- E3/3 Gresley Way, Immingham Dock Estate (8.9 ha)
- E3/4 Manby Road, Immingham Dock Estate (1.41 ha)
- E3/5 Land north of Laporte Road, Stallingborough (9.5 ha)
- E3/6 Land south of Laporte Road, Stallingborough (2.9 ha)
- E3/7 Estuary Way, Grimsby Dock Estate (Site A 1.6 ha), (Site B 2.3 ha), (Site C 4.0 ha), Site D 0.84 ha)
- E3/8 West Coates Road, Grimsby Docks Estate (3.11 ha)
- E3/9 Alexandra Dock, Grimsby Dock Estate (Site A 0.87 ha), Site B(0.81 ha), (Site C 9.81 ha), (Site D 9.8 ha)
- E3/10 Former Graving Docks, Grimsby Dock Estate (2.0 ha)
- E3/11 Humber Bridge Road, Grimsby Dock
Estate (0.5 ha)
- E3/12 North Quay, Grimsby Dock Estate
  (Site A 1.42 ha), (Site B 0.4 ha)
- E3/13 Cleethorpe Rd Sidings, Grimsby
  Dock Estate (2.43 ha)

5.22 The area of the Grimsby Dock Estate south of
the A180 is regarded as forming part of the
Grimsby Town Centre Commercial Area. Within this area development proposals will
be expected to accord with Policy S3
Commercial Land. The area of Grimsby
Dock Estate off Garth Lane is identified as
forming part of the Grimsby town centre. Development proposals in this area will be
expected to accord with Policy S2 Shopping
Areas.

5.23 Where a proposal is likely to have an effect
on the adjacent highway network, it is
normally expected that the developer will
prepare a traffic impact assessment (TIA). The likely effects of the development on the
capacity, safety and congestion levels in
terms of traffic generation and public
transport facilities should be set out.

5.24 The development of sites in the vicinity of the
A180 trunk road may require major industrial
improvements in accordance with the
Highway Authority's requirements.

5.25 There are a number of individual employment
sites detached from the main industrial areas,
which offer a specific employment potential.
These are detailed below.

Policy E4: Land Adjacent to
the railway, Habrough.

Allocated for these uses:-

(i) minor office development, light
industry, (B1).

5.26 Two sites adjacent to the railway at Habrough
provide opportunities for an environmentally
acceptable level of light industry or similar
business use development. However planning applications for such development
will be considered with due regard to the
suitability of the rural location and the likely

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5.27 The following individual sites have been identified:
- E4/1 Land north of the railway (0.17 ha)
- E4/2 Land south of the railway (0.49 ha)

5.28 This site is located at the junction of Manby Road and King’s Road with excellent communication links to the Port of Immingham, the A180 and the industrial areas of the Borough. Use of the site has been restricted to reflect its immediate proximity to residential properties.

5.29 The following sites have been identified:
- E5/1 Manby Hall Business Park (2.43 ha)
- E5/2 Manby Hall Business Park (0.69 ha)

5.30 Europarc is a Strategic Business Park ideally located occupying a prominent position adjacent to the A180 with immediate access to the Grimsby and Immingham Ports. This prestigious site provides the ideal site to attract high quality, high technology sectors to the north East Lincolnshire area. The Europarc Innovation Centre has already been constructed, from which businesses are now operating.

5.31 The site is being marketed as a regionally important employment site, suitable for major office developments or as a site for a call centre. The site is also ideally sited to attract businesses who wish to develop in association with, or which have strong operational links with neighbouring industrial
(v) shops, (A1);
(vi) non-residential institutions, (D1);
(vii) assembly and leisure, (D2).

Developers will be expected to explore options to serve the site by sustainable modes of transport.

5.32 Where a proposal is likely to have an effect on the adjacent highway network, it is normally expected that the developer will prepare a traffic impact assessment (TIA). The likely effects of the development on the capacity, safety and congestion levels in terms of traffic generation and public transport facilities should be set out.

Policy E7: Convamore Road, Grimsby (0.54 ha).

Allocated for these uses:-
(i) shops,(A1);
(ii) public house,(A3);
(iii) financial and professional services, (A2);
(iv) minor office development, research and development, light industry, (B1);
(v) non-residential institutions, (D1);
(vi) dwellings, (C3);
(vii) lock up garages;
(viii) assembly and leisure, (D2);
(ix) sale or hire of motor vehicles.

5.33 This site offers the potential of a mixed use development adjacent to an area of established residential properties. A development brief has been prepared to guide development of this site.
Policy E8: Station Road, Great Coates (0.46 ha).

Allocated for these uses:-

(i) shops, (A1);

(ii) financial and professional services, (A2);

(iii) food and drinks outlets, (A3);

(iv) minor office development, research and development, light industry, (B1);

(v) storage and distribution, (B8);

(vi) hotels and hostels, (C1);

(vii) residential institutions;

(viii) dwelling houses, (C3), incorporating appropriate noise attenuation measures to alleviate problems associated with the adjacent railway and electricity sub-station;

(ix) non-residential institutions, (D1);

(x) assembly and leisure, (D2);

(xi) taxi and private hire businesses;

(xii) laundrettes.

Where uses (iv) - (xi) are subordinate to main uses (i), (ii and (iii).

5.34 This site has been identified as offering the potential for a mixed use development incorporating uses associated with a local centre. A development brief has been prepared to guide development of this site.

5.35 Where a proposal is likely to have an effect on the adjacent highway network, it is normally expected that the developer will prepare a traffic impact assessment (TIA). The likely effects of the development on the capacity, safety and congestion levels in terms of traffic generation and public transport facilities should be set out.
Policy E9: Bass Distribution Depot, Birchin Way, Grimsby (3.2 ha).

Allocated for these uses:-

(i) minor office development, research and development, light industry, (B1);

Exceptionally, a major office development will be permitted where for operational reasons an out-of-town location is more appropriate and there are no overriding planning objections.

(ii) general industry, (B2);

(iii) storage and distribution, (B8);

(iv) road haulage depots;

(v) retail uses ancillary to class B1, B2 or B8 use;

(vi) plumbers’ and builders’ merchants;

(vii) food and drink outlets, (A3);

(viii) hotel, (C1);

(ix) assembly and leisure, (D2).

Development proposals on the site should cause no unduly adverse transport problems. Major road or junction improvements may be required in accordance with the requirements of the Highways Agency.

5.36 This site offers a range of possibilities for future development. Located within but on the edge of the established industrial area, the site offers direct access to the A180 and close proximity to the port of Grimsby. The site abuts residential properties to the south and would most appropriately suit developments which maximise the locational benefits of the site and which recognise sensitive neighbouring land uses.

5.37 Where a proposal is likely to have an effect on the adjacent highway network, it is normally expected that the developer will prepare a traffic impact assessment (TIA). The likely effects of the development on the capacity, safety and congestion levels in terms of traffic generation and public transport facilities should be set out.
Policy E10: Macaulay Lane, Grimsby (28 ha).

Allocated for these uses:-

(i) assembly and leisure, (D2);
(ii) offices, research and development, light industry, (B1);
(iii) food and drink outlets, (A3);
(iv) hotels, (C1);
(v) residential institutions, (C2);
(vi) non-residential institutions, (D1);
(vii) public open space, parkland;
(viii) allotments.

5.38 This former landfill site is being promoted as a mixed development site. The site incorporates a zone of office, research and development and light industrial uses. The potential of this prominent urban site for assembly and leisure uses has been recognised, as part of the overall redevelopment proposals. The site also included a housing allocation, which is referred to under Policy H1/27.

5.39 It has been a long term objective of the Council that the reclamation of the site should see the provision of a substantial amount of good quality public open space. It is considered important that the public open space provided should integrate with surrounding land uses. Public open space requirements are that:

- a substantial area of public open space should be provided within the site, the bulk of which should be in one single location;

- the public open space should connect with other surrounding open space areas thus creating a continuous belt of open space forming the Freshney Parkway.

5.40 English Partnerships became involved in the site at an early stage because the reclamation and redevelopment of the site may not have been viable without some form of public sector assistance. English Partnerships supports the Council in its efforts to facilitate the redevelopment of the Macaulay Lane site with the most beneficial economic and environmental uses in the shortest practicable timescale. A development brief has been prepared by the Council in conjunction with English Partnerships, which outlines the regeneration proposals. Planning Permission was granted on 8th August 1997 for development of the site after the Secretary of State confirmed that the Department of the Environment would not intervene in the determination of
5.41 Where a proposal is likely to have an effect on the adjacent highway network, it is normally expected that the developer will prepare a traffic impact assessment (TIA). The likely effects of the development on the capacity, safety and congestion levels in terms of traffic generation and public transport facilities should be set out.

Policy E11: Land at Grimsby Hospital (6.5 ha).

Allocated for these uses:

(i) local shops and/or a small supermarket, (A1), at the Grimsby maternity hospital site only;

(ii) minor office development, research and development, light industry, (B1).

Exceptionally, major Office Development will be permitted where for operational reasons an out-of-centre location is more appropriate and there are no overriding planning objections;

(iii) hotels and hostels, (C1);

(iv) residential institutions, (C2);

(v) dwellings, (C3);

(vi) non-residential institutions, (D1).

5.42 This site presents opportunities for a range of alternative uses, and offers the potential of a mixed use of development on a site adjacent to the main hospital complex. The development of local shops and/or a small supermarket would be most suitable for the frontage onto Second Avenue whilst the remaining area would lend itself to employment uses appropriate to a residential location.
Policy E12: Peaks Lane, Great Grimsby (1.45 ha).

Allocated for these uses:-

(i) office, research and development, light industry, (B1);

(ii) residential institutions, (C2);

(iii) non-residential institutions, (D1);

(iv) assembly and leisure, (D2).

The Council will by negotiations with the developer, seek to secure the satisfactory treatment of the adjacent land south of Weelsby Hall proposed Public Open Space.

Developers will be expected to put forward a scheme for the enhancement and management of the remaining grassland forming part of the area of local wildlife interest.

5.43 This site offers one of few employment sites to the south of the main urban area. Access to the site has been enhanced by the completion of the Peakes Parkway. The site is considered most suitable for the development of employment nursery units, providing new businesses with suitable premises.

Policy E13: Norfolk Lane/Neptune Street, Cleethorpes.

Allocated for these uses:-

(i) office, research and development, light industry, (B1).

5.44 This employment area is located adjacent to existing residential uses. Use of the land has been restricted to reflect its sensitive location.

5.45 The following individual sites have been identified:-

- Norfolk Lane, Cleethorpes (0.1 ha)
- Neptune Street, Cleethorpes (0.4 ha)
Policy E14: Hewitts Avenue Business Park.

Allocated for these uses:-

(i) financial and professional services, (A2);

(ii) minor office development, research and development, light industry, (B1).

Exceptionally major office development will be permitted where for operational reasons an out-of centre location is more appropriate and there are no overriding planning objections.

Developers will be expected to put forward a scheme for the establishment of a walkway along Buck Beck.

5.46 This site occupies a prominent position to the south of the main urban area, on a main access road. The accessibility of the site has been further enhanced by the completion of the Peaks Parkway and New Waltham links. The layout and landscaping of the site are considered to be important in order to create an attractive environment within which new business would wish to locate. 8.9 ha of land remain to be developed.

Policy E15: Wilton Road Industrial Estate, Humberston.

Allocated for these uses:-

(i) minor office development, research and development, light industry, (B1);

(ii) storage and distribution, (B8);

(iii) plumbers and builders merchants.

5.47 Wilton Road industrial estate has traditionally catered for a mix of mainly light industrial and some service industries. 3.99 ha of land located to the south west of the existing industrial development remains to be developed. A former landfill site is known to exist close by which operated until the late 1970's and is known to be generating landfill gas. Developers will therefore need to ensure that proposals incorporate any necessary landfill gas control measures.

5.48 The following individual site has been identified:-

- Jackson Place, Humberston (3.99 ha)
Policy E16: Waltham Airfield, Cheapside, Waltham (12.5 ha).

Allocated for these uses:-

(i) minor office development, research and development, light industry, (B1);

(ii) storage and distribution, (B8);

(iii) assembly and leisure, (D2) subject to identified use restrictions.

Developers will be required to contribute towards highway improvements to Cheapside between the former airfield and the A16. These improvements would be the subject of planning obligations.

5.49 Situated to the south of the Borough, Waltham Airfield provides a number of sites for employment uses. Highway and/or junction improvements to Cheapside may be required in accordance with the Highway Authority’s requirements. Where these are identified developers will be required to make an appropriate contribution. Development should be appropriate in scale and compatible with surrounding uses. Particular attention will be paid to the movement of vehicles and their impacts on the surrounding area.

5.50 The site is also considered to be appropriate for the development of assembly and leisure uses which would complement the existing leisure uses in the vicinity, or which have locational requirements, which would warrant a rural setting. Development proposals will be expected to accord with Policy LTC5. The site is considered to be inappropriate for the development of general leisure facilities, which would attract users from a Borough-wide catchment area, or beyond. Such uses are considered to be key town centre uses and should rightfully focus on the town centre in accordance with national planning policy guidance.

Policy E17: Other sites for Employment use.

Within or adjacent to the Development Area Boundary of an independent settlement the Council will permit development for employment related uses on land not specifically allocated for such use; provided:-

(i) development will not harm the character of the area, cause visual, 5.51 To satisfy local employment needs outside the Grimsby/Cleethorpes urban area, development will be permitted within the smaller settlements; or on sites adjacent to settlements where suitable premises exist for conversion or can be sensitively designed. PPG7: The Countryside and the Rural Economy, confirms reuse and adaptation of existing buildings have an important role to play in meeting the demand for rural workspace but provision can also be made
environmental or infrastructure problems, or harm the amenities of nearby residents;

(ii) the development satisfies a local employment need or meets the service needs of the settlement.

5.52 In this context local includes the settlement and any adjacent settlement (outside the defined urban area) where no appropriate provisions are made to meet employment needs. Submitted proposals will need to demonstrate how they can meet a local employment need and why it is unfeasible to meet the need on an existing or proposed site defined by the local plan. The Council may require a business plan in support of such proposals. Only those uses, which can be accommodated without problem in such areas, will be considered appropriate.

Policy E18: Expansion of Rural Employment Sites.

Proposals to expand existing employment premises in the open countryside will be permitted provided:

(i) the development is appropriate in scale and compatible with its rural setting;

(ii) the proposed expansion would not have an unduly adverse impact on the local environment, amenity and highway use;

(iii) the proposed expansion will take place within the curtilage of the existing employment premises or on land immediately adjacent to it.

5.53 Many employment activities can be carried out in a rural setting without causing unacceptable disturbance. The expansion of existing employment uses can make a valuable contribution to meeting local employment needs. However particular care will be taken to ensure that such developments will not create undue adverse impacts on the surrounding area.
Policy E19: Farm Diversification.

Proposals for farm diversification will be permitted provided:-

(i) the proposal is compatible with or associated with the continued operation of the original farm business;

(ii) the proposal seeks to reuse existing farm buildings where possible and appropriate;

(iii) the proposal does not have an unduly adverse impact on the local environment, amenity and highway use.

5.54 PPG7 states that diversification of the rural economy is a priority aimed at providing wide and varied employment opportunities for rural people. The countryside can accommodate many forms of development without detriment if the location and design of development is handled with sensitivity.

5.55 Proposals for farm diversification should be compatible with or associated with the farming business. Suitable uses may include, tourist accommodation, food processing, farm shops, farm based visitor and craft enterprises and equestrian centres.

Policy E20: Strategic Employment Exceptions.

The release of major new areas of Industrial land will normally be resisted until the bulk of the allocated land has been developed. In exceptional circumstances, special consideration will be given to the release of land north of the A180 and east of the Stallingborough Water Meadows (142 ha) for a very large project provided:-

(i) there would be proven employment or other economic benefits to the local area;

(ii) the development constitutes a major project which cannot

5.56 From time to time proposals may arise for major new projects capable of creating hundreds of new jobs, which require very large greenfield sites. The area of land between the A180 and the freight rail line has recognised potential as a location for such major industrial developments. The Borough has no other site which offers such potential to a large scale proposal without affecting factors of acknowledged importance, notably amenity, landscape nature conservation and agricultural potential. Policy E4 of the Humberside Structure Plan Written Staten 1993 makes special provision for development of a major site for a very large project in exceptional circumstances. This policy identifies the land within N.E. Lincolnshire, which would be best suited to accept such a development. Because of the implications of such a proposal, an environmental impact assessment, as defined
reasonably be accommodated on other allocated land;

(iii) there are no unacceptable infrastructure and servicing arrangements or transportation problems;

(iv) the development includes extensive landscape screening along the A180;

(v) there are no overriding environmental or other planning objections.

In all cases a full Environmental Assessment of the proposal will be required.


Planning Permission will be granted, (where it is necessary) for small scale business operated from home, where the Council is satisfied that:

(i) the amenities of nearby residents and the residential or rural character of the area will not be harmed;

(ii) the operation of the business can be contained within the confines of the premises.

5.57 Many small businesses start from home. Such uses will not necessarily require planning permission if the nature of the business does not change the overall character of the dwelling house from its use as a residence. However where the business use becomes dominant or intrusive, planning permission will be required and depending on the individual circumstances, may be refused.

5.58 In appropriate cases the Council will consider granting approval for a temporary period during which the business activities can be monitored and at the end of which Planning Permission can be re-assessed. In all cases the Council will seek to control the nature and scale of operations through planning conditions.
CHAPTER 6
HOUSING POLICIES

OBJECTIVES

To allocate sufficient land to meet housing needs over the Plan period.

To provide a range and mix of housing types to meet the needs of the population.

To encourage the provision of affordable housing for those who are unable to buy or rent at the market rates.

To retain the existing housing stock wherever practicable.

To encourage the re-use of land and buildings for housing in urban areas.

To ensure that new housing developments do not have a detrimental effect on the amenities of the surrounding area.

To monitor the rate in which housing land is developed throughout the Plan period.

POLICIES

Policy H1: Proposed Housing Sites.
Policy H2: Housing Monitoring.
Policy H3: Scartho Top.
Policy H4: Affordable Housing.
Policy H5: Local Needs Housing.
Policy H6: New Build Housing Development Standards.
Policy H7: Agricultural Forestry Dwellings.
Policy H8: Removal of Agricultural and Forestry Occupancy Conditions.
Policy H9: Replacement or Restoration of Dwellings in the Countryside.
Policy H10: Development of Dwellings in Gardens adjoining land and Infilling.
Policy H11: House Extensions.
Policy H12: Living Over a Shop.
Policy H13: Conversion of Properties to Flats and Houses in Multiple Occupation.
Policy H14: Sites for Residential Homes.
Policy H15: Residential Institutions.
Policy H16: Gypsies.
INTRODUCTION

6.1 The Council through the policies in this Chapter seeks to ensure that housing developments are directed to the most appropriate sites in terms of sustainability, services and accessibility. In addition, this Chapter addresses the provision of affordable housing and the provision of local needs housing for people unable to compete for housing on the open market or who have particular living standard requirements.

6.2 The Plan Area contains some 68,500 dwellings mostly located within the main urban areas and the defined settlements. Within these areas the predominant use is residential with a number of other uses normally acceptable in housing areas for example isolated shops and occasional business use. Within the established residential areas development opportunities are likely to arise. Such development will be acceptable provided the proposal complements or enhances the residential areas. It is important on the other hand to protect residential areas from inappropriate non-residential development which would be detrimental to their character and result in an overall loss of amenity.

6.3 The unnecessary loss of residential property within residential areas creates additional demand elsewhere. In general proposals which result in an unnecessary loss of residential accommodation, particularly suitable for smaller household needs will be discouraged. However, there may be circumstances where limited loss may improve residential amenity.

6.4 The Borough Council is required by PPG3 (Housing) to identify sufficient housing land over at least a 5 year period to meet general requirements and to provide a range and choice of sites to cater to the Plan Area's various housing demands. The guidance also advises that the release of housing land be managed, or phased, according to the specific needs of the plan area. A five yearly sequence for the release of housing land is suggested by the guidance. As the end-date for this Local Plan is 2006, and commitments for monitoring and review are made, the housing land proposals meet the broad principles of the planning guidance.

6.5 Prior to the formation of North East Lincolnshire Council in April 1996 the housing land position in Great Grimsby and Cleethorpes was monitored by individual local authority studies and a biennial Great Grimsby and Cleethorpes Joint Housing Land

Policy H1: Proposed Housing Sites.

The Council will ensure that suitable land is available for 2,000 new dwellings from 2001 to 2006. These will be catered for primarily in the following Proposed Housing Sites:-

Cleethorpes
1) Taylors Avenue
2) Whitehall Farm
3) Hampton Court
4) R/o Bentley Street
5) 40-43 Kingsway
6) Blundell Park

Grimsby
7) Scartho Top
8) Springfield Hospital
9) Cambridge Road
10) Land off Woad Lane
11) Victoria Mills
12) Ross Sports Ground (North)
13) Weelsby Street
14) Cromwell Road (Abattoir site)
15) Haycroft Avenue
16) Fraser Street
17) Grantham Avenue r/o 21-25a
18) Westhill Road
19) Harold Street School site
20) Heneage Road (All Saints Church)
21) Central Parade
22) 203 Victor Street
23) Great Coates (Cooks Lane)
24) Wellowgate Mews
25) 119-123 Corporation Road
26) Nunsthorpe Estate
27) Millennium Park
28) 246 Corporation Road*
29) Boulevard Avenue*
30) St John's Workshops*
31) R/o 501 Weelsby Street*
32) 71-85 Hamilton Street*
33) R/o 372-416 Wellington Street*
34) Art College Eleanor Street

Humberston

35) Midfield Farm
36) Land off Forest Way

Healing

37) Stallingborough Road

Immingham

38) Land south west of Roval Drive
39) Tower Place
40) Land adj to County Hotel

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6.6 The latest Joint Housing Land Availability Study, carried out in 1993, showed that the Plan area had a housing land supply of 6,327 dwellings. This figure has however been superseded by work carried out in both the Grimsby and Cleethorpes Local Plans and by more recent monitoring work contained within the monitoring report 'North East Lincolnshire Housing Land Availability - April 2002' which lists all of the Plan Area's housing sites. Policy H1 (Proposed Housing Sites) lists those sites with a remaining capacity of 10 or more dwellings as identified within the North East Lincolnshire Housing Land Availability document.

6.7 The Council intends to continue with the preparation of Joint Housing Land Availability Studies, with the house builders and service agencies to ensure that enough land is available to satisfy housing needs over the following 5 year period.

6.8 The Humberside Structure Plan Alteration No.1, for the period mid-1989 to mid-2006, sets a housing land requirement of 7,350 dwellings for the Plan Area. The Yorkshire and Humber Regional Planning Guidance published October 2001, identifies a housing figure of 880 dwellings per year up to 2016 for North/North East Lincolnshire sub regional area. The proportion split of this overall figure is yet to be agreed between the two planning authorities.

6.9 The Plan identifies suitable sites for 2,000 new dwellings from 2001 to 2006 working to a figure of 400 units per year. The table set out under paragraph 6.16 identifies sites allocated under Policy H1, and identifies their contribution to the overall supply within the plan period.

6.10 Recent Housing Land Availability work has revealed an overall existing capacity for some
41) Land at Spring Street
Laceby
42) Land north of Cooper Lane
43) Land west of site 42
44) Land off Grimsby Road
New Waltham
45) R/o Greenlands
46) R/o Trafalgar Park
47) Enfield Avenue
48) R/o 31 Enfield Avenue
49) Land west of Greenlands Reserve Site (see Policy H2)
Stallingborough
50) Station Road (adj. railway)
51) Land off Healing Road
Waltham
52) Barnoldby House
53) Golf Course site, Cheapside
54) Station Road

* Sites not shown on Proposals Maps due to cartographic constraints.

3976 dwellings (April 2002) within the plan area. This figure includes land both with and without planning permission and relates to total remaining site capacity. It is not envisaged that all sites will be built out during the plan period as reflected in the table under paragraph 6.16. The capacity of sites without planning permission has been estimated on the characteristics of the site and surrounding densities.

6.11 The Council is currently undertaking an Urban Capacity Study which once completed will identify the extent of brownfield housing opportunities in the plan area, and supplement the overall supply.

6.12 Windfall sites and property conversions will further contribute to the overall supply of housing over the plan period.

6.13 The following table lists the housing sites allocated in Policy H1 and, in addition, shows site area and remaining capacity. Please note that the remaining capacity figures are indicative only and could be subject to change. In addition to the proposed Housing Sites as listed in Policy H1, residential uses at ground floor are acceptable within the Convamore Road and Station Road Proposed Employment Sites.

<table>
<thead>
<tr>
<th>Site Name</th>
<th>Area (Ha.)</th>
<th>Remaining Capacity Within the plan period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taylors Avenue</td>
<td>27.5</td>
<td>30</td>
</tr>
<tr>
<td>Whitehall Farm</td>
<td>32</td>
<td>125</td>
</tr>
<tr>
<td>Hampton Court</td>
<td>0.87</td>
<td>19</td>
</tr>
<tr>
<td>R/o Bentley Street*</td>
<td>0.1</td>
<td>12R</td>
</tr>
<tr>
<td>40-43 Kingsway*</td>
<td>0.16</td>
<td>15R</td>
</tr>
<tr>
<td>Blundell Park</td>
<td>1.85</td>
<td>30#R</td>
</tr>
<tr>
<td>Scartho Top</td>
<td>94</td>
<td>500</td>
</tr>
<tr>
<td>Springfield Hospital</td>
<td>4.86</td>
<td>45R</td>
</tr>
<tr>
<td>Cambridge Road</td>
<td>9.17</td>
<td>15R</td>
</tr>
<tr>
<td>Land off Woad Lane</td>
<td>3.4</td>
<td>77</td>
</tr>
</tbody>
</table>

Cleethorpes
Grimsby

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11) Victoria Mills 0.63 60R
12) Ross Sports Ground (North) 1.8 30
13) Weelsby Street 1.57 19R
14) Cromwell Road (Abattoir Site) 0.93 39R
15) Haycroft Avenue 0.45 34R
16) Fraser Street 0.3 15#R
17) Grantham Avenue R/o 21-25a 1.09 21
18) Westhill Road 0.62 12R
19) Harold Street School Site 0.42 20R
20) Heneage Road (All Saints Church) 0.21 12R
21) Central Parade 0.36 20R
22) 203 Victor Street 0.11 18R
23) Great Coates (Cooks Lane) 3.07 22
24) Wellowgate Mews 0.28 12
25) 119-123 Corporation Road 0.57 16
26) Nunsthorpe Estate 7.23 30R
27) Millennium Park 5.7# 43#R
28) 246 Corporation Road* 0.14 12R
29) Boulevard Avenue* 0.15 10R
30) St John's Workshops* 0.17 10R
31) R/o 501 Weelsby Street* 0.33 15R
32) 71-85 Hamilton Street* 0.11 14R
33) R/o 372-416 Wellington Street* 0.38 12R
34) Art College Eleanor Street 0.14 20R

Humberston

35) Midfield Farm 5.7 125
36) Land off Forest Way 0.93 16

Healing

37) Stallingborough Road 17.6 149

Immingham

38) Land south west of R oval Drive 22 217
39) Tower Place 0.79 30R
40) Land adjacent to County Hotel 0.05 23R
41) Land at Spring Street 1.44 50R
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Laceby

42) Land north of Cooper Lane 6.3 139
43) Land west of site 42 0.43 15
44) Land off Grimsby Road 1.15 18R

New Waltham

45) R/o Greenlands 17.5 112
46) R/o Trafalgar Park 8.0 224
47) Enfield Avenue 0.85 25
48) R/o 31 Enfield Avenue 0.75 20
49) Land north west of Greenlands Reserve Site (see Policy H2) 11.8 300#

Stallingborough

50) Station Road (adj railway) 0.6 17R
51) Land off Healing Road 1.45 22

Waltham

52) Barnoldby House 24.1 16
53) Golf Course Site, Cheapside 12.1 50
54) Station Road 3.98 30

# Estimated capacity
* Sites not shown on Proposals Maps due to cartographic constraints
R Recycled land

6.14 PPG3 requires that the Plan identifies sites which are both suitable and available for housing development. They need to be located in the context of conserving and enhancing the quality of environment and be sited so as to encourage economic growth. In addition, housing developments should maximise the use of recycled or brownfield sites (i.e. land which has been previously developed for urban uses including industry), thus reducing new build housing pressure on sites on the urban fringe.

6.15 The Government has established a taskforce which is working to ensure that 60% of new housing is situated on 'recycled land'. In addition, it endorses a sequential approach to the location of new housing and a phased
approach to the release of land urging that, whenever possible, recycled land in urban areas is to be used first, provided that it can be well linked to public transport, jobs, shops and other facilities. The advice of the task force has been reflected in the PPG3 for Housing (March 2000).

6.16 In line with the latest emphasis on brownfield sites, the Council produces an annual audit of such sites with outstanding planning permissions entitled 'Recycled Land Available for Housing'. This document defines 'recycled sites' as land which has previously been developed, e.g. a recycled site would not necessarily have been developed for urban uses and could include a site on which farm buildings are being demolished and replaced by dwelling units. Housing sites on recycled land are noted in the list under paragraph 6.13. Within the lifetime of the Plan it is expected that an increased number of Brownfield sites will become available for development within the main Grimsby/Cleethorpes urban area. These sites will be in addition to those identified within the 'Recycled Land Available for Housing' document. The Council are also committed to assessing the area (in conjunction with North Lincolnshire Council) to identify the capacity of the Strategic Plan area for brownfield development. This work is likely to begin in earnest following the issue of the Regional Planning Guidance and will be part of the review of the Structure Plan for the area. It is anticipated that this will fall within the timeframe of the PPG guidance that has a national target for the use of brownfield land of 60% to be provided by 2008.

6.17 The provision of land for housing also requires an assessment of empty properties and encourages measures to be taken to initiate reuse. This plan area currently has over 3,220 vacant properties of which 90% are in the private sector. The Council has recently started work on producing an 'Empty Homes Strategy' which will effectively channel the Council's efforts in bringing
empty properties back into productive use. This initiative will have more of an impact towards the end of the Plan's lifespan and beyond and it is expected to contribute moderately towards the Council's housing land requirements at present. However as it is difficult to estimate the success of this scheme it has not been taken into account when determining the Plans housing land requirement figure.

6.18 PPG3 advises that sites proposed for new housing should be well related in scale and location to existing development. Schemes should also be well integrated with the existing pattern of settlement and surrounding land uses and should take account of the availability of, or need for, infrastructure including public transport. New housing developments can often put a strain on existing school facilities which may then require the extension of an existing school or in extreme cases, a new school. When this occurs the Council will seek by negotiation the signing of 106 Agreements with developers of new housing sites to provide new school facilities to the satisfaction of the Education Authority.

6.19 The Plan has allocated new housing land throughout the Plan Area with the intention of consolidating the Grimsby/Cleethorpes urban area and main villages to encourage the retention and expansion of existing facilities and services. As advised by PPG3 sites have been assessed and greenfield sites, previously proposed, (but for which no planning permissions are outstanding) have been excluded from the Plan. In the longer term the Council may need to reconsider the renewal of expiring permissions on greenfield sites. Renewal of such permissions will depend upon the housing needs of the area and whether more sustainable sites can meet these needs.

6.20 The contribution of urban sites is a major factor in terms of achieving the Plan's housing land requirement. It is essential that the planning system should continue to
identify and realise the development potential of derelict, under-used and waste land in urban areas such as Grimsby/Cleethorpes. Development of such land can represent a real environmental gain, not only by providing the homes required, but also by helping to make urban areas pleasanter places in which to live and by alleviating development pressure elsewhere. The development of vacant urban land should not be at the expense of vulnerable open space.

6.21 Within rural areas it is important to ensure that new development is sensitively related to the existing pattern of settlement and has proper regard to Government policies for the protection of the countryside. New housing may help to maintain local shops, pubs, schools and other features of community life in rural areas. Some of the smaller villages within the Plan Area have reached the limit of their natural growth whilst in others provision can be made for modest development.

6.22 It is important that housing developments within the defined boundaries of settlements reflect the character and form of the area. Due regard will need to be given to site density and design thus ensuring that the development would not have an adverse effect on the settlement's often sensitive character. In general, densities should reflect the settlement's existing pattern, however, instances may arise where a higher density of housing is suitable on appropriate sites, i.e. 'affordable housing' schemes. Development proposals involving ribbon development or fragmented pattern of development which result in an expansion of the village outside defined boundaries will not be permitted.

Policy H2: Housing Monitoring

The Council will undertake and publish an annual monitoring report confirming the number of new dwellings.

6.23 To establish a firm basis upon which to implement a 'plan, monitor and manage' approach to the release of land for housing...
provided in the plan area, including the totals and proportions:-

(i) on previously developed land or by re-use of existing buildings;

(ii) on windfall sites; and,

(iii) of affordable dwellings.

In the event of the mean annual contribution from previously developed land and buildings falling below 40% of total completions based upon a cumulative assessment over the plan period (2001-2006) the reserve housing site (H1/49) will be released. Monitoring will also include detail on:-

(i) the variety of types and mix of sizes of housing;

(ii) density of new development; and,

(iii) car parking provision.

6.24 On a cumulative basis over the plan period 2001 to 2006 the Council will assess the contribution that previously developed land and buildings makes to the overall supply of new dwellings. The Council are committed to making the most of previously developed land and existing buildings. The aim is to maximise brownfield opportunities, identifying sites through an urban capacity study and promoting development based upon good urban design and sustainability principles.

6.25 An annual monitoring report will be produced on the basis of a 12-month period 1st April - 31st March. Consideration of the release of the Reserve Site H1/49 will be made no earlier than April 2006 to enable a cumulative assessment of the supply to be undertaken.

6.26 If this assessment identifies a mean average yearly contribution of new housing from previously developed land and buildings of less than 40%, the reserve site will be released. Should the completions rate fluctuate during this time frame the contribution of 40% will be taken as a proportion of the average for 2001-2006.

6.27 It is important that the reserve site be capable of being brought forward for early development if the monitoring exercise reveals that sufficient completions are not being achieved on brownfield or other urban sites.

6.28 It will therefore be prudent to undertake a flood risk assessment prior to the release of the site. This should determine the extent of the actual fluvial floodplain.

6.29 If such a study has been undertaken it will
Policy H3: Scartho Top Proposed Housing Site.

The phased construction of the Scartho Top proposed housing site will be carried out in a minimum of 4 phases in the following numerically ascending order, unless written agreement is reached with the Council for any departure from the order:

Phase 1

(i) Not more than 220 dwellings shall be commenced within 2 years of the commencement of the development of the site;

(ii) The access for emergency vehicles into the grounds of the Grimsby District Hospital will be provided as part of Phase 1. Emergency vehicular access to Crosby Road shall be provided before 300 dwellings have been completed;

(iii) The existing paddock, east of the Hospital Annexe building (Scartho Hall, a locally listed building) and north of the new local

6.30 Scartho Top

Scartho Top the Borough's largest housing site has an overall capacity of 2,100 dwellings and is to be constructed in phases as a new village with mixed residential, open space and community spaces. Land is to be reserved for a new school site, set adjacent to or within the village centre. The development also includes no less than 155 affordable housing units. Work on the first phase is well under way with total site development expected to take at least 10 years to complete. Site development has been directed by the Scartho Top Local Plan (now superseded), a detailed master layout plan prepared by the developer and agreed by the former Great Grimsby Council and more recently the Great Grimsby Local Plan. The phasing sequence expressed by the policy is to ensure a north to south progression of development. The Council consider that this phasing should be followed so that the development of the village centre evolves as part of the whole development. An unstructured pattern of development could result in the village centre being left undeveloped or its provision the sole responsibility of the remaining developers. The village centre is to provide services for the whole of the resident population.

6.31 The strategic need for Scartho Top was first identified in the mid 1970's when it became evident that a major new housing allocation was needed, if Grimsby was to meet its
distributor road, will be retained as open space and the Annexe building will be retained. Appropriate alternative uses will be considered should the building become surplus to the Health Authority's requirements.

Phase 2

Phase 2 will contain a maximum of 685 dwellings served by the new local distributor road off Scartho Road.

Phases 2 to 4

Emergency access(es) will be required wherever more than 300 dwellings are served only by one access point.

Phase 3

Phase 3 will contain a maximum of 685 dwellings served by the new local distributor road off Scartho Road. Prior to any work commencing to Phase 3, land for the village centre and community facilities serving the whole site will be allocated, levelled and grassed to the satisfaction of the Council. Such land to be allocated in a readily accessible location.

Phase 4

Phase 4 of the Scartho Top proposed housing site will contain a maximum of 250 dwellings served by the new local distributor road.

6.32 Existing sites at that time suffered from constraints with the majority of prime sites already developed. Against this background a Joint Study by the former Great Grimsby and Cleethorpes Borough Councils and Humberside County Council was published in 1980 as 'Policies for Housing Land in Grimsby and Cleethorpes' which confirmed the principle of development at Scartho Top. A subsequent review of the study in 1984 led to its findings being incorporated into the then emerging Scartho Top Local plan which was superseded by the Great Grimsby Local Plan. Given the detailed planning background for Scartho Top and its strategic importance the Council feels that it is necessary to guide its development by means of a separate phasing policy H3, the wording of which is as recommended by the Inquiry Inspector for the Great Grimsby Local Plan, but amended to reflect the opening of the Peaks parkway Highway Scheme.
During the construction of Phase 4 the local distributor road system for Scartho Top will be linked to Springfield Road. Following the opening of the through-link, consideration may be given to closing the emergency access to Crosby Road.

No dwelling will be commenced on Phase 4 until the junction between Springfield Road, Lavenham Road has been improved in accordance with a scheme approved by the Council and the new local distributor road through-link between Scartho Road and Springfield Road is open to traffic. The developer/s will be expected, by negotiation, to fund the necessary highway works.

Policy H4: Affordable Housing.

The target for affordable housing is 3981 dwellings.

For the purpose of this policy affordable housing is defined as low cost market and subsidised housing (irrespective of tenure, ownership whether exclusive or shared or financial arrangements) that will be available to people who cannot afford to occupy houses generally available on the open market.

To contribute towards this figure planning obligations will be sought with developments for part or all of sites within a total capacity

6.33 Planning Policy Guidance 3 'Housing' (PPG3) and Circular 6/98 'Planning and Affordable Housing' contain advice on affordable housing. For the purposes of the Local Plan 'affordable housing' is defined as:-

"low cost market and subsidised housing (irrespective of tenure, ownership whether exclusive or shared or financial arrangements) that will be available to people who cannot afford to rent or buy houses generally available on the open market".

(Circular 6/98).

6.34 Circular 6/98 supplements PPG3 'Housing' and gives practical advice on how to increase the supply of affordable housing in appropriate circumstances. A community's need for affordable housing is a material consideration which may properly be taken into account in formulating development plan.
25 or more dwellings or sites of greater than 1.0 hectares to provide a proportion of affordable homes. Where planning obligations provide for rented accommodation the Borough Council will seek to ensure that rent benefits are passed on to subsequent tenants and will seek to negotiate nomination rights from its housing list.

6.35 PPG3 says that where there is a demonstrable lack of affordable housing to meet local needs local authorities may indicate how many affordable homes need to be provided throughout a local plan area. Where such a need is identified then it is considered acceptable to seek negotiations with developers of housing on a substantial scale for the inclusion of an element of affordable housing within the development. The overall threshold for the minimum size of eligible residential sites on which planning authorities are entitled an element of affordable housing is set by Circular 6/98 at 25 dwellings or 1.0 hectares for most urban areas. In rural areas with a population of 3,000 or less, local authorities may set thresholds based on local assessment. In the case of this area most of the settlements in rural areas are very small with populations of 300 or less. They are therefore not considered large enough to accommodate development other than through infill. Affordable housing needs for such villages will be met through Policy H5: Local Needs Housing. It is important to note that the provision of affordable housing cannot be facilitated just by contributions made by private developers. Housing associations, working independently, will meet some of the need as will programmes to bring empty properties back into use.

6.36 Policies should give clear guidance on what the Council would regard as affordable housing but should not be expressed in favour of any particular form of tenure. The benefits of affordable housing may be passed on to subsequent occupiers by the involvement of a housing association or by the Borough Council promoting a partnership with private developers.

6.37 Assessing Need

In November 2000 there were some 4,112 applicants on the Council’s Housing waiting List (excluding applicants who are seeking policies and deciding planning applications.)
transfers). Regular reviews of the List show that the total number of applicants remains fairly constant. Of the 4,112 some 68% (2813) of applicants were unemployed. As such they would not qualify for a mortgage.

6.38 A survey of all the banks and building societies in the area has shown that they will generally lend up to 3 times the annual income of a single borrower and 3 times the main income and 1 times the lower income of a working couple.

6.39 A survey of advertised house prices in North East Lincolnshire in March 2000 revealed the following average prices:

- Flats (1 and 2 Bed) £26,558
- 2 Bed Terrance £29,019
- 3 Bed Terrace £32,172

6.40 Based on the above prices and the lending policies of mortgage brokers it is assumed that an income of at least £10,000 per annum will be needed to secure a mortgage for the lowest average priced property of the types above. Some 131 applicants on the housing waiting list declared an income in excess of this figure (November 2000). It is therefore assumed that 131 people on the waiting list could compete on the open housing market if they choose. This leaves 3,981 people who consider that they cannot buy privately actively seeking accommodation through the Council and for whom affordable housing is needed.

6.41 It is recognised that the amount of affordable housing needed is huge and cannot be met in the plan period but will extend into future plan periods. The factors of people actively seeking accommodation, low income levels and the proportion of those unemployed are fairly constant. The means to address these housing needs are changing and by no means fall solely on the activities of private house builders. The Council, through its Housing Department, has a Housing Strategy and this has targets which could lead to about
20 properties per year becoming available through the Empty Homes Strategy and some 40 properties per year through Housing Associations and other agencies and schemes. That means about 300 properties to meet housing needs over the plan period. Policy H4 can provide a contribution to increasing the activities of Housing Associations by the building of housing units for them to manage or by agreeing financial contributions for their use. Such contributions may also be used to enhance the Empty Homes Strategy and the refurbishment of other housing.

6.42 The Council will seek to negotiate with developers of housing development schemes involving 25 or more dwelling or sites of greater than 1.0 hectares to provide a proportion of affordable homes within the scheme. On potential sites where a requirement for an element of affordable housing would be appropriate the Council may find it preferable that a financial or other contribution should be made towards the provision of the element of affordable housing on another site, or towards the regeneration of existing housing stock. Given the current status of the Plan area's housing sites i.e. sites with outstanding planning permission, the Council acknowledges that the affordable housing unit figure of 3081 is idealistic and in practice unrealistic to achieve. However, it represents a good indicator of the scale of the affordable housing issue.

6.43 Affordable housing is primarily aimed at people who cannot afford to rent or buy housing on the open market. Such people require local access to public transport and facilities as they may not have direct access to private cars. In terms of sustainability/accessibility inner urban sites offer the best locations for the provision of affordable housing and are generally more densely developed than sites in Selected Settlements and in the urban edge. It is, therefore, considered that the provision of affordable housing should be concentrated within the urban areas and that a % range be
established which reflects the site's location. The Council will, therefore, seek with new housing developments the following % of affordable housing: 10% for 'Selected Settlements', 10-15% on edge of urban area sites (Waltham, New Waltham, Humberston, Scartho Top), and 15-20% and above for inner urban areas and Immingham. The proportion of affordable housing to be provided on specific sites will be subject to further assessment. Factors that will influence the amount of provision will be: the type of accommodation needed (e.g., family or smaller units), access to everyday services (e.g., schools and shops) and public transport services. For example, a site on the edge of the urban area is likely to accommodate less units than a more central site.

6.44 PPG3 points out that where a local plan contains a policy regarding affordable housing, the willingness of a developer to include an element of affordable housing in accordance with the policy will be a material consideration.

6.45 Under the 1988 Housing Act and in Planning Policy Guidance Note No. 3 'Housing', local authorities are encouraged to take on the role of builders and work with housing associations and the private sector to provide affordable housing. The Borough Council, therefore, in the hope of relieving pressure on its housing stock and meeting demand, is looking towards these organisations to provide affordable housing for sale, housing for shared ownership (equity share) and housing for rent.

6.46 The deal opportunity for this exists where the Borough Council owns the land suitable for affordable housing. Such land can be used as an element of public subsidy to reduce the price of dwelling and retain some nomination rights and disposal terms. With regard to shared ownership, partnership arrangements with housing associations can prevent 'staircasing' to full equity and ensure that affordable housing remains available to those who need it, and not just the first occupiers.
Unfortunately, this approach would have a limited impact on the provision of affordable housing in relation to needs in North East Lincolnshire, due to the relatively low levels of Borough Council owned land suitable for affordable housing.

Policy H5: Local Needs Housing.

Exceptionally, over and above the housing requirement identified in Policy H1, small scale developments which provide low cost affordable housing in rural areas for local people will be permitted provided that:-

a. the development is in or adjoining a defined settlement;

b. the proposal is justified by a survey, the format, analysis and geographical extent of which have been agreed with the local planning authority, demonstrating that there is a local need for the scheme;

c. the development is of a scale and design which respects the character of the settlement and satisfies normal development control requirements.

Cross subsidy schemes will only be permitted where the normal market housing lies within the boundary of a defined settlement and the number of open market dwellings shall be no more

6.47 The social and economic well-being of rural communities depends to some extent on its ability to retain a wide range of people who offer a range of family and social circumstances. Many people with close ties to rural communities find themselves unable to purchase or rent properties within the rural part of the Plan area. This is partly due to the escalation of house and land prices in the late 1980's, low wages and the depletion of the Council housing stock.

6.48 To re-address this imbalance the Council under Policy H5 will as an exception allow, subject to other Local Plan policies, residential development on land within or adjoining existing defined settlements which would not normally be permitted.

6.49 Such sites will be released as an exception to normal policies for general housing demand and will be in addition to the provision within this Plan for housing need. Housing sites identified under Policy H1 will not be considered for local needs housing and will be released solely for meeting general housing needs.

6.50 The Council will only consider low cost housing schemes on land outside development boundaries if it can be demonstrated that suitable land does not exist within the defined settlement. Development within the open countryside would normally be contrary to Policy GEN2 but, as an exception, limited development will be acceptable under Policy H5 provided that the development site abuts the boundary of a defined settlement and the proposal satisfies
than that required to provide the necessary number of local needs dwellings at low cost and shall be no more than 50% of the total number in the scheme.

other Local Plan policies and normal Development Control considerations.

6.51 In accordance with PPG3, the Council will only consider cross-subsidy schemes (i.e. where normal market housing subsidises the provision of low cost housing) where the normal market housing lies wholly within the boundary of a defined settlement or is in a site allocated for housing under Policy H1. The Council will not permit any cross subsidy scheme which lies wholly within an area covered by Policy GEN2 'Development in the Open Countryside'.

6.52 To maintain a well balanced community the Council will expect development proposals for local needs housing to satisfy one of the following needs categories:-

(i) Existing residents needing separate accommodation in the area (newly married couples, people leaving tied accommodation on retirement).

(ii) People whose work provides important services and who need to live closer to the community.

(iii) People who are not necessarily resident locally but have long-standing links with the local community (e.g. elderly people who need to move back to a village to be nearer relatives).

(iv) People with the offer of a job in the locality, who cannot take up the offer because of a lack of affordable housing.

6.53 The long-term ownership of houses built for low cost shared ownership or for rental will be controlled by legal agreement to ensure that preference be given to purchasers or lessees as highlighted in (i) - (iv) above.

6.54 In accordance with government guidance the Council under Policy H5 will seek a high standard of design for all new-build housing developments including local need schemes which have been approved as an exception
to normal local plan policies. It is likely that low cost housing schemes will be submitted in sensitive locations outside but abutting defined settlements and the open countryside. The quality of design particularly the use of local building materials will therefore be of paramount importance when considering such schemes in order to minimise any possible adverse effects on the character and environment of the site and the surrounding area.

6.55 New Housing for people with Mobility Impairments.

In Yorkshire and the Humber about 93 people in every 1000 have some form of medical condition resulting in a locomotion disability - many of these are elderly people and it is the Council's aim to ensure that a suitable proportion of new buildings are designed and constructed with the wheelchair user in mind.

6.56 Local authorities are no longer in a position to be able to provide new build dwellings suitable to meet the needs of people with mobility impairments and it is to the private sector that the Council must necessarily look to provide such housing on sites which will normally be located close to shops, public transport and in an area of level ground. From October 1999, Part M of the Building Regulations will require new homes to be accessible to wheelchair users. This will ensure that homes are suitable for wheelchair users without the need of expensive conversion work at a later date.

6.57 As the majority of new housing is provided by the private sector and housing associations, the Council feels that, due to economies of scale, larger housing developments can and should absorb the costs involved in meeting the following standards.

6.58 Good wheelchair access can be secured by the following measures:-

- low thresholds at the main entrance and canopy for weather protection;
doors and passageways at ground floor sufficiently wide enough to permit the use and easy turning of wheelchairs;

- at least one bedroom, bathroom and WC at ground floor level or, in a two storey house a straight flight staircase suitable for the installation of a chair-lift;

- bathrooms and WC's large enough to permit lateral transfer from a wheelchair;

- suitable positioning of light switches, plug outlets, consumer units, heating controls, gas cut offs and water stop-cocks;

- kitchens designed for ease of use by those confined to a wheelchair.

Policy H6: New Build Housing Development Standards.

New build housing development will be expected to meet the requirements of the Council’s housing design standards in relation to:-

(a) layout;
(b) design;
(c) density;
(d) sunlight and daylight;
(e) mix of type and size of units;
(f) landscaping;
(g) existing site features;
(h) accessibility.

6.59 The Council is committed to creating sustainable residential environments, in accordance with the advice in PPG3. It will therefore promote development that is:-

(i) linked to public transport;
(ii) mixed use development;
(iii) a greener residential environment;
(iv) greater emphasis on quality and designing places for people; and
(v) the most efficient use of land.

6.60 This policy lists the criteria to be considered in relation to new build housing developments. The Council is currently drawing up a residential and development design guide for the area that will form Supplementary Planning Guidance (SPG) for particular relevance to Policy H6.
Proposals for housing developments should therefore address matters relating to:
(i) parking,
(j) open space provision,
(k) wildlife interest, and
(l) sustainability.

6.61 Proposals for housing developments should therefore address matters relating to:
layout, density, housing design, landscaping, open space provision and maintenance, vehicle and pedestrian movement and community needs. Special attention should be given to developments within environmentally sensitive areas such as conservation areas, and to the contribution that existing site features make to the character of the area.

6.62 Consideration of layout and design should take account of the nature, character, scale and density of existing development in the locality and should not unduly adversely affect residential amenities nor itself be subject to adverse effects from adjoining land uses.

6.63 Housing development should seek to make the most efficient use of land in accordance with guidance in PPG3. The Council will therefore:

(i) seek to avoid developments which make inefficient use of land (those of less than 30 dwellings per hectare net.);

(ii) encourage housing development which makes more efficient use of land (between 30 and 50 dwellings per hectare net.); and

(iii) seek greater intensity of development at places with good accessibility such as town and local centres or around major nodes along good quality public transport corridors.

6.64 Development should seek to respect the existing character of an area; however respecting character does not necessarily mean replicating existing densities. In general, to reflect PPG3 and the character of the area, densities of between 30-40 units per hectare will be appropriate on allocated sites at the edge of settlements and the urban area and between 40-60 or more within the urban area. The proximity of the site to services and everyday facilities will also be a factor in
assessing suitable densities.

6.65 A mix of house types and sizes should be provided on larger sites of 0.5ha/20 dwellings or more. Planning guidance in PPG3 advises that a mix of accommodation types will allow more choice of housing and allow the evolution of mixed and balanced communities. A mix of housing type and size is also seen to be essential to attaining higher densities of development whilst also encouraging better layout and design.

6.66 New development will be expected to allow for adequate daylight and sunlight to enter residential properties and garden areas, and include an appropriate provision of open space.

6.67 Open space, in the form of amenity areas and landscaping features, should feature as an integral part of new developments, including appropriate walkways and cycle links. The Council will expect an appropriate amount of open space to be provided, complementing the open aspects of the neighbourhood, or creating valuable breathing spaces in areas of deficiency. Developers of larger housing sites will be expected to provide open space giving consideration to the assessments stated under Policy LTC1. When appropriate consideration should be given to the enhancement, and management of features of wildlife interest.

6.68 Development proposals will be expected to provide a level of parking no greater than the maximum set out in the Council’s Mobility and Parking Standards. The layout of parking areas will be expected to provide safe and easy manoeuvring of all vehicles requiring areas, including service, emergency and delivery vehicles.

6.69 Sustainable forms of development and building will be encouraged. This includes aspects as the orientation of buildings to maximise the benefits of sunlight; consideration of natural energy sources, conservation of water resources, including
recycling, and the use of reclaimed materials.

6.70 Areas outside defined settlements generally consist of open countryside, small settlements or individual or isolated groups of dwellings or other buildings.

6.71 National and Structure Plan policies seek to ensure that the countryside is protected for its own sake, the loss of valuable agricultural land is minimised and development including a higher than average cost of servicing is avoided.

6.72 Development proposals in areas close or adjacent to defined settlements where dwellings or other buildings already exist can have an unduly adverse effect on the characteristics of the area.

6.73 Often such areas are characterised by a form of built development much less than the adjacent settlement and is a transition between the open countryside and the settlement itself. Development within the transition zone would increase the area's density resulting in a greater visual extent of the settlement. The approval of single housing proposals in the transition zone may have a limited input on the visual characteristics of the area, however such approvals could set a precedent where cumulatively an unduly detrimental effect may result.

6.74 The location of new development outside defined settlements is likely to increase the demand for private car usage and subsequently is contrary to other guiding sustainable principle contained elsewhere in this Plan.

6.75 There are a few exceptional circumstances where some new residential development outside settlement boundaries may be acceptable. This could take the form of infilling development in small settlements or isolated group of dwellings if the proposal does not on its own or cumulatively have a detrimental effect on the character of the immediate area. Development in the open...
Policy H7: Agricultural Forestry Dwellings.

Proposals for residential development outside the development boundaries defined in Policy GEN1 will be permitted provided that:-

(i) it is proven to be of agricultural/forestry need;

(ii) the development cannot be accommodated within a defined settlement;

(iii) where possible and reasonable the development takes the form of Infilling within a settlement or group of dwellings without a development limit;

(iv) where possible and reasonable the development is in close proximity to existing buildings.

6.76 One of the few circumstances in which isolated residential development in the countryside may be justified is when accommodation is required to enable farm or forestry workers to live at or in the immediate vicinity of their place of work. Normally it will be as convenient for such workers to live in nearby towns or villages as it will be for them to live where they work. This may have domestic and social advantages as well as avoiding potentially intrusive development in the countryside.

6.77 There may be some cases, however, in which the demands of the farming or forestry work concerned may make it essential for one or more of the people engaged in this work to live at or very close to the site of their work. Whether this is essential in any particular case will depend on the needs of the farm or forestry enterprise concerned and not on the personal preferences or circumstances of any of the individuals involved.

6.78 The Council will be guided by PPG7 'The Countryside - Environmental Quality and Economic and Social Development' in respect to agricultural and forestry dwellings when applying both functional and financial tests to all such applications. The Council will consult with MAFF/ADAS regarding agricultural appraisals.

6.79 Where the need to provide accommodation to enable farm or forestry workers to live near their place of work has been accepted as justifying isolated residential development in the countryside, it will be necessary that the dwellings are kept available for meeting this need. For this purpose planning permission...
Policy H8: Removal of Agricultural and Forestry Occupancy Conditions.

Occupancy conditions relating to a dwelling used to house an agricultural or forestry worker will only be removed if there is no need for the accommodation for such workers. The Council will need to be satisfied that the property has been made available and marketed appropriately at a price reflecting its value as a agricultural/forestry workers dwelling before lifting occupancy conditions.

6.80 Occupancy conditions will not normally be removed at a later date, unless it can be clearly demonstrated that the long term need for that type of dwelling no longer exists in the locality. Applications for the removal of occupancy conditions should be considered on the basis of realistic assessments of the existing need for them, bearing in mind that it is the need for a dwelling for someone solely, mainly or last working in agriculture in an area as a whole and not just on the particular holding that is relevant. The Council will therefore seek to limit the occupation of the dwelling to a person solely or mainly working, or last working, in the locality in agriculture or in forestry, or a widow or widower of such a person, and to any resident dependant. Removal of occupancy conditions will only be considered when the Council is satisfied that the property has been made available on the property market and advertised in the relevant trade sectors (e.g. agents and publications specialising in the agriculture sector) for sufficient time (usually about one year) at a value that reflects its status.

Policy H9 Replacement or Restoration of Dwellings in the Countryside

Development proposals involving the replacement or restoration of existing dwelling(s) on areas outside the defined development boundaries under policy GEN2 will be permitted provided that:-

(i) the original dwelling has not been demolished.

6.81 Occasionally, planning applications are submitted to replace or restore an existing dwelling which is often small and in poor repair with a new, often larger dwelling in the open countryside. To avoid conflict with other Plan policies which generally resist new housing developments in the countryside, the Council will have to be convinced that replacement houses are absolutely necessary, relate to an established and
abandoned or fallen into such a state of disrepair that it no longer has the appearance of a dwelling;

(ii) the development would not have an unduly adverse effect on the character and appearance of the surrounding countryside; and

(iii) in the case of a replacement dwelling

(a) it is of a scale and size consistent with the original and in any case does not exceed the volume of the existing building by more than 15% and

(b) the original dwelling is not capable of repair and reinstatement at reasonable cost and is not a temporary or mobile structure.

6.82 If the existing residential use has been abandoned, i.e. a derelict uninhabited property, then permission will only be permitted for replacement dwellings in exceptional circumstances, such as if the proposal relates to an agricultural dwelling as defined in Policy H7.

6.83 It is important that any replacement buildings respect the character and countryside setting of the original building, do not look out of place in its surroundings, and do not alter its role within the housing stock. To prevent new buildings being out of scale and character with its original, proposals should not increase the volume of the existing building by more than 15% including porches, garages and attached outbuildings. The Council will seek to prevent any subsequent increase by the removal of permitted development rights. Wherever possible, in order to minimise impact, the replacement dwelling should be located on the site of the original or as near to it as is possible.

Policy H10: Development of Dwellings in Gardens, adjoining land and Infilling.

Housing development proposals within existing gardens or adjoining land of properties will be permitted where it can be shown that the proposal will not lead to one or more of the following:-

(i) an unduly adverse effect on the residential amenities of nearby continuing residential use and that the existing building is unfit for human habitation. The Council will, therefore, expect an independent appraisal of building condition to be undertaken to assess the building(s) condition in relation to continuing residential use.

6.84 The character of many residential areas is determined as much by the open spaces within them as by the buildings themselves. Much of the open space comprises private gardens and there is a pressure for new homes to be built within such areas, particularly where larger gardens are involved. Depending on the nature of the proposal this is commonly referred to as 'backland' or 'tandem' or 'infill' development.
homes including the existing dwelling(s) by virtue of:-

(a) overlooking and loss of privacy;

(b) unacceptable reduction of private open space of the existing property in which the proposed dwelling(s) would be located;

(c) an unacceptable level of nuisance and general disturbance resulting from the movement of vehicles and visitors to and from proposed housing past existing dwellings.

(ii) an unduly adverse effect on the general character and appearance of the neighbourhood or settlement area in which it is to be located by:-

(a) unacceptably increasing the density of residential development in that area;

(b) leading to an unacceptable proliferation of vehicular accesses on to a highway to the detriment of road safety;

(c) creating a form of development that is out of character.

6.85 It is important that gardens and land adjoining (for example, paddocks and other open land) are protected from over-development resulting in damage to the character of the local environment and reduction in residential amenities. The character of many villages and areas within larger settlements is the product not only of the buildings, but also the spaces between them and the maturity of the gardens. Indicative of these types of areas are The Avenue, Healing, Waltham and Louth Roads, Scartho and Humberston Avenue, Humberston, which possess many large properties with extensive mature gardens. Other open space such as paddocks can also play a similarly important role in defining the character and appearance or developed form of a settlement. It is therefore considered to be important that the special characteristics of such areas are retained and not lost to inappropriate forms of development. Further to this, the increase in the density of residential properties in areas with large gardens would also reduce the range and variety of the types of dwelling available.

6.86 Development within gardens and land adjoining can result in a great reduction in the amenity of the original dwelling through overlooking and general nuisance, especially from vehicular traffic. This is particularly so in 'tandem development' where access to the new dwelling is often shared with the existing dwelling. Also, if such development is allowed to accumulate through the granting of a number of permissions, it can lead to a proliferation of new vehicular accesses to the detriment of road safety, to an adverse effect on the street scene through loss of hedges, trees, walls and to a loss of valuable open space and landscape features.

6.87 Finally, although a single case may on its own merits be acceptable when judged against the above consideration, such a development may set a precedent for further development of a similar nature in an area, the cumulative effect of which would be unacceptable.
Policy H11: House Extensions.

Development proposals for house extensions or erection, alteration or extension of free-standing buildings within the curtilage of dwellinghouses will be permitted provided the proposal:

(i) is appropriate in terms of scale, setting, height, massing and layout of the existing property;

(ii) will not have an unduly adverse effect on the amenities of new and existing properties.

6.88 House extensions requiring planning permission are a common form of development proposal. To be acceptable it is important that extensions to residential properties are designed to harmonise with the existing dwelling, the curtilage of the site and the surrounding area and not adversely affect the residential amenity enjoyed by neighbouring properties.

6.89 Side extensions to semi-detached houses, if unsympathetically designed, can adversely affect the appearance of the pair of houses. The Borough Council will therefore seek, by negotiation, to ensure that such extensions are set back where possible from the forwardmost building line to preserve the symmetry of the pair of houses and the street scene in general. Occasionally proposals are submitted which involve the physical joining of detached/semi-detached properties, resulting in a terracing affect. Such proposals are an unacceptable form of development which would introduce a discordant feature to the streetscene.

6.90 An extension can adversely affect residential amenities if it results in serious overlooking of other properties or adjacent gardens, or where it significantly reduces the amount of daylight and sunlight reaching neighbouring properties. This policy is intended to avoid such problems.

Policy H12: Living Over a Shop.

In cases where planning permission is required, development proposals involving the conversion or development of the upper floors of Town Centre and Local Centre premises for residential use will be permitted provided that there

6.91 Vacant and under used floors in Town and Local Centres may contribute to the run-down appearance of some areas. Other problems may also occur where there is an over concentration of empty upper floors which may in turn increase the decay of important buildings. Generally such space represents a waste of a resource and is an inefficient use of energy as duplicate accommodation is
is no unduly adverse effect on the amenities of the locality by means of design, appearance or traffic generation.

The Council will expect proposals for shop or commercial premises to maximise the potential use of the whole building.

required elsewhere. Such space may be converted to residential development through permitted development rights but where the development is not associated with the existing use below, or a separate access is proposed Policy H11 will apply.

6.92 Upper floors in Grimsby/Cleethorpes/Immingham Town Centres and other Local Centres offer good opportunities for new and alternative uses such as residential accommodation. The use of such properties for residential purposes could aid the security of the area by increasing the hours of public activity.

6.93 The Council recognises the importance of promoting the effective use of all available resources, especially if residential accommodation can be provided, thus relieving development pressure elsewhere in the Borough. The following policy is not sufficient by itself to introduce appropriate wide-scale residential schemes in central locations but can only encourage amongst other incentives to bring back such uses. A contribution of initiatives such as Building, Town Scheme and Housing Grants and technical advice under what is collectively known as 'Living Over the Shop' schemes may be sufficient to instigate the reuse of vacant upper floors with a resultant improvement to Town and Local Centre amenity.

6.94 Not all vacant and upper floor properties are suitable for residential accommodation. Noise levels for instance, may be a problem in busy shopping streets and/or areas which are heavily trafficked. Further problems may also be encountered by existing flues serving cooking processes. It is, therefore, important that residential uses over shops are afforded the same protection in terms of residential amenity as similar uses elsewhere. The Council acknowledges that the economic base of the Town Centre is centred upon commercial activities and will strongly resist development proposals which undermine economic activity by cutting off access to
upper floors or which limit or hinder future uses. With regard to development proposals within the Town Centre relaxation of the parking standards will be considered in certain areas but operational parking will generally be required where this is physically possible.

6.95 The Council will also endeavour to survey the Town Centre and Local Centre Areas in order to determine what upper floor properties or blocks of properties may be suitable for residential conversion.

Policy H13: Conversion of Properties to Flats and Houses in Multiple Occupation.

Development proposals for Flat and HMO conversions will be permitted provided that:

(i) the proposal would not have an unduly adverse effect on the character and appearance of the area and would not result in a reduction of the level of amenities which nearby properties previously enjoyed;

(ii) the proposal would not result in an unacceptable concentration of flats/HMOs, or Residential Institutions within a row of properties. A measure of this will be where the ratio between the total number of flats, HMOs or Residential Institutions to single dwellinghouses exceeds the ratio 1 in 3 within a row of properties but excluding

6.96 Around 10% of all planning applications received by the Council are for flat and HMO conversions. The rise in the number of conversions to small sized accommodation reflects the trend towards smaller households in the Plan Area and indeed elsewhere.

6.97 Over the last 20 years the number of single person households in the Plan Area has doubled and they now represent about a quarter of NEL's total households. The Council's own housing list also highlights this demand with almost half of the current applicants being single persons.

6.98 Looking forward to the year 2006, forecasts suggest that these single one person households will increase again by as much as 25%. This trend can be explained by increases in the number of young adults wishing to live alone, the high divorce rate and generally people living longer.

6.99 Meeting the housing needs of small households is of great importance and it is, therefore, desirable that additional small units are created either through new building or conversion of properties to flats and HMOs. Such conversions also provide opportunity to improve unfit or substandard housing and
end properties;

(iii) where the application site lies within a row of properties, the curtilage of a single dwellinghouse would not be abutted on both its side boundaries by either flats, HMOs, or Residential Institutions;

(iv) adequate measures to control noise between individual units of accommodation are incorporated;

(v) where physically practicable a front and rear pedestrian access is provided. External staircases will be permitted where the staircase is covered in to provide protection from the elements and the proposal would not have an unduly detrimental effect on the visual and residential amenities of the area;

(vi) adequate off street car parking spaces can be provided to the satisfaction of the Highway Authority. Development proposals for flat and HMO conversions will be permitted without on-street parking where the properties are located within Grimsby Town Centre Cleethorpes Town or where traffic conditions, including vehicle flows, ease of passage and existing on-

thereby help to consolidate the development areas.

6.100 The Town and Country Planning (Use Classes) Order’s definition of a dwelling house includes: use by a single person; use by people living together as a family; or use being not more than six residents, such as students, who live on a communal basis as a single household; or families of people living together under arrangements for providing care and support in the community. A change of use from a dwellinghouse to any of these uses would not, therefore, need planning permission.

6.101 Giving this definition, it is considered that a material change of use takes place and so planning permission is needed for the conversion of a dwellinghouse into bedsits, a shared house let to 7 persons or more or where more than a single household is involved.

6.102 All types of houses are put forward for conversion to flats, bedsits and HMOs. Many properties are, however, unsuitable for conversion. In general, it has been found that houses with ground floor areas less than 60 square metres (650 square feet) are unlikely to provide an acceptable standard of space for conversion to flats and HMOs. Such smaller houses are seen as more suitable for the needs of young families. The Council will, therefore, resist proposals which would result in the loss of small family units and viable holiday homes of which there is a shortage in the Plan area. Within parts of the urban area, there has been an increase in the number of vacant properties or family dwellings, which due to location or size, are unattractive to owner occupiers and cannot be sold. These properties, subject to H13 are often ideally suited for conversion to flats/HMOs. The Council recognises the importance of bringing vacant properties back into residential use and seeks to re-address this through regeneration works including the Empty Home Initiative.
street parking levels would not be unduly adversely affected. On any Primary and District Distributor Road outside the Town Centres conversions will not be permitted without adequate parking provision within the curtilage of the site;

(vii) it would not result in the loss of small dwelling houses suitable for family accommodation.

The Council will reconsider criteria (ii), (iii) and (vii) of this policy where the proposal affects a property which has been shown to be vacant and available on the market for over a year.

6.103 Location of Flat and HMO Conversions.

Locational policies are needed to ensure that converted flats and HMOs are situated in the most appropriate places. Normally this would be where they would not detract from the character and appearance of an area and in particular reduce the level of amenities enjoyed by nearby properties.

6.104 Suitable locations are:-

(i) Upper floors of properties in the Town Centres or Local Centres generally offer good opportunities for accommodating flat and HMO conversions. They are usually close to car parks and do not warrant the same amenity safeguards as required of similar conversions in residential areas. They also help to meet the needs of many single persons who wish to live in the Town Centres or Local Centres and they offer new uses for many upper floors of properties which have become under used or vacant.

Indeed it is considered that flat and HMO conversions can help revitalise parts of a centre which may be in decline.

(ii) Properties which stand at the end of a 'row of properties' which generally offer greater scope for parking provision and have fewer neighbours.

(iii) Properties which if converted would not lead to an unacceptable concentration of flats, HMOs and converted residential institutions within a 'row of properties' - but excluding end properties.

6.105 A row of properties is defined as comprising any number of properties, in any use (including terraced, semi-detached and detached housing), bounded at either end by a highway or open space.

6.106 The Council through its Transport Policies
and Programme is seeking to promote the use of public transport as a viable alternative to the use of the private car. As this initiative progresses over the forthcoming years and schemes are implemented, the need to adhere to the parking standards for flats/HMO schemes sited alongside bus corridors may lessen. However, as this is a long term initiative it is unlikely to have a direct effect on flat/HMO proposals within the Plan period.

6.107 Design and Layout

Flat and HMO conversion proposals should not detract from the character and appearance of buildings. Alterations and additions should be sympathetic to the existing property in scale, materials and colour. Also the quality of accommodation provided must be taken into account and the Borough Council will seek to ensure that all conversions are of a satisfactory standard in terms of room size and residential amenity.

6.108 Extra care must be taken in the conversion of statutorily and locally listed buildings to ensure that any additions or alterations are in keeping with other parts of the building and in particular care should be taken to avoid damage to fixtures, fittings or decorative textures of architectural or historic interest.

6.109 It is the Borough Council's duty to preserve and enhance the character of Conservation Areas, in particular, those which are primarily residential in character. HMOs are probably the least desirable forms of converted accommodation and they can all too easily detract from the character of Conservation Areas. For this reason it is necessary to resist the development of HMOs in primarily residential Conservation Areas.

6.110 The Council's Supplementary Planning Guidance on Flats/HMOs contains further more detailed guidance with regard to the size and siting of Flats and HMOs within the Plan Area.
Policy H14: Sites for Residential Homes.

Development proposals involving new permanent mobile homes will be permitted provided that:

(a) they are sited in locations where housing would be acceptable under policies of this Plan;

(b) the site is small scale and is in keeping with the size of the settlements to which it relates;

(c) there would be no unduly adverse effect on the character and appearance of the settlement to which it relates;

(d) the layout, design, landscaping, car parking, traffic generation and open space provision complies with the policies of this Plan.

In exceptional circumstances temporary permissions will be granted provided that the need can be clearly demonstrated and that the proposals relate to those persons engaged in major engineering operations, self build projects and in association with the temporary need for animal husbandry or site security related to agricultural, horticulture and forestry enterprises.

6.111 This Plan allocates sufficient housing land to adequately meet its housing land requirements as established within the Humberside Structure Plan Alteration No.1. However, it is acknowledged that small scale residential mobile home parks can offer one solution to the shortage of low cost homes for purchase or rent within the Plan Area. Other acceptable exceptions include the temporary use for those persons engaged in major engineering operations, self build projects and in association with the temporary need for animal husbandry or site security related to agricultural, horticulture and forestry enterprises.

6.112 Many existing caravan sites show how poorly they can relate to adjoining development and how easily both mobile homes and sites can become run-down in appearance and other inadequate living conditions to residents. It is unacceptable to mobile home residents to endure lower levels of service provision than those expected with permanent dwellings. The Council will therefore apply the same standards to mobile home developments as prescribed for permanent dwellings and consequently proposals will be considered against the design, layout, car parking and environmental criteria stated elsewhere in this Plan.
Policy H15: Residential Institutions.

Development proposals for residential institutions or the change-of-use for residential institutions will be permitted provided that:-

(a) it is located within a defined settlement in a predominantly residential area. Where such proposals are in respect of properties within a row of properties they will be permitted provided that they would not lead to:- the curtilage of a single dwellinghouse being abutted on both its side boundaries by either residential institutions, flats or HMOs; and/or an unacceptable concentration of residential institutions, flats or HMOs within a row of properties - a measure of this is when the number of residential institutions, flats, HMOs exceeds the ratio 1 in 3 within a row of properties but excluding end properties;

(b) adequate open space is provided to the satisfaction of the Council;

(c) it does not involve the loss of holiday accommodation;

(d) there is no unduly detrimental effect on the residential amenities of the area by reason of

6.113 This housing category covers uses such as residential schools, colleges, training centres and those providing care such as hospitals, nursing homes and homes for the elderly occupied by more than six residents.

6.114 With regard to those residential institutions providing care, there are in today’s society several groups of people with specific housing needs. The number of elderly people will continue to increase during the Plan period and a proportion of these elderly people will require specialised accommodation. Likewise, there is a growing awareness that special or modified accommodation is required to meet the special needs of people with disabilities.

6.115 The Government’s ‘Care in the Community’ initiative seeks to integrate the elderly and mentally ill within the community at large, and recognises that there is a need for residential or group homes within existing housing areas.

6.116 Conversions to residential institutions have a similar impact on their surrounding environments as do flats and homes in multiple occupation. It is therefore considered reasonable to have the same locational controls for residential institutions as will generally apply to flats and HMO conversions.

6.117 The holiday industry in the town of Cleethorpes is of major importance to the local economy. In line with PPG21 (Tourism) the Council will resist in the loss of holiday accommodation which would dilute its policy of tourism promotion.
siting, scale, layout, appearance, noise or traffic generation;

(e) it is located close to existing services and facilities including public transport and health services.

Policy H16: Gypsies.

Development proposals for permanent gypsy caravan sites will be permitted provided that:-

(i) the residential standards and amenities of the gypsy occupants of the chosen site would not be unduly adversely affected by the availability of services and the proximity to schools and other community facilities;

(ii) the occupants of any nearby properties would not be unduly adversely affected by the site and/or its use;

(iii) the amenities of nearby uses would not be unduly adversely affected; and,

(iv) appropriate planning obligations regarding site management can be negotiated.

6.118 The Council recognises the need to provide for the requirement of Gypsies. However, suitable land within the Plan Area is severely restricted due to location in inhospitable areas (e.g. vacant industrial land) and competing demands for land for housing, industry, open space, nature conservation for example.

6.119 The Government is in the process of amending legislation appertaining to the use of land by Gypsies and has issued Department of the Environment Circular 1/94, 'Gypsy Sites and Planning' which changes the emphasis from statutory provision of gypsy sites towards a system where gypsies will be expected to seek, buy and obtain planning permission for their own permanent sites.

6.120 It is envisaged that gypsies will be treated in the same manner as any other applicant for planning permission and that their applications will be dealt with accordingly.

6.121 Notwithstanding the proposed legislative changes, the Council wishes to address the problem of site provision. The following policy is intended to address the issue of gypsy site provision once a suitable site is identified.
CHAPTER 7
SHOPPING POLICIES

OBJECTIVES

To protect, maintain, enhance and promote the role of Great Grimsby as a sub-regional shopping centre and encourage its growth.

To sustain and enhance the vitality and viability of the central shopping areas of Cleethorpes and Immingham.

To safeguard and strengthen local centres in both urban and rural areas.

To focus retail development in locations which maximise the opportunities to use means of transport other than the car.

To enhance and improve the environment, safety and accessibility of shopping centres.

POLICIES

Policy S1: Shopping Hierarchy.
Policy S2: Shopping Areas.
Policy S3: Commercial Area.
Policy S4: Primary Shopping Frontages.
Policy S5: Continuity of Display Windows.
Policy S6: Out of Town Shopping Areas.
Policy S7: Local Centres.
Policy S8: Proposed Local Centres.
Policy S9: Village Shops.
Policy S10: Farm Shops.
Policy S11: Garden Centres.
Policy S13: Shop Fronts.
INTRODUCTION

7.1 Retailing is a dynamic industry, which has witnessed many changes over a short period of time. New forms of retailing have evolved which have brought with them changes to the distribution of retailing throughout the Borough. The traditional role of town centres has become established and diversified in the range of goods sold.

7.2 Attempts to go back to past patterns of land use, against market trends are unlikely to succeed. Diversification of uses is now recognised as offering the best way forward. Vitality and viability may be found in a wider mix of uses that fits better with the surrounding community and changing retail patterns.

Policy S1: Shopping Hierarchy.

New shopping development will be permitted within the shopping hierarchy which is identified as:

Great Grimsby Sub Regional Town Centre, incorporating the Top Town and Freeman Street areas;

Cleethorpes Town Centre;

Immingham Town Centre;

Local Centres;

Village Centres;

provided that it is consistent with the scale and function of the centre.

New shopping development outside the shopping hierarchy or proposals that are not consistent with the scale and function of the centre will be permitted provided:

(i) it can be demonstrated that there is a need for the development and that all potential Town and edge of Town

7.3 Retailing is a dynamic industry, which is particularly sensitive to the vagaries of fashion trends. The buildings which house retail outlets often have a longer life expectancy than the forms of retailing they were constructed for. PPG6 'Town Centres and Retail Developments' points out that modern town centres consist of a mixture of land uses which are often interdependent and perform a variety of roles. They provide a sense of place and community identity, shopping facilities for local residents and others and services/facilities for all of the community. Town centres provide convenient locations for shops, leisure facilities, restaurants, entertainment and the arts, offices as well as residential accommodation.

7.4 When seeking a location for a key town centre use likely to attract a lot of people the onus will be on the developer to demonstrate that he has thoroughly assessed all potential town centre options. Developers will need to adopt a sequential approach. Adopting such an approach means that first preference should be for town centre sites, where suitable sites or buildings suitable for conversion are available, followed by edge-of-centre sites in locations that are accessible by a choice of means of transport. Where a developer can demonstrate a need for a major retail development which cannot be accommodated in, or on the edge of existing
Centre (including Commercial Area) options have been thoroughly assessed; and

(ii) its location will be capable of being served by a variety of means of transport, including public transport; and

(iii) the development would not undermine the viability or vitality of the existing Town Centres or Local Centres.

7.5 The PPG6 advises that variety and activity are essential elements of the vitality and viability of town centres and that local authorities should encourage diversification of uses in the town centre as a whole.

7.6 The likely impact of out of centre developments on the viability and vitality of existing town centres will be assessed using a range of the indicators referred to in PPG6 Figure 1 'Measuring vitality and viability'. Of particular significance is the assessment of diversity of retail uses, levels of vacancy, pedestrian flows and overall accessibility, and environmental quality.

7.7 Great Grimsby's Town Centre performs the role of a sub-regional centre serving the needs of the North East Lincolnshire Borough together with adjoining rural areas into Lincolnshire and certain parts of North Lincolnshire. It is defined in this plan as the identified shopping area, encompassing the Top Town area and Freeman Street. Top Town is the focus for mainstream shopping with high street multiples concentrated in the Freshney Place Shopping Centre. Freeman Street is characterised by its emphasis on convenience retailing. The town centre is a major attractor of journeys both by private car and by public transport. Single car journeys can serve several purposes within the town centre and the Freshney Place bus station and Grimsby Town railway station being located in the town centre, offer good access to those travelling by public transport.

7.8 The Freeman Street area has suffered serious decline for a long period. It has therefore been identified as a priority area for regeneration. As such it has attracted a significant amount of external funding from
7.9 The Council has adopted a set of Strategic Principles to guide the regeneration programme, based on the dual aims of improving the quality of life of the local community and increasing the area's contribution to the development of North East Lincolnshire. These principles include the development of a sustainable future for the area by involving the local community in building on and broadening the mixture of land uses, improving the health, educational attainment and safety of local people, the refurbishment of the existing property and the attraction of new development.

7.10 To date good progress has been made with the refurbishment of commercial buildings and housing, the provision of a major community resource centre, establishing community groups and raising the profile of the area. A detailed Development Framework is now being prepared to guide future action and provide a basis for private sector investment.

7.11 Within the framework set by the Local Plan and supplemented by the Development Framework, a flexible approach will be adopted to maintain and enhance the mixture of uses in the regeneration area.

7.12 Cleethorpes Town Centre performs an important shopping role for the south-eastern part of the Grimsby/Cleethorpes built-up area. St Peters Avenue forms the focus for retail and service activity with the shopping profile of the town centre taking on a more resort-orientated character towards Alexandra Road. This centre is convenient to use, well served by inexpensive car parks and has a high degree of accessibility by bus.

7.13 Immingham Town Centre provides a mix of day to day shopping and service businesses. Its role being enhanced by the free-standing nature of the settlement.

7.14 Whilst commercial competition is not a land-
use planning consideration, PPG6 does state that when drafting local plan policies or considering development proposals for retail developments outside town centres the local planning authority should take account of the possible impact (including the cumulative impact with either recent or proposed retail developments) on the vitality and viability of any nearby town centre as a whole.

7.15 All applications for retail developments over 2,500m² gross floor area should be supported by evidence on:

- whether the applicant adopted a sequential approach to site selection and the availability of suitable alternative sites;

- their likely impacts on town centres, local centres and villages, including consideration of the cumulative effects of recently completed developments and outstanding planning permissions;

- their accessibility by a choice of means of transport, assessing the proportion of customers likely to arrive by different means;

- the likely changes in travel patterns over the catchment area; and, where appropriate

- any significant environmental impacts.

7.16 In December 1993 Nathaniel Lichfield and Partners updated a shopping study previously carried out in 1987. The Nathaniel Lichfield study examined the qualitative and quantitative needs of the Borough and the relationship/demand for out-of-centre retailing and its possible effects on the town centres and retail outlets. The Council also has comparative studies submitted in support of recent retail proposals. In general, all the studies conclude that the quantitative need for new retail development is limited and could be taken-up with the implementation of current proposals. The end-date of this Local Plan (2006) also limits the capacity for real
growth in the retail sector.

7.17 The Council is mindful of the dynamic character of the retail sector and despite the limited capacity for real growth (i.e. significant new additions to retail floor space) the Local Plan (through the following policies) aims to facilitate qualitative, and actual growth, (i.e. increased turnover from the existing floorspace). The very compact nature of the urban area and concentration of business, leisure, residential and retail land uses and opportunities lends itself to sustainable living and, for its part, Policy S1 supports this concept.

7.18 Policies relating to Town Centres and Commercial Areas will permit retail development and a variety of other uses and thus help to maintain and improve the vitality and viability of the Town Centre.

7.19 The Government's view, set out in PPG 6, is that town centres and local centres have distinctive roles to play in providing for retail development. Town centres can offer a range, quality and convenience of services that are attractive to the local population, to visitors and to investors. Local centres offer a mix of smaller scale retailing and related services. These are particularly important because of their proximity to established residential areas and therefore providing access to a range of services to most people irrespective of car ownership etc.

**Policy S2: Shopping Areas.**

Within the shopping areas, as defined on the Proposals Maps, development proposals for the following uses will be permitted:-

(i) shops;
(ii) financial and

7.20 The Shopping Areas primarily cover the core areas of retailing within the Borough, namely Top Town and Freeman Street, Great Grimsby, St Peters Avenue, Cleethorpes and Kennedy Way, Immingham.

7.21 Top Town serves the higher order durable needs of Great Grimsby's catchment area and boasts the prestigious Freshney Place Shopping Centre. Although predominantly a
professional services;

(iii) food and drink outlets;

(iv) offices, research and development, light industry at first floor and above;

(v) hotels and hostels at first floor and above;

(vi) residential institutions at first floor and above;

(vii) dwellings and houses in multiple occupation at first floor and above, or as an ancillary element of a mixed use development;

(viii) non-residential institutions;

(ix) assembly and leisure not occupying primary shopping frontages;

(x) amusement centres, provided they accord with Policy LTC12;

(xi) laundrettes not occupying primary shopping frontages;

(xii) taxi and private hire business not occupying primary shopping frontages.

shopping area, Top Town also performs a vital commercial, leisure, community and tourist function.

7.22 Freeman Street is a centre for food outlets and the covered market is one of its principle features. It contains a large number of local independent traders and is largely domestic in scale.

7.23 Cleethorpes town has a fragmented shopping area, although the core centred along St Peter's Avenue does represent a fairly compact retail and service centre.

7.24 Kennedy Way, Immingham provides a range of retail outlets which form the pedestrian precinct served by two large car parks. There is also a large sub-centre supermarket and an area set aside for a traditional market. Room exists within the centre for further retail development to meet any potential increased demand.

7.25 To maintain and enhance the key role of the Shopping Areas in the Borough's economy as a whole it is necessary to encourage suitable shopping developments and complimentary uses within these areas wherever practicable. Should the situation arise, to assist the supply of housing to meet needs opportunities should be taken to convert upper floors of properties in the Shopping Areas for housing.

7.26 Within the Shopping Areas the following individual sites have been identified:-

<table>
<thead>
<tr>
<th>Site</th>
<th>Location</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>S2/1</td>
<td>Burgess Street, Great Grimsby</td>
<td>0.15ha</td>
</tr>
<tr>
<td>S2/2</td>
<td>Victoria Street South, Great Grimsby</td>
<td>0.1ha</td>
</tr>
<tr>
<td>S2/3</td>
<td>Victoria Street South, Great Grimsby</td>
<td>0.29ha</td>
</tr>
<tr>
<td>S2/4</td>
<td>East Street, Great Grimsby</td>
<td>0.11ha</td>
</tr>
<tr>
<td>S2/5</td>
<td>Garden Street, Great Grimsby</td>
<td>0.1ha</td>
</tr>
<tr>
<td>S2/6</td>
<td>Cartergate, Great Grimsby</td>
<td>0.05ha</td>
</tr>
<tr>
<td>S2/7</td>
<td>Cartergate, Great Grimsby</td>
<td>0.05ha</td>
</tr>
<tr>
<td>S2/8</td>
<td>Cartergate, Great Grimsby</td>
<td>0.34ha</td>
</tr>
</tbody>
</table>
S2/9  Council Depot, Doughty Rd, Great Grimsby (2.27ha)
S2/10 Wellowgate, Great Grimsby (0.19ha)
S2/11 Kennedy Way, Immingham (0.13ha)

7.27 The advice of the Health and Safety Executive (HSE) will be sought in relation to developments within Health and Safety Executive Consultation Zones. Within the area north of Kent Street the HSE may express concern with respect to residential developments.

Policy S3: Commercial Area.

Within the Commercial Area, as defined on the Proposal Maps, development proposals for the following uses will be permitted provided there are no unacceptable transport problems:

(i) shops (selling bulky goods);

(ii) financial and professional services;

Excluding the above uses on sites at Railway Street.

(iii) food and drink outlets;

(iv) offices, research and development, light industry;

(v) general industry, provided it is located north of Corporation Road/Market Street, west of Freeman Street and east of Alexandra Dock;

(vi) storage and distribution;

7.28 Mixed use development proposals which encourage diversity of uses in town centres will be supported where they make an important contribution to the town centre's overall vitality and viability.

7.29 The Commercial Area includes these parts of Grimsby: Alexandra Dock; west of the Alexandra retail park to Charlton Street; Cleethorpes Road; Top Town and Freeman Street fringe areas; the former British Gas Depot; a retail and leisure complex at Sheepfold Street; the largely light industrial area of Eastgate and Holme Street; service buildings off Grime Street; King Edward Street and Market Street; and an area of Dock Estate close to Lock Hill roundabout.

7.30 The Commercial Area is seen as providing opportunities to develop sites for types of retailing requiring large stores. These might otherwise find it difficult to find suitable sites in the identified shopping area. In this context bulky goods are taken to be items such as bulky white electrical goods, furniture and DIY materials.

7.31 The development potential of the Commercial Area has been considerably enhanced by the completion of the Peaks Parkway highway scheme. The East Marsh Street/Victoria Street South area has become the new main southern entrance to Great Grimsby's Town Centre.
(vii) non-residential institutions;
(viii) assembly and leisure;
(ix) amusement centres; (provided they accord with Policy LTC12)
(x) laundrettes;
(xi) petrol filling stations;
(xii) sale or hire of motor vehicles;
(xiii) taxi and private hire business.

The following uses will be acceptable provided that adequate measures are incorporated to minimise the adverse effects of commercial/industrial uses on residential amenities:

(i) hotels and hostels;
(ii) residential institutions at first floor and above;
(iii) dwellings (including flats and houses in multiple occupation) at first floor and above, or as an ancillary element of a mixed use development.

7.32 In contrast with most of the Commercial Area, King Edward Street and Market Street are largely industrial in nature. This area’s development value is likely to be raised by its close position to Great Grimsby’s Town Centre’s emerging road network and potential redevelopment opportunities. Subject to the availability of sites, King Edward Street—Victoria Street North—Market Street area appears, in addition to industrial uses, to lend itself to large free-standing shopping, business or leisure developments.

7.33 In order to protect the Freeman Street shopping area which is not characterised by the same sense of vitality and bustle as the Top Town area the Railway Street sites have been restricted in their permitted uses. If Freeman Street is to maintain its position in the retail hierarchy, then to allow shops on the Railway Street sites could threaten that position, and the opportunities to upgrade the retail position of Freeman Street could be undermined.

7.34 In recent years Alexandra Dock has seen a tremendous amount of development including: a retail warehouse park; a superstore; the National Fishing Heritage Centre; and the conversion of Victoria Mills into apartments.

7.35 This Dock area still has further excellent development potential offering attractive waterfront locations with good road communications. Opportunities may arise to assemble sites for mixed-use free-standing developments incorporating business, shopping, leisure and housing facilities. Development proposals which add to the regeneration and vitality of waterfront sites will be encouraged. Encouragement will also be given to the provision of a waterside Centre.
walkway.

7.36 Within the Commercial Area the following individual sites have been identified:

S3/1 Railway Street, Great Grimsby (2.51 ha)
S3/2 Middle Court, Great Grimsby (0.24 ha)
S3/3 Fisherman's Wharf, Great Grimsby (1.2 ha)
S3/4 Deansgate, Great Grimsby (0.53 ha)
S3/5 Acorn Business Park, Moss Road, Great Grimsby (0.32 ha)
S3/6 Fotherby Street, Great Grimsby (0.50 ha)
S3/7 Prince Albert Business Park (0.71 ha)

7.37 The advice of the Health and Safety Executive will be sought in relation to developments within Health and Safety Executive Consultation Zones. Within the area north of Corporation Road, west of Railway Street and north of Kent Street the HSE may express concern with respect to residential developments.

Policy S4: Primary Shopping Frontages.

Within any length of unbroken primary shopping frontage, as defined on the Proposals Maps, non-retail development at ground floor level as listed in Policy S2 (shopping areas) will be permitted provided that the development would not result in more that 33% of the individual units being in non-retail use

7.38 The Primary Shopping Frontages are the most important retail frontages in the Town Centres. They are the frontages which have the greatest pedestrian flows and the greatest concentration of shops for comparison purposes. In order to maintain the vitality and viability of the Shopping Areas it is necessary to discourage the concentration of new non-retail uses at ground floor level within defined frontages and protect the continuity of window displays.

7.39 In order to protect The Primary Shopping Frontages from non retail development proposals which could have an adverse effect on the nature, character and economic well-being of these important frontages it is...
intended to restrict the ratio of non-retail uses to no more than 33%. A ratio of one in three units is considered appropriate. This will ensure that the shopping uses in the frontage are maintained whilst still providing sufficient opportunities for development by other primary frontage uses. With respect to Grimsby Top Town primary frontages retail uses are defined as uses falling within class A1, A2 and A3 of the Town and Country Planning (Use Classes) Order 1987. All other uses are classed as non-retail uses for the purposes of this policy. Cleethorpes and Immingham Town Centres are considered to be particularly sensitive to the loss of shops from the prime frontages. Therefore with respect to these frontages retail uses relate only to uses falling within Class A1 of the Town and Country Planning (Use Classes) Order 1987. All other uses are classed as non-retail uses.

Policy S5: Continuity of Display Windows.

Within Primary and Secondary Shopping Frontages, as defined on the Proposal Maps, at ground floor level, development proposals which would result in loss of an existing display window will not be permitted where the proposal would have an unduly adverse effect on the nature, character and visual amenities of the shopping area.

7.40 In order to protect the integrity of the Primary and Secondary Shopping Frontages, existing display windows should be retained. The continuity of window displays is considered to contribute to the vitality and viability of the Shopping Areas.

Policy S6: Out of Town Shopping Areas.

Within Out of Town Shopping Areas as defined on the Proposals Maps development proposals for the following

North East Lincolnshire Local Plan
Adopted 24th November 2003

7.41 The Local Plan identifies two existing out of town shopping areas; the Morrisons development west of Laceby Acres and the
uses will be permitted:

(i) shops;
(ii) financial and professional services;
(iii) food and drink outlets.

Provided that the tests of Policy S1 can be satisfied.

development at Hewitts Circus. Future development at these sites will be considered in relation to the criteria set out under Policy S1, namely:

(i) it can be demonstrated that there is a need for the development and that all potential town and edge of town centre (including commercial area) options have been thoroughly assessed; and

(ii) its location will be capable of being served by a variety of means of transport, including public transport; and

(iii) the development would not undermine the viability or vitality of the existing town centres or local centres.

7.42 Development will be limited to consolidation and diversification with compatible uses helping to serve the needs of local communities. Development will be confined to the areas as defined on the proposals map.

Policy S7: Local Centres.

Within local centres development proposals for the following uses will be permitted:

(i) shops;
(ii) financial and professional services;
(iii) food and drink outlets;
(iv) minor office development, research and development, light industry;
(v) hotels and hostels;
(vi) residential institutions;

7.43 Local centres mainly provide for the daily shopping needs of residential areas, in the urban area and the selected settlements. They provide an important role for residents, workers, the elderly and those people without their own means of transport. The distribution of local centres in the area is such that most have catchment areas of no greater than 600 metres. Most local centres contain at least one convenience store typically less than 200m² in sales floor area. New convenience stores proposed outside the existing shopping hierarchy in excess of 200m² may therefore need to be evaluated as to their impact upon the vitality and viability of local centres. Whilst larger-scale retailing will continue to be steered to the town centres the localised shopping centres should maintain their day to day role.
7.44 Shopping and associated service and community uses are considered appropriate in Local Centres. As the purpose of local centres is to serve the needs of the immediate locality, the scale of any proposals for retail or community use in such areas should reflect that role.

7.45 The Council is aware that some local centres could be in economic decline and commercial properties are difficult to let or sell. Under such circumstances the residential use of ground floor premises will be permitted provided it can be demonstrated that the developer has been unable to let or sell the property for commercial purposes for a period of 1 year. The Council will seek to impose a condition requiring that adequate soundproofing measures are incorporated where necessary to protect the residential amenities of the new dwelling.

7.46 The Local Centres within the Plan Area, and indicated on the Proposals Maps, are:-

<table>
<thead>
<tr>
<th>Grimsby</th>
<th>Avenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beechwood</td>
<td>45-53 Beechwood Ave</td>
</tr>
<tr>
<td>Bradley Cross</td>
<td>462-468; 447 Laceby Road</td>
</tr>
<tr>
<td>Road</td>
<td>206-208 Littlecoates Road</td>
</tr>
<tr>
<td>Carnforth Parade</td>
<td>1-4 Units</td>
</tr>
<tr>
<td>Chelmsford</td>
<td>117-123; 128-134 Chelmsford Ave. 2a-2b; 3-5 Westward Ho</td>
</tr>
<tr>
<td>Avenue</td>
<td></td>
</tr>
<tr>
<td>Cleethorpe Road</td>
<td>417-465 Cleethorpe Road</td>
</tr>
<tr>
<td>Coniston Road</td>
<td>18 Rydal Ave</td>
</tr>
<tr>
<td></td>
<td>13-23 Coniston Ave</td>
</tr>
<tr>
<td></td>
<td>17 Thirlmere Ave</td>
</tr>
<tr>
<td>Corporation Road</td>
<td>101-147; 136-138 Corporation Road</td>
</tr>
<tr>
<td>Cromwell Road</td>
<td>148; 158-174; 156a Hall at rear and adjacent club, Cromwell Road</td>
</tr>
<tr>
<td></td>
<td>1-6 Lynton Parade</td>
</tr>
<tr>
<td>Edge Avenue</td>
<td>97-103 Edge Ave</td>
</tr>
</tbody>
</table>

North East Lincolnshire Local Plan
Adopted 24th November 2003
<table>
<thead>
<tr>
<th>Street</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farebrother Street</td>
<td>75-89; 88-98 Farebrother St 6-8 Patrick St</td>
</tr>
<tr>
<td>Gunners Way</td>
<td>1-5 Gunners Way Gunners Way (PH), Library Broadway</td>
</tr>
<tr>
<td>Hainton Avenue</td>
<td>141-169; 166-170 Hainton Ave</td>
</tr>
<tr>
<td>Heneage Road</td>
<td>248-284; 259-263 Heneage Road</td>
</tr>
<tr>
<td>Littlefield Lane</td>
<td>42-52; 97-99 Littlefield Lane</td>
</tr>
<tr>
<td>Scartho Road</td>
<td>1-43; 26 Waltham Road 2-12; 54; 33-37 Pinfold Lane 23-33; 26-32 Louth Road St Giles Church, Library St Giles Ave</td>
</tr>
<tr>
<td>Second Avenue</td>
<td>46-60; 49-57 Second Ave</td>
</tr>
<tr>
<td>St Nicholas Drive</td>
<td>314-350 St Nicholas Drive</td>
</tr>
<tr>
<td>Sutcliffe Avenue</td>
<td>166-190 Sutcliffe Ave Library, Community Centre, Wootton Road</td>
</tr>
<tr>
<td>Wingate Parade</td>
<td>1-13; 14-18 Wingate Parade 2 Crosland Road Church of St Peter, Social Services Centre, Bishop Edward King's Church, Vicarage</td>
</tr>
<tr>
<td>Yarborough Road</td>
<td>162-172; 165-171 Yarborough Road 2-6 Cross Coates Road</td>
</tr>
<tr>
<td>Cleethorpes - Grimsby Road</td>
<td>3-189; 245-283 Grimsby Road</td>
</tr>
<tr>
<td>Hardy's Road</td>
<td>76-86 Hardy’s Road</td>
</tr>
<tr>
<td>Middlethorpe Road</td>
<td>78-108 Middlethorpe Road</td>
</tr>
<tr>
<td>Oxford Street</td>
<td>71-81 Oxford St</td>
</tr>
<tr>
<td>Park Street</td>
<td>141-167; 186 Park St</td>
</tr>
<tr>
<td>Road</td>
<td>Addresses</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>2 Queen Mary Ave</td>
<td>13 Carr Lane</td>
</tr>
<tr>
<td>13 Carr Lane</td>
<td>259 Durban Road</td>
</tr>
<tr>
<td>18-48 Sandringham Road</td>
<td>1 Balmoral Road</td>
</tr>
<tr>
<td>2 Sandringham Road</td>
<td>44-52 Trinity Road</td>
</tr>
<tr>
<td>127 Highgate</td>
<td></td>
</tr>
<tr>
<td>Trinity Road</td>
<td></td>
</tr>
<tr>
<td>305-311 Pelham Road (central)</td>
<td></td>
</tr>
<tr>
<td>371-405 Pelham Road (west)</td>
<td></td>
</tr>
<tr>
<td>113-119; 50-76 County Hotel</td>
<td></td>
</tr>
<tr>
<td>Pelham Road (east)</td>
<td></td>
</tr>
<tr>
<td>Pelham Road (central)</td>
<td></td>
</tr>
<tr>
<td>Humberston - Pelham Road</td>
<td>45-61; The Countryman (PH)</td>
</tr>
<tr>
<td>(west)</td>
<td>Fieldhouse Road</td>
</tr>
<tr>
<td>Pelham Road (east)</td>
<td>340-350 Humberston Road</td>
</tr>
<tr>
<td>Pelham Road (central)</td>
<td>74-88 North Sea Lane</td>
</tr>
<tr>
<td>Humberston - Fieldhouse Road</td>
<td></td>
</tr>
<tr>
<td>Humberston Road</td>
<td></td>
</tr>
<tr>
<td>North Sea Lane</td>
<td></td>
</tr>
<tr>
<td>New Waltham - Peaks Lane</td>
<td>1a-1g; 7a; 3 Peaks Lane</td>
</tr>
<tr>
<td>Station Road</td>
<td>259-267; 278-284 Station Road</td>
</tr>
<tr>
<td>Waltham - High Street</td>
<td>5-81; 4-40 High St</td>
</tr>
<tr>
<td></td>
<td>1-3; 2-6 Kirkgate</td>
</tr>
<tr>
<td>Laceby - Grimsby Road</td>
<td>2-22; 48-58 Caistor Road</td>
</tr>
<tr>
<td></td>
<td>P.O., Cemetery Road</td>
</tr>
<tr>
<td>Healing - Station Road</td>
<td>2; 95-105 Station Road</td>
</tr>
<tr>
<td>Stallingborough - Station Road</td>
<td>8 Station Road</td>
</tr>
</tbody>
</table>
7.47 In addition to the identified local centres there are many small shops scattered throughout the area which lie outside the established shopping hierarchy including the likes of grocers, general stores, newsagents and post offices. These shops help to meet the daily needs of local people and are an important part of the overall shopping provision particularly for the elderly and less mobile and can act as a valuable meeting point for the local community.

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**Policy S8: Proposed Local Centres.**

The following sites, identified on the Proposals Maps have been allocated for the development of local centres:

(i) Scartho Top, Grimsby S8/1

(ii) Land north of Healing S8/2

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7.48 In terms of accessibility on foot, the majority of residential areas are well served by Local Centres. There are however a small number of locations where new local centres are to be established within sites of extensive new housing.

7.49 To serve the needs of the Scartho Top housing site of about 2100 dwellings a site has been allocated as a local centre and will be called Scartho Top Village Centre. This proposed Local Centre will be released during a stage of Scartho Top's phased development (see Housing Chapter).

7.50 A site has been identified within the major proposed housing site at Healing for a village centre. The land is subject to a Section 106 Agreement dated 8 May 1998. Under the terms of this agreement the land for the village centre is to be promoted for uses compatible with a village centre for a period of 4 years 9 months from the date of the agreement. After this period the Authority has the option to purchase the land. The obligation to provide land for the development of the village centre will cease if no developer comes forward or the Authority does not complete the purchase of the land within the
Policy S9: Village Shops.

Within the Development Area Boundaries of non-selected settlements, as shown on the Proposals Maps, the Council will encourage the retention and development of village shops. Developers will be expected to demonstrate that a shop has been on the market for sale for a period of not less than 1 year before consideration is given to alternative uses.

7.51 Village shops are not only places where provisions are purchased, often serving as post offices and information points for village residents. It is, therefore, important that consideration is given to the viability of village shops, as recognised in PPG7 the Countryside and the Rural Economy, and the White Paper, Rural England.

Policy S10: Farm Shops.

Planning Permission will be granted for farm shops selling a significant amount of produce from elsewhere provided that:-

(i) the majority of goods on sale are produced on the farm;

(ii) the vitality and viability of local shops is not unduly harmed;

(iii) the proposed use does not have an unduly adverse impact on the local environment, neighbouring land uses, amenity and highway use;

(iv) an existing building is utilised where possible.

7.52 There has been increased interest in the furtherance of farm diversification projects to supplement farm income. One form of diversification is the farm shop. Undoubtedly the selling of produce direct to the customer is beneficial to a farm's income, and can be substantially enhanced by minor processing. However, these enterprises must be seen as subsidiary activities to that of farming and not an alternative. To ensure this subsidiary role is retained the Council will restrict the activities and operations on the site through planning conditions or a planning agreement.

7.53 Planning permission is required for the operation of a farm shop where a significant amount of produce from elsewhere is on sale or where a new building may be needed. New farm shops that require planning permission will need to show that local shops will not be caused undue adverse impact. Local shops can meet a broad range of community as well as retailing needs. The impact of a trading loss can threaten these broader services.
Policy S11: Garden Centres.

Proposals for the development of garden centres will be permitted where:

(i) the site adjoins or is close to a town or selected settlement;

(ii) the site has easy access to a main road;

(iii) the proposal would not cause unacceptable harm to the character of the area, the environment or the amenities of neighbouring land uses due to its size, scale, layout, appearance, operation or traffic generation.

7.54 Garden centres often require large areas of land to accommodate growing and sales areas. In some instances, the growing areas can be associated with an agricultural undertaking, including glass houses and open land.

7.55 Whilst it is acknowledged that garden centres cannot easily fit within settlements and are more appropriately located in the countryside, care is required to ensure that such developments do not cause problems and are integrated into the landscape. It is important that garden centres in the countryside do not become the focus for inappropriate uses. Therefore, the Council will restrict the activities and operations on the site through planning conditions or a planning agreement.


Proposals for the development of petrol filling stations within the defined development boundaries will be permitted where:

(i) the site is located on a main road;

(ii) the proposals would not cause unacceptable harm to the character of the area, the environment or the amenities of neighbouring land uses due to its size, scale, layout, appearance, operation or traffic generation.

7.56 The size and range of facilities offered by petrol filling stations has increased significantly over the last 20 years. Larger stations can readily be accommodated in commercial areas and along major trunk roads; however, there will be continued pressure to develop new sites on major roads and further develop existing facilities in urban locations where considerable care will be required to protect residential amenity.

7.57 Within residential areas, appropriate conditions will be attached to planning approvals for petrol filling stations. These conditions are likely to relate to:

(i) the opening hours (8am–10pm);

(ii) times within which deliveries are to be made.
Policy S13: Shop Fronts.

Proposals for the alteration or installation of shop fronts will be permitted provided that the proposal reflects the scale and character of the existing building(s).

7.58 Poorly designed shop frontages can all too easily detract from the visual appearance of a street scene. Care must be taken to recognise the particular characteristics of the building and its setting within the street.

7.59 The design of shop fronts should reflect the scale and character of the existing building(s). In particular, attention should be paid to the following:-

- existing street character, architectural features and/or vernacular;
- scale and proportional emphasis of the existing buildings;
- sympathetic use of materials.

7.60 The Central Area Conservation Area covers a significant part of the Great Grimsby Town Centre. It is therefore especially important that shop fronts harmonise with their surroundings if the special character of the Area is to be preserved and enhanced.


The installation of all types of security shutters will be permitted in locations other than conservation areas provided that the shutters and exposed parts of any

7.61 The need for security shutters has arisen as a response to the increasing threat to property owners of theft and vandalism. Consequently, property owners are increasingly looking to install security devices to protect their property and meet insurance
housing box(es) are to be finished in weatherproof coloured finishes, the type and colour of which to be agreed in negotiations with the Council requirements. The problem posed in this situation is the need to reconcile the security requirements of the property with the need to protect the visual amenities of the street scene.

7.62 When considering applications on retail and commercial buildings the following guidance will form the basis of the assessment:-

(i) Open grille, open lath of perforated lath shutter types permit views of the shop interior and architectural features of the building thus allowing for window shopping and natural surveillance out-of-hours.

(ii) In cases where open lath, perforated lath and solid types are used the shutters should ideally be installed so as to cover only the areas of glass which are vulnerable to attack and not the stall risers (except where they are below 450mm average height), pilasters, major glazing members, arcaded entrances or other architectural features which contribute significantly to the appearance/character of the building.

(iii) Open grille shutters can be an acceptable solution whether part or whole of the ground floor frontage is to be covered.

(iv) Back-lighting of shop window displays when the shutters are lowered helps to maintain an interesting visual appearance and also permits window shopping and natural surveillance.

(v) Total coverage of a shop front by solid shutters hides or obscures the architectural detailing of the premises at ground level. The stark appearance of such shutters can however be alleviated to some extent by splitting the area of coverage into discrete elements that cover only the areas of glass vulnerable to attack. This leaves
visible some architectural detail, such as stall risers, pilasters, major glazing members thus helping to break visual monotony.

(vi) Housing boxes which are exposed creates the problem of the visual intrusion of the box on the property and on the street scene. The incorporation of housing boxes behind the existing fascia line of the premises or successfully concealed (perhaps behind a sun blind or false fascia) will be encouraged. Where physically practicable the housing box(es) should be concealed behind the existing fascia line.

(vii) Harsh untreated metal finishes are alien to shopping streets, result in a 'fortress' appearance and detract significantly from visual amenity. They can also be psychologically intimidating to vulnerable members of the public such as children, women alone and the elderly, making areas hostile and intimidating after shopping hours. An important consideration in reducing the environmental impact of the security device is the colour finish applied to the shutters. Factory applied polyester powder coated colour finishes are by far the most acceptable finish as they are less susceptible to unsightly wear as the shutters are raised and lowered. Hand painted finishes and bare metal or untreated galvanised finishes are not options preferred by the Council.

(viii) Where a new shop front is to be installed, the Council would recommend that the design should make suitable provision for internally mounted shutter housing boxes.

Statutory Listed Buildings

The installation of security shutters on statutory listed buildings will only be permitted provided that:

(i) the proposal will not detract from the appearance, character and setting of the building; and

(ii) the shutters and exposed parts of any housing box(es) are to be finished in weatherproof coloured finishes, the type and colour of which to be agreed in negotiation with the Council.

Conservation Areas

In Conservation Areas:-

(i) development proposals for open grille shutters will be permitted where the full shop front is covered;

(ii) development proposals for open lath, perforated lath and solid type shutters (or combinations of these) will be permitted provided that the shutters cover only the areas of glass vulnerable to attack;

(iii) the installation of security shutters will be

7.63 The Council considers that Statutory Listed Buildings and Conservation Areas should be offered some measure of protection against the inappropriate installation of security shutters. Each of North East Lincolnshire's Conservation Areas has its own individual character and appearance. The Council has a statutory duty to formulate proposals for the preservation and enhancement of Conservation Areas under the Planning (Listed Buildings and Conservation Areas Act 1990). Special consideration is therefore given when dealing with development proposals for shutters in these cases. Statutory listed buildings are particularly sensitive to inappropriate alterations and additions. The installation of security shutters on such buildings will almost always have an undesirable effect on the character and appearance of the building unless very sympathetic design solutions are sought.
permitted provided that the shutters and exposed parts of any housing box(es) are to be finished in weatherproof coloured finishes. The type and colour of which to be agreed in negotiation with the Council.
CHAPTER 8
LEISURE, TOURISM AND COMMUNITY POLICIES

OBJECTIVES

To protect and enhance amenity open space, private outdoor sports facilities and other major open spaces for the benefit of the environment and community health.

To ensure adequate provision of leisure, arts and community facilities which meet the requirements of the Plan Area.

To provide open spaces where practicable.

To encourage a range of tourism opportunities.

To encourage tourism proposals which enhance established tourist attractions.

To promote the natural environment as a tourist attraction whilst safeguarding the wildlife habitats and the species of flora and fauna they support.

POLICIES

Policy LTC1: Amenity Open Space.
Policy LTC2: Loss of Amenity Open Space.
Policy LTC3: Proposed Amenity Open Space.
Policy LTC4: Children’s Equipped Play Areas.
Policy LTC5: Assembly and Leisure, Outdoor Sport and Recreation Facilities.
Policy LTC6: Football Stadium Relocation.
Policy LTC7: Access to the Countryside.
Policy LTC8: Equestrian Centres.
Policy LTC9: Tourism Facilities.
Policy LTC10: Expansion of the Cleethorpes Light Railway.
Policy LTC11: Caravan and Camping Sites.
Policy LTC12: Amusement Centres.
Policy LTC13: Educational Areas.
Policy LTC14: Community Use Areas.
INTRODUCTION

8.1 Leisure activities and community facilities are important aspects of everyday life. They are diverse in nature and have wide and varied land-use implications. In this respect it is important that residents and visitors alike can freely participate in formal and informal recreational activities including cultural events. The Council through the policies in this Chapter seeks to ensure that leisure, tourism, community and support structures are protected and enhanced either through development details or the Council's own work, thus benefiting the community as a whole.

8.2 The land-use implications of sport and recreation can be significant. There is a growing awareness of the importance of sports and recreational facilities of all kinds in urban areas and increasing use of the countryside for those purposes. Increased leisure time, a greater awareness of the benefits of sport and recreation, early retirement and increased unemployment will have a profound effect on the demand for sporting and recreational facilities during the Plan period. Participation in sport and recreation can help improve the individual's health and sense of well being; promotion of sporting excellence can help further civic and national pride and has a valuable social and economic role. The Council is mindful that sporting opportunities should, whenever possible, be made available for everyone including the elderly and those with disabilities for whom access to facilities is especially important.

Policy LTC1: Amenity Open Space.

Within Amenity Open Space areas including Proposed Open Amenity Space areas as shown on the Proposals Map, a development proposal will only be permitted if:

(i) it is compatible with any existing or potential recreational and leisure facilities or other existing authorised uses within the Amenity Open Space;

(ii) it will not have an unduly adverse effect on the nature, character, visual appearance, amenity value, agricultural potential and nature conservation value of the

8.3 Amenity Open Space

Within amenity open space as shown on the Proposals Map, informal open space and outdoor playing space can be distinguished. Amenity Open Space can either be in private or public ownership and its allocation does not imply that there is public access to the land. Areas of Amenity Open Space in private ownership have been allocated by virtue of their sporting/recreational function and/or the important role they play in terms of enhancing visual and residential amenities. Such areas may include open spaces in villages which form an integral part of the settlement's intrinsic character.

8.4 It is important that areas of amenity space are accessible to all sections of the community, particularly those without access to cars. The Council as the main provider of amenity space will seek to improve the accessibility of such areas to people with mobility handicaps.
Policy LTC2: Loss of Amenity Open Space.

A development proposal involving the loss or partial loss of recreational and leisure facilities will only be permitted if the proposal is of proven public interest that outweighs the recreation, leisure, nature conservation and amenity interest of the Amenity Open Space, or if the sport and recreational facilities can best be retained and enhanced through redevelopment of part of the site.

Where such a proposal is considered acceptable, the Council will seek to secure, by negotiation, suitable replacement of lost recreational and leisure related uses elsewhere within the Plan Area where the need is greatest.

8.5 Informal Open Space

Informal open space is used for a variety of leisure pursuits, such as walking, dog-exercising, picnicking, enjoying the natural environment and as casual play space for use by children. It does not include land used for outdoor playing space purposes such as playing pitches, greens, courts, athletics tracks, putting greens, training areas and children's equipped play areas.

8.6 Within North East Lincolnshire, the majority of informal space is concentrated in areas like Weelsby Woods, The Freshney Parkway, Cleethorpes Country Park, Coombe Briggs Meadow, Homestead Park, Immingham and Bradley and Dixon Woods.

8.7 The recreational and amenity value of this space to the population of the Plan Area in particular as casual playspace for use by children is recognised and this Plan will seek to protect such areas from inappropriate forms of development and encourage the provisions of additional open spaces where possible. The Council also recognises the visual importance of informal amenity areas in addition to their obvious recreational role, particularly in the main urban areas and settlements.

8.8 Such open spaces are vitally important components of the Plan Area and play a crucial environmental role by enhancing visual and residential amenities and by acting as wildlife corridors or areas.
8.9 **Outdoor Playing Space**

Outdoor playing space is comprised of playing pitches, greens, courts, athletics tracks, putting greens and training areas in both public and private sector and children's equipped play areas. It does not include informal open spaces highlighted in paragraph 8.5 or golf courses.

8.10 The only recognised National Standard for outdoor playing spaces the National Playing Fields Association (NFPA) '6' acre standard which was established in 1989. A survey of the Plan area entitled 'Facility Provision in North East Lincolnshire' was carried out during early 1997 by the Council's Leisure Services Department and a Post Graduate Researcher at Sheffield Hallam University. This identified 293.9 hectares of Outdoor Playing Space which suggests a surplus of 2.9 hectares occurs. This standard covers broad areas and does not take into account local deficiencies or surpluses of certain types of open space. However it is still considered to be the starting point for the Local Authority in determining open space standards.

8.11 North East Lincolnshire is reasonably well catered for when the broad NPFA standard is considered. The table below shows the detailed breakdown

<table>
<thead>
<tr>
<th>Type of Space</th>
<th>NPFA Standard</th>
<th>NEL Provision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outdoor Space</td>
<td>4-4.5 acre/1000 pop</td>
<td>4.5 acre/1000 pop</td>
</tr>
<tr>
<td>Children's Play Space</td>
<td>1.5-2 acre/1000 pop</td>
<td>1.8 acre/1000 pop</td>
</tr>
<tr>
<td>Total</td>
<td>6 acre/1000 pop</td>
<td>6.3 acre/1000 pop</td>
</tr>
</tbody>
</table>

8.12 This is seen as a starting point for a more detailed local assessment of open space requirements. It is important that such assessments are truly local and that deficiencies if they are identified, are highlighted. The '6' acre standard, although adequate for estimating outdoor playing space requirements does not take into...
account the accessibility of open spaces to the people they are intended to serve. There is little point in promoting or developing new open spaces if they cannot be easily accessed by means of a variety of transportation modes other than the private car. In addition busy roads form barriers which prevent or hinder young children or families free access to the open space which they require.

8.13 To overcome the deficiencies of focusing solely at an Authority wide level a local assessment of public accessible open spaces, both formal and informal, has been undertaken by the Council. This assessment has focused on a hierarchy standards approach which takes into account the distribution and accessibility of existing open spaces:-

<table>
<thead>
<tr>
<th>Type and Function</th>
<th>Size</th>
<th>Distance from Home</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Linear Open Space (Informal). Pedestrian appreciation. Often enjoyable views without direct public access.</td>
<td>Variable</td>
<td>Wherever Possible</td>
</tr>
<tr>
<td>2. Local Amenity Open Space (Informal). 'Kickabout' area.</td>
<td>0.2ha</td>
<td>Within 200m</td>
</tr>
<tr>
<td>3. Small Open Spaces (Informal). Pedestrian visits, especially young mothers and children to play and enjoy natural areas.</td>
<td>0.2ha</td>
<td>Within 400m</td>
</tr>
<tr>
<td>4. Local Recreational Areas/Parks (Formal). Pedestrian visits. Providing court games and playing fields where size permits. Local Nature Reserve.</td>
<td>0.2ha</td>
<td>Within 400m</td>
</tr>
</tbody>
</table>
5. District Parks (Formal and Informal). Wide range of recreation activities. Weekend visits on foot.

6. Major Parks or Ecosite (Formal and Informal). Natural open space or formal park.

8.14 In general, North East Lincolnshire’s open spaces are compliant with the standard’s size and distance to travel criteria. However, local deficiencies have been discovered in relation to Local Amenity Open Space, Small Open Spaces and Local Recreational Areas/Parks which should be located within a distance of 200-400 metres.

8.15 In particular, older terrace areas of the Grimsby/Cleethorpes conurbation are deficient in informal open spaces at a neighbourhood level. These areas, typified by high density terraced housing are lacking the open space opportunities less densely developed areas on the periphery of the urban area offer. Often within these areas 'Brownfield sites' come forward for redevelopment purposes. Such developments will be expected to take into account local deficiencies in open space, based upon the adopted standards.

8.16 Settlements outside the urban areas have also been found to be deficient in terms of open space provision. However, the extent of open space provision has to be considered with regard to the settlement’s population and its proximity to other settlements or major urban areas.

8.17 New residential developments increase pressure on existing open spaces which are often inaccessible to them. To counter this, it is important that the Plan Area’s outdoor playing space provision is retained and enhanced wherever opportunities arise. Developers of major housing schemes or other substantial developments in areas of recognised deficiency will, therefore, be
expected to provide, or contribute towards, amenity open space including where appropriate informal and outdoor playing space. The Council will monitor the provision of such open space in association with development proposals.

8.18 Playing Pitch Provision

In terms of football pitch provision North East Lincolnshire has 76 adult pitches available through both the public and private sectors for leisure use. Although there is no nationally accepted standard for playing pitch provision, the Sports Council through its 'Playing Pitch Strategy' suggests a standard of 1 pitch per 1840 people which relates to a requirement of 87 pitches - a shortfall of 11. In addition the publication 'Standards of Open Playing Space' (Wilson - Chalon A. October 1997) suggested a standard of 1 pitch per 2000 people, which results in a total requirement of 80 pitches a shortfall of 4.

8.19 These standards are seen as crude tools and give guidance to a 'national' level of pitch provision. At the local level, a much more focused neighbourhood assessment needs to be undertaken. Through consultation with the Council's Leisure Services Department information has been gathered on the distribution, latent demand and quality of existing pitches within the Plan area and from this it is evident that existing playing pitches can effectively cope with the current demands placed on them by the Adult/Junior Leagues. However, problems in supply/demand occur principally during the winter months when pitches are unplayable due to water logging and icy conditions. This leads to backlogging of fixtures and an increased pressure to overuse existing pitches often at the expense of pitch quality. Continued improved preventative maintenance is therefore required to minimise cancellations and backlogging.

8.20 It has been estimated that up to 10 additional pitches are required to allow some of the more extensively used pitches (at Sidney
8.21 Localised deficiencies of pitch provision occurs within the main Grimsby/Cleethorpes urban area resulting in players having inadequate access to local teams/facilities. Such areas include the Willows, Wybers Wood, Scartho, Littlecoates, East Marsh, Cleethorpes Central and Hainton. In general there are no publicly accessible pitches to the north west of the main urban conurbation. The Council will therefore seek to re-address this imbalance by securing by negotiation suitable sporting facilities in areas of recognised deficiency. In certain instances it may be advantageous for an existing playing field to be upgraded in terms of pitch quality and associated facilities enabling an intensification of use. This would, however, require an assessment in relation to the accessibility of the playing field to the development site.

8.22 There are approximately 90 Junior pitches under the control of the Education authority or private sector. These pitches are in general relatively poor in quality and are extensively used by both the Junior Football League and by the schools, with little scope of use by the Adult League due to size restrictions and pitch maintenance implications.

8.23 North East Lincolnshire is well catered for with regard to non-football related pitch sports. Once again pitch quality is a major factor in maximising the use of existing facilities. One recognised deficiency identified by national standards relates to the provision of Rugby Union and League pitches. However, there appears to be no
latent demand for additional Rugby facilities within North East Lincolnshire.

8.24 Rural Communities

Rural communities are often isolated and do not have direct access to leisure facilities located within the urban areas. Frequently, they rely on school facilities to provide land for ball games or pitches. There has been a need identified in the larger communities for Community Halls including adequate storage facilities which could be utilised for a variety of sporting and recreational activities such as badminton, target bowls and 3-a-side soccer. In terms of outside playing space 'multi use games areas' with associated floodlighting which can be used for Netball, Basketball, and 5-a-side soccer have been identified as cost-effective means of providing a wide range of facilities. In addition outside grass sport areas which are designed to accommodate 1/2 soccer pitches and changing facilities as well as artificial cricket squares and bowling greens, offer a wide range of formal sporting opportunities.

8.25 All of the above have been identified as being deficient to some extent in the rural communities. This is recognised by the Plan, and the Council will seek to re-address this by seeking developer's contributions or through separate grant aided funding.

8.26 Allotments

Allotments make a valuable contribution to meeting the community and leisure needs of the Plan Area and because of their green nature can help to reduce the impact of the surrounding built up area. Additionally, they make a worthwhile contribution to local food production and help to protect against over development.

8.27 The urban area of Grimsby has eight statutory allotment sites providing 1839 plots owned and controlled by the Council. There is a further total of 9.47 hectares of allotments located within the urban area of Cleethorpes and the defined settlements of Humberston,
8.28 The Borough in general terms has an adequate provision of allotments based on the levels of provision established in the Allotments Act 1950. However, there are localised deficiencies at Humberston and Healing.

8.29 As part of the Millennium Park Scheme on the former Macaulay Lane Tip Site, part of the allotment site adjacent to the former tip is likely to be lost with the remaining allotments consolidated on the northern part of the site.

Policy LTC3: Proposed Amenity Open Space.

The following areas of land are allocated as proposed amenity open space:

1) Land south of Weelsby Hall, Peaks Lane.
2) Land at Cromwell Avenue.
3) Land at Alexandra Dock.
4) Land at Roval Drive, Immingham, (included in Housing Site H1/38).
5) Land at Enfield Avenue, New Waltham
6) Land R/O 31 Enfield Avenue, New Waltham.
7) Land south of Trafalgar Park, New Waltham.
8) Land north west of Greenlands, New Waltham. (Extent to be determined following flood risk assessment).
9) Former Ross Sports Ground, Weelsby Road.
10) Land at South View, Humberston.

Development proposals involving other uses for the

8.30 It is important that Amenity Open Space is readily accessible to all members of the public. Within areas of recognised deficiencies of open space or areas subject to major residential development the Council will explore the possibility of securing additional amenity open space with public access, serving the immediate needs of local inhabitants. Such areas have been identified on the Proposals Map as proposed Amenity Open Space.

8.31 Further sites may be required during the Plan period as a result of quantitative and qualitative deficiencies being identified through the Local Plan monitoring process and the Council's Sports and Leisure Strategies. The Council will secure Proposed Amenity Open Space areas by entering into planning agreements to provide or improve recreation and sports facility provision or in some cases it may be appropriate for the Council to purchase the land concerned. Only in exceptional circumstances will the council use its compulsory purchase powers. The Council will also under Policy NH4: Natural Heritage - Site Management and Interpretation seek to ensure that the ecological requirements of the sites
above sites will be assessed against Policy LTC1.

The Council will seek to improve the quality and quantity of amenity open space and facilities thereon in response to changes to standards and current usage patterns. New developments that will cause increased usage of available and planned open space will be assessed and new provisions sought where appropriate.

significant habitats are maintained.

8.32 The Scartho Top Housing Site has provision for 42 acres of amenity open space (See Housing Chapter) which will be laid out as development proceeds.

8.33 A strip of land off Cromwell Road is reserved as Amenity Open Space to provide a future pedestrian access link to the Millennium Park Site at Macaulay Lane which is being promoted as a mixed-development site including open space/parkland.

8.34 A site has been allocated at Peaks Lane, Grimsby as a Proposed Employment Site and as part of the development of this site, an opportunity exists for the developer to lay out amenity open space on adjoining land to complement the surrounding countryside and assist in meeting the Plan Area’s need for more Amenity Open Space. The release of such land will be secured, if necessary, through planning obligations between the developer of the Proposed Employment Site and the Council.

8.35 The Council is seeking to improve the existing Roval Drive recreation area in Immingham with access required across the western end of Coombe Briggs Meadow, to the proposed housing site to the north.

8.36 There has been considerable recent growth in housing in New Waltham, emphasising the need for more community facilities, particularly public open space. In particular there is a shortfall of both formal and informal open space to the south of Station Road which acts as a barrier to the facilities at Greenlands some distance to the north. The two areas of proposed amenity open space situated off Enfield Avenue, to the north and south of the existing school playing field, provide opportunities to address the current shortfall.

8.37 It is envisaged that provision of these two areas of proposed amenity open space, including adequate provisions for future maintenance, will be delivered via Section
8.38 The land to the south east of Trafalgar Park, New Waltham (housing site H1/46) has been identified as a proposed amenity open space. This land provides the opportunity to provide a significant area of informal open space as part of a comprehensive development to the east of the settlement. It is envisaged that the open space provision, including adequate provisions for future maintenance, will be delivered via a Section 106 agreement with the landowners/prospective developers of housing site H1/46. Adequate provision should also be included of a children's equipped play area as an integral part of the overall development, in accordance with Policy LTC4. The opportunity could be taken in the area immediately to the east of the proposed amenity open space to supplement the area of woodland planting further to the east.

8.39 The proposed open space should be accessible. Development of the adjacent housing site should incorporate appropriate pedestrian and cycle links; including to existing development, which promotes the area's accessibility.

8.40 The land to the south of the identified proposed amenity open space, land known as Humberston Grange, is recognised as being of local landscape and wildlife interest. The Council will seek to maintain this area's local landscape character.

8.41 In the event of the release of the Reserve Housing Site under the terms of Policy H2; amenity open space will be provided south of Buck Beck. This will be delivered via a Section 106 agreement with the landowners/prospective developers and shall

106 agreements with the landowners/prospective developers of individual housing sites H1/47 and H1/48. Development of housing site H1/48 will be required to provide adequate vehicular access to the proposed amenity open space from Enfield Avenue to ensure vehicular public right of access to the site is achieved.
include adequate provisions for future maintenance. The extent of this area of amenity open space will follow the boundary of the actual fluvial floodplain to be determined and defined on the ground in accordance with a flood risk assessment. It is envisaged that the amenity open space will form an extension to the existing Buck Beck greenway.

8.42 The former Ross Sports Ground, located off Weelsby Road has been allocated for a mixture of housing and formal open space activities, including a football pitch and changing facilities. This follows the agreement reached by the site owner and Officers of the former Grimsby Council at the Great Grimsby Local Plan Inquiry for the site to be developed for the above uses.

8.43 Land at South View, Humberston has been identified for public open space purposes and is under Council ownership. This land was allocated as an Ecology Park within the Cleethorpes Local Plan Consultation Draft but it is now considered that a wider informal recreational role would benefit Humberston as a whole.

Policy LTC4: Children's Equipped Play Areas.

Where major development proposals (50 or more new dwellings) cause a deficiency in equipped playgrounds for children the Council will seek, by negotiation, the provision of such facilities to address the deficiency either on the proposed development or, if appropriate on a site in the immediate vicinity.

Where a developer reaches agreement with the Council regarding the adoption for an Equipped Playground for Children provided in

8.44 Children's Equipped Play Areas include traditional swings and roundabouts and facilities offering specific opportunities for outdoor play. The NPFA 'Six Acre Standard' includes a figure of between 0.2 and 0.3 hectares of equipped play area per 1000 head of population. Application of this minimum standard would suggest that between 32 and 48 hectares of equipped play space is required for the town.

8.45 However, it is felt that the proximity of equipped play areas to the children who would use them is a more important criteria than physical area. Therefore, a more realistic assessment can be achieved by looking at local needs as opposed to levels of
accordance with this policy the Council will, by negotiation, seek to secure a commuted sum equivalent to the full maintenance costs for a minimum 10 year period from the date of adoption.

Development proposals adversely affecting Equipped Playgrounds for Children will not be permitted unless suitable alternative provision is secured elsewhere in the locality.

Plan-wide provision. The NPFA suggests that children should have access to an equipped play area within 400 metres from home. For the purpose of this plan an area of deficiency will, therefore, be taken to be one being over 400 metres from an existing Children’s Equipped Play Area.

8.46 The design and location of new Children's Equipped Play Areas will be expected to take into account aspects such as safety from adjoining highways, security and crime prevention. The Local Plan will seek to secure the provision of additional equipped play areas in areas of deficiency by the use of appropriate planning conditions and/or planning obligations. Three new equipped play areas will be provided by developers on the Scartho Top Proposed Housing Site.

Policy LTC5: Assembly and Leisure, Outdoor Sport and Recreation Facilities.

Development proposals for assembly and leisure, outdoor sport and recreation facilities will be permitted provided there are no significant adverse effects on:

(i) residential amenity;
(ii) access, parking, traffic generation and road safety;
(iii) the nature and character of the area;
(iv) nature conservation interests;

and would not result in the loss of the best and most versatile agricultural land.

The Council will seek to

8.47 Assembly and Leisure

Assembly and leisure, sports and recreation facilities can vary greatly in size and purpose. They can be facilities for the local community to enjoy or multi-million pound investments such as cinemas that serve a large catchment area. Policy LTC5 sets out terms by which all these needs can be catered for.

8.48 In addition to normal material considerations, such as; the impact upon residential amenity, traffic generation and the impact of development upon the character and appearance of an area, the Policy defines terms regarding appropriate site selection. Planning Policy Guidance note PPG6 advises that major assembly and leisure developments should be located in highly accessible locations and town centre locations are seen to be particularly suitable. Policy LTC5 therefore requires that developers of assembly and leisure proposals, intended to serve a borough-wide or greater catchment area, will need to
direct such proposals to locations capable of being served by a variety of means of transport.

Assembly and leisure uses intended to attract users from a Borough-wide catchment area or beyond will be permitted to locate outside Grimsby town centre provided that it can be demonstrated that all potential Grimsby town centre or edge of Grimsby town centre options have been thoroughly assessed or there are overriding considerations which outweigh such a locational requirement. Uses which are intended to serve resort tourists will be permitted to locate within the defined resort area.

The use of derelict, disused or reclaimed land or buildings will be encouraged.

8.49 Indoor Recreational Facilities

Indoor recreational facilities are an important aspect with regard to satisfying the leisure needs of the local community. North East Lincolnshire is currently served by several indoor facilities which cover a wide range of leisure facilities.

8.50 The Grimsby/Cleethorpes and Immingham urban areas offer a high level of provision and accessibility to sports halls as reflected in Humberside County Council's 'Five Year Strategy for Sport and Recreation in Humberside' where it is noted that 65-75% of total demand is located within 5 miles of an existing centre. Any immediate requirement for new provision in those areas are small scale and localised.

8.51 The Council's existing Leisure Centres are located at Cromwell Road, Grimsby, Immingham and at the Kingsway, Cleethorpes. These centres offer a wide range of traditional indoor recreational facilities serving the needs of the plan Area. An additional facility is the Grimsby Auditorium located adjacent to Grimsby Leisure Centre, Cromwell Road, a multipurpose performance venue accommodating up to 1600 people offering an extremely high quality lighting and acoustic arena together with a flexible seating arrangement.

8.52 Other facilities include Immingham and Scartho Road Swimming Pools and a variety of other private indoor sports clubs. These
services are currently well utilised but it is foreseen that due to ever changing leisure trends, that a number of new facilities or the revamping of existing centres may be required. Such facilities should be accessible to the population they serve and make the best use of recreational land available. The use of derelict disused or reclaimed land or buildings will be particularly encouraged.

8.53 Outdoor Recreational Facilities

North East Lincolnshire has a number of outdoor recreational facilities including the King George V Stadium, Grant Thorold Park, Peoples Park, Weelsby Woods, Bradley Woods, Dixon Woods, Duke of York Gardens, Cleethorpes Country Park, Sydney Park, Homestead Park, Pilgrim Park, Coombe Briggs Meadow, as well as other areas of amenity open space. There is a recognised demand for all weather pitches which enable active sport participation throughout the year regardless of weather and light conditions. The Council recognises the strategic importance of such facilities and will promote the active use of them.

8.54 The Borough also provides a number of venues for the staging of professional and semi-professional sporting events. The King George V Stadium hosts athletic events; the Cleethorpes Cricket Club ground on Chichester Road is occasionally used for one day county cricket and Blundell Park is the home of Grimsby Town Association Football Club. In recent years Grimsby Town have been investigating the possibility of relocating their stadium.

8.55 The development of a full size synthetic grass pitch on Clee Fields has partly met the immediate demand for such a facility in the Grimsby and Cleethorpes urban area. The effective use of this facility as substitute for scarce grass playing pitches depends on the Football/Hockey Associations taking advantage of its multi-use and intensive use capabilities. There is however, demand for an additional full sized multi-use games area.
8.56 At present, the Plan Area is served by 6, 18 hole golf courses and 2 nine hole courses, these being:- Immingham Golf Club; Cleethorpes Golf Club; Grimsby Golf Club; Manor Golf Course; Humberston Golf Club; Waltham Windmill Golf Club; Humberston Country Club; Bourne Leisure Golf Course and Willow Park Golf Club, Grimsby. All are privately run and offer varying degrees of non-membership accessibility. The Plan Area has recently witnessed a massive investment in golf courses with 4 of the courses being developed within the last 3-4 years.

8.57 Golf courses can open up the countryside for recreation, but they can also have a significant impact. PPG17 'Sport and Recreation' advises that golf courses should be located and designed to ensure harmony with the surrounding countryside and to conserve the natural environment.

8.58 The Council acknowledges that the popularity of golf as a recreational pastime is increasing but is wary that such uses can take up to 200 acres of agricultural land and can have a substantial impact on the character of the countryside.

8.59 Golf courses principally serve urban areas and therefore should be sited as close to them as possible thus reducing the need to travel by car and avoiding widescale recreational uses into the open countryside.

8.60 Many golf course proposals are accompanied by developments such as hotels, holiday accommodation, additional built sports facilities or leisure complexes and conference centres. The Council will resist proposals which have unnecessary amounts of associated built development and which conflict with other policies in the Local Plan which seek to protect and improve the environment.

8.61 Additionally, golf course proposals within
highly sensitive environs such as the Lincolnshire Wolds AONB or the Humber Flats and Marshes Pyewipe and Cleethorpes SSSI, Ramsar Site and SPA or within or adjacent to nature reserves or other important sites of wildlife habitat or nature interest, will rarely be acceptable as the 'manicured' appearance of a golf course would be contrary to the basic principles of protecting and enhancing the sensitive environment.

8.62 Noisy Sports

Certain types of sporting or leisure activities can have particular planning implications by means of noise generation. Such activities include:- motorcross, speedway, microlites, powerboats, pistol/rifle shooting on outdoor ranges and clay pigeon shooting and outdoor sport facilities and event areas due to the increased use of PA systems and spectator noise.

8.63 It is important that local conditions and circumstances are taken into account when determining proposals which are essentially for a 'noisy sport'. Local amenities, both of residents and of the area generally will be of paramount importance.

8.64 Unless it can be proven that a proposal site located within or adjacent to the built environment will not harm the environment or general amenities of the area it is felt that such activities would be more suitably located away from the urban areas. However, proposals within the Wolds AONB or the Humber Flats and Marshes, Pyewipe and Cleethorpes Coast SSSI, Ramsar Site and SPA, or within or adjacent to nature reserves or other important sites of wildlife habitat or nature interest, will be strongly resisted unless it can be shown that other material considerations outweigh the special interest of the site.

8.65 Newer leisure activities, such as war games (paint ball) can cause disturbance and danger as well as noise problems. PPG17 ‘Sport and Recreation’ advises that ancient woodlands should be protected from such activities that
Policy LTC6: Relocation of Football Stadium.

Within the site marked LTC6 on the Proposals Maps, development proposals for a 20,100 seat football stadium with an enabling development comprising:-

(i) non food retail park of 13,395 sq m gross internal floor space;
(ii) garden centre of 1,858 sq m gross internal floor space;
(iii) petrol filling station with ancillary retail;
(iv) hotel;
(v) pub restaurant and two additional restaurants;

will be permitted subject to the developer entering legal agreements or meeting conditions to secure:-

(a) provision of a satisfactory landscaping and planting scheme;
(b) retention of undeveloped areas on adjoining land as amenity open space;
(c) control of onsite car parking;
(d) control of car parking in specified off-site locations including the Willows estate;
(e) implementation of a

would have an adverse impact.

8.66 Grimsby Town Association Football Club has been investigating the feasibility of relocating to a new stadium for over the last six years. Both Great Grimsby and Cleethorpes Borough Councils were involved in discussions and site selection procedures prior to reorganisation of the Councils in 1996.

8.67 The current ground at Blundell Park has served the football club for over a hundred years and has been modernised in an incremental way. However, some of the stands date from the original development of the ground. With the requirement for football stadia to be all seating the capacity for spectators is limited to just over 8,000 at Blundell Park. This is a considerable limitation for a league football club where money through the turnstiles is a primary source of income. Furthermore, the quality of facilities available to spectators is also below standard on account of the ageing infrastructure.

8.68 Blundell Park is confined to its current site area by surrounding residential areas. This confinement presents a number of basic problems. Firstly, any reconstruction of the ground would have to take place within a space defined some one hundred years ago as the prospects of outward expansion are unfeasible. Secondly, a significant expansion of the capacity of the stadium (i.e. doubling the current capacity) will impact upon the surrounding houses both in physical and amenity terms. In physical terms it is likely that the stands would overshadow existing properties. In amenity terms the increase capacity would mean much larger crowds, increased noise, inconvenience and an acute lack of parking which is at present a severe problem as only on road parking is available. It is also recognised that the location of the
green transport plan including a free bus service to and from the Willows and Wybers Wood estates;

(f) provision of bus access to the site;

(g) provisions of off-site stewarding and measures to protect the amenity of neighbouring land uses;

(h) provision of an area for a park and ride facility;

(i) establishment of a learning and skills centre.

existing ground limits any opportunities the Football Club may have for promoting other business ventures; corporate hospitality, conferencing facilities and other commercial uses for the stadium. Such business ventures are also an important part of financing the operation of a football club.

8.69 The relocation site is proposed through Policy LTC6 following an examination of alternative locations provided by the agents of the football club and an independent assessment of sites provided by a consultant commissioned by the Council. The Council are satisfied that none of these alternative locations have the same advantages as the proposed site. The necessary attributes the site possesses are: availability, well defined and confining boundaries that meet the requirements of Policy GEN1, accessibility by a variety of means of transport, capacity for separation buffers to be established, minimal conflict with existing and proposed land uses and other material considerations specified by policies of this local plan.

8.70 It is recognised that the proposed site is a greenfield site but the Council is satisfied that, given the particular needs of a sports stadium and the lack of a brownfield site or site closer to the town centre, the relocation demands exceptional consideration. These exceptional circumstances also extend to the need for enabling development as specified in the policy. The Council is satisfied that the Football Club needs to relocate and that its independent financial resources are insufficient to support such a move. Whilst the type of enabling development, in particular retailing uses, would not normally be permitted to locate on an out of town site the Council accept that the enabling development is necessary and cannot be sited at another location and still deliver the benefits to the Football Club. PPG17 (Sport and Recreation) advises that the relocation of football league clubs need sympathetic consideration and it is in the spirit of this advice that the Council are considering
8.71 The terms of Policy LTC6 are very specific both in respect of the type of development and the criteria which will need to be met. The policy is expressed in this prescriptive way because of the exceptional circumstances and to give the measure of control over the proposal that the Council feel is needed. The criteria are specified to protect the amenity of nearby land uses, enhance the development, minimise impacts upon traffic routes and increases in journeys by the private car. Particular provisions will need to be made for the stewarding of spectators. Community benefits are also specified by the policy including the provision of a park and ride facility to facilitate journeys to the resort area in particular, and the establishment of a learning and skills centre at the stadium to enhance educational programmes in the area.

Policy LTC7: Access to the Countryside.

The Council will encourage public access to the open countryside by means of promoting, protecting and where applicable creating routeways, including footpaths, bridleways and greenlanes.

Development proposals which would lead to the extinguishment of public rights of way and/or rerouting will only be permitted where there is likely to be no significant detriment to users and where an acceptable alternative route is readily available.

8.72 Many people get pleasure from using the countryside and urban footpaths, bridleways and greenlanes. It is important that public access to the countryside is maintained whilst ensuring that the character of the countryside and interests of the farmers are unharmed. This can be best achieved by means of the extensive rights of way network already existing in the Plan Area and by the Council actively promoting, directing, protecting and creating, where appropriate, existing and new routeways. It is also important that routeways, where practical, are accessible to people with mobility handicaps.

8.73 Recreational links from the urban areas/defined settlements to the open countryside are of particular importance as they act as recreational gateways facilitating public access to the wider countryside areas beyond. Such routes, however, by their proximity to higher areas of population
density are relatively highly trafficked and can suffer from problems such as overuse and vandalism. The Council recognises the recreational importance of these urban fringe footpaths and will ensure that such routeways are promoted and kept open to the public thus minimising trespass on adjacent farmland.

8.74 Due to the importance of the rights of way network as a recreational resource its quality and quantity should not be reduced. Footpaths incapable of use or in a poor state of repair will be reported to the Council's Public Rights of Way Officer for action.

8.75 Occasionally development proposals are submitted which would result in the extinguishment or significant detriment to users of the footpath. The Council will only grant planning permission in such instances where an acceptable alternative route is available or can be provided subject to normal planning criteria being satisfied.

Policy LTC8: Equestrian Centres.
Development of equestrian centres will be permitted where:-

(i) a minimum of 0.6 hectares of grazing land per horse or pony is available;

(ii) it does not materially harm the amenities of the area by reason of noise, smell, traffic generation or visual intrusion;

(iii) the proposal incorporates an integrated landscaping scheme with paddock boundary treatment in

8.76 Development Involving Horses - Equestrian Centres

It is anticipated that as interest increases in countryside matters, so will the demand for equestrian activity centres. High standards of design, construction and maintenance of buildings and care of land is necessary to ensure that such activities do not have an adverse effect on the countryside and that the horses are well cared for.

8.77 Annex F of PPG7 'The Countryside - Environmental Quality and Economic and Social Development', advises that development involving horses should take particular care to minimise the effect their proposals will have on the appearance of the countryside and that buildings should be sited and designed to blend with their
(iii) materials appropriate to the location;
(iv) accessible and adequate off road trails are available in the form of bridleways or private agreements;
(v) it uses existing buildings or, where new buildings are proposed, they are sited next to existing buildings or otherwise form an integrated part of the development.

8.78 In this context the Council, will expect equestrian proposals to be designed to fit with the surroundings by means of materials and colours used and to re-use existing buildings if at all possible. Likewise paddocks and training areas should also be integrated, through appropriate planting, into the overall landscape.

8.79 In relation to security and animal husbandry it is often desirable to have stablehands living on or adjacent to equestrian sites. However, the uncontrolled development of residential uses in the open countryside is contrary to other Plan policies. Equestrian proposals involving new residential uses in the open countryside will, therefore, only be considered acceptable where a submitted business plan clearly demonstrates that the proposal is economically viable and that it is essential to the daily running of the business that it includes a residential use. In order that the long term viability of the business can be adequately assessed, residential uses will be restricted by the imposition of temporary planning permissions over a fixed period, normally for five years.

8.80 Due regard should be paid to the safety and welfare of the animals and participants. Appropriate levels of grazing should be provided - the British Horse Society recommends between 0.6-0.8 hectare of summer pasture for a single horse. It is also important that for the safety of horses, ponies and riders that commercial equestrian centres have direct access onto 'off the road' trails and that none of these trails cross or lead onto heavily trafficked roads.

8.81 Tourism is one of the country's fastest growing employment sectors. It covers a wide range of diverse but related activities and facilities to cater for the needs of both surroundings.
increase the attraction of the Area to tourists will be permitted provided that they:-

(i) contribute to the range and quality of tourism uses;

(ii) are of an appropriate scale;

(iii) do not have an unduly adverse effect on the character of the area, or cause visual, environmental or infrastructure problems, or harm the amenities of nearby residents.

8.82 There is also an overlap with sport, recreation and retailing which meets the needs of tourists as well as local people. Other related activities include business centres, sales events, music festivals and professional and academic meetings which combine tourism with their specific purposes.

8.83 Within the Plan Area the tourist industry is centred upon the resort of Cleethorpes which has a long established association with tourism. Tourist attractions elsewhere include the National Fishing Heritage Centre located within the Maritime Quarter of the Alexandra Dock, Grimsby Auditorium, Waltham Windmill and the Lincolnshire Wolds AONB.

8.84 The Council's Leisure Services Department has recently produced a Tourism Pole Development Plan which steers the continuing regeneration of the Tourism Industry in North East Lincolnshire. Its vision is to build on recent successes and maintain the impetus of change to help create a vibrant tourism industry that will attract ever increasing visitor numbers. The establishment of the Tourism Pole will enable key weaknesses in the Tourism product to be addressed and further build upon the current regeneration of the industry.

8.85 The 'Tourism Pole' partnership requires ERDF support and substantial investment from the private sector and identifies the area's largest site for leisure and tourism development, the Thruncoe land also known as the Meridian Point Development. This 19.95 acre site is being actively marketed for a variety of tourism related uses including a hotel, indoor attraction complex and support
ancillaries such as restaurants, fast-food outlets, landscaped open space, lake and recreation areas.

8.86 In addition to the Tourism Pole the Council is actively facilitating a Tourism Forum made up of members of the community with business interests in tourism and the resort. A strategy is being formulated to help guide the authority in its decision making and this will effectively form supplementary planning guidance where there are material planning considerations.

8.87 Cleethorpes Resort attracts a considerable number of day trippers and short break holiday makers. The Council will maintain its commitment to encouraging further investment that will enhance the popularity of the resort whilst ensuring developments are of a suitable scale and do not cause visual, environmental or infrastructure problems. Over the last decade or so the resort has suffered a period of falling visitor numbers, a situation which the Council has sought to reverse with renewed investment in the resort area. This has been reinforced by the redevelopment of the Thorpe Park Caravan park and the construction of Pleasure Island Theme Park which make significant financial commitments to the long-term future of Cleethorpes by the private sector. Public sector investment has seen the development of the Discovery Centre, an interactive visitor and educational facility focusing upon the environment of the Humber. Such injections in confidence in the resort provide an important boost to the local economy, which is hoped will encourage further investment. The resort of Cleethorpes offers a variety of tourist accommodation ranging from traditional seaside B&B's to large caravan parks. In addition further non permanent accommodation is provided within the Fitties Chalet Park which consists of privately owned temporary holiday homes.

8.88 The vast majority of tourist and visitor attractions are associated with the summer season and are geographically centred on the resort, although recently there have been
significant changes in tourism trends. It is important to acknowledge the growth in countryside pursuits, interest in the country’s heritage and a lengthening of the tourism season. Increasingly, the natural beauty of the areas of landscape importance are establishing themselves as visitor attractions in their own right, as are attractions such as Waltham Windmill and the Immingham Museum.

8.89 Furthermore, the ‘Humber Flats and Marshes: Pyewipe and Cleethorpes Coast SSSI, SPA and Ramsar Site’, located just off Grimsby and the resort of Cleethorpes is one of the finest stretches of mudflats in Europe. Bird migration takes place primarily during the off-peak season and consequently may provide an opportunity for extending the season.

8.90 PPG21 ‘Tourism’ states that the tourism industry should flourish and develop in response to market forces whilst respecting and enhancing the environment for the benefits of visitors and residents. Whilst there are benefits for visitors and residents alike in the provision of tourism facilities, there is potential scope for conflict arising from development pressures or excessive numbers of people in sensitive locations. It is important that all tourism related proposals are of a high quality of design and layout and are appropriately sited with regard to adjacent land uses and activities. The majority of tourism developments are small scale in nature and can be successfully accommodated in line with the tourism policy. However, in exceptional cases, opportunities may arise for large scale or innovative projects which exploit new market trends which could include hotel complexes, exhibition centres, theme parks or major new visitor attractions operating all year round.

8.91 There are opportunities for tourism facilities to develop outside the Resort of Cleethorpes. Grimsby’s tourism industry has developed around the developments within the Town Centre at Alexandra Dock the ‘Maritime Quarter’ and the ‘Leisure Quarter’ at
Cromwell Road where the Grimsby Auditorium/Leisure Centre and in the near future further leisure developments based on Millennium Park are found. The Maritime Quarter is comprised of the Commercial Area, west of Victoria Street, north of Frederick Ward Way and east of Alexandra Road.

8.92 The National Fishing Heritage Centre, a themed attraction which uniquely recreates many aspects of the fishing industry and has a number of galleries for a changing programme of exhibitions and display, is the flagship of the continuing development around Alexandra Dock and is complemented by the newly completed ‘Alexandra Dock Business Centre’ and the privately owned paddle steamer -‘The P.S. Lincoln Castle’.

8.93 In addition to the main tourist attraction the Lincolnshire Wolds AONB is just a short drive away from the main urban area of Grimsby/Cleethorpes and offers opportunities for informal recreation such as walking and cycling. This area is particularly sensitive and if it is to develop as a tourism resource, related developments will require a high standard of design thus minimising visitor/resident conflict and its impact on the AONB.

Policy LTC10: Expansion of the Cleethorpes Light Railway.

Development proposals which would prejudice the implementation of the expansion of the Cleethorpes Light Railway will not be permitted.

8.94 The nature of Cleethorpes resort is linear. This results in traffic congestion in the Summer, as both day-trippers and staying visitors use their own transport to move around the Resort. With attractions and accommodation spread along the four miles of Resort, families with young children find it particularly difficult on foot. The Cleethorpes Light Railway is one of the few narrow gauge railways still operating and currently runs a service throughout the year from close to the proposed Meridian Point development to the Leisure Centre (around the middle of the
Resort.

8.95 As part of the Tourism Pole it is intended, if successful, to expand the Cleethorpes Coast Light Railway in both directions: South to the Thorpe Park Holiday Centre and North to the Pier where it would link with the mainline station providing a comprehensive transport network. Cleethorpes mainline station would also be the location for the arrival and departure of coaches to Cleethorpes.

Policy LTC11: Caravanning and Camping Sites.

Development proposals for the use of land for caravanning and/or camping facilities or for the extension of existing uses will be permitted provided that:-

(i) the site is closely associated with existing or proposed tourist attraction(s) and does not dominate it by means of siting, scale or location;

(ii) it affords easy access to the strategic road network by avoiding the use of narrow lanes;

(iii) there is no unduly adverse effect on residential amenity;

(iv) it is accompanied by a landscaping scheme which shows how the impact of the development on the wider landscape is reduced;

(v) the provision of any ancillary development is

8.96 Caravan and camping sites are playing an increasingly important role in the local tourism industry. The Council seeks to encourage proposals which attract more people and spending within the Plan area, which in turn creates employment opportunities. However, the benefits of caravans and camping developments must always be weighed against their impact on the environment.

8.97 Caravanning and camping facilities can be intrusive forms of development in the countryside, particularly in sensitive landscape areas. The introduction of caravan and camping sites into the Lincolnshire Wolds Area of Outstanding Natural Beauty would result in a reduction of its intrinsic value, by virtue of the alien nature of such development in a sensitive landscape form. Additionally, sites which are designated for the importance of their flora and fauna could be irreversibly damaged particularly if a site is well used.

8.98 Caravans and camping vehicles make special demands on the local infrastructure. The traffic tends to have wide loads, slow speeds and is concentrated over summer weekends and Bank Holidays. Developments which would place undue demands on these services will not normally be received favourably unless specific provision for highway improvements, treatment plants or other associated works have been submitted as part of a planning application or are
restricted to those facilities which are required to serve the site and is incorporated into, or forms an extension to, an existing building;

(vi) it would not have an unduly adverse effect on the Lincolnshire Wolds AONB, the Humber Flats and Marshes, Pyewipe and Cleethorpes Coast SSSI, SPA and Ramsar Site, nature reserves or other important sites of wildlife habitat or nature interest;

(vii) it would not result in the permanent loss of the best and most versatile agricultural land or be located within 400m of an intensive livestock unit to land which has approval for slurry spreading.

8.99 Poorly designed caravan and camping sites can be intrusive in the landscape, hence the Council wishes to encourage a good standard of design and layout which will make them more attractive to visitors and less intrusive to nearby residents.

8.100 The scale of the caravanning and camping site should also reflect the tourist attraction which it is intended to serve and the availability of other such facilities in the area. It is considered inappropriate for large scale facilities to be located away from major tourist attractions or to be sited adjacent to relatively small visitor attractions which may result in its overuse and in sensitive locations, could cause irreparable damage. In this light smaller caravanning and camping facilities which are in scale with its surroundings and located away from the main Resort Area may be acceptable subject to other Local Plan policies.

Policy LTC12: Amusement Centres.

Development proposals for amusement centres will be permitted in the following locations:-

(i) Shopping Areas, (subject to Policies S4 and S5);

(ii) Commercial Areas;

(iii) the North Promenade, Tourism Area.

Provided that the proposals:-

(a) would not unduly adversely effect the proposed for inclusion in a Section 106 planning obligation under the Town and Country Planning Act 1990 (as amended).

8.101 For Local Plan purposes amusement arcades are recognised as being a form of amusement centre. North East Lincolnshire's amusement centres are generally located within Grimsby Town Centre or the Resort Area of Cleethorpes.

8.102 Amusement centres are now a familiar scene in many of Britain's holiday resorts. Whilst these are generally acceptable in resort areas they can be damaging to retail areas and can severely harm the amenities of local residents in mixed commercial/residential areas, especially at night. Therefore, the development of these uses within the resort of Cleethorpes will be encouraged to locate primarily on the North Promenade which is
environmental quality and character of the area;
(b) would have no adverse effect on pedestrian movement;
(c) does not abut a residential property;
(d) would not have an unduly detrimental effect on the residential or other amenities in the area;
(e) retains any existing shop windows/display; and,
(f) can be satisfactorily controlled in so far as opening hours and noise emanating from the premises are concerned.

8.103 Along Alexandra Road, Cleethorpes, there is increasing pressure for changes from retail to resort uses. In this location there is a definite mix of resort related functions and other activities. There is, therefore, scope for allowing additional amusement centres provided that no single use becomes dominant.

8.104 Often by their nature amusement centres are used as meeting points by youths/teenagers. Such uses are best located in Town Centre locations where their associated side effects such as noise, disturbance, litter and congestion can be absorbed.

8.105 However, within certain Town Centre locations the proliferation of non-shopping uses such as amusement centres can lead to a breakdown in traditional shopping frontages. It is considered essential in terms of securing the long-term commercial interests of the Town Centre that existing Primary Shopping Frontages are retained. An over-concentration of amusement centres would fragment the shopping scene and would inevitably be detrimental to its overall viability and vitality.

8.106 Another important factor in assessing amusement centres is the pedestrian conflict that can occur immediately outside the premises.

8.107 Pedestrian flow in terms of free movement and across/egress can be affected by youths/teenagers gathering outside of such establishments. In order to minimise possible pedestrian conflicts the footpath must be of an adequate width to cater for pedestrian/centre users.

8.108 PPG6 states that “Amusement centres are most appropriately sited in secondary shopping areas, or in areas of mixed commercial development. They are unlikely to be acceptable in primary shopping areas or considered to be particularly appropriate as it is a relatively self-contained area where such uses can be maximised.
Policy LTC13: Educational Areas.

Within Educational Areas development proposals in respect of non-educational uses will be permitted provided that:-

(i) they are compatible with adjacent and existing uses; and,

(ii) they involve buildings formally declared to be surplus to LEA requirements.

Within an Educational Area a development proposal involving the loss of playing fields and other open spaces will only be permitted:-

(a) if the proposal is of proven public interest that outweighs the recreational and amenity interest of the site; or,

(b) if the facilities can best be retained and enhanced through redevelopment of part of the site or through relocation of the recreational resource.

8.109 A large amount of the Plan Area is given to the provision of educational buildings, grounds and school playing fields. Many of these are owned and run by the Borough Council, being the Local Education Authority (LEA).

8.110 During recent years, in response to a fluctuating school population, some local education authorities in the country have taken decisions to dispose of land and buildings surplus to requirements. However, once developed, it is unlikely that educational playing fields can be recovered and so it is prudent not to dispose of any school playing fields or allow for non-educational developments on educational land unless investigations prove conclusively that the sites will not be required in the longer term for school or community use.

8.111 It is considered necessary that proposed new uses for surplus education buildings, grounds or playing fields are compatible with neighbouring uses which usually are residential. Ideally such new uses should be of benefit to the local community. Similar considerations will also apply to the release of private educational facilities.

8.112 Within the Plan Area, the LEA and the Franklin and Grimsby Colleges offer a comprehensive range of evening and day classes for adult educational facilities. These will continue to increase and to cater for this demand premises operated at Nuns Corner by Humberside University and the Grimsby College and in Chelmsford Avenue, by Franklin College, may require expansion near schools, churches, hospitals and hotels. An amusement centre which is likely to affect visual amenity or cause noise or disturbance will normally be out of place, especially in conservation areas or other places of special architectural or historic character.
8.113 There are also two Universities represented, the University of Hull and the University of Humberside. Various partnership relations have been formed between these institutions which greatly increases the access to higher education for the local population.

8.114 These new partnerships will reinforce the towns University status and will assist in its social and economic development. The opportunities provided will not only better serve the local community but will attract national and overseas recruits, as well as new staff, all contributing to the local economy.

8.115 The importance of school buildings and playing fields as facilities for community activities, in addition to education use, is recognised. The LEA and the Governors of Franklin College (and Grimsby College) encourage the dual use of educational premises and this can be achieved by suitable timing and management agreements.

8.116 The Council will encourage the creation of 'school nature areas' when landscape schemes are implemented within the grounds of local schools and encourage schools to develop and manage their own school nature areas or adopt an area of nature conservation interest.

8.117 Planning Policy Guidance 17, 'Sport and Recreation' (PPG17) points out that all playing fields, whether school playing fields, or those owned by other public, private or voluntary organisations are of special significance both for their recreational and amenity value and, in towns and cities, for their contribution to the green space of an urban environment. When not required for their original purpose, they may be able to meet the growing need for recreational land in the wider community.

8.118 PPG17 generally advises the protection of such playing fields except where the playing facilities can best be retained and enhanced during the Plan period.
through the redevelopment of a small part of the site or where alternative provision of equal community benefit is made available or where the Local Plan shows an excess of sports pitch provision. No such excess exists within the Plan Area and the Council therefore wishes to protect school playing fields from development proposals which would result in their loss.

8.119 Generally the Plan Area is well served in terms of all types of school, catering for all age groups of children. Additional provision may be required at Scartho Top, East Ravendale and Waltham with the latter two held by the LEA for possible development at a future date.

Policy LTC14: Community Use Areas.

Within Community Use Areas, development proposals will be permitted provided that the proposed use:

(i) is ancillary or complementary to the predominate use; and,

(ii) would not have an unduly detrimental effect on neighbouring land uses.

8.120 Community Use Areas include the Grimsby District General Hospital, Crematorium and Grimsby and Cleethorpes Cemeteries. As well as buildings, these Community Use Areas have substantial areas of open space (grounds) which have great amenity value in the Plan Area.

8.121 For the well being of the Community, Community Use Areas including buildings and their grounds have to be safeguarded where appropriate and opportunities for improvement need to be encouraged. A proportion of Grimsby District General Hospital is currently surplus to Health Authority requirements and the opportunity has been taken to allocate an area within the hospital area Proposed Employment Site (See Proposals Map).

8.122 Scartho Road Cemetery was opened in the late 19th Century and contains many mature trees dating from that time in addition to a diversity of ground flora which has evolved over the years. This combination of features, and the fauna associated with it, has lead to the older part of the Cemetery being designated as an area of Local Wildlife
Interest and to a management plan being devised to safeguard its future.

8.123 The Council will, by means established in the management plan, encourage local communities, schools and voluntary groups to participate in the design, enhancement, management and interpretation of the Grimsby Cemetery Site of Nature Conservation Interest.

8.124 There are other services in the community such as libraries, health centres and social services which consists of provision for the elderly, handicapped, mentally ill, children and other vulnerable groups. These services are not specifically identified on the Proposals Map but fall within the broader area allocations in which they are located. The Council is committed to providing such services and will, where appropriate, ensure that such uses are readily accessible to the general public.

8.125 Most of the larger settlements have a communal meeting place such as a village or church hall or other related facility. The Council is aware that Waltham which has a population of over 6,000 residents has no such facility and hence will support the provision of a village hall. It is unlikely however, that the Council will be able to fund the development alone and that an element of private sector income will be required.
CHAPTER 9
BUILT HERITAGE POLICIES

OBJECTIVES

To safeguard the built heritage of the area, its vitality, character, appearance and special qualities.

To promote a broad appreciation of the built heritage of the area for developers, owners, residents and visitors.

To retain Ancient Monuments and sites of archaeological significance.

POLICIES

Policy BH1: Development within Conservation Areas.
Policy BH2: Demolition within Conservation Areas.
Policy BH3: Protecting the Setting of a Conservation Area.
Policy BH4: Vitality of Conservation Areas.
Policy BH5: Alterations to Listed Buildings.
Policy BH7: Demolition of Listed Buildings.
Policy BH8: Locally Listed Buildings.
Policy BH9: Traditional Farm Buildings.
Policy BH10: Article 4 Directions.
Policy BH11: Retention of Important Archaeological Remains.
INTRODUCTION

9.1 This chapter contains policies that safeguard the built heritage of the plan area and promote appreciation of its distinct qualities. These historic environments and features include conservation areas, Listed Buildings and other buildings of local distinctiveness archaeological sites, and Ancient Monuments. This built heritage is valuable as a record of our past reflecting our cultural background and local and national identities. It is also valuable as a visual, physical presence enriching local scenes.

9.2 The policies in this chapter recognise that our built heritage is something to be protected and also has assets, which go beyond its historical or architectural significance. They are part of a living, working environment, which must be economically viable. Historic environments can make a positive contribution to the economy of an area in several ways as the qualities they embody can encourage investment generally and they can be an attraction to tourists in their own right.

9.3 The Borough has a rich and varied built heritage, which is reflected in the number and quality of conservation areas. Fourteen conservation areas are designated in; townscape, industrial, edge of town, rural and other locations of unique characteristics. Conservation Areas are designated as they are areas of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance. The Conservation Areas (defined on the inset maps) are:

(a) Central Area, Grimsby
(b) Wellow, Grimsby
(c) Victoria Mills, Grimsby
(d) Great Coates
(e) Old Clee
(f) Scartho
(g) The Central Sea Front, Cleethorpes
(h) Bradford Avenue, Cleethorpes
(i) Mill Road, Cleethorpes
(j) Humberston
(k) Humberston Fitties
(l) Laceby
(m) Cottagers’ Plot, Laceby
(n) Waltham

9.4 Conservation areas are often complex environments with the physical and visual...
relationship between buildings and open spaces creating a particular character. The scale, bulk, height and materials of existing buildings are also essential ingredients that make up this character and often the presence of trees, hard and soft landscaping and street furniture play important roles. The Wellow Conservation Area includes Peoples Park, which is included on English Heritage's Register of Parks and Gardens of Historic Interest. Conservation areas are also living, evolving environments usually accommodating many different activities including shopping, residential, places of employment and recreation.

9.5 Policy BH1 recognises that development proposals will come forward for sites and buildings within conservation areas and that, providing the form of development will preserve or enhance the character or appearance of the conservation area and meet the normal material consideration of impact upon neighbouring land uses, access and traffic generation then new development should be accommodated. The policy also specifically addresses how the development may affect views into and out of the conservation area and proposals will be expected to make a positive contribution.

9.6 The planning authority has published booklets on particular conservation areas. Detailed design and enhancement guidance can also be obtained. In addition the Council will initiate works to enhance the character or appearance of Conservation Areas.

9.7 The boundaries of Conservation Areas do not necessarily have to remain fixed. Boundaries can be revised to take in more of the adjoining area if the interests of preserving or enhancing the quality of the area are served.

9.8 The Council will consider as and when appropriate the designation of Conservation Areas. These may be defined by some or all of the following elements of which it may be desirable to preserve or enhance:

(i) listed buildings,
Policy BH2: Demolition within Conservation Areas.

Within a Conservation Area, an application for Conservation Area consent for the demolition or substantial destruction of a building will only be permitted where:

(i) the building does not make a positive contribution to the character or appearance of the Conservation Area, and;

(ii) such works or subsequent redevelopment will preserve or enhance the character or appearance of the Conservation Area.

In appropriate cases the Council will impose a condition, on a grant of Conservation Area consent, to provide that demolition shall not take place until a contract for the carrying out of works of redevelopment has been made and planning permission for those works has been granted.

9.9 There is a general presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a Conservation Area. The proposals to demolish such buildings will be assessed against the same broad criteria as proposals to demolish listed buildings. Further guidance regarding the criteria against which proposals for demolition will be assessed is set out in paras 3.16-3.19 of PPG15, Planning and the Historic Environment.

9.10 If the Council considers that, without a suitable redevelopment scheme, the demolition of an unlisted building in a Conservation Area will be acceptable, then it will impose a condition withholding demolition until such time as planning permission for the works has been granted and a contract has been let for the redevelopment to take place.
Policy BH3: Protecting the Setting of a Conservation Area

The desirability of preserving or enhancing the character or appearance of a Conservation Area will be material to the Council's consideration of a development proposal outside a Conservation Area that may affect its setting or views from within and from outside.

9.11 Conservation Areas are not just singular entities of particular characteristics but are also, invariably, part of a wider environment. This wider environment often contributes elements, spaces and corridors providing sight lines to and from the conservation area. Development proposals for sites outlying conservation areas will be examined to assess their impact upon views from within and from outside the conservation area.

Policy BH4: Vitality of Conservation Areas.

Within Conservation Areas, a development proposal for the change of use of a vacant building or part of a building will be permitted provided the proposal will preserve or enhance the character or appearance of the Conservation Area.

9.12 The majority of the Borough's Conservation Areas are diverse environments hosting many different land uses and activities. It is important that such environments retain this vitality. Policy BH4 seeks to ensure that buildings, or parts of buildings within Conservation Areas do not become redundant by promoting positive consideration of proposals for changes of use. Such uses will only be acceptable, however, where they will preserve or enhance the character or appearance of the conservation area.

Policy BH5: Alterations to Listed Buildings.

In the consideration of a development proposal or an application in respect of works to or in the environs of a listed building, special regard will be paid to the desirability of preserving the listed building, its setting and any features of special architectural or historical interest which it possesses. Proposals will be expected to

9.13 A statutory listed building is a building or other structure which has been formally included on a national list of buildings of special architectural or historic interest, compiled and administered by the Secretary of State for National Heritage. This list is reviewed and does change. It is therefore advisable to contact the Planning Department regarding buildings that are currently listed.

9.14 Planning permission may not always be required for alterations to Listed Buildings but
they are likely to require Listed Building Consent. Listed Building consent will be required for most works unless they are of a minor nature (for small repairs etc.) and appropriate materials are used. Listed Buildings are an important part of our heritage and owners or custodians of them are advised to seek advice from the Council if they are considering any external or internal alterations or development which might affect the setting of a Listed Building.

9.15 In many instances a Listed Building or structure is significant, not just for its built qualities, but for its setting and surrounding environment. In fact the immediate area or curtilage of a Listed Building can also be Listed and is therefore also subject to applications for Listed Building Consent. Policy BH5 specifies that development proposals in the environs of a Listed Building will also be considered. This is essentially development within areas likely to affect views to and from the Listed Building.


A development proposal for the change of use of a listed building or part of a building will be permitted provided the proposal will preserve the listed building, its setting and any features of special architectural or historical interest.

9.16 As a significant part of our built heritage, it is important that Listed Buildings do not become redundant. An unused building can fall into disrepair and lead to possible loss of important architectural or historical assets. Policy BH6 seeks to ensure that Listed Buildings do not become redundant by promoting positive consideration of proposals for changes of use. Such new uses will only be acceptable, however, where they preserve the special qualities of the building. In some instances a proposal which will find a new use for part of a Listed Building may be acceptable. The best use will very often be the use for which the building was originally designed, and the reinstatement of that use should be the first option when considering the future of the building. It is recognised however that not all original uses are now viable, and the nature of uses can change over time affecting their compatibility with the
original building.

9.17 The owners of Listed Buildings have a responsibility to maintain them in good condition and the Council will monitor the condition of Listed Buildings. Information is kept on Listed Buildings considered to be at risk of being lost, either through redundancy or disrepair. Every effort will be made through the legislation to ensure that buildings at risk are secure and repaired by their owners. The information kept on Listed Buildings may also be used to assist prospective purchasers and encourage the re-use of redundant buildings.

Policy BH7: Demolition of Listed Buildings.

The total or substantial demolition of a listed building will be permitted only under the following circumstances:-

(i) there is clear and convincing evidence that all reasonable efforts have been made to sustain existing uses or find viable new uses, and these efforts have failed;

(ii) that preservation in some form of charitable or community ownership is not possible or suitable;

(iii) that redevelopment would produce substantial benefits for the community, which would decisively outweigh the loss resulting from demolition.

9.18 Although the overriding aim of policies with regard to Listed Buildings is to ensure their preservation in particular instances, demolition of the building or part of the building may be a necessity. The Council will consider, among other things, the following matters when any decision regarding demolition of all or part of a Listed Building is involved: the condition of the building and cost of repairing and maintaining it in relation to its importance and to the value derived from it continued use, the adequacy of efforts made to retain the building in use, the merits of alternative proposals for the site. In demonstrating that all reasonable efforts have been made to find viable new uses for the building the Council will require evidence that the building has been made available on the open market with the offer of an unrestricted freehold at a price that reflects the building's condition. Further guidance regarding the criteria against which proposals for demolition will be assessed is set out in paras 3.16-3.19 of PPG15, Planning and the Historic Environment.
Policy BH8: Locally Listed Buildings.

A development proposal in respect of a locally listed building will be permitted provided it will not have an unduly adverse effect on the character or appearance of the building.

9.19 A number of local buildings are of architectural or historical interest but without formal recognition of Listing by the Secretary of State for Natural Heritage. Details of all locally listed buildings are included in Appendix 3. These buildings cannot be offered the same protection as statutory Listed Buildings. However their particular qualities are recognised locally and policy BH8 seeks to ensure that development proposals will not have an unduly adverse affect on the particular qualities that make the building special. The Council will be pleased to advise owners and custodians of locally Listed Buildings how to retain those features that contribute to its character, appearance and value.

Policy BH9: Traditional Farm Buildings

Development proposals for the re-use of traditional farm buildings for commercial, industrial or recreational purposes will be permitted provided that:

(i) they will not have an unduly adverse effect on the character or appearance of the building and its surroundings;

(ii) they will utilise a building that is structurally sound;

(iii) the proposals will not have an unduly adverse effect on the habitats of protected species such as bats or barn owls.

9.20 Traditional farm buildings contribute significantly to the character, appearance and built heritage of the area. Whilst this may also be true of other buildings in rural areas, for which new uses may be appropriate, in general traditional farm buildings form a distinctive type of building which is both worthy of retention and vulnerable to insensitive alteration.

9.21 Traditional farm buildings may vary considerably in age, construction and materials with some buildings dated from the early decades of the century being as significant, in terms of the character and appearance of the area, as those built in the last century and before. Traditional materials utilised in the construction of farm buildings in the area are stone, brick and pantiles. Some buildings may have seen some of these materials replaced, for example corrugated sheeting on the roof, but it can only be judged on the merits of individual buildings whether a new use might benefit the traditional character of the building and restore more
appropriate materials.

9.22 Policy BH9 encourages the re-use of traditional farm buildings for commercial, industrial or recreational purposes. Some of these uses may be part of a farm diversification scheme. Whilst residential conversion will not usually be appropriate, a conversion for holiday use (e.g. bed and breakfast accommodation or camping barns) may be beneficial to the building and the area. Any development proposal will only be acceptable provided that the character or appearance of the building and its location is retained. It is important that proposals respect local building styles and materials and that alterations and extensions are sympathetic. Similarly any ancillary development such as car parking and storage areas should fit in with the character of the building and have a minimal impact upon the surrounding area.

9.23 Buildings which are not structurally sound or have become so derelict that they could be brought back into use only by complete or substantial reconstruction will not be permitted for re-use.

9.24 Some buildings may provide the habitat for protected species such as bats and owls. If the buildings re-use will have an unduly adverse effect on such habitats they will not be permitted.

9.25 Proposals will also need to satisfy other general material considerations as specified in Policies GEN1 and GEN2 such as impact on neighbouring land uses, access and vehicle generation and provision of services such as gas, electricity and water.

9.26 Minor alterations or works to buildings and land may constitute development that is not subject to planning permission because they are “permitted” by the Town and Country Planning (General Permitted Development)
appearance or character of a building, Conservation Area or other area where such a direction would assist in the preservation of the character or appearance of that building or area.

9.27 Whilst Article 4 Directions can be initiated by the Council, in some cases final confirmation by the Secretary of State is required. The Secretary of State will generally be in favour of approving directions in Conservation Areas where these are backed by a clear assessment of an area's special architectural and historic interest. A number of properties in Conservation Areas are presently covered by Article 4 Directions. In the interests of satisfying the planning regulations, safeguarding the character or appearance of the building or area and retaining the quality and value of the property, owners and custodians of buildings in such areas should seek advice from the Council before implementing changes.

Policy BH11: Retention of Important Archaeological Remains.

Development proposals that will result in damage or destruction to scheduled monuments or to non-scheduled monuments of significant local or national importance or to the settings of such monuments will only be permitted if there are reasons of overriding public Order. In certain instances, such development may put at risk the overall or particular character or appearance of the building or area. Where it is felt that particular developments permitted by the Town and Country Planning (General Permitted Development) Order pose such a threat the Council can remove the permitted development rights by making an Article 4 Direction. Therefore, permission will need to be sought from the Council for that particular type of development specified in the Article 4 Direction. Examples of the type of development that may be controlled are replacement windows, doors and small extensions such as porches.

9.28 Archaeological remains that are scheduled to be of national importance or known remains of significant national or local importance are irreplaceable historical assets. Where affected by development there should be a presumption in favour of their physical preservation. The settings of such remains are also important as they might contain additional archaeological remains and, in any case, place the remains in their historical context.
interest which outweigh the archaeological value of the site. In the event of such proposals being permitted the remains will be fully surveyed, recovered and documented before development takes place.

9.29 There are currently ten Scheduled Ancient Monuments in the Borough: Beesby deserted medieval village, Beesby Ash Holt long barrow, Bradley Churchyard Cross, Cleethorpes Beacon Hill round barrow, Hatcliffe round barrow, Healing moated site, Irby civil war fort, Stallingborough shrunken medieval village, Stallingborough churchyard cross and West Ravendale premonstratensian priory chapel. The Borough is included in the Monuments Protection Programme for England which is reviewing scheduled monuments and more Scheduled Ancient Monuments are likely to be designated in the future. In addition there are many other archaeological remains of significance and examples of industrial archaeology, in particular those relating to the early dock system in Grimsby. In the implementation of Policy BH11, reference will be made to the area's Sites and Monuments Record and the Planning Department will be advised by the archaeology service regarding the potential impact of development proposals. In such circumstances that an overriding public interest outweighs the archaeological value of the site, a full survey, retrieval and documentation exercise will be undertaken as directed by the Council's Archaeology Services. Proposals in respect of Ancient Monuments are determined by the Secretary of State for Culture, Media and Sport, to whom the English Heritage act as advisors.


Where development proposals affect sites of known or possible archaeological interest, the Borough Council will require an archaeological assessment/evaluation to be submitted as part of the planning application.

9.30 The Sites and Monuments Record for the area reveals an extensive number of sites of archaeological interest and locations where finds have been recorded. Whilst not all these sites are significant and may have already been excavated, many of the sites are relatively undisturbed and should be preserved in situ.
Planning Permission will not be granted without adequate assessment of the nature, extent and significance of the remains present and the degree to which the proposed development is likely to affect them.

9.31 It must also be recognised that development is a necessity and in some instances, particularly in the urban and built up areas, this development may impinge upon archaeological remains. Where the extent or importance of a site may not be fully known, and development proposals for the area have been received, under the advice of the archaeology service applicants will have to provide evidence of a site assessment or evaluation before the planning application is determined.

9.32 When a satisfactory site evaluation has been carried out (this could be a field evaluation, perhaps with sample trenching) the development may or may not be permitted. Where development may be considered appropriate, this is likely to be subject to the archaeological remains being preserved in situ or further investigation and recording of the remains. These investigations may be the subject of a planning condition or legal agreement for excavation prior to development or maintenance of a watching brief during development. In these circumstances the recording and retrieval will be expected.

9.33 Although, in some instances the necessity for development may result in the disturbance of archaeological remains, the significance of the site and its artefacts need not be completely lost. Through the Council's archaeological services and education units, artefacts and remains may be safeguarded and interpreted for public display. Provisions for the interpretation of particular sites through leaflets and information display boards etc. may also be considered appropriate. Both developed and protected sites may be presented for public information and enjoyment. Developers, companies and landowners may benefit from the prestige value of such ventures.

9.34 The Council has its own Archaeology service who are available to discuss any development proposals, which may have an impact upon the archaeological heritage of
the area. The "Living Archaeology" Strategy, which aims to preserve, protect, promote and popularise the area's archaeology is also available for further details of the service.
CHAPTER 10
NATURAL HERITAGE POLICIES

OBJECTIVES

To safeguard the natural heritage of the area be it of international, national or local importance.

To promote best management and maintenance practices for areas of natural heritage and protected species.

To promote a broad appreciation of the Areas Natural Heritage for developers, owners, residents and visitors.

To protect trees, woodlands and hedgerows, encourage new planting and good management practices.

To conserve or enhance landscapes important for their natural beauty or strategic importance.

To improve and enrich the South Humber Bank through establishing landscape improvement schemes.

POLICIES

Policy NH1: Sites of International and National Nature Conservation Importance

Policy NH2: Sites of Local Nature Conservation Importance and Value.

Policy NH3: Protected Species.

Policy NH4: Natural Heritage - Site Management and Interpretation.

Policy NH5: Protection of Trees.

Policy NH6: Protection of Hedgerows.

Policy NH7: Regionally Important Geological/Geomorphological Sites.

Policy NH8: Area of Outstanding Natural Beauty.

Policy NH9: Landscape Areas of Strategic Importance.

Policy NH10: South Humber Bank Landscape Area.
INTRODUCTION

10.1 The natural heritage (animals and plants and the ecological systems that support them) of North East Lincolnshire is of great value locally, nationally and internationally. It not only enriches our everyday existence but also sustains birdlife and related ecological systems elsewhere in the world.

10.2 Sustaining the biological diversity of the world was a key element of the United Nations Conference on Environment and Development held in Brazil in June 1992. This Country at that Conference signed the Biodiversity Convention and resulting from the published "Biodiversity: The UK Action Plan" in 1994. This work is closely related to "Sustainable Development: The UK Strategy" mentioned in the second chapter of this Local Plan.

10.3 The Government's objectives for nature conservation are to ensure that its policies contribute to the conservation of the abundance and diversity of British wildlife and its habitats, or minimise the adverse affects where conflicting interests are unavoidable and meet its international responsibilities for nature conservation.

10.4 The policies in the chapter aim to complement the national and international framework of sustaining the natural heritage at all levels. The policies also aim to support the Council's ongoing work in respect of the North East Lincolnshire Biodiversity Action Plan.


Development Proposals likely to adversely affect, either directly or indirectly, the conservation value of a designated or potential Site of Special Scientific Interest, a Ramsar site, a Special Protection Area or a Special Area of Conservation will only be permitted in exceptional circumstances and where the need for development outweighs the special interest of the site. In particular:

Development will only be permitted within the intertidal area of the Humber Estuary if it is required for reasons of human health and public health.

10.5 In North East Lincolnshire, the intertidal area of the Humber Estuary (comprising mudflats and saltmarsh) is of international importance for nature conservation. Wildfowl and wading birds, with breeding grounds mainly in Scandinavia and northern Russia, migrate to the Humber each winter to feed on the invertebrates living in the highly productive mudflats. Many of these bird species are particularly important because of their relatively low populations. The intertidal area was first given national status in 1986 when it was designated by the Nature Conservancy Council (now English Nature), as the "Humber Flats and Marshes: Pyewipe and Cleethorpes Coast Site of Special Scientific Interest (SSSI)".

10.6 The importance of the SSSI for wildfowl and wading birds was sufficient to warrant international protection and in 1994, the
Development will only be permitted within the Old Sand Dunes if it is required for reasons of human health and public safety or is of an overriding national interest.

If the Council is minded to permit development it will consider the use of Planning Conditions or obligations to ensure the protection of the site’s Nature Conservation interests.

10.7 Policy NH1 also recognises the national importance of the Old Sand Dunes, south west of the boating lake in Cleethorpes. This area is a SSSI which adjoins the intertidal area. The Old Sand Dunes are all that remain of a much more extensive system of dunes. This area is seen as critical natural capital and only where development can be shown to be of an overriding national interest or to safeguard human health or safety will it be permitted.

10.8 In the exceptional circumstances where development proposals can be shown to be necessary on sites of international or national nature conservation importance or sites with such potential, the Council will protect the special interests of the site where possible. Works will usually be regulated by condition to take place between the end of March and beginning of October where possible so as to cause the least disruption to migrating birds.

10.9 The local plan area provides a number of diverse natural habitats important for sustaining plant and animal life. As shown on the proposals maps these are both in urban

Policy NH2: Sites of Local Nature Conservation Importance and Value.

Development proposals within or adjacent to a Site of Nature Conservation Importance (SNCI), Site of
Nature Conservation Value (SNCV) or Local Nature Reserve (LNR) will only be permitted where they would not have an unduly adverse effect on the site's scientific value, the wildlife or the natural habitat within the site or where it can be demonstrated that other material considerations outweigh the nature conservation interest of the site.

If the Council is minded to allow such a development it will consider the use of Planning Conditions or obligations to ensure the protection of the site's nature Conservation interests in situ or in the close proximity to the site.

10.10 The sites shown are of non-statutory status but have been identified to be of local importance by the Lincolnshire Trust for Nature Conservation. Further information about individual sites may be obtained by interested parties from the Council or the Trust. The Wildlife and Countryside Act 1981 and planning policy guidance notes place emphasis on the need to assess the nature conservation value of such sites and estimate them against the benefits of development should proposals be forthcoming. Where the benefits of development are shown to outweigh the nature conservation interests of the site and are satisfactory in terms of other considerations (e.g. access, impact upon neighbouring land uses etc.) they may be permitted. In such instances it may be possible to re-establish the nature conservation interest elsewhere on the site or in another location. Planning conditions or obligations may be appropriate to ensure that either the nature conservation interest of the area is protected in situ or re-established elsewhere.

Policy NH3: Protected Species.

Development proposals likely to cause harm to species protected by law, or to lead to the destruction or obstruction of their habitats, will be permitted only if arrangements can be made through Planning Agreements or conditions to secure the protection of the species.

10.11 The Wildlife and Countryside Act 1981 and subsequent schedules (animals, Schedule 5 and plants, Schedule 8) sets out what species of wild animals and plants require specific protection. Species such as badgers (protected by the Badgers Act 1991), barn owls, kingfishers, and bats are known to inhabit the plan area but other scheduled species may exist and additional species may be added to the schedules.

10.12 Whilst protected species may inhabit...
designated or locally important nature conservation sites they are not confined to them. Bats and barn owls, for example, often live in the roof space of buildings. Other animals, such as badgers, can be dependent upon quite a wide area for their food sources making it necessary to consider their safe passage to and from their habitats.

10.13 When considering development proposals (which could include proposals requiring Conservation Area consent or Listed Building consent), that could affect habitats of protected species the Council will consult with English Nature and Lincolnshire Trust for Nature Conservation. Where the habitats can be safeguarded, or protection of the species provided, planning agreements or conditions may be appropriate. The successful operation of the policy depends to a large extent upon the vigilance of the owner of the land or building and developer as the habitat, although protected by law, may be unrecorded. It is also in the interests of the owner or developer to seek advice regarding protected species as to cause harm to such species or their habitat is a criminal act.

Policy NH4: Natural Heritage - Site Management and Interpretation.

The Council will encourage the implementation of Management Plans both to safeguard the nature conservation interest of sites, create habitats, local nature reserves and promote their use to the benefit of the habitats, community education and amenity.

10.14 Sites of natural heritage are all subject, directly or indirectly to the actions of man. Whilst the preceding policies are concerned with controlling the adverse impacts development can impose upon such areas, Policy NH4 recognises that other forces can threaten the well-being of such areas and that management is often a necessity. Management of our natural heritage can also be beneficial to our understanding of such environments and enrich our everyday lives.

10.15 The primary purpose of a management plan is to ensure that the ecological requirements of the sites significant habitats are maintained. This does not imply that costly and intricate maintenance procedures need
be put in place, in fact, in some instances a reduction in maintenance can be the best approach for some environments. Grassland areas, for example, may be mowed at times and intervals which disrupts the flowering and seed setting of some plants. An amendment to this maintenance regime can be the simplest and most effective management plan. However, each area has its own particular requirements.

10.16 Management plans may be drawn up and implemented as a consequence of a development proposal and be the responsibility of the land owner or developer. Such requirements are likely to be secured by condition or obligation under Policies NH1 or NH2. Policy NH4 is also relevant for sites not necessarily affected by development. On such sites management plans may be drawn up through partnerships with landowners, specialist voluntary groups (such as the Lincolnshire Trust for Nature Conservation), public and private agencies (such as the Environment Agency), local councils, education establishments and interest groups.

10.17 Policy NH4 will generally be applied in respect of existing, recognised sites of natural heritage. For example, management plans and programmes of maintenance are currently in place for the sand dunes south of Cleethorpes, Scartho Road Cemetery (which is also promoted as a tree trail) and part of Bradley Woods. The creation of Local Nature Reserves could also result from the application of the policy. Management plans could also be drawn up and implemented for other open spaces so increasing the diversity of natural habitats. These may include the marginal areas of playing fields and recreation grounds, open spaces within settlements or even amenity space and balancing ponds provided as part of new housing developments. Specific sites within the plan area being assessed for management plans include: the Laceby Beck/River Freshney parkway corridor, Victoria Park, Laceby, Porris Wood, Healing,
Policy NH5: Protection of Trees.

Development proposals likely to adversely affect trees of amenity value will only be permitted where it can be demonstrated that other material considerations outweigh the benefits they provide.

If the Council is minded to allow a development it will consider the use of planning conditions or obligations to ensure the replacement of the adversely affected trees and protect other trees which may be affected during the construction period.

10.18 Trees are a vital and multi-functional asset within the environment. They provide a living element within the natural heritage of the area that lasts for generations. Trees not only benefit the look of the environment but also provide natural habitats, filter dust and exhaust emissions, suppress noise and form familiar landmarks.

10.19 The Council has extensive powers through making Tree Preservation Orders to protect trees whether they are individual specimens, loose groups or entire woodlands. Policy NH5 advises developers of the scope of these powers and emphasises the importance of trees and the primary consideration that they should be given. It is in the interests of developers in presenting proposals to provide a full and accurate site survey showing the exact position of all trees on the site. It is also important to consider the effects that the construction process may have upon trees in and adjacent to the development site. Trees within close proximity of vehicle and plant manoeuvres and material storage will need to be protected so that their trunks, branches and root systems are not damaged.

Policy NH6: Protection of Hedgerows.

Development proposals likely to adversely affect hedgerows worthy of retention will only be permitted where it can be demonstrated that other material considerations outweigh the benefits they provide.

The Council will encourage

10.20 Hedgerows possess many of the qualities common to trees and can be just as valuable to the environment and the amenities to be enjoyed. Also, like trees many hedgerows have been established for generations even centuries and sometimes are historically significant defining land ownerships or old political boundaries. Unfortunately such hedgerows had no legislative protection until
best management practices to benefit existing hedgerows and seek to secure agreements for the retention of hedgerows less than 20 metres in length and establish new hedgerows.

The Hedgerow Regulations 1997.

10.21 Policy NH6 supports the powers available through The Hedgerow Regulations that the Council can place hedgerow retention notices on important hedgerows when it has adjudged the hedgerow to meet the criteria of the Regulations. Essentially on receipt of a hedgerow removal notice for a hedgerow which is more than 20 metres in length the Council has 42 days to assess its value e.g. historical significance, impact on the landscape and whether the age of the hedgerow exceeds 30 years. Following consultations with the Parish Council a "hedgerow retention notice" may be considered appropriate or not.

10.22 Policy NH6 also advises developers that the Council will seek agreements to retain hedgerows less than 20 metres in length and encourage the establishment of new hedgerows. Such agreements may be in support of Policy GEN3: Development and Landscaping.

10.23 The proper management of hedgerows is very important and officers of the Council will be pleased to advise on best practices. A number of basic factors have to be considered; the importance of the hedgerow as a wildlife habitat (it is illegal to disturb nesting birds therefore hedge maintenance should ideally take place between November and February), the need for the hedge as a secure boundary (an unmanaged hedge can grow too tall and develop holes as growth is lost nearer the ground) and the proximity of the hedgerow to the highway (tall, unmanaged hedgerows can obscure vision and endanger road users). Hedge laying is usually the most appropriate form of management and it is this traditional technique that is responsible for the long life of the most important hedgerows.
Policy NH7: Regionally Important Geological/Geomorphological Sites.

Development proposals within or adjacent to a Regionally Important Geological/Geomorphological site (RIG) will only be permitted where they would not have an unduly adverse effect on the site’s intrinsic value or where it can be demonstrated that other material considerations outweigh them.

If the Council is minded to allow such a development it will consider the use of Planning Conditions or obligations to ensure the protection of the site’s intrinsic value.

10.24 The plan area has four Regionally Important Geological/Geomorphological Sites. These are: south of Wold Newton, West Ravendale, south of Hatcliffe and north west of Irby. Each constitutes a distinctive feature in the landscape and, apart from the West Ravendale site, are also sites of nature conservation interest.

10.25 Local planning authorities need to have regard to the significance of such sites and Policy NH7 offers protection to the qualities they possess be they of scientific, educational or amenity value.

Policy NH8: Area of Outstanding Natural Beauty.

Development Proposals likely to have an unduly adverse effect either directly or indirectly upon the natural beauty of the landscape of the Lincolnshire Wolds area of outstanding natural beauty will only be permitted where it can be demonstrated that other material considerations outweigh the intrinsic value of the area and no alternative sites are available.

If the Council is minded to allow such a development it will consider the use of Planning Conditions or Obligations to mitigate for the adverse effects.

10.26 As defined on the proposals map the south-western portion of the plan area forms part of the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB). The designation of AONB's is through the same legislation as that designating National Parks, the primary objective of which is the conservation of the natural beauty of the landscape.

10.27 Policy NH8 is framed so as to consider the merits of development proposals in the context of conserving the natural beauty of the area. Proposals for development likely to have an unduly adverse effect will not be permitted unless they can be proven to be of such importance and benefit that they outweigh the detriment caused. Such exceptions may be a development of proven national interest where no alternative sites can accommodate the development. Development proposals of a significant
impact will be expected to be supported by an Environmental Impact assessment.

10.28 The AONB as well as being an area of natural beauty and host to significant natural habitats, geological sites, ancient monuments and listed buildings is also a place of human habitation. Although sparsely populated five small villages are located in the area. Development proposals which can be demonstrated to meet the needs of these communities whilst respecting the overall objective of conserving the natural beauty of the landscape and meeting broader material considerations such as access, impact upon neighbouring land uses as stated in other appropriate policies, will be considered positively.

10.29 The Lincolnshire Wolds, being a designated landscape of national importance as well as place of recreation, habitation and business requires management that meets its needs as a distinct entity. To this end the planning authority works in partnership with neighbouring local authorities, the Countryside Commission and other agencies in the identification of management issues and projects addressing the specific needs of the Lincolnshire Wolds AONB.

Policy NH9: Landscape Areas of Strategic Importance.

Development proposals requiring Planning Permission within the landscape areas of strategic importance defined as Strategic Gaps on the Proposals Map will be permitted provided: -

(i) that they are uses compatible with a countryside setting;

(ii) that they will avoid creating ribbon development or a

10.30 The prevention of the coalescence of settlements is one of the primary considerations in evaluating the impact of development in areas of open character. Planning Policy Guidance notes advise about the need to protect the character and appearance of individual settlements and the open, undeveloped nature of the countryside. These objectives are also central to Policy S10 of the Humberside Structure Plan.

10.31 The Strategic Gaps are defined to prevent coalescence of the Grimsby/Cleethorpes urban area with the settlements of Humberston, Waltham and New Waltham to the south and Bradley, Laceby and Healing to North East Lincolnshire Local Plan
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fragmented pattern of development resulting in a significant increase in scale of the built environment between defined development areas.

10.32 Policy NH9 is essentially a supplementary consideration to policy GEN2 (Development in the Open Countryside) where proposals are in the proximity of the urban area. Development proposals must be acceptable in terms of Policy GEN2 and must also constitute a form of development that will not result in an apparent increase in scale of the built environment between defined development areas. Therefore development of an open nature, for example recreation uses, may be acceptable.

Policy NH10: South Humber Bank Landscape Area.

The Council will encourage the implementation of landscaping and woodland planting schemes and associated Management Plans within the South Humber Bank Landscape Area.

10.33 At present views from the major routes into the Borough and from the settlements in the north of the Borough are dominated by the industries along the South Humber Bank. Whilst these views bear testament to the vibrancy of the Borough's industry based economy the flat landscape is unable to buffer the dominance of the industrial landscape in the distance.

10.34 The South Humber Bank Landscape Area is very extensive and encompasses many different established land uses. It is not the intention of the policy to seek a comprehensive landscaping scheme for the whole area nor should the implementation of the policy be to the disadvantage of existing land uses; in practice they should benefit. The identification of such an extensive area really reflects the elongated linear routes taken by both the road and railway corridors and the presence of existing land uses within the area with potential for environmental improvement.

10.35 The aims of Policy NH10 are to lessen the dominance of the industrial landscape, soften the appearance of the environment and engender confidence in the viability of the area leading to greater and more diverse investment. Landscaping and planting will also bring other benefits as trees can provide;
a filter for noise and pollutants and a habitat for wildlife. Extensive woodland areas may also be of value for recreational uses.

10.36 Policy NH10 can be implemented through a variety of means. Perhaps it will be mostly utilised as a policy supplementary to Policy GEN3 (Development and Landscaping) where the landscaping requirement of Policy GEN3 is incorporated in a larger scheme, to meet the broader objectives of Policy NH10. The mechanism for achieving this will be by agreement and partnerships with developers, landowners and the Council. Policy NH10 may also be implemented through farm diversification schemes, the set-aside of agricultural land or partnerships with other landowners, voluntary groups and other public bodies.
CHAPTER 11
MINERALS AND WASTE POLICIES

OBJECTIVES

To protect people and the environment from the unacceptable consequences of mineral and waste development

To provide developers with clear guidance upon which to submit applications for, and develop mineral and waste facilities.

To encourage the recycling, reuse and recovery of appropriate resources.

To strive for regional self sufficiency in waste management and disposal in accordance with the proximity principle.

To promote more sustainable waste practices.

POLICIES

Policy MW1: Determination of Applications for Mineral Extraction.
Policy MW2: Transportation of Minerals.
Policy MW3: Buffer Zones (Mineral Workings).
Policy MW4: Restoration and Aftercare (Mineral Workings).
Policy MW5: Oil and Gas Operations.
Policy MW7: Waste Management Facilities.
Policy MW8: Development of Waste Facilities.
Policy MW12: Transportation of Waste.
Policy MW13: Sewage Treatment Plants.
MINERALS INTRODUCTION

11.1 Mineral resources are an important element in the nation's economy and in regional and local economies. They form the raw materials for construction, manufacturing and agriculture as well as providing employment.

11.2 North East Lincolnshire Council as the Mineral Planning Authority is responsible for all mineral planning matters within the Borough under the provisions of the Town and Country Planning Act 1990. This responsibility includes the processing of all planning applications for the winning and working of minerals and associated development together with the production of local plan mineral policies for the forward planning and consideration of such activities. In accordance with the provisions of the Humberside (Structural Change) Order 1995 these policies have been included in this Local Plan.

11.3 There are no active, or dormant mineral sites with valid planning permission within the Borough. Furthermore, no areas of search have been proposed and there is no current indication or expectation of development at any specific site.

11.4 MPG6 identifies the regional apportionment to Yorkshire and Humberside for demand for aggregates. The Yorkshire and Humberside Regional Aggregates Working Party (YHRAWP) calculate the sub-regional apportionment of aggregate production with the figures agreed by the member authorities for use in their appropriate plans.

11.5 The County apportionment presented by YHRAWP is not broken down to show a split between the authorities East Riding of Yorkshire/Hull City and North Lincolnshire/North East Lincolnshire which have replaced Humberside county. Therefore a sub-regional area apportionment has been calculated which is based on available historic production data, the MPA's knowledge of sand and gravel workings and an assessment of future available reserves.

11.6 On this basis an apportionment of 70% from the East Riding and 30% from North Lincolnshire has been derived and agreed between these authorities. The calculation of the sand and gravel provision requirement and the agreed sub-regional breakdown is set out in the table below.

11.7 SAND AND GRAVEL

<table>
<thead>
<tr>
<th>Regional Apportionment 1992-2006</th>
<th>9.0mt</th>
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</thead>
<tbody>
<tr>
<td>Sub-regional</td>
<td></td>
</tr>
<tr>
<td>East Riding 70%</td>
<td>6.3mt</td>
</tr>
<tr>
<td>North Lincs 30%</td>
<td>2.7mt</td>
</tr>
<tr>
<td>Less 1992-1997 Production</td>
<td>3.6mt</td>
</tr>
<tr>
<td>East Riding 6x0.42</td>
<td>2.52mt</td>
</tr>
<tr>
<td>North Lincs 6x0.18</td>
<td>1.08mt</td>
</tr>
</tbody>
</table>
11.8 In the same way as for sand and gravel, MPG6 provides guidance on the supply and demand of aggregate crushed rock. Although not recommending a minimum figure for a landbank it does suggest that resources to meet demand for longer than 7 year sand and gravel landbank may be appropriate. It is reasonable therefore to take ten years as a landbank.

11.9 In the same way as for sand and gravel minerals, the YHRAWP county apportionment for crushed rock is not broken down to show a split between the authorities which have replaced Humberside County. Therefore a sub-county area apportionment of crushed rock for aggregate use has been calculated. This again is based on available historic production data, the MPA's knowledge of crushed rock workings and an assessment of future available reserves.

11.10 On this basis an apportionment of 50% from the East Riding and 50% from North Lincolnshire has been derived and agreed between these authorities. The calculation of crushed rock provision requirement and agreed sub-regional breakdown is set out in the table below.

11.11 CRUSHED ROCK

<table>
<thead>
<tr>
<th>Regional Apportionment 1992-2006</th>
<th>11.0mt</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub-regional</td>
<td></td>
</tr>
<tr>
<td>East Riding 50%</td>
<td>5.5mt</td>
</tr>
<tr>
<td>North Lincs 50%</td>
<td>5.5mt</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Less 1992-1997 Production</th>
<th>4.4mt</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Riding 6x0.366</td>
<td>2.2mt</td>
</tr>
<tr>
<td>North Lincs 6x0.366</td>
<td>2.2mt</td>
</tr>
</tbody>
</table>
11.12 Whilst the Borough does not have any identified mineral sites there are dredging areas off the coast where a number of licences have been granted and an indication that there is potential for more. Local authority control does not extend to the areas worked for marine aggregates, as control extends only to the low water mark. Instead licences for dredging are granted by the Crown Estate following a Government review during which the environmental impact of dredging is assessed. Planning controls are limited to the port developments where the minerals are unloaded.

11.13 Little information exists on the occurrence of oil and gas reserves in the Borough, although a number of exploration licences have been granted by the Department of Trade and Industry. The licensed areas, which are located on the western edge of the Borough, do not carry any presumption in favour or otherwise of planning permission being granted for oil and gas development.

### Policy MW1: Determination of applications for Mineral Extraction.

Before granting planning permission for mineral extraction, the Council will need to be satisfied that, where appropriate:

- (i) the reserve is of a quality and quantity to justify extraction;
- (ii) adequate proposals are made to minimise visual and other amenity impacts to an acceptable

11.14 In considering planning applications for mineral workings, the Council must draw a balance between the environmental impacts, which may result, and the need for the mineral in question. Mineral resources are an important element in the nation's economy; they form the essential raw materials for the construction, manufacturing and agricultural industries, and provided employment. However, the working of minerals can have significant effects on the natural environment through damage to and destruction of the human environment through noise, dust,
(iii) the proposed order and method of working and overall programme for extraction are satisfactory;

(iv) the proposals and programme for restoration are accompanied by satisfactory proposals for beneficial aftercare and management of the land for a period of five years;

(v) the local transport facilities are adequate to move the mineral to market.

Where appropriate a statutory environmental assessment will be required.

11.15 Mineral resources are finite resources, which may only be worked, where they lie. This can lead to conflict, particularly where the presence of particular mineral resources coincides with attractive or environmentally important landscapes. The objective is therefore to minimise the negative effects of mineral working whilst conserving known resources.

11.16 Developers will be required to produce sufficient detailed information to ensure that all aspects of the proposal can be considered and that the relevant and necessary conditions are imposed. A booklet titled 'Guidance on Information to Accompany Mineral Planning Applications' is available from the Planning and Transportation Department.

11.17 To accompany the application, the applicant will be required to submit details of the proposed method of working, detailing environmental protection and working practice. The Council will be particularly stringent in assessing proposals to limit environmental impact. In accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, developers will in appropriate cases be required to submit an Environmental Statement. Guidance on environmental assessment is contained within the DETR Circular 02/99 Environmental Impact Assessment.

11.18 Where planning permission is granted, the Council will expect operators to follow best practice in the working and restoration of mineral sites and will seek to implement this through the imposition of planning conditions. Further guidance is available in a booklet titled 'Code of Practice for the operation of mineral workings.'
Policy MW2: Transportation of Minerals.

Planning permission for new mineral workings will only be granted where the Council is satisfied that transport arrangements are satisfactory, and where impacts on local communities can be reduced to an acceptable level. Preference will be given to proposals to transport minerals by means other than road, including rail, pipeline or conveyor.

11.19 The export of minerals from workings has the potential to cause significant impacts on the local road network through the scale of vehicles and volume of traffic; and from such issues as noise and vibration, fumes, dust, structural damage and mud on the road. Furthermore, impacts may not be confined to the vicinity of the site, but may affect settlements and roads some distance away when as is often the case, HGVs need to use minor roads before reaching the primary road network.

11.20 The environmental impact of mineral working, and transport impacts in particular, can sometimes be reduced through the use of means of transport other than by road. Grant aid may be available to assist towards the capital costs of constructing rail head facilities or wharf facilities under the terms of the Railways Act 1993, Sections 139 and 140 respectively. In addition, there are Track Access Grants that may be available to assist in funding the cost of gaining access to the rail network.

11.21 Where road transport is the only practical method of transport, the Council will limit the impact of HGV traffic through the imposition of conditions on hours of working, the maximum number of lorry movements per day and detailed design of site access.

11.22 Whilst it is not within the Council's power to impose route conditions on vehicles once they are on the public highway, voluntary agreements will be sought when considering planning applications.

Policy MW3: Buffer Zones (Mineral Workings).

11.23 Wherever possible, the effects of mineral workings will be kept away from sensitive development through the use of Buffer Zones. These will be applied to new planning...
adequate buffer zone between the mineral site and neighbouring existing or proposed housing or other sensitive development. The width of separation (buffer zones) will depend on the type of minerals to be extracted or processed. The practices of the mineral operator and the number of residents who might be affected, and will take account of the characteristics and physical features of the site.

11.24 At the time of producing this Plan, no mineral sites are in operation or preferred areas identified within the Borough. It is possible, however, that in the future, as existing sites are worked out within the region, new sites may come under consideration within the boundaries of North East Lincolnshire.

Policy MW4: Restoration and Aftercare (Mineral Workings).

All mineral applications must be accompanied by detailed proposals for subsequent reclamation of the site. Proposals for restoration must take account of the former land use of the site. Unless agreed otherwise, sites comprising the best and most versatile agricultural land (grades 1, 2 or 3a) should be returned to an equivalent standard to that which existed prior to mineral working.

11.25 Aftercare begins from compliance with the restoration condition, and will be required to continue for a maximum of 5 years from that point, where deemed appropriate. Aftercare may be extended by mutual consent where this will enable reclamation objectives to be met. In the case of progressive restoration the aftercare period will begin from compliance with the restoration condition in respect of the relevant part of the site.

11.26 It is a fundamental requirement of mineral planning to ensure that following the cessation of mineral extracting, the site is reclaimed as soon as possible. Modern restoration techniques mean that the majority of sites can be restored to an acceptable standard. However, if there is doubt as to the feasibility of restoring a particular site to a satisfactory standard, the Council may refuse planning permission.

11.27 Where land is of the best and most versatile agricultural land, there will be a strong presumption against its loss. In certain cases alternative land uses may be appropriate, for rural employment, forestry or amenity uses; however, the methods used for reclamation
11.28 Aftercare is normally imposed by use of an aftercare condition. The 1990 Town and Country Planning Act defines this as "...a condition requiring that such steps shall be taken as may be necessary to bring land to the required standard for whichever of the following uses is specified in the condition, namely:-

a) use for agriculture
b) use for forestry; or
c) use for amenity

11.29 The steps which may be specified in an aftercare condition or aftercare scheme, and hence which are included in the meaning of "aftercare", are planting, cultivating, fertilising, watering, draining or otherwise treating the land.

Policy MW5: Oil and Gas Operations.

Planning permission for oil and gas operations will be granted where the Council is satisfied that:-

(i) the operational site is located in the least environmentally sensitive part of the geological prospect;

(ii) consideration has been taken of the long term development of the site;

(iii) adequate proposals can be made for environmental protection during operation and for restoration and aftercare on completion;

(iv) adequate transportation

11.30 The Council is supportive of onshore oil and gas exploration and subject to the protection of the environment, will normally give favourable consideration to proposals for oil and gas operations. Operators will be expected to adhere to the operation guidelines produced by the United Kingdom Onshore Operators Group (UKOOG) and the Guidelines for Seismic Exploration produced by the County Planning Officers Society in 1991.

11.31 Oil and Gas developments have the potential to cause disturbance especially during the initial phases when a borehole is being drilled. Once a well head has been fitted and the site landscaped, the impact can be reduced. However, a gathering station with storage and loading facilities can be intrusive and the siting of these is more critical.

11.32 Proposals within or adjacent to the Lincolnshire Wolds Area of Outstanding...
arrangements can be established.

The grant of planning permission for exploratory, appraisal or testing boreholes will not commit the Council to any subsequent grant of permission for oil and gas production.

Natural Beauty will be subject to the most rigorous examination. Development in such locations which is likely to damage the quality or character of the landscape will not be allowed unless the need for the development is clearly greater than the general interest represented by the landscape value of the area.


Mineral deposits which are or may become of economic importance, will be safeguarded, where surface development would be likely to affect or be affected by the winning and working of minerals.

Facilities needed for the transportation of minerals shall be safeguarded as well as sites associated with their transportation by means other than by road.

11.33 The planning system has an important role to play in safeguarding deposits, which are or may become of economic importance from unnecessary sterilisation by surface development. The Council will in such cases encourage the extraction of minerals before other more permanent forms of development takes place.
WASTE INTRODUCTION

11.34 The Council is keen to encourage the adoption of a sustainable approach to the production and management of waste in the Borough in accordance with the EC Waste Framework Directive. There is no way of eliminating waste production entirely, but much more can be done to make production and waste management practices more sustainable.

11.35 North East Lincolnshire Council is responsible for waste planning matters throughout the Borough under the provisions of the Town and Country Planning Act 1990. This responsibility includes the processing of all planning application for the deposit of refuse of waste materials or the erection of buildings, plant or machinery designed to be used wholly or mainly for treating, storing, processing or disposal of refuse or waste.

11.36 The Planning and Compensation Act 1991 introduced a requirement for local plan coverage of development involving the deposit of waste. Under the provisions of the Humberside (Structural Change) Order 1995 waste policies have been included in this plan.

11.37 It is important to be clear about the role of the planning system, which focuses on whether the development itself is an acceptable use of land rather than the control of the processes or substances themselves. The majority of pollution controls are now administered by the Environment Agency. It is important to acknowledge that local planning authority powers and influence, whilst considerable, do not extend to complete control. For example the local planning authority has no powers to direct waste to any particular facility.

11.38 The waste policies in the Plan complement the Waste Management Plan 1991, which deals with the arrangements for waste treatment and disposal. The policies also draw on information in the North East Lincolnshire Waste Management Strategy 1997. This Strategy concentrates on household waste and is a non-statutory document, whereas the local plan waste policies relate to all wastes produced and specifically to the land use planning implications of their management.

11.39 The waste arising and its management are a reflection of the settlement pattern, type and distribution of industrial and agricultural activities and the physical characteristics of the landscape.

11.40 The existing Immingham landfill site, which currently accepts a significant proportion of waste arisings in North East Lincolnshire, is expected to be complete during the plan period. Land immediately to the north east of the existing Immingham site is however recognised as offering the potential for an expansion of the facility. The land is recognised as being contaminated, being the site of the former gypsum beds.

11.41 The current arrangement i.e. landfill is considered to be unsustainable as a viable disposal option in the long term for the bulk of waste arisings. This is due to financial effects such as the Landfill Tax and the increasing...
standards imposed by UK and European Legislation. The Government's Waste Strategy, 'Waste Strategy 2000 England and Wales' published June 2000 aims to identify ways in which waste can be managed in a more sustainable way. Key elements include the setting of statutory performance targets for local authority recycling; developing stronger markets for recycled goods and making producers more responsible for the recovery of their products.

11.42 The Government wishes to see future waste management decisions based on the following principles:-

A) Best Practicable Environmental Option (BPEO)
   The BPEO procedure establishes for a given set of objectives, the option that provides the most benefits or the least damage to the environment, as a whole, at acceptable cost, in the long term as well as in the short term.

B) Regional Self Sufficiency
   Most waste should be treated or disposed of within the region in which it is produced.

C) Proximity Principle
   Waste should generally be managed as near as possible to its place of production because transporting waste itself has an environmental impact.

D) Waste Hierarchy
   This is a theoretical framework, which acts as a guide to the waste management options, which should be considered when assessing the BPEO. Within it recycling and composting should be considered before recovery of energy from waste. The hierarchy is set out below:

   Reduction
   Reuse
   Recovery (recycling Composting Energy)
   Disposal

11.43 Whichever waste management option is adopted there will remain a requirement for landfill disposal of residues of waste and materials unsuitable for treatment but this will be considerably reduced in volume and weight.

11.44 The Council recently awarded a 25yr waste management contract for the handling and disposal of North East Lincolnshire's household waste. The contract includes the construction of a community sized waste to energy plant on a site adjacent to the Humber Estuary. Planning permission has now been granted; once operational the plant together with associated composting and recycling facilities will provide an affordable, sustainable, integrated waste management solution.
11.45 Whilst not considered to be a viable long term disposal option, there are a number of further constraints to landfill as a disposal option.

11.46 The land forming the North East Lincolnshire Area is generally not suitable for landfill activity without involving high cost engineering works. Much of the land is very low lying, at approximately 2 to 3 metres above ordnance datum. In many cases therefore it is below the level of the high spring tides; requiring protection by man made walls.

11.47 Heavy reliance is placed on groundwater sources in the area principally from the chalk, for both domestic and industrial supplies. Such resources can be placed at risk by leachate migration from landfill sites via rock joints or other fractures or by intergranular migration in appropriate rock types such as sands and gravel.

11.48 The absence of former mineral excavations also means that no sites exist in the area, which are in obvious need of fill material. It is therefore likely that future landfill requirements, once the Immingham site is full are likely to be met by available landfill capacity at sites in North Lincolnshire. Future waste management solutions will need to take account of the waste hierarchy, the proximity principle and regional self-sufficiency to identify the combination of facilities and other waste management options which give the best balance between environmental, social and economic needs.

11.49 In accordance with the Council’s Waste Management Strategy encouragement will be given to both residents and industry to minimise the amount of waste produced and promotion given to waste management options, which are both economical, and in conformance with best environmental practice. Future consideration will seek to increase the proportion of waste managed by options towards the top of the waste hierarchy reducing the amount of waste going to landfill.

11.50 A key issue is the lack of ability of North East Lincolnshire to achieve a higher level of self-sufficiency in the proportion of non hazardous industrial waste requiring disposal, which is a significant proportion of the overall non-inert waste arisings for the area, and over which the authority has no direct control. This is coupled with the lead time for the establishment of new waste management facilities.

Policy MW7: Waste Management Facilities.
Before granting planning permission for waste management facilities, the Council will need to be satisfied that where appropriate:
(i) the proposed development represents

11.51 Waste management facilities have the potential to create significant impacts on the natural and human environment and to affect interests of acknowledged importance. It is therefore important that planning applications are accompanied by appropriate information to enable an informed decision to be made.

11.52 Guidance to assist developers in making
the Best Practicable Environmental Option for the waste stream in question;

(ii) the transport arrangements are satisfactory. Preference will be given to proposals to transport waste by means other than road including rail and water;

(iii) adequate proposals are made to minimise visual and other amenity impacts to an acceptable level;

(iv) adequate measures are made to ensure there would be no significant risk of pollution or danger to public health or safety, including the effects on water and air quality;

(v) adequate measures including, if necessary, gas and leachate control systems, are made to ensure there would be no unacceptable impacts on ecological, agricultural and archaeological interests;

(vi) where appropriate, adequate provision is made for the restoration, aftercare, and management of the development to an agreed and suitable after use;

(vii) development of the best and most versatile agricultural land will only be permitted exceptionally, if there is applications has been developed, drawn from previous experience in processing applications for a wide range of waste management facilities. The guidance reflects the emphasis placed upon environmental protection; and is intended to ensure that planning applications submitted are accompanied by appropriate information to enable an informed decision to be made. A booklet titled 'Guidance on Information to Accompany Waste Planning Applications' is available from the Planning and Transportation Department. In addition a further booklet titled; Code of Practice for the Operation of Waste Management Facilities' is available to assist site operators.

11.53 In line with PPG23, and taking into account the role of many other parties who have controls over waste management, the Council stresses the value of pre-application consultations between the developer, the planning authority and other statutory bodies and in particular the Environment Agency.

11.54 For types of development which fall within the categories defined in Schedules 1 and 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 for which environmental assessment is required, a developer will be required to submit an environmental statement with the planning application. For all other types of waste management facilities, developers will need to present information showing that they have fully assessed the environmental implications of the proposed development.

11.55 When considering the relative merits of waste management options, the Best Practicable Environmental Option (BPEO) procedure will be adopted. This procedure establishes for a given set of objectives, the option that provides the most benefits or the least damage to the environment as a whole, at acceptable cost in the long term as well as in the short term. When considering the BPEO regard will be taken of international obligations, (such as the biodegradable
an overriding need for the development, and either sufficient land in lower grades is unavailable, or lower grade land has an environmental value which is recognised by a statutory designation.

municipal waste division targets in the Landfill Directive,) the national policy framework as set out in the Government's Waste Strategy and policy guidance at regional and local level. The concept of BPEO means that local environmental, social and economic preferences will be important in any decision.

11.56 Waste management facilities have the potential to cause adverse environmental effects, which can vary according to the type and scale of the development. Common to most is the effect on the highway network of increased heavy vehicle movements. Key factors may also include the protection of water resources, potential impacts on ecology, landscape and cultural heritage, emissions to air, impacts on living conditions and visual issues. In the case of landfill and landraising there are the additional effects from leachate and landfill gas.

11.57 The introduction of the Landfill Tax Regulations now enables the Landfill site operators to contribute to environmental works and initiatives using Landfill Tax Credits.

11.58 Under the Regulations Landfill site operators pay tax on all deposited waste. The principle aim being to promote more sustainable waste practices. The operator can however spend up to 20% of his total Landfill Tax Payment on environmental initiatives. A tax rebate of 90% is then claimable on whatever the operator chooses to spend in supporting environmental projects. The Council will strive to maximise the environmental benefits to be derived from Landfill Tax Credits.

11.59 When considering the appropriateness of agricultural land for landfill or landraising consideration needs to be given to the extent to which full restoration of agricultural quality can be achieved once the waste disposal operation has been completed. On land of lesser agricultural quality, other appropriate countryside after uses may be acceptable where it is no longer essential that all land be returned to agriculture. It is also important in
considering proposals for waste related developments to take account of the degree of severance or disruption, which may be caused, to viable farm units.

11.60 Aftercare begins from compliance with the restoration condition, and will be required to continue for a maximum of 5 years from that point, where deemed appropriate. Aftercare may be extended by mutual consent where this will enable reclamation objectives to be met. In the case of progressive restoration the aftercare period will begin from compliance with the restoration condition in respect of the relevant part of the site.

Policy MW8: Development of Waste Facilities.

The Council will support proposals for the use of land and the erection of plant and buildings for the recycling, transfer, storage and other treatment or handling of waste provided that:

(i) the proposal meets the criteria defined in policy MW7;

(ii) the proposed site is located so as to minimise transport of the waste; and or recycled materials;

(iii) the proposal will not give rise to unacceptable impact on local communities or the environment;

(iv) with the exception of developments at sewage treatment works or composting undertaken primarily for agricultural purposes, the proposed

11.61 The Council seeks to encourage the adoption of a more sustainable approach to the production and management of waste in the Borough. A commitment is therefore required to increase waste managed by the options towards the top of the waste hierarchy. In descending priority the hierarchy is reduction, reuse, recovery and finally disposal.

11.62 The overall goal is regional self-sufficiency. In accordance with the "proximity principle" waste should be treated and disposed of as close as possible to the point at which it is generated. This creates a more responsible and hence sustainable approach to the management of wastes by limiting the adverse environmental effects from transporting waste over long distances.

11.63 The "proximity principle" suggests that local solutions should be sought wherever possible, with each authority in the Yorkshire and Humber region playing a commensurate part in the overall provision of facilities. Whilst there will continue to be some cross boundary movement of waste for some time due to lack of available void space in the borough and significant environmental, ecological and amenity constraints sites will need to be provided for the development of
site is located; 

(v) north of the A180 primary distributor road, and;

(vi) within an existing industrial site or on land which is permitted or allocated for industrial development, or;

(vii) at a waste management facility provided that the proposed development is connected with the waste management operation and is for a temporary period commensurate with the operational life of the existing facility, and;

The Council will not support an application for a waste transfer station handling putrescible waste unless the operations are fully enclosed within a building having the external appearance of a factory or warehouse.

necessary facilities. These should normally be sited close to the source of waste arisings.

11.64 Regional Planning Guidance has a key role to play in the management of waste since waste arisings and the opportunities for treatment or disposal do not occur uniformly across regions. Regional Planning Guidance will be informed by the work of the Regional Technical Advisory Body. This body once formed will assemble information, examine the implications of possible waste manage options, discuss inter-regional waste movements and make appropriate recommendations to the Regional Planning Board.

11.65 Permanent waste recycling, processing, storage and transfer facilities will be encourage to locate in appropriate industrial locations, or at existing waste management facilities, where the operation is limited to the life of the existing facility. For example, recycling facilities at a landfill site.

11.66 Waste transfer stations have traditionally had a bad image being associated with noise, dust, litter and acting as contributors to road traffic congestion. There is no reason, however, why waste transfer stations should not be considered acceptable forms of development in the industrial locations north of the A180 primary distributor road. Operations dealing with putrescible waste should be fully enclosed with the buildings having the external appearance of a factory or warehouse.

11.67 Guidance on sites for the location of waste management facilities is given in PPG10. It is considered appropriate that waste facilities should follow this guidance, and should be guided to sites north of the A180. The majority of allocated industrial land in the Borough is located in this zone, offering a diverse portfolio. Concentration on this area is considered to be appropriate given the proximity to waste generators and the proximity to major transport infrastructure in the form of rail, road and water.
11.68 Wherever possible the recovery of energy and materials from waste, which is not recycled, will be encouraged. Many non-inert landfill sites have the potential for the recovery of energy from landfill gas produced by the decomposition of waste materials. This may be used to generate heat or power directly for the facility, or may benefit the wider community.

11.69 In light of the Borough’s shortage of landfill disposal facilities energy from waste options are increasingly attractive. A modern energy from waste facility sited close to waste sources can save disposal and transport costs whilst being compatible with a materials recycling programme. New generation waste to energy facilities differ radically from types of incineration in earlier years. There is a much greater emphasis on energy recovery, in the form of power or heat, and all operate to substantially higher technical and environmental standards.

11.70 Operators should be aware of all potential environmental impacts of their operations throughout the duration of the scheme and beyond, and wherever possible, should take steps to limit adverse effects.

11.71 To ensure that environmental impact is kept to a minimum the Council will seek to ensure that all waste management facilities are operated in accordance with best current practice at all times.

11.72 The Council will seek to control all waste operations through the application and enforcement of planning conditions. In addition to their planning obligations, operators should be aware of their statutory obligations in respect of waste management licensing and other consents under the Waste Management Licensing Regulations 1994.

Policy MW9: Buffer Zones (Waste Proposals)

The Council will only grant

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11.73 Waste development can be incompatible with
permission for waste management facilities where there is an adequate buffer zone between the waste development and neighbouring existing or proposed sensitive uses. Development proposals within buffer zones will be considered with regard to their affect on the viable operation of the waste facility.

11.74 One function of a buffer zone is to prevent waste development being established too close to a sensitive use. This minimises the potential for the facility to have an adverse environmental effect on the adjoining uses. A further function of the buffer zone is to prevent new uses of a sensitive nature being established too close to waste development.

11.75 The extent of specific buffer zones has not been defined, as there can be no hard and fast rule about the appropriate distance between new facilities and existing development.

11.76 The Council will therefore judge each case on its merits at the planning stage. This will be done through the consideration of all relevant environmental and land use implications on each development proposal to ensure that the one does not prejudice the other. In general, however, it is likely that a larger buffer zone will be required around a non-inert waste site than an inert only site, and buffer zones around sites handling hazardous materials will need to be defined with particular care.


The Council will support proposals for the re-use and recycling of industrial and commercial waste.

The recycling of industrial and commercial waste at the premises where the waste is produced will be supported; some forms of built development such as housing and the food industry, when the two types of development are too close to one another. In such circumstances, the provision of an area of land known as a buffer zone between the two uses can prevent one form of development prejudicing the other.

11.77 If the Government’s targets for waste re-use and recycling are to be achieved and there is to be the desired movement away from landfill towards more sustainable waste options, there must be encouragement for proposal which achieve these objectives.

11.78 In addition to the establishment of permanent waste recycling, processing sewage and
as will the temporary provision of facilities on demolition and construction sites for recovery, separation and where appropriate processing of on-site materials, provided that:

(i) the proposal meets the criteria defined in Policy MW7;

(ii) no waste materials are to be imported to the facilities at the site from elsewhere;

(iii) the proposal will not give rise to unacceptable impact on local communities or the environment.

11.79 For certain industrial and commercial waste, recycling plants may be appropriate at the premises where the waste is produced. Allowing facilities at the point of waste generation would reduce the need to transport waste to recycling facilities elsewhere. However, any proposal for recycling at premises where the waste is produced will have to satisfy the requirements of other policies of the Plan regarding impacts on local communities and protection of the environment.

11.80 Further opportunities will arise for temporary provision of facilities at demolition and construction sites. Natural spoil from construction projects can have beneficial use both within the development scheme and in the restoration and reclamation of derelict sites. Where the need for temporary facilities is identified at the point of waste generation, the Council will need to ensure that proposals satisfy the requirements for protection of local amenities and the environment.


Recycling facilities for household waste will continue to be provided at the existing network of household waste disposal (civic amenity) sites. The Council will support proposals for new household waste disposal and recycling facilities at other locations, provided that:

(i) the proposal meets the criteria defined in Policy

11.81 Recycling is a central element in the future collection and disposal of municipal solid waste. A network of household waste disposal (civic amenity) sites is already in place, which provides an appropriate basis for the provision of land for recycling. The Council considers that recycling facilities should be concentrated at these centres which should be expanded as necessary. However, recycling rates are currently below the target of 25% of household waste to be recycled by 2000. To enable strategic targets to be achieved, it is probable that additional facilities will need to be developed at existing or new sites. These sites may include:
MW7;

(ii) the proposal is suitably located in relation to the existing network of sites, and;

(iii) the proposal will not give rise to unacceptable impact on local communities or the environment.

- Mini recycling centres at superstore car parks and other similar locations.
- The Existing network of household waste disposal (civic amenity) sites.
- A sub-regional centre for Materials Recycling Facilities (to be located in accordance with Policies MW7 and MW8).

Policy MW12: Transportation of Waste.

The Council will encourage and support development proposals which reduce transportation of waste by road, and which promote transportation by rail and water.

11.82 Waste can seldom be disposed of where it arises. In consequence it has to be transported to waste facilities or to landfill. Some of the movements may involve transfer stations at which waste is bulked up. This has the effect of reducing overall vehicle movements, and consequently reduces environmental impact on a local area.

11.83 In future the case may arise where waste is to be moved over greater distances than at present to utilise waste facilities higher up the waste hierarchy. Such facilities may be operated sourcing waste from a wider area to provide a viable waste stream. Such ventures may include incineration, and composting. In such cases support will be given to proposals which seek to utilise opportunities to transport waste by rail and water.

Policy MW13: Sewage Treatment Works.

Proposals for new waste water treatment and sludge treatment works, or extensions, or upgrading of existing works, will be permitted provided that:

11.84 Recent legislation has had a significant impact on the ways sewage and sewage sludge is dealt with. The discharge of sewage to sea and the practice of spreading or injecting untreated sludge to agricultural land have ceased. Consequently, alternative means of sewage and sludge disposal have
(i) it can be demonstrated that the proposal is necessary to improve the treatment and discharge quality of waste water or for the processing and disposal of sewage sludge, and;

(ii) the proposal will not give rise to unacceptable impact on local communities and the environment.

Priority will be given to resource recovery where facilities for the treatment of sewage sludge are proposed.
### APPENDICES

<table>
<thead>
<tr>
<th>Appendix 1-</th>
<th>Formal plans replaced by the North East Lincolnshire Local Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appendix 2-</td>
<td>North East Lincolnshire Council Strategies related to planning and the environment.</td>
</tr>
<tr>
<td>Appendix 3-</td>
<td>List of Buildings of Local Architectural or Historic Interest</td>
</tr>
</tbody>
</table>

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North East Lincolnshire Local Plan
Adopted 24th November 2003

- 239 -
Appendix 1

Formal plans replaced by the North East Lincolnshire Local Plan.

The Lindsey County Development Plan (Approved 1955 and reviewed 1965)

The Cleethorpes, Humberston, New Waltham and Waltham Town Map (1965)

A Plan for Immingham (Approved 1968)

Laceby Village Plan ( Adopted 1981)

Humberston, New Waltham and Waltham District Plan (Adopted 1984)

Healing and Stallingborough Local Plan (Approved 1985, altered by Public Local Plan Inquiry 1988 but not published for adoption)

Humberside County Council, Intensive Livestock Units Local Plan (1992)

Cleethorpes Borough Local Plan (Consultation Draft (1993)

Great Grimsby Borough Local Plan (Adopted 2000)

Humberside Minerals Local Plan (Consultation Draft 1995)

Humberside Waste Local Plan (Consultation Draft 1996)
Appendix 2

North East Lincolnshire Council Strategies related to planning and the environment.

Crime and Disorder
Community Governance
Sustainable Development
Raising the Game - a strategy for sport and young people
Attracting Visitors
Inward Investment
Moving On - transport and accessibility
Home Energy Conservation
Housing Strategy
Arts for Life
Shoreline
Health
Energy Management
Air Quality
Community Development
Freeman Street Regeneration
Business Development
Development Plans (which incorporate this Local Plan)
Grimsby Town Centre
Living Archaeology
Development Control
Waste Management
### Appendix 3

**List of Buildings of Local Architectural or Historic Interest.**

Note: - The list includes 68 buildings which are also on the Department of Culture, Media and Sport Statutory list (Shown by *).

<table>
<thead>
<tr>
<th>Local List No.</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Town Hall, Town Hall Square. *</td>
</tr>
<tr>
<td>2</td>
<td>Former Doughty Museum, Town Hall Square. *</td>
</tr>
<tr>
<td>3</td>
<td>Registrar's Office, Town Hall Square. *</td>
</tr>
<tr>
<td>4</td>
<td>North East Lincs. Water Board offices, Town Hall Square. *</td>
</tr>
<tr>
<td>5</td>
<td>Almshouses, 1-29 Doughty Road.</td>
</tr>
<tr>
<td>7</td>
<td>67 to 71 Victoria Street.</td>
</tr>
<tr>
<td>8</td>
<td>25 Osbourne Street.</td>
</tr>
<tr>
<td>10</td>
<td>68 to 72 Victoria Street.</td>
</tr>
<tr>
<td>11</td>
<td>Bank, 66 Victoria Street. *</td>
</tr>
<tr>
<td>12</td>
<td>Post Office, 64 Victoria Street. *</td>
</tr>
<tr>
<td>13</td>
<td>Odeon Cinema and 46 and 48 Victoria Street. *</td>
</tr>
<tr>
<td>14</td>
<td>49 Victoria Street. *</td>
</tr>
<tr>
<td>15</td>
<td>43 Victoria Street. *</td>
</tr>
<tr>
<td>16</td>
<td>35 to 41 Victoria Street. *</td>
</tr>
<tr>
<td>18</td>
<td>26 South St. Mary’s Gate.</td>
</tr>
<tr>
<td>19</td>
<td>33 to 39 Bethlehem Street. *</td>
</tr>
<tr>
<td>21</td>
<td>11 West St. Mary’s Gate.</td>
</tr>
<tr>
<td>22</td>
<td>St. Mary’s Chambers, West St. Mary’s Gate. *</td>
</tr>
<tr>
<td>23</td>
<td>3 to 14 Old Market Place.</td>
</tr>
<tr>
<td>24</td>
<td>1 to 27 Bethlehem Street. *</td>
</tr>
<tr>
<td>25</td>
<td>St. James Church, Church Lane. *</td>
</tr>
<tr>
<td>26</td>
<td>Frontage to West Haven Warehouses and Shops, Garth Lane. *</td>
</tr>
<tr>
<td>29</td>
<td>Waterproofing Clothing Factory, Robinson Street East. *</td>
</tr>
<tr>
<td>30</td>
<td>20 Victoria Street.</td>
</tr>
<tr>
<td>31</td>
<td>Lauriston House, Town Hall Square.</td>
</tr>
<tr>
<td>34</td>
<td>167 Weelsby Road.</td>
</tr>
<tr>
<td>35</td>
<td>The Lodge to Weelsby Hall, Weelsby Road. *</td>
</tr>
<tr>
<td>36</td>
<td>Weelsby Hall, Weelsby Road. *</td>
</tr>
<tr>
<td>37</td>
<td>Weelsby Hall Stables, Weelsby Road. *</td>
</tr>
<tr>
<td>38</td>
<td>1 and 2 Love Lane Corner.</td>
</tr>
<tr>
<td>39</td>
<td>Holy Trinity Church, Church Lane, Old Clee. *</td>
</tr>
<tr>
<td>40</td>
<td>Clee Hall Farmhouse, Clee Road. *</td>
</tr>
<tr>
<td>41</td>
<td>Clee Hall Farm Buildings, Clee Road. *</td>
</tr>
<tr>
<td>42</td>
<td>60 and 62 Clee Crescent, Old Clee. *</td>
</tr>
<tr>
<td>43</td>
<td>2 Greethams Lane, Old Clee. *</td>
</tr>
<tr>
<td>44</td>
<td>Old Clee Riding School, 3 Church Lane, Old Clee. *</td>
</tr>
<tr>
<td>45</td>
<td>White Lodge, 11 Church Lane, Old Clee. *</td>
</tr>
<tr>
<td>46</td>
<td>Stella Maris, 8 Church Lane, Old Clee. *</td>
</tr>
<tr>
<td></td>
<td>Description</td>
</tr>
<tr>
<td>---</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>47</td>
<td>52 Clee Crescent, Old Clee.</td>
</tr>
<tr>
<td>48</td>
<td>1 Church Lane, Old Clee.</td>
</tr>
<tr>
<td>49</td>
<td>Welholme Galleries, Hainton Avenue.</td>
</tr>
<tr>
<td>50</td>
<td>141 Welholme Road.</td>
</tr>
<tr>
<td>51</td>
<td>St. Augustine's Church, St. Augustine's Avenue.</td>
</tr>
<tr>
<td>52</td>
<td>129 Eleanor Street.</td>
</tr>
<tr>
<td>53</td>
<td>Scartho Hall, Scartho Road.</td>
</tr>
<tr>
<td>54</td>
<td>St. Giles Church, Church Lane, Scartho.</td>
</tr>
<tr>
<td>55</td>
<td>Former Rectory, Church Lane, Scartho.</td>
</tr>
<tr>
<td>56</td>
<td>74 to 100 Waltham Road, Scartho.</td>
</tr>
<tr>
<td>57</td>
<td>2,4,6 Waltham Road, Scartho.</td>
</tr>
<tr>
<td>58</td>
<td>8 Waltham Road, Scartho.</td>
</tr>
<tr>
<td>59</td>
<td>Island House, 1 Pinfold Lane, Scartho.</td>
</tr>
<tr>
<td>60</td>
<td>Boundary Farm, Waltham Road, Scartho.</td>
</tr>
<tr>
<td>61</td>
<td>Scartho Methodist Church, Louth Road, Scartho.</td>
</tr>
<tr>
<td>62</td>
<td>22 and 24 Waltham Road, Scartho.</td>
</tr>
<tr>
<td>63</td>
<td>Springfield Road, Gospel Hall, Scartho.</td>
</tr>
<tr>
<td>64</td>
<td>Scartho Road Cemetery Chapel.</td>
</tr>
<tr>
<td>65</td>
<td>Clock Tower, Scartho Road Hospital.</td>
</tr>
<tr>
<td>66</td>
<td>St. Martin's Church, Sutcliffe Avenue.</td>
</tr>
<tr>
<td>67</td>
<td>42 Scartho Road.</td>
</tr>
<tr>
<td>68</td>
<td>28 Scartho Road.</td>
</tr>
<tr>
<td>69</td>
<td>20 Scartho Road.</td>
</tr>
<tr>
<td>70</td>
<td>10 Scartho Road.</td>
</tr>
<tr>
<td>71</td>
<td>6 and 8 Scartho Road.</td>
</tr>
<tr>
<td>72</td>
<td>2 and 4 Scartho Road.</td>
</tr>
<tr>
<td>73</td>
<td>'Nunsfield', 114 Bargate.</td>
</tr>
<tr>
<td>74</td>
<td>'Westlands', Westlands Avenue.</td>
</tr>
<tr>
<td>75</td>
<td>'Sackville House', 14 Littlefield Lane.</td>
</tr>
<tr>
<td>76</td>
<td>'The Willows', Littlefield Allotment Gardens.</td>
</tr>
<tr>
<td>77</td>
<td>1,2,3,4 Waterworks Cottages, Littlefield Lane.</td>
</tr>
<tr>
<td>78</td>
<td>St. Michael's Church, Great Coates Road.</td>
</tr>
<tr>
<td>79</td>
<td>Market Hotel, Cromwell Road.</td>
</tr>
<tr>
<td>80</td>
<td>Humber Hotel, Cleethorpe Road.</td>
</tr>
<tr>
<td>81</td>
<td>Methodist Homes, 1-9 Haycroft Street.</td>
</tr>
<tr>
<td>82</td>
<td>St. Paul's Vicarage, Ayscough Street.</td>
</tr>
<tr>
<td>83</td>
<td>Palace Buffet, Victoria Street.</td>
</tr>
<tr>
<td>84</td>
<td>Flour Mill, Victoria Street.</td>
</tr>
<tr>
<td>85</td>
<td>Castle Press, Victoria Street.</td>
</tr>
<tr>
<td>86</td>
<td>415 Victoria Street.</td>
</tr>
<tr>
<td>87</td>
<td>Custom House, Cleethorpe Road.</td>
</tr>
<tr>
<td>88</td>
<td>Estate Surveyors' Office, Cleethorpe Road.</td>
</tr>
<tr>
<td>89</td>
<td>Methodist Central Hall, Duncombe Street.</td>
</tr>
<tr>
<td>90</td>
<td>Midland Bank, Riby Square/Cleethorpe Road.</td>
</tr>
<tr>
<td>91</td>
<td>National Westminster Bank, Riby Square/Cleethorpe Road.</td>
</tr>
<tr>
<td>92</td>
<td>Queen Mary Hostel, Riby Square.</td>
</tr>
<tr>
<td>93</td>
<td>Dock Offices, Cleethorpe Road.</td>
</tr>
<tr>
<td>94</td>
<td>Great Northern Railways, Goods &amp; Grain Warehouse, Royal Dock.</td>
</tr>
<tr>
<td>No.</td>
<td>Description</td>
</tr>
<tr>
<td>-----</td>
<td>---------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>100</td>
<td>The Dock Tower, Lock Gates, Docks.</td>
</tr>
<tr>
<td>102</td>
<td>School, Holme Hill, Heneage Road.</td>
</tr>
<tr>
<td>103</td>
<td>St. Mary's Church, Heneage Road.</td>
</tr>
<tr>
<td>105</td>
<td>Education Department Offices, Eleanor Street.</td>
</tr>
<tr>
<td>106</td>
<td>All Saints Church, Heneage Road.</td>
</tr>
<tr>
<td>107</td>
<td>Methodist Church, Legsby Avenue.</td>
</tr>
<tr>
<td>108</td>
<td>2 &amp; 4, 6 &amp; 8, 10 &amp; 12 Ainslie Street.</td>
</tr>
<tr>
<td>109</td>
<td>13 &amp; 15 Wellowgate.</td>
</tr>
<tr>
<td>110</td>
<td>17 &amp; 19 Wellowgate.</td>
</tr>
<tr>
<td>111</td>
<td>175 Scartho Road &amp; 1 Edge Avenue, Scartho.</td>
</tr>
<tr>
<td>112</td>
<td>64 &amp; 66 Brighowgate.</td>
</tr>
<tr>
<td>113</td>
<td>1 to 9 (consec.) Alfred Terrace, former stables &amp; 21 Brighowgate.</td>
</tr>
<tr>
<td>114</td>
<td>Salvation Army Hostel, Brighowgate House, Brighowgate.</td>
</tr>
<tr>
<td>115</td>
<td>County Courthouse, Brighowgate.</td>
</tr>
<tr>
<td>116</td>
<td>Pelham Terrace: consisting of 4,6,8,10 &amp; 12 Pelham Road, Bargate.</td>
</tr>
<tr>
<td>117</td>
<td>'Fairlawn', Pelham Road, Bargate.</td>
</tr>
<tr>
<td>118</td>
<td>St. James' Vicarage, Bargate.</td>
</tr>
<tr>
<td>119</td>
<td>St. James' Terrace, 3 to 21 Bargate.</td>
</tr>
<tr>
<td>120</td>
<td>23 Bargate.</td>
</tr>
<tr>
<td>121</td>
<td>65 to 95 (odds) Abbey Road.</td>
</tr>
<tr>
<td>122</td>
<td>41, 43 &amp; 45 Bargate.</td>
</tr>
<tr>
<td>123</td>
<td>39 Bargate.</td>
</tr>
<tr>
<td>124</td>
<td>St. Columbas Church, Weelsby Road.</td>
</tr>
<tr>
<td>125</td>
<td>1 to 63 (consec.) Park Drive.</td>
</tr>
<tr>
<td>126</td>
<td>24,34,36,49,53,55,63 &amp; Fryston House, Bargate.</td>
</tr>
<tr>
<td>127</td>
<td>St. Nicolas Church, Great Coates Road, Great Coates.</td>
</tr>
<tr>
<td>128</td>
<td>The Old Rectory, Great Coates Road, Great Coates.</td>
</tr>
<tr>
<td>129</td>
<td>Ivy Farm House, Station Road, Great Coates.</td>
</tr>
<tr>
<td>130</td>
<td>The Manor House, Cooks Lane, Great Coates.</td>
</tr>
<tr>
<td>131</td>
<td>3,5,7,9,11,13,15 &amp; 17 &amp; 6,8,10 The Avenue, Station Road, Great Coates.</td>
</tr>
<tr>
<td>132</td>
<td>Grange Farm, Aylesby Road, Great Coates.</td>
</tr>
<tr>
<td>134</td>
<td>Manor Farm House, 57 Station Road, Great Coates.</td>
</tr>
<tr>
<td>135</td>
<td>20 to 34 (evens) Woad Lane, Great Coates.</td>
</tr>
<tr>
<td>136</td>
<td>16 &amp; 18, 20 &amp; 22 Abbey Drive West.</td>
</tr>
<tr>
<td>137</td>
<td>County Hotel, Brighowgate.</td>
</tr>
<tr>
<td>138</td>
<td>14 &amp; 16 Wellowgate.</td>
</tr>
<tr>
<td>139</td>
<td>18 &amp; 20 Wellowgate.</td>
</tr>
<tr>
<td>140</td>
<td>22 &amp; 24 Wellowgate.</td>
</tr>
<tr>
<td>141</td>
<td>26 Wellowgate.</td>
</tr>
<tr>
<td>142</td>
<td>Lockien, 9 Church Lane, Old Clee.</td>
</tr>
<tr>
<td>143</td>
<td>19 &amp; 21 Pinfold Lane, Scartho.</td>
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<tr>
<td></td>
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<tr>
<td>---</td>
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</tr>
<tr>
<td>144</td>
<td>Great Coates Nursery School, Station Road, Great Coates.</td>
</tr>
<tr>
<td>145</td>
<td>Municipal Offices, Town Hall Square.</td>
</tr>
<tr>
<td>146</td>
<td>7 Great Coates Road.</td>
</tr>
<tr>
<td>147</td>
<td>5 Greethams Lane, Old Clee.</td>
</tr>
<tr>
<td>148</td>
<td>42 to 60 (consecutive) Peaksfield Avenue.</td>
</tr>
<tr>
<td>149</td>
<td>Yarborough Hotel, Bethlehem Street. *</td>
</tr>
<tr>
<td></td>
<td>39 Bargate. *</td>
</tr>
<tr>
<td></td>
<td>Prince Albert Statue, Dock offices, Cleethorpe Road. *</td>
</tr>
<tr>
<td></td>
<td>Lock Gates, Docks. *</td>
</tr>
<tr>
<td>150</td>
<td>48,50 &amp; 52 Littlefield Lane.</td>
</tr>
</tbody>
</table>

Further information and advice is available from the Council's Conservation Officer, who is available to discuss matters relating to buildings of architectural or historic interest.
GLOSSARY

The following is a selective list of words and terms which occur in the North East Lincolnshire Local Plan.

**AFFORDABLE HOUSING**

Low cost market and subsidised housing (irrespective of tenure, ownership - whether exclusive or shared - or financial arrangements) that will be available to people who cannot afford to rent or buy houses generally available on the open market.

**AMENITY**

Any physical, social, recreational or cultural feature of an area which contributes to the quality of life of its inhabitants.

**ANCIENT MONUMENT - (SCHEDULED)**

Ancient structures, normally unoccupied, above or below ground, which are preserved by order of the Secretary of State for National Heritage.

**ARTICLE 4 DIRECTION**

A formal direction issued by the Local Planning Authority to require planning permission to be sought on specific types of permitted development.

**ASSEMBLY AND LEISURE**

Land use classification such as cinemas, concert halls, bingo halls or casino, dance halls, swimming baths or area for other indoor or outdoor sports or recreations.

**BROWN FIELD SITE**

Land in the urban area which has been previously developed and has potential for re-use either for re-development or as open space.

**COMMITTED SUM**

A sum of money paid by the developer, under a planning obligation, to a Local Authority to cover or contribute towards, the cost of providing necessary related facilities at or near the site of a proposed development in order to complement the development proposal or meet identified needs.

**CONSERVATION AREA**

An area, designated under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, which is recognised as having special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.

**CONSERVATION AREA CONSENT**

The prior written consent of the Local Planning Authority which certain demolition works in Conservation Areas must have before commencement and which may expire within a certain time period.

**CONTAMINATED LAND**

Land which is in such a condition, by reason of substances in, on or under the land, that it poses an actual or potential hazard to health and/or the environment. Often this land is incapable of beneficial use without treatment.
DEVELOPMENT

All building, engineering, mining or other operations in, over or under land, or the making of any material change in the use of any buildings or other land, as defined by the Town and Country Planning Act 1990.

DERELICT LAND

Land so damaged by industrial or other development as to be incapable of further beneficial use without treatment.

DEVELOPMENT BOUNDARY

The boundary drawn around a settlement or development area outside of which countryside policies apply.

DEVELOPMENT PROPOSAL

Development activities such as the construction of new buildings, demolition of buildings (in certain cases), making changes to the use of buildings or land, altering or demolition of listed buildings, demolition of certain buildings in Conservation Areas, display of advertisements where the proposal is subject to planning permission.

DWELLINGHOUSE

Use as a dwellinghouse by a single person or by people living together as a family, or by not more than 6 residents living together as a single household.

ENVIRONMENTAL ASSESSMENT

A written statement the Local Planning Authority may require (although it is mandatory in some cases) from planning applicants setting out in detail the effect that a proposed large new development will have on its surrounding area.

ENVIRONMENTAL APPRAISAL

A systematic examination/appraisal of the policies and proposals contained in the North East Lincolnshire Local Plan Adopted 24th November 2003

Local Plan in order to ascertain how well they achieve sustainability.

FARM DIVERSIFICATION

The establishment of enterprises unrelated to mainstream farming, such as those associated with leisure activities which are operated as part of the farm holding to help maintain its viability.

FINANCIAL AND PROFESSIONAL SERVICES

Land use classification for the provision of financial and professional services such as a bank or building society.

FOOD AND DRINK

Land use classification for the sale of food and drink for consumption on the premises or hot food for consumption off the premises.

GREEN FIELD SITE

A field or area where built development has not previously taken place.

GREEN TRANSPORT PLAN (GTP)

A plan of local transport proposals usually concentrated on a specific land use. The general aim of GTP's is to encourage sustainable transport use.

HIGHWAY AUTHORITY

North East Lincolnshire Council is the Highway Authority with responsibility for the maintenance, improvement and creation of public highways.
HOUSES IN MULTIPLE OCCUPATION (HMO)
Include bedsits, shared houses, lodging houses, guest houses, bed and breakfast accommodation and hostels.

HOUSING ASSOCIATION
Independent non-profit making organisation for managing, building and improving housing, mainly for sheltered housing, low-cost shared equity schemes and rented accommodation.

INTENSIVE LIVESTOCK UNIT
Buildings and associated works for the permanent indoor rearing of pigs and poultry.

LISTED BUILDING
A building which is of special architectural or historic interest included on a list compiled by the Department of National Heritage.

LISTED BUILDING CONSENT
The prior written consent of the Local Planning Authority which all development on listed buildings must have before commencement and which may expire within a certain time period.

LOCALLY LISTED BUILDING
A building which is of particular local architectural or historic interest, entered on a list by the Local Planning Authority.

LOCAL CENTRE
A local shopping area providing for the needs of local residents.

LOCAL TRANSPORT PLAN (LTP)
The LTP is a document approved by the Government which sets out a comprehensive set of policies and proposals for the next five years. Revised annually.

LOCAL PLANNING AUTHORITY
North East Lincolnshire Council.

NON-RESIDENTIAL INSTITUTION
Land use classification for the provision of health or medical services, as a crèche, day nursery or day centre, for the provision of education, for the display of works, as a museum, public library, exhibition hall or for public worship.

OCCUPIED BUILDINGS (in the context of Intensive Livestock Units)
Occupied buildings includes hospitals, offices, schools and caravan sites, i.e. buildings normally provided for everyday human activities. Excluded are buildings within the agricultural holding on which the livestock unit is to be located.

OFFICES
Land use classification as an office other than for financial and professional services.

OUTLINE PLANNING PERMISSION
Planning permission which establishes that broad principles of development are acceptable but that details have yet to be agreed.

PEOPLE WITH MOBILITY IMPAIRMENTS
Includes persons such as the elderly, infirm, blind or partially sighted people, wheelchair users, mothers with young children.
PERMITTED DEVELOPMENT
Types of development as set out in the Town and Country Planning General Development Order 1988, which do not require planning permission.

PLANNING CONDITIONS
Planning permission for development may be conditional on other work or undertaking being carried out by the developer, provided they are reasonable and justifiable in planning terms.

PLANNING OBLIGATION
A legally binding agreement between the Local Planning Authority and an interested party under various legislation (e.g. section 106 of the Town and country Planning Act 1990), by which the developer may carry out works, or agree to certain conditions covering matters which are outside the scope of a normal planning permission and which may also include off site works.

PLANNING PERMISSION
The prior, written consent of the Local Planning Authority which all development, except permitted development, must have before commencement and which may expire within a certain time period.

POLLUTION
The release into any environment medium from any process of substances which are capable of causing harm to may or any other living organisms supported by the environment.

PRIMARY SHOPPING FRONTAGES
Frontages with the greatest pedestrian flows and the greatest concentration of shops for comparison purposes where the shop frontages are worthy of retention and the introduction of non-retail uses will be discouraged.

RAMSAR
International Convention, held in Ramsar, Iran in 1971, ratified by 60 nations and subsequently accepted by some 80 countries, for the protection of wetlands of international importance, especially as waterfowl habitat.

RENEWABLE ENERGY
Sources of energy derived from resources that occur and recur naturally in the environment, rather than from finite fossil fuel reserves.

RESIDENTIAL INSTITUTION
Land use classification for the provision of residential accommodation and care to people in need of care, as a hospital or nursing home, as a residential school, college or training centre.

RETAIL WAREHOUSE
Large warehouse for the display and sale of durable goods to the public, usually free standing with large surface car parks.

SECONDARY SHOPPING FRONTAGES
Shop frontages not enjoying the same status as Primary Shopping Frontages but where the shop fronts are nevertheless worthy of retention.

SEQUENTIAL APPROACH
A means of site selection for types of development. Housing sites are encouraged to locate on brownfield
land in urban settings rather than greenfield sites away from everyday facilities. Retail and major leisure schemes are encouraged to select town centre sites.

SPECIAL PROTECTION AREA

Habitats containing threatened species of wildlife which are of national and international importance.

STORAGE AND DISTRIBUTION

Land use classification for storage or as a distribution centre.

SUPPLEMENTARY PLANNING GUIDANCE

These are non statutory documents issued by a Local Planning Authority in order to provide detailed guidance for applicants in relation to specific policies and proposals of a development plan. They can take the form of development briefs and design guides and may be a material consideration in determining planning applications. However, they do not carry the same weight of a policy or proposal contained within a development plan.

SUSTAINABLE DEVELOPMENT

The principle of stewardship and responsibility in the use and management of resources and achieving a balance between economic growth and technological developments and environmental considerations. PPG12 Development Plans and Regional Planning Guidance (1992) assesses the principle of sustainable development in the context of planning to be: ‘The sum total of decisions in the planning field, as elsewhere, should not deny future generations the best of today's environment.

TOWNSCAPE

Character and appearance of spaces and building in an identified part of a town.

TRANSPORT POLICIES AND PROGRAMME (TPP)

The Council's annual statement of transport policies and its bid to Government for transport infrastructure capital funding. This is to be replaced by Local Transport Plans.

TREE PRESERVATION ORDER (TPO)

Made to protect the amenity value to the public of either individual or groups of trees, under section 198 of the Town and Country Planning Act 1990.

USE CLASSES ORDER

The Town and Country (Use Classes) Order 1987 (as amended) groups land uses into various categories called 'use classes'. Changing the use of land or premises to another use in the same class does not need planning permission. The General Development Order also specifies various changes which can be made from one use class to another without needing permission.
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