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1 Scope and Purpose

North East Lincolnshire Council is committed to improving the quality of life of its citizens and improving the image, physical appearance and asset base across the Borough. In 2006 the Council adopted 'New Horizons – A Regeneration Strategy for North East Lincolnshire'. The implementation plan that accompanies this Strategy identifies projects to be delivered over a fifteen year period that will rejuvenate the area.

The Council has produced a Joint Housing Strategy with North Lincolnshire Council which highlights priority areas that are to be targeted over the period 2007-2010. The East Marsh area of Grimsby is identified by the Strategy as one of four transformational housing areas. East Marsh is acknowledged as suffering from low property values, high levels of deprivation, high vacancy rates and crime and community safety concerns. It is within the top 3% most deprived areas in the country. East Marsh has been designated as a Neighbourhood Renewal Area which has the objective of tackling these issues and reviving the community.

Guildford Street exemplifies the problems within East Marsh: a significant proportion of properties are vacant and the street is associated by those that live in the local area with antisocial behaviour and crime. There have been a number of previous unsuccessful attempts at intervention to carry out improvements of Guildford Street. However, East Marsh has a number of recognised strengths which proposals for change should seek to build upon such as the strong and well established community; providing an important source of affordable and starter homes; its location close to Grimsby town centre and other key regeneration areas within the Borough. The site is considered to be a sustainable location owing to its close proximity to the amenities of the town and this also provides a significant basis for change.

The purpose of the Guildford Street Development Brief (the Brief) is to specifically consider opportunities for physical change and improvements to the southern end of Guildford Street – the area extending from Cope Street to Wellington Street. The Council has adopted the Brief as a Supplementary Planning Document which forms part of the North East Lincolnshire Local Development Framework. It does not propose a prescriptive solution to redevelopment but provides guidance to developers, and will assist with the preparation of detailed proposals.

Having reviewed the existing site and policy context within which redevelopment proposals are to be promoted, the Brief sets out the opportunities and constraints that influence the redevelopment potential of the site. Based on these factors and shaped by consultation with stakeholders and the local community, the Brief then establishes a set of design principles to be applied to the site’s redevelopment and provides three illustrations of how the site could be developed appropriately in line with these principles.
2 The Site

Location
The area covered by the Brief is located within the main urban area of Grimsby, to the east of Grimsby town centre, the Town’s main railway station and approximately 500 metres from Freeman Street, formerly the Town’s main shopping street. The contextual location of Guildford Street is shown in Figure 1. below.

The site is accessed from Wellington Street to the south and Cope Street to the north. The site’s eastern and western boundaries are defined by the rear boundaries of properties fronting Weelsby Street and Victor Street respectively.

Figure 1.: Location of Guildford Street

Site Appraisal
Land Use Context
The area of the Brief is just over 1.4 ha in size and is currently occupied by one hundred dwellings. The site is broadly rectangular in shape, with its longer sides extending north/south and Guildford Street itself extending north/south. The existing housing takes the form of predominantly two bedroom terraces fronting Guildford Street originally constructed for people occupied in the fishing industry. At the northern end of the site on the western side of Guildford Street a few post-war infill terraced houses have replaced the original housing stock and are set back slightly further from the edge of the Street.

Similar to the surrounding area, the site is characterised by relatively high density development of approximately

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71 dwellings per hectare. The sense of the existing development being high density is exaggerated by the space, from front to front of the existing buildings across the Street is only 9.0 metres, which includes a 5.4 metre wide carriageway. This is narrower than the neighbouring streets. By way of comparison Weelsby Street is on average 12.5 metres wide, with a 9.0 metre wide carriageway.

The existing terraced housing within the site is two storeys in height with pitched roofs. Properties are brick built with tiled roofs. The front elevations of the terraced properties are set back at the northern end of the site on the west side of the Street where more modern terraced properties have replaced the original terraced housing.

The site is dominated by built development and hard surfacing with no vegetation of note. The only open spaces are the rear gardens of the housing, which are hidden from public view and are relatively small areas compared with more modern residential development. The housing fronting the western side of Guildford Street has a shared pedestrian access to rear gardens with Victor Street properties that follow the site’s western boundary.

None of the housing within the site has a curtilage at its front elevation. To the rear, the boundaries of gardens are defined by a variety of boundary treatments that are in a varying state of dilapidation.

**Existing Site Boundary Treatments**

Currently the site has inactive edges along all of its boundaries. At the northern and southern ends of the site, where Guildford Street connects to the local highway network, the boundaries comprise exposed sides of properties without any elevational features. Along the eastern and western boundaries, alleyways abut narrowness of Guildford Street itself and position of the terraces along the back of pavement. The public the rear boundary of the existing Guildford Street housing. This boundary treatment is generally poorly maintained which poses a security concern. This is a problem prevalent throughout East Marsh.

**The Surrounding Area**

There are several commercial premises located in close vicinity to the site, mostly along Victor Street and Wellington Street. The nearest shops to the site can be found at the corners of Cope Street and Victor Street, and Weelsby Street and Wellington Street respectively, only a short distance from the site. These comprise a mixture of convenience stores, food outlets and offices. A number of the commercial properties in the local area are currently vacant, with many appearing to have been empty for some time.

There are also a number of community facilities in close proximity to the site, most notably the Sure Start Centre backing onto the site in the west from Victor Street, the Grimsby Neighbourhood Centre at the corner of Weelsby Street and Wellington Street, and Weelsby Primary School on Hilda Street immediately to the north of Guildford Street.

In terms of open space, there is an area of grassed playing fields some 200 metres away at the Weelsby Primary School. There are two small equipped play areas along Victor Street, and Grant Thorold Park is some 400 metres to the south. Grant Thorold Park is a large expanse of landscaped grounds which includes a larger equipped play area.

**Access and Linkages**

The site is located some 1 km east of Grimsby town centre, which would constitute a twenty minute walk. The main commercial strip along Freeman
Street however, is only some 500 metres away and therefore is easily reachable within five minutes on foot. The site is fairly easily accessible on foot from the major commercial centres in Grimsby although a lack of dedicated cycling routes in the area does not make this location fully cycling friendly.

Vehicular access and circulation is limited to two entry/exit points at both ends of Guildford Street. Further vehicular movement and access between the site and Victor Street is blocked off at Cope Street. There are no bottlenecks or traffic hotspots evident near to the site.

The site is also located within 1.6 km of Grimsby Town rail station, the town’s main rail station, which can be found in the town centre to the west of the site. To the north of the site New Clee rail station is located 1.3 km away and Grimsby Docks rail station 1.2 km and are potentially easily reachable on foot.

There is good access to local bus services, the nearest being service number 12 which runs along Wellington Street, with one stop at the corner of Guildford Street. Service 12 (Bradley Park - Grimsby - New Waltham, run by Stagecoach) replaced service X1 (Grimsby – Cleethorpes – New Waltham) in April 2009. The route has been altered so that it no longer incurs additional charges as a result of the bridge toll. The section of the old route not covered by Service 12 will be served by the Humber Flyer. Service 12 serves all stops once an hour between 0900 and 1400 and then again between 1630 and 1730 Monday to Friday. On a Saturday the service runs once an hour between 0900 and 1800. It does not run on a Sunday.

There are a number of good bus services along Cleethorpes Road, situated 500 metres to the north, to various key destinations. These services primarily operate between Grimsby town centre, its eastern suburbs and Cleethorpes with each of the individual service intervals varying from 10 minutes to one hour throughout the day. Service numbers: 3; 9/9A; 13; 20; 21; 45/46; 51 and; X51 operate along Cleethorpes Road providing regular services via Grimsby town centre (North East Lincolnshire Council’s Bus and Rail Guide 2009).

**Flood Risk**

Together with much of the urban area of Grimsby, the site is identified by the Environment Agency’s flood risk mapping as being wholly with Flood Risk Zone 3a; an area which is considered to be at high risk of flooding which would occur in the event of a failure of coastal defences resulting in the overtopping or breaching of defences.
Utilities

The site’s location within an urban area means that there is a plethora of utility infrastructure within and around the site as illustrated in Figure 2. This section highlights the presence of different forms of infrastructure as these could influence redevelopment proposals for the site.

Foul water (Anglian Water) – A combined sewer runs the length of Guildford Street which also serves properties on Cope Street. A 6.0 metre easement in respect of any new built development will be applied (extending to 3.0 metres either side of the sewer). The sewer can potentially be diverted to ensure that it will remain within the public highway.

Early consultation with Anglian Water to inform the preparation of detailed proposals is recommended. It also advises the combined sewer is replaced with separate systems for the discharge of surface water and foul water. Anglian Water expects an engineering strategy to be submitted to them by the developer for the provision of new water infrastructure. It is suggested that reference should be made to their draft document ‘Guidance on the use of sustainable drainage systems (SUDS) and an overview of the adoption policy’.

Water Supply (Anglian Water) – A 3’ (80mm approx.) cast iron ductile iron pipe runs length of Guildford Street in front of the odd number properties. For the purposes of preparing development proposals, Anglian Water have advised that 6.0 metre easement (3.0 metres either side of pipe) should be allowed and remain accessible within the public highway.

Mains are generally laid with 0.9 metre cover depth and around 0.5 metres of undisturbed ground should be maintained at all times. Ground cover levels of 1.5 metres maximum are advised because of the need to make connections to properties.

Owing to the arrangement of the water main system, it is not possible to entirely isolate the section situated in Guildford Street from the rest of the network without temporarily disrupting the service provided to properties nearby. This is due to the arrangement of sluice valves situated between Cope Street and along Oxford Street. Anglian Water suggests that a network model is carried out to assess any disruption in the immediate area prior to commencement of potential work to the main (which may include a diversion).
Figure 2.: Existing utilities
There are fire hydrants/flushing points within the site which may be relocated. If so, these must be replaced in a suitable public place in consultation with Anglian Water.

**Street Lighting (NELC)** – Enquiries should be made directly to North East Lincolnshire Council for the provision of these utilities.

**Electricity (YEDL)** – Two mains cables are routed along the both sides of Guildford Street. It is understood that diversion is possible, however this would be at a cost to the developer. Provision may need to be made to provide an alternative service to other properties in the local area which could be affected by any proposals to divert. There is an 11kv electricity substation (Wellington Street East) located within the site at its southern end. Whilst the substation could be moved, a suitable location very close by would have to be found so that voltage drop would not occur to any surrounding properties. Any relocation costs would have to be provided for.

**Gas (National Grid)** – A low/medium pressure gas main runs the length of Guildford Street. A 0.5 metre easement either side of the pipe should be applied as part of any redevelopment proposals.

**Openreach** – Telecoms utilities are located within the highway comprising a cable duct in the eastern footway. The cable duct could be relocated although limited views on the merits of cable diversions have been obtained from Openreach and early consultation with them is advised.

**Virgin Media** – Cable utilities within the street which comprise cable ducts along the length of both footways together with a cabinet adjacent to No.116 Guildford Street. Each property which has been connected to their services would be the subject of a disconnection charge for the cost of recovering those connections. Should the utilities and ducts require relocation, the company could make diversions to enable the cables to be retained within the public highway.

Please note that the above guidelines are based on advice received from the relevant service provider at the time the Brief was prepared. Any prospective developer should re-consult with the service providers when preparing development proposals for the site.

**Land Ownership**
The site encompasses one hundred residential properties which are in a variety of ownerships. The major landowners are North East Lincolnshire Council and local housing associations, Havelock Homes and Shoreline Housing Partnership, with a smaller number of properties being privately owned.
Appalachian Development Brief

North East Lincolnshire Council

Opportunities and constraints
The site is subject to a range of constraints which are broadly summarised below and derived from the site analysis shown in Figure 4.

• The need to promote safety and security are paramount in the design and layout of the redevelopment proposals, if possible complying with Secured by Design principles.

• The site is located within an area of high flood risk

• Neighbouring residential properties back on to the site along the majority of its boundary. The potential disturbance to neighbouring residents rules out many potential land uses

• Any redevelopment proposals for the site will be heavily influenced by the form of surrounding development. The scale of the existing residential development adjacent to the site and the position of windows to habitable rooms restrict the scale and position of proposed new buildings

• The site’s shape and more particularly its width limit its development potential - the whole site measures less than 60 metres across (east to west) on average. This problem is exacerbated by the current vehicular access points to the site and restricts the options for a re-design of the street.

• The adjacent residential development along Victor Street and Weelsby Street backs on to the site. Any redevelopment of the site should ensure that the rear boundaries are not exposed as this would increase their vulnerability to crime and create inactive edges.

• The pedestrian ‘alleyways’ to the rear of the existing properties could undermine the security of new development proposed within the site

• Individual properties within the site are owned by a number of different parties. This could make a comprehensive redevelopment difficult to achieve. The purpose of this brief is to support a comprehensive redevelopment programme that meets the whole community’s needs.

• While there is no condition survey available for the existing properties in Guildford Street, the number of vacant properties and their appearance suggests that they are likely to be in varying states of disrepair. This, together with the fact that the properties are all terraced, suggests that to retain individual properties may not be physically possible.

• The existing utility infrastructure is routed along Guildford Street. If redevelopment proposals require the replacement or rerouting of some of those services, this would affect the viability of the development proposals. It should also be noted that the diversion of utilities could lead to some disruption to the services to other properties in the local area.
The potential redevelopment of the site does, however, present a range of opportunities:

- There is an opportunity for major change. A comprehensive redevelopment of the site could focus on key issues such as designing-out the potential for crime and anti-social behaviour and could act as a catalyst for further regeneration projects in East Marsh;

- Innovative design of new development can mitigate against flood risk and improve surface water drainage from the site by using sustainable urban drainage systems (SUDS). The choice of an appropriate quality of materials is also important to create a sense of place;

- Guildford Street could be widened and development set back from the street to create a less imposing and cramped environment;

- If it is considered appropriate, new high quality linkages into and/or through the site could be created across the site in an east/west direction. The Police suggest a balance between permeability and crime reduction is made since through routes are more vulnerable to criminal activity than cul-de-sac developments;

- New house types and, potentially, a greater variety of house types could be provided. This would provide a greater choice of homes for people in the local housing market;

- Using sustainable construction techniques there is an opportunity to provide new built development that is energy-efficient and minimises the use of water resources;

- The site is largely devoid of vegetation and proposals could introduce planting as part of proposed landscaping, using native species within any landscaping scheme to encourage biodiversity.
Figure 4.: Site analysis
3 The planning context

Proposals for the redevelopment of the site will be shaped by planning policy. This section sets out strategic and local planning policy relevant to the proposed development.

In Grimsby the policies against which all proposals requiring planning permission will be assessed are those of the adopted North East Lincolnshire Local Plan (November 2003) (NELLP). Proposals should also be considered in association with the policies of the Yorkshire and Humber Plan - Regional Spatial Strategy to 2026 (May 2008) (YHRSS) as together they both form the ‘Development Plan’ for this location. It is also necessary to consider national planning policy, particularly where this has superseded policies and proposals set out in the Development Plan.

National Planning Policy

The Government sets out statements of national planning policy and its aims within Planning Policy Guidance Notes (PPG’s) and Planning Policy Statements (PPS’s). The following documents are of direct relevance to the preparation of this Brief:

- PPS1: Delivering Sustainable Development (2005) and the PPS Planning and Climate Change supplement to PPS1 (2007) set out the overarching planning policies on the delivery of sustainable development through the planning system.

The main emphasis of sustainable development is to deal with the impacts of climate change through sustainable construction. Examples of this include the construction of development with low or zero-emissions and resilience to the increasing impacts of climate change, such as flooding. All new developments should also be designed to create attractive high-quality public realm.

- PPS3: Housing (2006) advises that ‘The Government’s key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live’. In this regard it is important to achieve a mix of housing types which are also designed to a high standard.

The Government also places importance on the need to create mixed communities comprising a variety of housing types, prices and tenures to encourage a mix of different households such as families with children as well as single persons and older people.

Another important objective of PPS3 is to deliver a ‘flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate.’

- PPS4: Planning for Sustainable Economic Growth (2009) has the main purpose of setting the national planning policy framework at all levels for economic development. The document is applicable to all business-related developments where they are proposed. The aim of PPS4 is to encourage local authorities to plan effectively and proactively for economic growth to achieve a proper balance between economic opportunities and environmental and social considerations. Local authorities can assist the needs of business
is through the allocation of a good range of sites including those for mixed uses.

- **PPS9**: Biodiversity and Ecological Conservation (2005) advises that plan policies and planning decisions should aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests. Appropriate weight should be attached to designated sites of international, national and local importance, protected species and to biodiversity and geological interests within the wider environment. Proposals should recognise the contributions that sites, areas and features, both individually and in combination, conserve these resources.

- **PPS12**: Local Spatial Planning (2008) advises on the preparation of local development frameworks and associated documents including SPDs. The role of SPDs is to provide greater detail on the policies contained within the development plan documents (DPDs) including the Core Strategy – which is the key DPD within the overall local development framework (LDF).

- **PPG13**: Transport (2001) emphasises the need for development to be located and designed so that the economy can prosper and people can continue to enjoy easy access to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and reduce the need to travel, especially by car. The availability of car parking particularly influences the choice of transport and local authorities are encouraged to set maximum parking standards to influence modal choice and increase housing densities.

- **PPG17**: Planning for Open Space, Sport and Recreation (2002) sets out the Government's aims for the provision of open space. Open space in new development can take on a variety of forms and it is important that satisfactory accommodation is made for open space. It is essential that the provision or improvement is based on an open space needs assessment which has taken into account local needs.

- **PPS25**: Development and Flood Risk (2006) seeks to direct development to areas of lower flood risk. PPS25 categories proposed uses in respect of their vulnerability to flood risk. Where development proposals are promoted in zones of higher flood risk, Sequential and Exception Testing is required to confirm whether the development proposed is appropriate on sustainability and safety grounds.

Additionally, the Government publishes commentaries and further guidance related to its policies in Circulars. The following Circulars are particularly relevant: 05/1994 ‘Planning out Crime’, 05/2005 ‘Planning Obligations’; and 11/1995 ‘The use of Planning Conditions’.

**Regional Planning Policy**

The strategic policies set out within the YHRSS also form part of the Development Plan for Grimsby. The following policies are considered relevant to the Brief:

- **YH1** - *Overall approach and key spatial priorities* is a general strategy policy which sets the background to the management and location of various types of development across the Yorkshire Region.

- **YH2** – *Climate change and resource use* provides the policy approach to dealing with the impacts of climate change, minimising the use of
resources and encouraging the re-use of resources. The policy aims to reduce greenhouse gas emissions by 20-25% by 2016. The construction of development which consumes low amounts of energy can support this target.

YH4 - Regional cities and sub-regional cities and towns states that urban areas such as Grimsby should be the prime focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities in the region. The plan’s vision is to ensure that these settlements are transformed into attractive, cohesive and safe places where people will want to live, work, invest, and spend time.

YH7 – Humber Estuary sub-area policy is an over-arching strategic policy which has the aim of prioritising the objectives for development within the Humber Estuary area where Grimsby is situated. A particular aim of the policy is to strengthen the role of Grimsby as a Sub-Regional Town, particularly through town centre renaissance and housing renewal and growth.

ENV1 – Development and flood risk provides the regional policy stance on flood risk and the measures that will be taken to deal with the causes of flooding. In particular ENV1 A and ENV1 B state the following approaches will be taken:

A The Region will manage flood risk pro-actively by reducing the causes of flooding to existing and future development, especially in tidal areas, and avoid development in high flood risk areas where possible.

B Allocation of areas for development will follow a sequential approach and will be in the lowest risk sites appropriate for the development (identified by Strategic Flood Risk Assessments).

ENV5 – Energy has is stated as having the purpose of increasing ‘energy efficiency through passive design, better use of existing power sources and other measures, and to increase installed renewable energy capacity in the region’ and also that ‘plans, strategies, investment programmes should:

A Reduce Greenhouse gas emissions, improve energy efficiency and maximise the efficient use of power sources [amongst other things] by:

1. Requiring the orientation and layout of development to maximise passive solar heating

2. Ensuring that publicly funded housing, and Yorkshire Forward supported development, meet high efficiency standards

3. Promoting and securing greater use of decentralised and renewable or low-carbon energy in new development, including through Development Plan Documents setting ambitious but viable proportions of the energy supply for new development to be required to come from such sources. In advance of local targets being set in DPDs, new developments of more than 10 dwellings or 1000m2 of non-residential floor space should secure at least 10% of their energy from decentralised and renewable or low-carbon sources, unless, having regard to the type of development involved and its design, this is not feasible or viable’.

Targets of the policy are to increase the average home energy rating to SAP 65 by 2016; to ensure that all publicly funded housing and development supported by Yorkshire Forward meets at least Level 3 of the Code for Sustainable Homes and; all new Yorkshire Forward development
should meet BREEAM 'Very Good' standards.

HE1 - Humber Estuary sub area policy sets out the objectives for the areas surrounding the River Humber and amongst these is the aim to support the regeneration of the settlements within it in economic and environmental terms.

H4 – The Provision of Affordable Housing states that the Region needs to increase its supply of affordable housing. Provisional estimates suggest that up to 30% of new housing in North East Lincolnshire should be affordable.

Local Planning Policy

As a result of the change brought about by the Planning and Compulsory Purchase Act (2004), the NELLP is currently in a state of transition and only the policies saved by the Act apply at the time of writing. The Local Plan will eventually be replaced by the documents of the North East Lincolnshire Local Development Framework.

The policies which specifically apply to the Brief are detailed as follows:

Policy GEN1: Development Areas is a general policy which has the aim and objective of assessing the suitability of new development situated within the Development Area Boundary of Grimsby.

GEN1 states that development 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 heritage;

(viii) the requirements of other appropriate policies in the development plan.

Other Material Considerations

Community Strategy (2003)
The Community Strategy 'Shaping the Future’ (April 2003), published by the Local Strategic Partnership, is a document which sets out the overall long-term vision for North East Lincolnshire. It provides the basis for achieving the aims of sustainable development, which are considered to comprise high and stable levels of economic growth, social progress, protection of the environment and minimising the use of natural resources.

With particular regard to social progress, the document also provides a strategy for achieving an overall improvement in residents' quality of life by identifying a wide range of issues which need to be addressed to accomplish the long-term vision. Whilst much of the subject matter covered is related to the provision of public services and the public realm, some material also falls under the scope of the planning system, such as the quality of the built and natural environment together with housing quality.

The vision for the future as stated within the Community Strategy is to achieve: 'thriving town and urban centres with a quality appearance and feel to them. Places with a new mix of uses for living, working and being at leisure in; with extended hours of use, making public spaces safe and sustainable'.
The document is periodically reviewed in order that progress on the overall vision can be monitored and assessed.

The North East Lincolnshire Local Transport Plan (March 2006)
The North East Lincolnshire Local Transport Plan, covering the period 2006–2011 (the LTP2), sets out the local transport objectives for North East Lincolnshire and identifies the key priorities for their implementation. It presents a 5 year plan of initiatives, in conjunction with both national and regional policies, to provide improved accessibility, safety, air quality, quality of life and reduced congestion. These initiatives are being addressed through the planning and implementation of improved walking routes, traffic calming areas, promotion of smarter choices and improved public transport.

The LTP2 is also connected with the community strategy vision in that the projects contained within the LTP2 provide the means to implement some aspects of that vision, particularly in terms of increasing choice of access to jobs, services and leisure facilities without detriment to the overall environment. The LTP2 also recognises that better public spaces can help promote more sustainable travel modes and regeneration whilst encouraging new business investment.

North East Lincolnshire Cultural Strategy (2006)
Cultural activities can consist of art galleries, opera and theatre and, additionally, sports, outdoor recreation, leisure, libraries, the built heritage and tourism. Cultural activity adds value to people’s lives and the quality of cultural provision in an area is now viewed as one indicator of quality of life.

The revised Cultural Strategy, ‘Making the Connections’ (2006), published by North East Lincolnshire Council, aims to guide all those involved in cultural provision as to how to maximise opportunities for cultural development.

The Council Plan 2009/2012
The Plan sets out the Council’s strategic aims and objectives and the Council’s intended to meet these aims and objectives with the resources available to it. A key strategic aim of the Authority is to ‘Improve the quality of the built and natural environment’. One aspect of this is to improve the quality of housing and bring derelict sites back into beneficial use. East Marsh is identified in the Plan as a focus for intervention and the clearance and redevelopment of the site is listed as one of a series of proposed actions (p.17 Council Plan, NELC).

In addition to the strategic and local planning policies highlighted above, there are a number of other material considerations that relate to the regeneration of East Marsh and are relevant to redevelopment of the site. These are set out in the following section.

Building for Life Criteria
The twenty Building for Life Criteria have the aim of improving the quality of new developments on a comprehensive basis. Developments can aim to achieve gold and silver awards if they meet the level of design standards of fourteen criteria throughout the development which go beyond the statutory minima, for example contained within building regulations. The criteria focus on a number of built development subject areas as follows:

Environment and community – The development provides or is in close proximity to community facilities; the accommodation and tenure mix meet local needs; it can provide easy access to public transport; it features elements of the buildings that reduce its environmental impact.
**Character** – The design should be specific to the development; existing buildings, the landscape or topography are used to create distinctive character; it must be easy to find your way around with well defined streets and building layouts.

**Streets, parking and pedestrianisation** – the roads should be reduced in their dominance; it is desirable to integrate car parking into the design; the layout is pedestrian, cycle and vehicle friendly; new streets should integrate with existing streets, paths and the surrounding development; public spaces and pedestrian routes are overlooked and safe.

**Design and construction** - Public space is well designed and has suitable management arrangements in place; buildings exhibit architectural quality, internal spaces and layout allow for later adaptation, conversion or extension; the scheme must make use of advances in construction or technology that enhance its performance, quality and attractiveness and; buildings or spaces outperform statutory minima, such as building regulations.

**Lifetime Homes Standard**

The Lifetime Homes standard is a set of 16 design criteria that provide a model for building accessible and adaptable homes that can be universally applied to new homes at minimal cost. The aim is to ensure that homes are adaptable throughout the individual resident’s lifetime so that they can live in the neighbourhood without having to move. This, in turn, contributes towards maintaining a mixed community. The criteria apply to the dimensions and layout of internal spaces (which should create the starting point for easy adaption) as well as specifying minimum criteria for external spaces.

**Secured by Design – New Homes 2010**

Secured by Design (SBD) is a Police initiative to guide and encourage those engaged within the design and construction of new homes to adopt crime prevention measures. It addresses the community safety and security requirements for most types of housing development including individual houses, housing estates and low rise apartment blocks up to a maximum of five stories above ground level. The advice given in the guide has been proven to minimise the opportunity for crime and reduce the fear of crime with the objective of creating safer and more secure residential environments. Developers are encouraged to take up the principles wherever possible.
4 The Regeneration Context

Urban Renaissance

The Urban Renaissance Towns and Cities Programme is a regional initiative that provides assistance measures from the Regional Development Agency, Yorkshire Forward, which has the aim of improving the quality of life in the main areas of economic output within the Yorkshire Region. The programme focuses on main settlements and also authorities where it is hoped people will remain through improving the attractiveness of those places, place-making and offering people better lifestyles.

A principal role of the Strategic Framework Plan is to reinvent Grimsby, through the improvement of the public realm, as a place which can offer a vibrant economy, varied leisure and employment opportunities. The primary objective of the Strategic Framework Plan is to ensure that all development whenever it arises contributes to the overall vision of the plan.

The approach is based on the following themes:

- Retention of people in existing main settlements through creation of attractive places which will in turn attract investment and sustain a range of infrastructure;
- improve the quality of the urban environment by applying principles of good design for new developments that will bring forward wider social and economic benefits;
- create urban centres of an international standard that will bring forward transformational change and;
- promotion and development of skills.

As a response to the Urban Renaissance Towns and Cities programme, North East Lincolnshire Council has prepared a plan entitled the Grimsby Strategic Framework Plan which provides the basis for directing urban investment programmes and to create a masterplan for Grimsby town centre as a whole.

The regeneration strategy for North East Lincolnshire is the ‘Regeneration Strategy – New Horizons’ A Regeneration Strategy for North East Lincolnshire 2006-2022 (2006). This Strategy expands upon how the Regional Economic Strategy for the Yorkshire and the Humber Region will be put into place in North East Lincolnshire. It has five major strands of action which comprise: wider promotion of North East Lincolnshire; assisting the economy and business; improving the overall environment; improving the quality of life of the population and; ensuring that North East Lincolnshire Council creates a ‘joined up’ approach to all of their regeneration programmes.

The Yorkshire and Humber Regional Economic Strategy 2006-15

The Regional Economic Strategy (the RES) provides a framework of common priorities around which businesses, public agencies, voluntary groups and communities can focus their investment and effort over the next ten years. Six principle objectives form the RES and comprise the following: 1. More
businesses that last; 2. Competitive businesses; 3. Skilled people benefitting businesses; 4. Connecting people to good jobs; 5. Transport, infrastructure and environment and; 6. Stronger cities, towns and rural communities. Objective 6 is particularly relevant to the production of regeneration programmes. Objective 6 (b) i seeks to ‘Deliver high quality, integrated renaissance programmes in all our major cities and towns – integrating social, business, environmental and cultural aspects’.

Design North East Lincolnshire Places and Spaces Renaissance (March 2008) (The Urban Design Framework)
The Urban Design Framework is a comprehensive approach towards creating a steer for new development. The document combines urban design and public realm guidance. The primary purpose of it is to raise the standards of development and public spaces throughout North East Lincolnshire, through a co-ordinated vision, set of design principles and implementation priorities for public and private sector investment. The document has produced a comprehensive and holistic piece of design guidance that deals with the built and spatial environment together and consequently it is a reference point for dealing with new developments in the planning system. The Urban Design Framework provides a comprehensive analysis of main settlements including Grimsby and identifies where some places can be improved.

Housing Regeneration Context

Northern Way – The Northern Way Residential Futures (May 2009) (Residential Futures)
The Northern Way was launched in 2004 with the aim of improving the opportunities in the north of England for regeneration and economic growth along with disbanding the perceived notion of the north-south divide.

Residential Futures is the result of a research programme which sought to establish the ways in which place and housing could make their maximum contribution to the economy in all eight northern city regions.

The report recommended that, as well as responding to housing needs, there is an opportunity for investment into housing and into the fabric of communities to do more in the region to address the needs of the economy. It also recommended a focus on the development of quality, both in terms of the shape of communities and the development of housing stock.

Building a Better Future - The Joint Housing Strategy of North East and North Lincolnshire Councils 2007 – 2010
The purpose of the Housing Strategy is to set out the local priorities for the improvement of housing and meeting housing needs in specific areas of North and North East Lincolnshire.

The Housing Strategy builds on the Local Strategic Partnership’s Community Strategy, the Council’s Corporate Plan, ‘New Horizons’ Regeneration Strategy and Neighbourhood Renewal initiatives. It also supports and underpins the evolving Local Development Framework. The links to Regeneration are fundamental in terms of delivering sustainable Regeneration, in private sector housing renewal, across the Borough.

The Housing Strategy has four key aims: Creating quality homes, Securing affordability and choice, reaching out to everyone in housing need and; Creating safe and strong neighbourhoods.
Neighbourhood Renewal Area – East Marsh

Guildford Street is situated within the East Marsh Neighbourhood Renewal Area which is also identified as a ‘transformational’ housing area. The Council recognises these localities where unsuccessful neighbourhoods and empty homes are having an undesirable impact on the environment of existing residents and proposes action to address these problems. The East Marsh Neighbourhood Renewal Area will also attempt to revive the aspects of failing housing markets in the locality.

A New Neighbourhood Dynamic for Grimsby’s East Marsh (August 2009)

This recent report comprises an Integrated Impact Assessment for East Marsh which focuses on six ‘domains’ of life; housing, economy, education, environment, health and security. At a local level the Assessment identifies key messages in respect of each of these policy areas and how investment in each impacts upon the others. The Assessment is based on a range of data sources in order to establish a profile for the neighbourhood and this profile highlights Guildford Street as being within one of the most deprived neighbourhoods nationally.

The Assessment concludes that, while East Marsh has been caught in a vicious cycle of decline for thirty years, the Neighbourhood Renewal Area status provides an opportunity to enhance the social and economic life of East Marsh residents. Each of the six domains potentially has a negative impact on one another and, while there is the potential for investment in each domain to have a positive impact on the others, this has not happened. The report recommends that a shaper focus on investment across each of the six domains/sectors would lead to investment decisions being made which have the maximum optimal impact.
5 Design Considerations

Having regard to the opportunities that the site presents, the constraints to development that have been identified and the framework of planning policies and other material policy considerations, this section of the Brief sets out the land use planning and design principles that should be applied when preparing and considering proposals for the redevelopment of Guildford Street.

Local Design Principles

The Vision

The whole scale demolition of Guildford Street and its high quality redevelopment intends to facilitate a sea change in perception of East Marsh, symbolising a new start as an area where people chose to live. The redevelopment will see broad benefits being brought not only to new and old residents of Guildford Street but to the wider neighbourhood alike. The design of the new Guildford Street will be of the highest quality, and be used as an exemplar and benchmark for other regeneration initiatives within East Marsh.

The design considerations for the redevelopment of the site incorporate a range of measures in order to establish a desirable and safe place to live. It also strives to provide a beneficial development for the neighbourhood as a whole. Consideration was given to:

- a contemporary sustainable design of the new dwellings
- a safe environment that will be aided by the development’s design
- appropriate flood mitigation measures
- a viable development which will stand the test of time
- a fully integrated development bringing benefits to the wider community.

Existing Development and Site Clearance

The Council Plan highlights the Council’s intention to compulsorily acquire ownerships that the Council and other partner organisations do not currently control and that the existing properties in Guildford Street are then to be cleared and the site redeveloped.

Land Uses

Based on the analysis of the site’s surroundings illustrated by Figure 3. and the review of planning and regeneration policy, it is considered that redevelopment proposals should comprise mainly or wholly residential development. The site is not considered to be suitable for uses that would potentially conflict with the existing residential development adjacent to the site. The narrow shape of the site and the proximity of existing housing would also make it difficult to find a compatible alternative use. In addition, the number of vacant commercial premises in the local area suggests that there is unlikely to be the demand for small scale commercial uses that may have otherwise been appropriate as part of a redevelopment of the site.

A residential redevelopment could potentially diversify the housing stock though the introduction of different sizes and types of home. This would enable a greater mix of residents, create a more vibrant community, and would negate the need for residents to leave the immediate neighbourhood if and when their living circumstances change.

A potential alternative use that could be introduced as part of a mixed use redevelopment alongside housing is a community space. There are no
established requirements for additional community facilities, although there may be an opportunity to consolidate a number of existing smaller scale community facilities in East Marsh. Another potential community use that could be introduced as part of a redevelopment of the site is an extension to the existing Sure Start Centre on Victor Street.

**Flood Risk**

In recent years, planning policy relating to flood risk has evolved to reflect the greater concern and awareness that we now have of the risk of flooding to the health and safety of the general public. As a consequence, there is a requirement for development proposals to show that the proposed land use is suitable for the flood risk of the area, and that all opportunities to reduce the vulnerability of the development to flooding have been considered. Flood risk mitigation is also likely to influence the design of development proposals. The Code for Sustainable Homes provides criteria for dealing with surface water run off from new developments in a sustainable way which will further assist with minimising contributors to the causes of flooding.

Appendix 2 of this Brief sets out in more detail how the proposed redevelopment of the site for a housing or housing-led redevelopment could meet the requirements of planning policy with respect to flood risk. It includes a response to the PPS25 Sequential Test and the Environment Agency has accepted that this meets the requirements of this test.

**Amount and Scale**

The overall amount and scale of the development will be heavily influenced by surrounding existing development. It will not be possible to replicate the amount of development found close by because of the need to consider acceptable modern space and distance standards. The amount of development proposed is also constrained by the need to have a net reduction in the number of dwellings, and ground floor space, to mitigate against flood risk.

There is potential for some three-storey structures to be introduced within the site. The placement of these buildings, their massing and height should have regard to the degree of overlooking and overshadowing of other properties. The final scale of the development should take into account the likely need to raise ground levels, to avoid flooding, together with the potential consequent additional amenity impacts to adjacent occupiers which this may have. The final scale of the buildings should be well-related to the width of the street and the spaces which they will enclose.

**Appearance**

The Brief does not impose prescriptive guidance for the overall design and appearance of detailed redevelopment proposals. However, it is important to emphasise that the development must create a residential environment which exhibits its own character and identity. Combining varied building and roof lines, integration of colour as well as local materials in a new and innovative way could create a street scene which is both contemporary in appearance and high in quality.

**Open Space**

The existing site does not contain any formal public open space, however there is recreational public open space within walking distance of the site. Grant Thorold Park to the south of the site includes open grassed areas for ball games and an equipped play area for younger children, and there are also existing equipped play areas off Victor Street, albeit in relatively poor condition.
Anti-social behaviour is a particular concern in the local area and open spaces potentially provide a location for people to gather. Given this and the proximity of existing public open space to the site, it is not considered necessary or appropriate to provide any recreational public open space on the site as part of its redevelopment. Any other public open space, such as landscaped areas, should be designed so that it will have the benefit of natural surveillance and ensure that it is designed to minimise anti-social use.

**Access**

Streets within the development will be designed in accordance with the Department for Transport’s ‘Manual for Streets’ (March 2007). The potential to design the development as a Home Zone should be explored during the consideration of a detailed layout. The principal vehicle access off Wellington Street will be retained, as will the secondary access off Cope Street. Road layout within the site will be designed to reduce vehicular speeds to below 20mph, possibly through realigning the existing road. Development proposals must not restrict access for servicing and emergency vehicles.

Creating areas of high quality public realm has been identified as a key objective by the Council to encourage tourism and increased levels of employment in North East Lincolnshire. Encouraging smarter choices, in particular walking and cycling initiatives, is seen as paramount in meeting this objective. As part of the development proposals, new pedestrian linkages to Weelsby Street and Victor Street could be introduced which would enhance the permeability and connectivity of the site, and would reduce walking distances to local facilities, including the Sure Start Centre, Castle Street, Weelsby Primary School and nearby bus stops.

Any new pedestrian links should be designed in such a way as to ensure personal security is not compromised. Short, wide, well lit links, adjacent to features such as pocket parks, will maximise the attractiveness of these paths to users and reduce the likelihood of their misuse.

North East Lincolnshire is included in the National Cycle Network. Route 12 passes through the centre of Grimsby and approximately 300 metres south of Guildford Street. North East Lincolnshire Council proposes that additional routes will follow in order to make the current network even more usable for cyclists. The routes will also serve to improve links to tourist sites. The internal street network within the site will be designed to encourage cycling, providing for these users within the main carriageway and within a low speed environment.

LTP2 acknowledges Personalised Travel Plans (PTP) as a way of encouraging walking and cycling initiatives in North East Lincolnshire. A number of schemes have been implemented such as the Walking Bus Scheme, Walk to School Week, and the Sustainable School Travel and Transport Strategy, which aims to promote safer walking and cycling communities and encourage healthy lifestyles. The potential to incorporate these initiatives within the Guildford Street development proposals should be explored.

With regard to public transport, the site is close to a number of bus services which are reachable on foot from the site including services along Cleethorpes Road and Service number 12 – the local bus stops are illustrated by Figure 3. The site is also within reach of three local rail stations comprising Grimsby Town, New Clee and Grimsby Docks.

Due to the surrounding area being at risk of flooding it would be appropriate to consider the way in which the
design of the street can take into account the need for the safe access and egress during flooding. This aspect would be an aid for the emergency services and the safety of future residents in such situations.

**Car Parking**

North East Lincolnshire Council has emphasised the importance of reducing on-street parking in order to maximise pedestrianisation and increase opportunity to implement high quality walking and cycling networks. This should be reflected in the development’s design and will assist in managing the existing road capacity. Additionally, consideration must be given to residential parking in order to discourage all day parking, i.e. through increased charges and enforcement.

The North East Lincolnshire Local Development Framework (LDF) incorporates parking standards which are intended to encourage the choice of sustainable modes of travel. The parking standards require that all residential development in the ‘rest of urban area’ zone has a maximum of 1.5 spaces per dwelling on average across the whole development (Supplementary Planning Guidance Mobility and Parking Standards Adopted April 2004).

Where possible, care will be taken to ensure that parked vehicles do not dominate the street scene, with the possible use of courtyard parking and on-street parking bays demarcated by paving, trees and planting either in parallel, perpendicular or angled form.

Adequate, secure and covered cycle parking should be incorporated within the design and layout of the development, as set out in the Council’s parking standards.

**Designing Out Crime**

The new development should follow several key principles in order to create a safe environment for residents and visitors. These principles are based on the Association of Chief Police Officers published initiative ‘Secured by Design’, and have been supplemented by consultation with the local Police Architectural Liaison Officer.

Simple solutions include designing in the opportunity for informal observation of the street, for example by providing bay windows in rooms facing the street - to allow passive surveillance by residents. It is widely acknowledged that streets that appear to be overlooked have lower crime rates.

Similarly it would be desirable to provide dwellings with ‘defensible space’ between the public realm and the building itself, by clearly defining boundaries. Even a front garden space of only 1 metre wide can create a psychological barrier for intruders and give residents the opportunity to take control of their space.

The development should avoid blank facades facing the public realm, and where this is not achievable a feature such as planting or a mural should be used to signal to any potential intruder the presence of an active and vigilant community. In general, no spaces should be created which are not overlooked on at least one side. The existing back alleyways illustrated in Figure 3. may have to be retained because they serve other properties abutting the site. As is the case with other back alleyways in East Marsh, these alleyways will need to be security gated to limit access to residents and essential services only. The lighting of all public spaces including any alleyways which have to be retained should be carefully planned to ensure they are appropriately lit.

**Sustainable Design**

The development should seek to achieve the highest levels of
sustainability achievable and as such should be designed with social, economic and environmental sustainability in mind. In line with RSS policy, new residential development should be constructed to high energy efficiency standards. Where the development is publicly funded it should be designed to meet at least Level 3 of the Code for Sustainable Homes with Yorkshire forward funded development meeting at least the BREEAM ‘Very Good’ standard.

New dwellings should, where possible, achieve passive solar gain by the orientation of buildings and strategic placing of window openings. The installation of solar panels to aid electricity creation, heating and provision of warm water should be considered. The incorporation of other forms of renewable energy in the development should also be investigated. Yorkshire Forward has produced a renewable energy toolkit which could assist with the development of the implementation of a range of renewable energy technologies and sustainable building techniques. This can be found at www.renewable-energy-toolkit.org.uk.

Green roofs should be considered as they provide insulation with low maintenance costs whilst also absorbing rainwater and thereby reducing the risk of surface water flooding. Permeable surfaces for car parking and gardens should also be considered to encourage the sustainable drainage of rainwater. Further details on sustainable drainage measures are given in Appendix 2.

General water efficiency should be incorporated into the proposals, through the use of water efficient design and fittings throughout residential and potential commercial buildings.

With regard to movement and accessibility, the higher levels of permeability of the street fabric should lead to increased public transport usage while the provision of safe walking and cycling environments in the street should support a modal shift away from the car.

Finally social sustainability should be achieved by the provision of a range of dwelling typologies and tenures, reducing the risk of the development becoming a ‘young family’ or ‘empty homers’ enclave, or even a hot spot for social problems. If the site is developed for affordable housing and open market housing, affordable dwellings should be pepper potted across the site. New dwellings should also be designed so that where possible they can be easily adapted in the future to meet the changing needs of occupants over time or to accommodate live-work spaces. Consideration should also be given to the creation of storage spaces in and around the home.

**Site-Specific Design Principles**

The above design considerations been used to identify a number of key principles which developers should adhere to in the preparation of proposals for the redevelopment of the site. These have been split to consider land use and urban design issues and then flood risk and surface water drainage in recognition of the importance of flood risk mitigation:
Land Use and Urban Design Principles

- The existing housing on the site is to be cleared
- Redevelopment should be for housing or possibly a housing-led scheme which incorporates a community use or uses
- It is anticipated that the new homes created will largely comprise 2 and 3 bedroom houses. Some 1 and 2 bed apartments may be also be appropriate
- Most buildings across the site will be 2 storeys in height. Some 3 storey buildings may be considered appropriate where it can be demonstrated through the development control process that this would not result in unacceptable overlooking or overshadowing
- The main elevational building material for the new properties should be red brick to reflect the local vernacular, although the introduction of wood cladding and other contemporary materials should also be considered to differentiate the development
- The parking is to be provided at an average of 1.5 parking spaces per dwelling, with at least 1 space provided within the curtilage of each property (excluding garages and car-ports)
- The highway is to be designed in a Home Zone typology, incorporating traffic calming, landscaping and car-parking. The design of the highway should have regard to the design of the Home Zone for the northern end of Guildford Street beyond the site boundary
- The highway has to be designed to allow service and emergency vehicles to effectively reach all the new dwellings along the redeveloped part of Guildford Street
- The development may include the realignment of the existing highway within the site. If this is proposed, utilities such as gas and sewers illustrated within Figure 4. may need to be relocated
- In order to design out crime, the eastern and western boundaries of the site adjacent to back garden alleyways needs to be secure. All public spaces should be overlooked by the new development and the boundary of public and private realm clearly defined
- There are opportunities to create new linkages to the surrounding area, increasing permeability. These links would need to be designed as wide well-lit open passages to improve safety. The Police advise that statistically through routes are more prone to criminal activity than cul-de-sacs and a balance has to be made.
- All dwellings should be designed to allow for future potential changes in residents needs - aiming to meet Lifetime Homes criteria where possible
- The detailed design of the streetscape should have regard to the proposals being prepared separately from the Brief in consultation with local residents for the section of Guildford Street north of Cope Street
- All buildings should be constructed to high energy efficiency standards adopting a high standard of BREEAM and a high level on the Code for Sustainable Homes.
- At least 10% of the energy needs of the development should be generated from renewable sources
Design Principles to Mitigate Flood Risk

- The development must be safe from flooding over its whole lifetime, taking into account the impacts of climate change, and use all opportunities to reduce flood risk overall.

- The Environment Agency advises that the number of people exposed to flood risk should be reduced in compliance with the PPS25 exception test by capping the number of properties on the site from 100 existing dwellings to a maximum of 80 new dwellings. The area of ground floor development should also be reduced.

- The design flood level should be agreed with the Environment Agency after the results of current studies into tidal flood risk are known.

- The development should be protected from flooding by raising ground floor slabs above the design flood level, including freeboard. If the design flood levels are significantly higher than ground levels, raising floor levels above the design flood level may not be achievable. In this case, floor levels should be raised as high as possible with additional flood resistance and resilience measures incorporated in the building design. If demountable defences are to be used, these should be automated.

- Any planning application will need to provide a Flood Risk Assessment that takes into account details of ground levels, the actual flood risk and mitigation measures where possible.

- Single-storey ground floor developments should not be permitted.

- All residents should have a safe refuge location above the ground floor. Consideration should be given to whether any community building could be used as a large sheltered community refuge space that serves the wider neighbourhood in an emergency.

- A flood management and evacuation plan should be prepared that includes: identification of safe access and egress routes to the development, provision of flood warning systems, raising resident awareness (both within the development and in neighbouring properties) of flood risk and how to respond in a flood event, and the roles and responsibilities of a voluntary local flood warden.

- The developer should ensure the rate and volume of surface water run-off in the 100 year event are no greater after redevelopment compared to the existing state. If possible, run-off should be reduced to less than existing conditions to improve surface water flood risk in Grimsby.

- Small-scale SUDS elements should be used to control the rate and volume of run-off, such as green roofs, rainwater harvesting, permeable pavements and soakaways. Pollution controls should be incorporated to protect and improve groundwater quality. New publicly funded housing should be designed to meet Level 3 of the Code for Sustainable Homes and any building proposed for a community use should meet BREEAM Very Good standards.
Potential Development Options

Having regard to the opportunities and constraints that the potential redevelopment of the site presents, this section of the Brief applies different approaches to the site’s redevelopment. The following three options present different interpretations of layout, design, density and land use, yet each may be considered acceptable within the context of the design principles set out above.

Option 1
For a diagrammatic representation of Option 1 see Figure 5.

Principles
This option envisages the full demolition of all existing properties on the site but would retain the existing alignment of Guildford Street. Because of the size and shape of the site, it would be necessary to also retain the general orientation of the existing buildings. However, new through-routes and connections would be opened up, connecting Guildford Street comprehensively to the surrounding neighbourhood and streets. The green areas introduced with this layout at the northern end of the street and alongside the new linkages will form well-defined private gardens or defensible open space managed on a private basis. The highway itself would be designed in a Home Zone typology.

Development
This option would involve housing as the only land use, at much reduced densities compared to present, thereby allowing for more open space mainly in the form of private areas that form the curtilage of individual properties. The housing would mainly be provided as single family units with only a limited amount of apartments. The general building height would be two storeys high, however some three storey buildings would be erected to accentuate corners and accommodate apartments.

Parking
All units would accommodate at least one parking space, excluding garages and car-ports, within the curtilage of the buildings. There would also be provision of on-street car parking space for residents and visitors.

Highway
The alignment of Guildford Street would remain unchanged in this option. The overall width of the highway and footpaths would be increased and as a result the building line would be pushed back from its existing position. A Home Zone typology would be applied to the whole street allowing traffic calming, street planting and car parking to be incorporated into the design.

Flood Mitigation
Ground floor levels will be raised as high as possible towards the agreed flood level and automatic demountable flood defences provided in doorways in addition if needed. Surface water run-off will be reduced by a reduction in impermeable surfacing and the use of permeable pavements and parking areas.

Designing Out Crime
The alleyways that currently adjoin the western and eastern boundaries of the site would be gated. There would be no publicly accessible windowless facades in the whole development, thus ensuring all spaces are overlooked by residents. Public and private spaces would be clearly defined allowing for ‘defensible spaces’.

Sustainable Design
This option has been developed to allow flexibility in the orientation to provide most of the dwellings maximum solar gain. All buildings will be constructed to meet high energy
efficiency and design standards in accordance with the chapter on design principles.

Figure 5.: Option1
Option 2
For a diagrammatic representation of Option 2 see Figure 6.

Principles
This option envisages the full demolition of all existing properties on the site, and redeveloped at a lower density. The alignment of Guildford Street itself would be offset to allow a more viable development depth on one side of the street, and the general orientation of the redeveloped buildings would be changed to allow for passive solar gain. The highway itself would be designed in a Home Zone typology.

Development
This option would involve housing as the only land use, at much reduced densities. The housing would be provided as single family units and apartments, ranging from 1 to 3 bedrooms. The majority of buildings would be two storeys high, with some 3 storey buildings introduced to accentuate corners and accommodate apartments.

Parking
All single family units would accommodate at least one parking space, excluding garages and car ports, within the curtilage of the buildings. Parking for the apartments would be provided in small, overlooked and secure parking courts. There would also be on-street car parking space available for residents and visitors.

Highway
The alignment of Guildford Street would be changed in this option. The overall width of the highway and footpaths would be increased to meet required standards. A Home Zone typology would be applied for the whole street allowing for traffic calming, street planting and car parking to be incorporated into the design. The new cul-de-sac would be developed as Home Zone drives, which would be perceived as entirely private.

Flood Mitigation
Ground floor levels will be raised as high as possible towards the agreed flood level and automatic demountable flood defences provided in doorways in addition if needed. A new siren would be installed and linked to the existing Environment Agency network to improve flood warning in the neighbourhood. Community awareness will be improved through a voluntary flood warden system.

Surface water run-off will be reduced by a reduction in impermeable surfacing and the use of permeable pavements and parking areas. Rainwater harvesting systems will also be included to encourage the re-use of grey water within homes.

Designing Out Crime
The alleyways that currently adjoin the western and eastern boundaries of the site would be gated. There would be no publicly accessible windowless facades in the whole development, thus ensuring all spaces are overlooked by residents. Public and private spaces would be clearly defined allowing for ‘defensible spaces’.

Sustainable Design
All buildings will be constructed to meet high energy efficiency and design standards in accordance with the chapter on design principles. Where possible the design of the units should reflect best practice in passive solar gain, thermal insulation and low carbon construction practices.
Figure 6.: Option 2
Option 3
For a diagrammatic representation of Option 3 see Figure 7.

Principles
This option envisages the full demolition of all existing properties on the site, and redeveloped at a lower density. The alignment of Guildford Street itself would be offset slightly to allow a more viable development depth on one side of the street. However the general orientation of the redeveloped buildings would remain the same as the current situation. New through-routes and connections would be opened up as a result of this re-route, connecting Guildford Street comprehensively to surrounding neighbourhood and streets, and allowing for an extension of the Sure Start centre. The highway itself would be designed in a Home Zone typology.

Development
This option would involve housing as the main land use, at much reduced densities allowing for more open space, both private and public. The housing would be provided primarily as single family units with some apartments, ranging from 1 to 3 bedrooms. This option would also safeguard land for a future expansion of the Sure Start Centre of Victor Street. The general building height would be 2 storeys high with room for extension in the attic space. Some limited 3 storey high buildings would be incorporated to accentuate corners or accommodate apartments.

Parking
All units would accommodate at least one parking space, excluding garages and car-ports, within the curtilage of the buildings. There would also be provision of on-street car parking for residents and visitors.

Highway
The alignment of Guildford Street would be slightly offset in this option, allowing for a more viable development depth on one side of the street. The overall width of the highway and footpaths would be increased to meet required standards. A Home Zone typology would be applied for the whole street allowing for traffic calming, street planting and car parking to be incorporated into the design.

Flood Mitigation
Ground floor levels will be raised as high as possible towards the agreed flood level and automatic demountable flood defences provided in doorways in addition if needed. A new siren would be installed and linked to the existing Environment Agency network to improve flood warning in the neighbourhood. Community awareness will be improved through a voluntary flood warden system. The proposed community-use development would incorporate a sheltered community refuge space where local residents could safely assemble in the event of a flood.

Surface water run-off will be reduced by a reduction in impermeable surfacing and the use of permeable pavements and parking areas. Surface water management will be designed to take into account the impacts of climate change. Rainwater harvesting systems will also be included to encourage the re-use of grey water within homes. A number of the new buildings will include green roofs to improve insulation and reduce rainwater run-off.

Designing Out Crime
The alleyways that currently adjoin the western and eastern boundaries of the site would be gated. There would be no publicly accessible windowless facades ensuring all spaces are overlooked by residents. Public and private spaces would be
clearly defined allowing for ‘defensible spaces’.

**Sustainable Design**

This option has been developed to allow flexibility in the orientation to provide most of the dwellings maximum solar gain. The opportunity for a varied street scene can be accommodated and there is scope for the use of small scale SUDS. All buildings will be constructed to meet high energy efficiency and design standards in accordance with the chapter on design principles.
Planning Application Considerations

It is anticipated that any planning application will need to be supported by the following documentation:-

- **Design & Access Statement** – to be prepared in accordance with Circular 2006/01

- **Drawings** – Appropriate scale drawings and a topographical survey

- **Planning Statement** – this should indicate how the proposal accords with national planning guidance and any relevant parts of the Development Plan and Supplementary Planning Guidance. It should also address the pre-application consultation undertaken.

- **Flood Risk Assessment** – evidence of how the detailed proposals meet the requirements of the Exception Test will need to be provided. Further guidance is given in Appendix B.

- **Transport Statement** – prepared in accordance with the Department for Transport’s ‘Guidance on Transport Assessment’. This should include an explanation of proposals to improve access to sustainable modes of transport and a parking strategy.

- **Affordable Housing Statement** – to provide an explanation of the choice of type, size and tenure of the proposed affordable homes

- **Sustainability Statement** – should be submitted for all applications showing how sustainability measures have been incorporated into the proposal.

- **Utilities Assessment** – to detail the way in which on-site utilities will be affected.

- **Drainage Strategy** – to make a review of the existing drainage and demand for the site as well as forecast wastewater drainage demands (for both foul and surface water).

- **Ecological Survey** – to establish whether there are any features of wildlife interest either on or adjacent to the application site. Further discussion with the Council’s Ecologist is also recommended at the appropriate stage.

- **Major Applications Checklist** – the council require applicants to supply a completed Checklist (August 2009) with all major planning applications to assist with their registration and assessment process.

It is envisaged that the following Section 106 obligations will be required for the redevelopment of the site:-

- **Affordable housing** – Subject to viability and meeting local housing needs a proportion greater than 30% may be appropriate for the redevelopment.

- **Education** – financial contributions are usually sought towards primary school education, however no
contribution will be sought provided there is a net reduction in the number of dwellings proposed

- **Open space** – a financial contribution will be sought towards the improvement of existing equipped play areas off site

- **Flood risk defences** – depending upon the outcomes of the Flood Risk Assessment and the extent to which flood risk measures are incorporated into the detailed design of proposals, there may be a need to make a financial contribution to wider improvements (e.g. to the siren flood warning system)

- **Public Art** – Proposed at a rate of 1% of development cost as recommended by the Urban Design Framework.

- **Training** – Through the construction process there will be a requirement to train local people.

- **Viability** – the viability of the development and its associated costs may lead to a reduction in income generated by Section 106 Agreements. A Viability Assessment will be needed with any planning application to justify financial circumstances.
Guildford Street Development Brief Sustainability Appraisal

Introduction
At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations. The planning system shapes the places where we live and work and the country that we live in to make a positive contribution to people’s lives and to help deliver homes, jobs, and better opportunities for all. At the same time, it protects and enhances the natural and historic environment and conserves the countryside and the open spaces that are vital resources for everyone.

Planning Policy Statement 1 (PPS1) clearly puts sustainable development at the centre of the planning system to make it core principle that underpins planning:

‘Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

• making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;
• contributing to sustainable economic development;
• protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;
• ensuring high quality development through good and inclusive design, and the efficient use of resources; and,
• ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.’

PPS1 also makes it clear that the planning system at a local level should take its lead from the Community Strategy, ‘Shaping the future’, which was published by Local Strategic Partnership (LSP) of North East Lincolnshire in 2003. In it, the Community Strategy sets out its vision: ‘By improving the physical environment of the area and the quality of life of its residents, make North East Lincolnshire a place where we are proud to live, work and welcome visitors’.

The Community Strategy established a framework against which key plans and programmes can be appraised for their contribution to sustainable development. As a key partner of the LSP, North East Lincolnshire Council undertook a commitment to appraise its key plans and programmes using a framework to ensure that the objectives of sustainable development can be met. The framework was development from the Regional Sustainable Development Framework (RSDF), established by the Yorkshire and Humber Regional Assembly (YHRA).

A formal Strategic Environmental Assessment (SEA), under The Environmental Assessment of Plans and Programmes Regulations 2004 has not been undertaken of the Brief on the basis that it determines the use of a small area at a local level and that it is not likely to have a significant effect on the environment. The Brief sets out a series of aspirational objectives for an area extending to 1.4 hectares to the east of Grimsby town centre. It identifies potential ways in which the site could be developed which would deliver a fresh, new development within the Town’s most deprived ward and deliver change which could act as a catalyst for the imaginative redevelopment of other sites within East Marsh to benefit of the wider Housing Renewal Area. It identifies opportunities for residential development and housing-led mixed use schemes with a specific focus on meeting the identified needs of the local
community, including improvements to the public realm. It is envisaged that the
development of the area will provide the stimulus for new investment in other areas in
close proximity.

Methodology
The methodology used is that of the Sustainability Appraisal tool as given in Part 3 of
the Community Strategy. It should be noted that the crosscutting themes of
‘partnership and participation’, ‘geographic adaptation’ and ‘technology’ were not
applied in this assessment for reasons of applicability. It should also be noted that
the impact of the policies are measured in terms ‘positive’, ‘neutral’ and ‘negative’.
This assessment does not give information in respect of how positive the impact of
the policies could be.
# Initial Sustainability Appraisal, Aims and Objectives

<table>
<thead>
<tr>
<th>Aim</th>
<th>Objective</th>
<th>Impact of activity</th>
<th>How?</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Good quality employment opportunities available to everyone</td>
<td>Will it provide employment opportunities for local people?</td>
<td>-</td>
<td>This will occur through the construction process with the potential employment if community use is provided within the scheme.</td>
</tr>
<tr>
<td></td>
<td>Will it promote or support equal employment opportunities?</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Will it promote healthy working lives (including health and safety at work, work-life/home-life balance and family friendly policies)?</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>2 Conditions which enable business success, economic growth and investment</td>
<td>Will it support the voluntary sector and / or promote volunteering?</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Will it maximise local skills?</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Will it encourage inward investment?</td>
<td>-</td>
<td>The redevelopment of the site may act as a catalyst or assist with the implementation of wider regeneration aims which have the aim of making Grimsby attractive for investors</td>
</tr>
<tr>
<td></td>
<td>Will it enhance competitiveness through advice, mentoring and/or support?</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Will it set up and support local and regional supply chains?</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Aim</td>
<td>Objective</td>
<td>Impact of activity</td>
<td>How?</td>
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<tr>
<td></td>
<td>-</td>
<td>0</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>+</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>?</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td></td>
<td>N/A</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

**Aim**

1. **Objective**
   - Will it increase investment in plant, machinery and R&D?
     - Impact: -
     - How?: X

2. **Objective**
   - Will it support community based businesses and/or support local self help schemes e.g. credit unions?
     - Impact: +
     - How?: X
     - Comment: The Brief creates the possibility for a community use and if a community use is provided it could have a positive effect.

3. **Education and training opportunities which build the skills and capacity of the population**
   - Will it promote lifelong learning?
     - Impact: ?
     - How?: X

   - Will it provide appropriate on-the-job training?
     - Impact: N/A
     - How?: X

   - Will it improve levels of basic skills and/or Information/ Communication Technology (ICT)?
     - Impact: +
     - How?: X

   - Will it support the voluntary sector and/or promote volunteering?
     - Impact: -
     - How?: X

   - Will it ascertain skills/skills training gaps and/or provide specialised training for areas in transition?
     - Impact: N/A
     - How?: X
     - Comment: As part of the construction process there will be the opportunity to provide training.

   - Will it build the confidence, self-esteem and capacity of individuals?
     - Impact: N/A
     - How?: X
<table>
<thead>
<tr>
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<th>How?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>- 0 + ? N/A</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Conditions and services which engender good health</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>If health impacts are a significant result of the activity, consider a health impact assessment.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Will it provide and promote sustainable development education?</td>
<td></td>
<td>x</td>
</tr>
<tr>
<td></td>
<td>Will it improve equitable access to health services?</td>
<td></td>
<td>x</td>
</tr>
<tr>
<td></td>
<td>Will it improve the quality of health services?</td>
<td></td>
<td>x</td>
</tr>
<tr>
<td></td>
<td>Will it treat ill-health?</td>
<td></td>
<td>x</td>
</tr>
<tr>
<td></td>
<td>Will it deliver health education and promotion (healthy lifestyles, screening, etc.)?</td>
<td></td>
<td>x</td>
</tr>
<tr>
<td></td>
<td>Will it address health inequalities?</td>
<td></td>
<td>x</td>
</tr>
<tr>
<td></td>
<td>Will it promote access to affordable and nutritious food?</td>
<td></td>
<td>x</td>
</tr>
<tr>
<td>5</td>
<td>Safety and security for people and Property</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Will it reduce crime through design measures?</td>
<td></td>
<td>x</td>
</tr>
<tr>
<td></td>
<td>Will it address the causes of crime and/or reduce crime through intervention?</td>
<td></td>
<td>x</td>
</tr>
</tbody>
</table>

Page 9 of the document confirms a history of crime in the area which requires addressing. The document considers that there is the opportunity to create major change, if possible complying with Secured by Design Principles. On page 23 – Designing Out Crime - it is stated that Secured by Design principles will be followed and goes on to explain in detail the ways in which this will be promoted.
<table>
<thead>
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<tbody>
<tr>
<td></td>
<td></td>
<td>Negative = -</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Neutral = 0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Positive = +</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Unknown = ?</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Not Applicable = N/A</td>
<td></td>
</tr>
<tr>
<td>Will it prevent re-offending?</td>
<td>-</td>
<td>0</td>
<td>?</td>
</tr>
<tr>
<td>Will it provide crime and safety advice?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will it reduce fear of crime?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will it reduce causes of accidents (including causes of traffic accidents such as driving standards)?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Vibrant communities which participate in decision making</td>
<td>Will it build social and community capital, capacity and confidence?</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Will it increase community participation in activities and/or in the democratic process?</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Will it, where appropriate, devolve decision making to communities?</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Will it support the community sector and volunteers?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Page 23 of the Brief states that one of the design aims is to avoid the creation of blank façades in the public realm along with securing, removal or avoiding the construction of more alleyways which are not overlooked together with adding design features to the dwellings (such as bay windows) which assist with surveillance having the objective of reducing an alienating built environment.

On page 25 (Site-specific design principles) the Design Brief states that the design of the site will follow a less car-dominated design where the roadway will be a shared-surface known as a Home Zone. The imposition of such shared-surface designs has been found to reduce accidents and the general impact of the car.

The document states the vision on page 20 of the Brief which is to create an integrated development which will bring community benefits.
<table>
<thead>
<tr>
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<tbody>
<tr>
<td></td>
<td>-</td>
<td>0</td>
<td>N/A</td>
</tr>
<tr>
<td>Will it support civic engagement?</td>
<td></td>
<td></td>
<td>The Brief understands the aims of specific design characteristics which have the objective of ensuring focus on the street and public realm - encouraging day to day contact with neighbours and good neighbourliness. The possible provision of a community use will also contribute to meeting this objective.</td>
</tr>
<tr>
<td>Will it encourage supportive personal and community networks?</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will it improve and increase community facilities?</td>
<td>X</td>
<td></td>
<td>The Brief identifies on page 20 that the redevelopment of the site could provide the opportunity for the creation of community uses.</td>
</tr>
<tr>
<td>Culture Leisure and Recreation</td>
<td>Will it increase provision of CLR activities / venues?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Will it increase non car-based access to CLR activities?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Will it increase participation in CLR activities by tourists and local people?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Will it provide support for CLR providers and / or creative industries?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Will it preserve, promote and enhance regional culture and heritage?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Will it improve access and affordability of CLR facilities which engender health and quality of life?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Local needs met locally</td>
<td>Will it provide direct support for local traders and suppliers through advice, information and training?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Aim</td>
<td>Objective</td>
<td>Impact of activity</td>
<td>How?</td>
</tr>
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<td>------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-</td>
<td>N/A</td>
</tr>
<tr>
<td>1</td>
<td>Will it support the formation, maintenance and use of local and regional supply chains for goods and services?</td>
<td>0</td>
<td>X</td>
</tr>
<tr>
<td>2</td>
<td>Will it ensure that essential services (e.g. health services, shops) and resources to serve communities are within reasonable non car based travelling distance?</td>
<td>+</td>
<td>?</td>
</tr>
<tr>
<td>3</td>
<td>Will it provide appropriate housing for local needs?</td>
<td>-</td>
<td>N/A</td>
</tr>
<tr>
<td>4</td>
<td>Will it support the vibrancy of city, town and village centres?</td>
<td>0</td>
<td>X</td>
</tr>
<tr>
<td>5</td>
<td>Will it investigate Information Communication Technology (ICT) links to connect geographically remote and disadvantaged groups to services and resources?</td>
<td>+</td>
<td>?</td>
</tr>
<tr>
<td>6</td>
<td>A transport network which maximises access whilst minimising detrimental impacts If transport impacts are a significant result of the activity, consider a transport impact assessment</td>
<td>-</td>
<td>X</td>
</tr>
</tbody>
</table>

Guildford Street is located close to existing essential services which are within walking distance of the site. There are opportunities to increase the ease with which services can be accessed on foot by improving permeability and access routes.

On page 20 THE Brief suggests that there is potential to diversify the housing stock. On page 25 – Site Specific Design Principles - it is confirmed that there will be a mix of housing types and that the dwellings should be designed for future potential changes in residents' needs (such as those advocated under the Lifetime Homes – if possible). The exact mix and numbers of types and tenures has not been confirmed owing to the proposed redevelopment being in early stages of development planning.

The proposals are for a continuing residential use in a location which is well located to Grimsby town centre, local services and facilities.

This opportunity could be explored at the detailed design stage as it is not yet know what the impact will be due to the early nature of proposals.
<table>
<thead>
<tr>
<th>Aim</th>
<th>Objective</th>
<th>Impact of activity</th>
<th>How?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Negative = -</td>
<td>Neutral = 0</td>
</tr>
<tr>
<td><strong>Aim</strong></td>
<td><strong>Objective</strong></td>
<td><strong>Impact of activity</strong></td>
<td><strong>How?</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Negative = -</td>
<td>Neutral = 0</td>
</tr>
<tr>
<td>Will it support more efficient use of cars (e.g. car sharing)?</td>
<td>X</td>
<td>There is likely to be a net reduction in the number of households and a likely reduction in use from the point of view of potential trip generation.</td>
<td></td>
</tr>
<tr>
<td>Will it improve access to opportunities and facilities for all groups?</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will it make the transport/ environment attractive to non car users (pedestrians, cyclists etc)?</td>
<td>X</td>
<td>Owing to the creation of a Home Zone layout the proposal will be attractive and safer for these groups to use the street.</td>
<td></td>
</tr>
<tr>
<td>Will it improve the environmental performance of vehicles?</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will it encourage freight transfer from road to rail and water?</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will it reduce the need to travel by increasing access to key resources and services by means other than the car?</td>
<td>X</td>
<td>This aspect is not expected to change due to the small scale nature of the development and its location close to the town centre. There is likely to be a net reduction in the number of households therefore trip generation from car based movement would most likely reduce.</td>
<td></td>
</tr>
<tr>
<td>10 A quality built environment and efficient land use that make good use of derelict sites, minimise travel and promote balanced development</td>
<td>Will it improve the resource efficiency of buildings (water, energy, density, use of existing buildings, designing for a longer lifespan)?</td>
<td>X</td>
<td>The proposal aims to redevelop the site with new buildings which will have high energy efficiency standards. Should all or part of the development be publically funded it should meet Level 3 of the Code for Sustainable Homes and for Yorkshire Forward supported developments BREEAM ‘Very Good’ for Community use building(s) (if proposed). This will reduce running costs – for example in energy use. The density will remain similar or will be lower than the existing arrangements in terms of numbers of units achievable on site because of the need to improve the appearance and design of the public realm and tackle aspects of the existing development which encourage crime and anti-social behaviour as previously mentioned.</td>
</tr>
<tr>
<td></td>
<td>Will it increase the use of sustainable urban drainage to reduce surface water run-off?</td>
<td>X</td>
<td>The development is located within a flood risk area and it is recognised that measures are imposed to reduce the level of flood risk generally on page 26. The document advises that it is also proposed to include small-</td>
</tr>
</tbody>
</table>

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44 | North East Lincolnshire Council |
<table>
<thead>
<tr>
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<th>Objective</th>
<th>Impact of activity</th>
<th>How?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Will it increase safety and security in new buildings and</td>
<td>X</td>
<td></td>
<td>The proposal will incorporate Secured by Design principles along</td>
</tr>
<tr>
<td>developments?</td>
<td>X</td>
<td></td>
<td>with taking account of Building for Life and Lifetime Homes ideals</td>
</tr>
<tr>
<td>Will it ensure new developments are balanced in land usage,</td>
<td>X</td>
<td></td>
<td>Owing to the predominant landuse being unchanged, the proposal is</td>
</tr>
<tr>
<td>providing essential services accessible without use of a car?</td>
<td>X</td>
<td></td>
<td>not expected to have any significant impact on this aspect.</td>
</tr>
<tr>
<td>Will it provide sympathetic and appropriate landscaping around</td>
<td>X</td>
<td></td>
<td>The proposal reduction in the density of the development together</td>
</tr>
<tr>
<td>new development?</td>
<td>X</td>
<td></td>
<td>with the un-kept condition of the majority of existing gardens</td>
</tr>
<tr>
<td>Will it improve disabled access to the built environment?</td>
<td>X</td>
<td></td>
<td>means that detailed landscape proposals as part of a redevelopment</td>
</tr>
<tr>
<td></td>
<td>X</td>
<td></td>
<td>scheme are likely to have a net positive impact.</td>
</tr>
<tr>
<td>Will it support local distinctiveness?</td>
<td>X</td>
<td></td>
<td>Disable access is to be considered as part of the design of</td>
</tr>
<tr>
<td></td>
<td>X</td>
<td></td>
<td>development proposals.</td>
</tr>
<tr>
<td>Quality Housing Available to everyone</td>
<td>X</td>
<td></td>
<td>Page 25 confirms that the building facing materials will match the</td>
</tr>
<tr>
<td>Will it make housing available to people in need (location, type,</td>
<td>X</td>
<td></td>
<td>local vernacular of Grimsby. Development can maintain, restore, or</td>
</tr>
<tr>
<td>affordability)?</td>
<td>X</td>
<td></td>
<td>enhance the local distinctiveness through an improved layout, the</td>
</tr>
<tr>
<td>Will it enable people to obtain and maintain tenancies?</td>
<td>X</td>
<td></td>
<td>design and materials used in the buildings and landscaping</td>
</tr>
<tr>
<td>Will it improve the quality of the housing stock (increase safety</td>
<td>X</td>
<td></td>
<td>proposed.</td>
</tr>
<tr>
<td>and security, reduce unfit housing)?</td>
<td>X</td>
<td></td>
<td>This is one of the main objectives of the Brief</td>
</tr>
<tr>
<td>Will it improve the energy efficiency and insulation in housing to</td>
<td>X</td>
<td></td>
<td>The development is proposed to meet high levels of energy efficiency</td>
</tr>
<tr>
<td>reduce fuel poverty and ill-health?</td>
<td>X</td>
<td></td>
<td>and will promote passive energy saving principles in its design.</td>
</tr>
</tbody>
</table>

Scale SUDs elements to the development and consider the use of Green Roofs to control runoff.

This aspect is not confirmed by the Brief although it is a vision and an expected outcome of the proposals. It is envisaged that at least 30% of the dwellings will be considered to be ‘affordable homes’.

The development is proposed to meet high levels of energy efficiency standards and will promote passive energy saving principles in its design.
### Aim

<table>
<thead>
<tr>
<th>Objective</th>
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<th>How?</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
<td>N/A</td>
</tr>
<tr>
<td>0</td>
<td>-</td>
<td>N/A</td>
</tr>
<tr>
<td>+</td>
<td>+</td>
<td>N/A</td>
</tr>
<tr>
<td>?</td>
<td>?</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Aim:**

1. **Objective:** Will it increase use of sustainable design and sustainable building materials (recycled, locally produced and less polluting materials) in construction?

   **Impact of activity:**
   - Negative = -
   - Neutral = 0
   - Positive = +
   - Unknown = ?
   - Not Applicable = N/A

   **How?**
   - If positive how can it be enhanced or
   - If negative, how can it be mitigated

   The building techniques which the brief encourages such as Green Roofs can assist with other sustainable development aims through their additional insulating properties. The Building for Life criteria aim to achieve higher standards than the building regulations. It may be possible to recycling some materials from the existing buildings for their reuse in the new development. Further consideration at the detailed design stage could secure the use of materials sourced from nearby.

2. **Objective:** Will it reduce number of voids and difficult to let properties?

   **Impact of activity:**
   - X

3. **Objective:** Will it increase the amount of accessible housing and that is built to lifetime standards?

   **Impact of activity:**
   - X

   **How?**
   - Yes as previously mentioned within an earlier section the proposed development is confirmed to be constructed to allow residents to easily adapt the properties under the Lifetime Homes standards in so far as this is achievable considering the addressing of other constraints to redevelopment.

4. **Aim:** Will it protect and enhance existing priority habitats and species populations and provide for appropriate long term management of wildlife habitats?

   **Impact of activity:**
   - X

5. **Objective:** Will it protect individual features such as hedgerows, dry stone walls and ponds?

   **Impact of activity:**
   - X

6. **Objective:** Will it increase understanding of ways to create new environmental assets and restore wildlife habitats?

   **Impact of activity:**
   - X

   **How?**
   - Certain measures which the brief encourages may have biodiversity benefits i.e. Green Roofs

7. **Objective:** Will it make use of opportunities to enhance the environment as part of other initiatives?

   **Impact of activity:**
   - X

8. **Objective:** Will it increase the quality and quantity of woodland cover in

   **Impact of activity:**
   - X
<table>
<thead>
<tr>
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<th>Impact of activity</th>
<th>How?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Negative = -</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Neutral = 0</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Positive = +</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Unknown = ?</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Not Applicable = N/A</td>
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<td></td>
<td></td>
<td>-</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>appropriate locations and promote access to wildlife on appropriate sites?</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Will it promote, educate and raise awareness of the enjoyment and benefits of the natural environment and biodiversity?</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Minimal pollution levels If environmental impacts are a significant result of the activity, consider an environmental impact assessment</td>
<td>Will it clean up contaminated land?</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Will it reduce air, water, land, noise and light pollution from current activities and the potential for such pollution?</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Will it raise awareness about pollution (indoor and outdoor) and its effects?</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Will it provide support, advice and encouragement for the business sector to reduce pollution?</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Will it promote innovative uses of potential pollutants?</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Will it include measures and</td>
<td></td>
</tr>
<tr>
<td>Aim</td>
<td>Objective</td>
<td>Impact of activity</td>
<td>How?</td>
</tr>
<tr>
<td>-----</td>
<td>-----------</td>
<td>-------------------</td>
<td>------</td>
</tr>
</tbody>
</table>
|     |           | Negative = -  
Neutral = 0  
Positive = +  
Unknown = ?  
Not Applicable = N/A |      |
|     |           |                   |      |
| 14  | Minimal greenhouse gas emissions and a managed response to the effects of climate change  
*If environmental impacts are a significant result of the activity, consider an environmental impact assessment* |     |      |
|     | Will it reduce greenhouse gas emissions from transport (choice of mode of transport, reducing need to travel, environmentally friendly fuels and technologies)?  
Will it reduce methane emissions from agriculture and landfill?  
Will it reduce the emission of industrial and domestic greenhouse gases?  
Will it increase energy efficiency in all sectors?  
Will it research and monitor the likely effects of climate change and provide advice on the predicted consequences for affected areas and sectors?  
Will it plan for the likely effects of climate change?  
Will it increase efficiency in water and energy use? | X |      |
|     | The impact is considered neutral although likely net reduction in the number of households may have benefits e.g. improved air quality through reduced car usage.  
The proposal is unlikely to create any significant impact on this aspect although it is acknowledged that by minimising energy use within the development it would assist in meeting emissions targets. |      |
|     | All buildings will be designed to benefit from high energy efficiency standards |      |

*Page 26 the Brief outlines measures to mitigate flood risk include ways in which the development will be protected from flooding throughout its lifetime.*
<table>
<thead>
<tr>
<th>Aim</th>
<th>Objective</th>
<th>Impact of activity</th>
<th>How?</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
<td>-0+?N/A</td>
<td></td>
</tr>
<tr>
<td>with minimal production of waste</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Aim</th>
<th>Objective</th>
<th>Impact of activity</th>
<th>How?</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Will it develop renewable energy /resources?</td>
<td></td>
<td></td>
<td>The development falls into the criteria of RSS policy ENV5 whereby 10% of the energy used by the development will be generated from renewable sources.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Aim</th>
<th>Objective</th>
<th>Impact of activity</th>
<th>How?</th>
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</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Will it make efficient use of land (appropriate density, protect good quality agricultural land, use Brownfield sites in preference to Greenfield sites)?</td>
<td></td>
<td></td>
<td>Net overall reduction in density but it is considered to be a more appropriate density.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Aim</th>
<th>Objective</th>
<th>Impact of activity</th>
<th>How?</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Will it increase re-use, recovery and recycling of waste?</td>
<td></td>
<td></td>
<td>The Code for Sustainable Homes sets a mandatory performance requirement which must be met if a Code rating is to be achieved. The technical guide for the Code advises on certain levels of space allocated for waste storage should be able to accommodate containers with at least the minimum volume recommended by British Standard 5906 (British Standards, 2005) based on a maximum collection frequency of once per week.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Aim</th>
<th>Objective</th>
<th>Impact of activity</th>
<th>How?</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Will it increase awareness and provide information on resource efficiency and waste?</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Aim</th>
<th>Objective</th>
<th>Impact of activity</th>
<th>How?</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Will it reduce use of non renewable resources?</td>
<td></td>
<td></td>
<td>The application of BREEAM, Code for Sustainable Homes, Lifetime homes and the building for Life Criteria should assist with the contribution towards energy reduction and use.</td>
</tr>
<tr>
<td>Cross Cutting Themes</td>
<td>Objective</td>
<td>How?</td>
<td></td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>(i) Social inclusion and equity across all Sectors</td>
<td>Has the activity considered different ways to overcome barriers to communication and participation?</td>
<td>Consultation with the community groups and stakeholders has been actively undertaken during the development of this Brief.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Does the activity consider the needs of disadvantaged and minority groups? People?</td>
<td>There will be public consultation as part of the preparation of this brief on the document.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Does the activity consider the needs of older and younger people?</td>
<td>There will be public consultation as part of the preparation of this brief on the document.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Does the activity consider the needs of disabled people?</td>
<td>There will be public consultation as part of the preparation of this brief on the document.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Does the activity promote religious and racial understanding?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>(ii) Partnership and participative approach</td>
<td>Has the planning of the activity involved working in partnership and the involvement of affected groups?</td>
<td>The production of the brief has involved the consultation with a number of stakeholders including engagement with the East Marsh Community.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Has the activity enabled less well-resourced groups to take part?</td>
<td>There will be the possibility to consult during the public consultation stages of the production of this document.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Has the activity taken steps to consult and involve ‘difficult to reach’ groups?</td>
<td>There will be the possibility to consult during the public consultation stages of the production of this document.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Does the management of the activity involve stakeholders?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>(iii) Geographic adaption to the needs of rural and urban communities</td>
<td>Has the activity taken into account the varying needs of rural and urban communities?</td>
<td>The Brief has done so within the context of the existing policy framework.</td>
<td></td>
</tr>
<tr>
<td>(iv) Creativity, innovation and the appropriate use of technology</td>
<td>Has the activity taken steps to increase innovation?</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Has the activity taken steps to use technology appropriately?</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
Appendix 2 – Preliminary Flood Risk Assessment
Introduction
This preliminary flood risk assessment aims to identify the design principles required to ensure that the redevelopment of the site, Grimsby is safe, without increasing flood risk elsewhere and where possible will reduce flood risk overall.

Planning and Flood Risk
Planning Policy Statement 25: Development and Flood Risk (PPS25) requires that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is necessary in such areas, the policy aims to make it safe without increasing flood risk elsewhere and where possible reducing flood risk overall.

PPS25 classifies land into three Flood Zones, depending on the probability of flooding (Table 1). The Flood Zones refer specifically to flooding from rivers and the sea, however all sources of flooding including groundwater and surface water should be considered when assessing flood risk.

<table>
<thead>
<tr>
<th>Flood Zone</th>
<th>Definition</th>
<th>Appropriate land uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flood Zone 1:</td>
<td>Land with less than a 1 in 1000 annual probability of river or sea flooding in any year (&lt;0.1%).</td>
<td>All land uses are appropriate.</td>
</tr>
<tr>
<td>‘Low Probability’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flood Zone 2:</td>
<td>Land with between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% - 0.1%), or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% - 0.1%) in any year.</td>
<td>Water-compatible, less vulnerable and more vulnerable land uses and essential infrastructure are appropriate. Highly vulnerable land uses are only appropriate if the Exception Test is passed.</td>
</tr>
<tr>
<td>‘Medium Probability’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flood Zone 3a:</td>
<td>Land with a 1 in 100 or greater annual probability of river flooding (&gt;1%), or a 1 in 200 or greater annual probability of flooding from the sea (&gt;0.5%) in any year.</td>
<td>Water-compatible and less vulnerable uses are appropriate. More vulnerable and essential infrastructure uses are only appropriate if the Exception Test is passed. Highly vulnerable uses should not be permitted.</td>
</tr>
<tr>
<td>‘High Probability’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flood Zone 3b:</td>
<td>Land where water has to flow or be stored in times of flood. Land which would flood with an annual probability of 1 in 20 (5%) or greater in any year, or is designed to flood in an extreme (0.1%) flood, or at another probability agreed between the Local Planning Authority and Environment Agency, including water conveyance routes.</td>
<td>Water-compatible uses are appropriate. Essential infrastructure is only appropriate if the Exception Test is passed. All other land uses should not be permitted.</td>
</tr>
<tr>
<td>‘The Functional Floodplain’</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 1: Flood Zones, referring to the probability of river and sea flooding, ignoring the presence of defences (Source: PPS25 Table D.1)
The PPS25 Sequential Test states that the overall aim of decision making should be to steer new development to Flood Zone 1 - land at lowest probability of flooding. Where there are no reasonably available sites in Flood Zone 1, sites in Flood Zone 2 may be considered, taking into account the vulnerability of land uses. Only where there are no reasonably available sites in Flood Zones 1 or 2 should sites in Flood Zone 3 be considered, taking into account the vulnerability of land uses.

For some land uses, the PPS25 Exception Test must be passed before development can be permitted in a particular Flood Zone. The Exception Test requires that:

- The development provides wider sustainability benefits to the community that outweigh flood risk;
- The development is on developable previously-developed land, or there are no reasonable alternative sites on developable previously-developed land;
- A flood risk assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and where possible will reduce flood risk overall.

**Development Proposals and Objectives**

The Brief considers the re-development of Guildford Street, Grimsby. The site currently comprises terraced housing; the proposal is to comprehensively redevelop the street for housing or a housing-led scheme that includes a community use or uses. The development is currently at an early stage in its planning, i.e. preparation of a development brief.

The Council wish to consider flood risk at the earliest stage in development planning in order to ensure all opportunities for flood risk reduction are considered. The aspiration for the redevelopment is for a flagship scheme that demonstrates best practice for managing flood risk through sustainable development.

The objectives of this flood risk assessment are to identify the known flood risks to the site and to show how opportunities for reducing and managing flood risk should be incorporated into site design. The aims of this flood risk assessment are:

- To qualitatively appraise the flood risk posed to the site from all sources of flooding using available existing information;
- To identify what further work is required to quantitatively appraise flood risk where insufficient information currently exists;
- To identify and appraise a range of potential flood mitigation measures that could be incorporated in the development to reduce flood risk to acceptable safe levels;
- To identify and appraise a range of potential sustainable drainage measures to reduce the impact of development on flood risk elsewhere.

It must be noted that this flood risk assessment does not contain sufficient detail to satisfy the Environment Agency at the planning application stage. The developer will be required to submit a more detailed flood risk assessment at the planning application stage, including a quantitative analysis of flood risk and design of any mitigation measures. However, the preparation of this report demonstrates the Council’s commitment to managing flood risk and will allow sustainable flood risk principles to be incorporated into the design from early in its inception.
**Applying the Sequential and Exception Test**

The redevelopment of the site is an important regeneration initiative that is being driven by North East Lincolnshire Council. Redevelopment of the site is central to the Council’s regeneration proposals for the wider East Marsh area, which has been targeted as an area which would benefit from direct intervention. It is a previously developed site and, while there are other previously developed sites within North East Lincolnshire which may be suitable for development, the site is located within the main urban area of Grimsby, and the need to redevelop the site has been specifically identified by the Council. The redevelopment will reduce the density of housing density on the site compared to the existing development and will therefore reduce the vulnerability of the site to flood risk. On this basis it is considered that the redevelopment of the site for housing meets the requirements of the Sequential Test (as described in the PPS25 Practice Guide paragraphs 4.33 to 4.35).

Residential use is classified as a ‘more vulnerable’ land use in PPS25. It is appropriate in Flood Zones 1 and 2. The Exception Test must be passed if it is to be permitted in Flood Zone 3. The Environment Agency’s Flood Maps indicate that the development site is within Flood Zone 3. Therefore the Exception Test will need to be passed for the development to be permitted at the planning application stage. Considering the three conditions of the Exception Test:

- **The development provides wider sustainability benefits to the community that outweigh flood risk:**

  Proposals to develop the site in the form of a planning application by the developer must demonstrate the sustainability benefits the scheme will offer. The design principles set out in the design brief will assist the applicant in developing a proposal that will generate a range of sustainability benefits.

- **The development is on developable previously-developed land, or there are no reasonable alternative sites on developable previously-developed land:**

  The development is on developable, previously developed land.

- **A flood risk assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and where possible will reduce flood risk overall:**

  This document forms a preliminary flood risk assessment to show how opportunities for reducing and managing flood risk should be incorporated into site design. The developer will be required to submit a more detailed flood risk assessment at the planning application stage.
Flood Hazard

Aims and Sources of Information
This section aims to identify the flooding issues affecting the site and qualitatively appraise the risk of flooding, using the available information listed in Table 2. Where insufficient information is available, this section identifies where further qualitative analysis is required to assess flood risk to the site.

<table>
<thead>
<tr>
<th>Source of Information</th>
<th>Contents</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Lincolnshire and North East Lincolnshire Strategic Flood Risk Assessment (SFRA), 2002</td>
<td>Identifies potential sources of flood risk. Identifies and maps flood zones (as defined by PPG25). Matrix indicating how planning applications in each zone should be treated.</td>
<td>Prepared to the requirements of PPG25, the precursor to PPS25. The flood levels presented are not considered robust enough by the EA for developments of this size. SFRA currently being updated to meet the requirements of PPS25, results not yet available.</td>
</tr>
<tr>
<td>Grimsby and Ancholme Catchment Flood Management Plan (CFMP), Summary of Draft Plan, 2006</td>
<td>Identifies main factors influencing flood flows and flood risk and how these may change over time. Outlines sustainable flood risk management policies for the next 50 to 100 years.</td>
<td>Final report not yet available. Action plan presented in the Draft CFMP may be subject to change.</td>
</tr>
<tr>
<td>Humber Estuary Shoreline Management Plan (SMP), 2000</td>
<td>Sets out Environment Agency’s strategy for managing the flood defences of the Humber Estuary over the next 50 years.</td>
<td>Update to SMP currently in preparation (completion planned for late 2009).</td>
</tr>
<tr>
<td>Humber Flood Risk Management Strategy (FRMS), 2008</td>
<td>Outlines the Environment Agency’s flood risk management plan for tidal defence in the Humber Estuary for the next 25 years.</td>
<td>Identifies new works to improve flood defences at Stallingborough in the next 5 years and East Grimsby in the next 5 to 15 years.</td>
</tr>
<tr>
<td>Historic flooding reports</td>
<td>Reports available on internet from newspaper archives, blogs etc.</td>
<td></td>
</tr>
<tr>
<td>Ordnance survey and drainage maps.</td>
<td>Site ground levels, which vary from 3.1 metres AOD at the north of the site to 2.9 metres AOD at the south of the site.</td>
<td>A detailed site topographic survey is not currently available.</td>
</tr>
</tbody>
</table>

Table 2: Sources of information used in this flood risk assessment.
Tidal Flooding
The main flood risk to the development is from the Humber Estuary due to a combination of large waves and high water levels. Estimated maximum water levels and wave height combinations for a 0.5% (1 in 200 year) probability event are listed in the SFRA and are shown in Table 3. These are higher than the site ground levels of 2.9 to 3.1 metres AOD. As a result, the development site is classified as within Flood Zone 3 (High risk).

Sea level is predicted to rise in the future due to climate change and local vertical movement of land. Appendix B of PPS25 provides the following guideline rates of sea level rise: 4 mm/yr for 1990 to 2025, 8.5 mm/yr for 2025 to 2055, 12.0 mm/yr for 2055 to 2085, and 15 mm/yr for 2085 to 2115. Therefore the total increase in sea level from 1990 to 100 years from present day (estimated lifetime of the development, 2109) is 1.09 m. Climate change may also result in increased wave heights due to increased storminess, wind speeds and water depth. PPS25 recommends allowing a 10% increase in extreme wave height for 2085 to 2115. The resulting design water level and wave height combinations for the 0.5% joint probability event adjusted for climate change are also shown in Table 3.

<table>
<thead>
<tr>
<th>2009 (excluding climate change)</th>
<th>2109 (including climate change)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water level (m AOD)</td>
<td>Wave height (m)</td>
</tr>
<tr>
<td>4.56</td>
<td>0.0</td>
</tr>
<tr>
<td>4.43</td>
<td>1.5</td>
</tr>
<tr>
<td>4.20</td>
<td>2.2</td>
</tr>
<tr>
<td>3.60</td>
<td>3.2</td>
</tr>
</tbody>
</table>

Table 3: Water level and wave height combinations with a joint 0.5% probability of occurrence, at Cleethorpes, taken from the SFRA (2002). These figures are only indicative - developers will require the latest water level information from the Environment Agency when preparing their FRA.

The Environment Agency has advised that the Humber Strategy has identified that the defences in Grimsby range from a 1 in 5 to 1 in 200 year standard. There are existing sea walls at Grimsby that protect the urban area from tidal flooding described in the SFRA as follows:

- Between Stallingborough North Beck and Pyewipe, the defences consist of an earth embankment with revetment and wave wall. The crest level is at 6.3 metres AOD and the condition is given as generally Grade 2 (Good) or 3 (Fair).
- Between Pyewipe and Grimsby Dock, the defences consist of a gabion wall and rubble mound, with a crest level of +4.9 metres AOD and condition of Grade 2 (Good) and 3 (Fair).
- East of the dock entrance is a seawall formed of gabion baskets with a revetted slope. The crest level is +7.0 metres AOD but the condition is currently graded 3 (Fair) with some sections at 4 (Poor) and one section as 5 (Very Poor). However,
the ‘Very Poor’ section is backed by high ground and therefore the SFRA states failure would not result in flooding.

- The northern end of Cleethorpes is protected by a concrete revetment with wave walls at +7.0 metres AOD and splash walls behind at +8.0 metres AOD.

In general, the existing sea wall defences are of a sufficient height to provide protection including freeboard against the 0.5% (1 in 200 year) annual probability event. The exception is the defences between Pyewipe and Grimsby Dock. The defences in the dock area are managed by Associated British Ports. The FRMS states that if flooding does occur it is likely to be initially in the dock area rather than in the town, but nevertheless major improvements are needed within the next 10 years. The FRMS states that the Environment Agency will work with the flood defence managers to ensure existing properties in Grimsby receive an appropriate standard of protection, including supplementing public funds with contributions from major beneficiaries and from developers who will be expected to pay the full cost of any new works needed to protect their development.

The information above indicates that the site is already defended to an appropriate standard against tidal flooding (0.5% or 1 in 200 year annual probability of flooding from the sea). However, there remains a residual risk of tidal flooding in the event of defence breach, particularly if the investment required to maintain defence standards is not forthcoming. The magnitude of residual risk behind defences depends on depth of flooding, velocity, speed of onset, distance from defences, and duration of flood. Quantitatively assessing this risk requires 2-dimensional modelling which is not available at this stage of the development planning, although the revised SFRA is expected to provide more robust level data.

In the absence of quantitative modelling, a simple methodology has been employed to assess the residual flood risk to people (‘Risk to People behind Defences’ guidance note FD2320 S3.2). The approach assesses danger to people relative to distance to defence and was applied as follows:

- Considering a water level of 5.65 metres AOD at the breach, for the 0.5% including climate change, the head difference above the site level minimum of 2.9 metres AOD is 2.75 m.
- The minimum distance from the development site to the coastline is 1.1 km.
- Therefore the site is classified as in the ‘Danger for most’ hazard zone: i.e. a flood zone with deep fast flowing water.

This indicates that further investigations are required to map the flood hazard in the event of a breach more accurately, and that mitigation measures should be provided to ensure the development remains safe.

The SFRA estimates that should the estuary defences breach flooding of up to 3.5 metres AOD could occur. For the purposes of this flood risk assessment, this water level has been used as the design breach water level for recommending mitigation measures (discussed later in this flood risk assessment). This design level does not take into account the full impacts of climate change, and therefore the proposed mitigation measures should be reassessed when the revised SFRA results become available.

**Fluvial Flooding**

The nearest watercourse to the development is the River Freshney, which discharges by gravity into Alexandra Dock approximately 1 km to the west of the
site. The watercourse is tidal in this area. There are no other watercourses in the vicinity of the development, therefore there are considered to be no risks of fluvial flooding to the development.

**Groundwater Flooding**

The site is underlain by Chalk bedrock and alluvium (clay, silt and sand) superficial deposits. The site is in a groundwater Source Protection Zone (outer), which indicates that the underlying deposits act as an aquifer. However, little information is available on groundwater flood risk in Grimsby. Groundwater flood risk is not considered in the SFRA. The CFMP states that groundwater levels are known to be high in some areas of Grimsby and recommends that the Environment Agency investigate groundwater flood risks further, but gives the action a low priority.

Consultation with the Environment Agency indicated that there have been groundwater flooding issues in Grimsby at an abstraction borehole, when pumping ceased due to contamination issues. However checks indicated that there are no abstractions within 500 metres of the site and therefore this is unlikely to be a significant issue for the development in question.

The available information indicates that there may be a risk of groundwater flooding, but this risk is likely to be minor. Nevertheless, it is recommended that this risk is investigated further in a detailed flood risk assessment to support any planning application, for example through comparison of local borehole levels and ranges against site ground levels.

**Surface Water Flooding**

There is not at present a surface water management plan for Grimsby or other such document that investigates and maps surface water flood risk in detail. However, historic information indicates that there are surface water flooding problems in Grimsby:

- The SFRA mapped all flood complaints received by Local Councils over the 5 years preceding the report (1997 – 2002). This includes approximately 20 incidents in Grimsby and Cleethorpes. The nearest incident is approximately 2 km distance from the development site.
- Surface water flooding occurred in Grimsby during the June 2007 floods. The Environment Agency website states that ‘many more properties [compared to 90 properties flooded by the River Freshney] are known to have flooded from surface water. The majority of the properties affected were residential.’ ([http://www.environment-agency.gov.uk/research/library/publications/40579.aspx](http://www.environment-agency.gov.uk/research/library/publications/40579.aspx)).

The available information indicates that there may be a risk of surface water flooding, but the frequency and magnitude of this risk is unknown. It is therefore recommended that this risk is investigated further in the detailed flood risk assessment to support any planning application, for example through modelling the capacity of the local surface water sewer network. It is understood that surface water flood risk is also being investigated further in the revised SFRA, although no details were available at this stage.
Summary of Flood Risk and Recommendations

Table 4 summarises the flood risk to the site as identified using available information and the requirements for further work to support a planning application.

<table>
<thead>
<tr>
<th>Source of Flood Risk</th>
<th>Risk Assessment</th>
<th>Further Work Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tidal</td>
<td>Currently protected to an adequate standard.</td>
<td>Update assessment when revised Humber Estuary Shoreline Management Plan is completed.</td>
</tr>
<tr>
<td>Residual (breach of tidal defences)</td>
<td>High risk of flooding in the event of a breach, with hazard classified as ‘danger to most’. A design depth of 3.5 metres AOD is recommended by the SFRA, although this figure does not take into account the full impacts of climate change.</td>
<td>Update assessment of hazard and design depth when 2-d breach modelling is completed by the revised SFRA and Environment Agency, taking into account the full impacts of climate change.</td>
</tr>
<tr>
<td>Fluvial</td>
<td>No risks.</td>
<td>No further work required.</td>
</tr>
<tr>
<td>Groundwater</td>
<td>Minor risk.</td>
<td>Update assessment using local borehole records of groundwater levels and fluctuations.</td>
</tr>
<tr>
<td>Surface water</td>
<td>Some risk, but of unknown magnitude and frequency.</td>
<td>Update assessment using analysis of capacity of local surface water sewer network.</td>
</tr>
</tbody>
</table>

Table 4: Summary of flood risk to the site from all sources and further work required by a detailed flood risk assessment.

Flood Risk Management Options

Flood Risk Management Hierarchy

The PPS25 Practice Guide (Communities and Local Government, June 2008) recommends a flood risk management hierarchy for identifying potential mitigation measures:

- Assess: undertake studies to collect data at the appropriate scale and level of detail to understand what the flood risk is. This was completed in the previous section.
- Avoid: allocate development to areas of least flood risk and apportion development types vulnerable to the impact of flooding to areas of least risk.
- Substitute: Substitute less vulnerable development types for those incompatible with the degree of flood risk.
• Control: Implement flood risk management measures to reduce the impact of new development on flood frequency and use appropriate design.
• Mitigate: Implement measures to mitigate residual risk.

The first options for flood risk management are to avoid development or substitute less vulnerable land uses in flood risk areas. In the case of Guildford Street, there are wider regeneration proposals and initiatives that set the context for regeneration proposals. It is not considered appropriate to propose the substitution of less vulnerable uses. Many potential alternative uses would be considered unacceptable because of the size and shape of the site – a consequence of this is that any new development would be in close proximity to the existing housing that surrounds the site on all sides and many uses would not be compatible (e.g. industrial development). There is evidence locally of a lack of demand for shops and offices and planning policy directs office and retail uses to the main centres. The creation of public open space is resisted by local residents as this is seen as potentially facilitating anti-social behaviour by providing a place for people to gather at any time. The local planning authority has indicated that there is not a need to provide public open space on the site. Finally, there are currently no committed proposals for community uses proposed in the local area.

Substitution can be partly achieved by replacing the current development with fewer homes with greater resistance to flooding. The number of people exposed to flood risk will be reduced through the replacement of the existing development with a less dense development.

The design principles and development options presented in this Brief do not propose integral carports or garages as the majority of development on the site will not exceed two storeys in height. The introduction of these less sensitive uses within the ground floor of dwellings would be a benefit to the flood risk mitigation for individual properties.

After garages and carports, the next most preferable option is to implement control measures such as new primary flood defences. In the case of the site, existing defences are already in place. One option could therefore be for the developer to contribute to the future maintenance and upgrading of these defences, through a Section 106 agreement. However, there will still remain a residual risk of breach flooding that requires on-site management.

This section therefore primarily focuses on options for mitigating residual risk in the event of a breach of the tidal defences. The principal concern is that the development is safe, which should include structural safety of the building and the safety of the people within the development and adjacent areas. Residents should be able to safely access and exit the building and emergency services should be able to evacuate and rescue people. The development should not increase flood risk elsewhere and where possible should reduce flood risk overall.

Modification of Ground Levels / Raised Flood Levels

The existing ground levels at the site are in the order of 2.9 to 3.0 metres AOD. Ground floor levels of properties could therefore be raised above the design water level to prevent flooding. The Environment Agency has confirmed that there is no requirement for compensatory floodplain storage for tidal flooding scenarios as the impact on water levels elsewhere will be negligible. For the purposes of this preliminary flood risk assessment, a design flood level of 3.5 metres AOD has been used. However this level does not fully include the impacts of climate change, and must be revised when the results of 2-d breach modelling are available. The
Environment Agency has indicated that a planning application for the site using a design level of 3.5 metres AOD when more detailed results become available would be objected to.

Raised floor levels would ensure the structural safety of the buildings and the safety of the residents within. However there may remain issues with safe access and egress to the site. Ground levels indicated on Ordnance Survey mapping suggest that the neighbouring areas would be flooded by the preliminary design flood level of 3.5 metres AOD. Safe access and egress to the development may therefore not be possible depending on depths and velocities of water in the neighbouring roads.

The Defra/EA R&D project FD2321 Flood Risk to People Phase 2 reviewed safe flood depths for vehicles and conclude that cars will stop and/or float in water as shallow as 0.5 m, whilst some emergency vehicles may survive up to depths of 1.0 m. Typical ground levels of 3.0 metres AOD in the vicinity of the development area indicate water depths of 0.5 metres based on the preliminary design flood level of 3.5 metres AOD. This suggests that access/egress may not be possible via car but it may be possible for emergency vehicles to access the site.

With regards to pedestrian access, guidance given in FD2320 S3.3 'Safe Access and Egress' indicates that at depths of 0.5 m, a velocity of 0.0 m/s results in danger to some (children, the elderly and infirm). Velocities of 0.1 to 1.5 m/s result in danger for most (general public), while velocities greater than 1.5 m/s result in danger for all (including the emergency services). This assessment must be revised by the developer when a more accurate flood level is known, but nevertheless indicates that there are significant issues with safe access and egress to the site that will need to be resolved by the developer at the design stage.

The uncertainty over safe access and egress to the site indicates not only that 2-d breach modelling of the area is required to better understand the full impacts of climate change over the lifetime of the development and inform design decisions, but also that there is an issue with access and egress to this area of Grimsby as a whole. Considering this wider spatial scale, there may therefore be opportunities for the new development to act as a safe refuge location not only for the residents therein, but also for residents of neighbouring properties too. A community refuge space could be incorporated in which local residents could safely await evacuation. This possibility should be considered further by the developer in consultation with emergency planners once information regarding speed and duration of flooding is known from the 2-d modelling.

Building Design
The most preferable solution for the site is the raising of ground levels above the design flood level. This should be feasible if the design flood level generated by 2-d modelling is not significantly higher than the current preliminary estimate of 3.5 metres AOD taken from the SFRA. However, if the design flood level is significantly higher, it may not be possible to raise floor levels above it (e.g. the size of access ramps to properties required may be impractical). Therefore, while ground levels should be raised as high as is practicable towards the design flood level, other mitigation measures may also be needed to improve flood resistance and resilience. This should be discussed with the Environment Agency at the earliest opportunity when the revised design flood levels are known (anticipated February 2010).

The type of flood resistance and resilience measures that are possible depend on the depth of flooding after ground levels have been raised, as follows:
• **Flood depths of less than 0.3 m**: apply flood proofing measures to prevent water entering. This will include construction materials with a low permeability and demountable flood defences such as barriers to prevent water opening through doorways.

• **Flood depths of between 0.3 m and 0.6 m**: apply flood proofing measures to at least 0.3 m, dependent on structural assessment. Use flood resilient materials and designs in case of partial water entry, including easy access to all spaces to permit drying and cleaning.

• **Flood depths of greater than 0.6 m**: allow water through the property to avoid risk of structural damage. Use flood proofing measures to 0.3 metres to prevent water entry in low flood depths. Design for water passage at higher water depths using flood resilient materials, including design for water to drain away after flooding and access to all spaces to permit drying and cleaning. At these depths, it may not be practicable to have living accommodation on the ground floor due to restrictions on suitable materials and the difficulties of enforcing restrictions in the future.

The limitations of flood proofing measures are that local residents must have sufficient knowledge, ability and warning to be able to deploy demountable barriers, and this knowledge should be passed on to future residents. There is currently no mechanism to ensure they are correctly deployed. The barriers should be stored on site to prevent any time delay in delivery. It is therefore strongly recommended that, if demountable defences are required because ground floor levels cannot be raised sufficiently high, automatic systems should be used which remove any requirement for operation by local residents.

Flood resilient measures include: tiled or treated timber floorings; plastic or steel kitchen and bathroom fittings; plastic doors, window frames and skirting boards; movement of electrical items such as boilers to the second floor; raising of electrical points above the flood level; use of cell insulation; and chemical damp proofing of wall joists. These types of measures will prevent people from being excluded from their homes for long periods after flooding has occurred, and the stress and potential health problems this can cause.

The above building design measures would not make the proposed development safe, but could prevent or minimise damage to possessions therein. There will remain the issue of safe access and egress, and safe refuge places should be provided for all residents. The Environment Agency has indicated that single storey ground floor dwellings would not be permissible at this site.

**Flood Warning and Evacuation Plans**

A key factor in the suitability of flood mitigation measures will be the adequacy of the flood warnings available. It is almost impossible to provide warning for all breach events, as structural failure may be sudden and unpredictable. Nevertheless, the condition of defences is monitored regularly indicating the potential for breaches to occur, and extreme tidal surge events themselves are forecast on a 24 hour, 12 hour and 6 hour early warning system.

In Grimsby, a flood siren system was installed in 2006, consisting of 18 sirens, to warn local people of impending severe flooding. The sirens are tested annually and are intended to inform residents when a severe flood warning has been issued, giving up to 6 hours notice to prepare for flooding. The sirens are not intended to signal an evacuation. The Environment Agency’s FloodLine system also issues
warnings by telephone before the siren alert system, but this system is currently an ‘opt-in’ service.

It is recommended that the new development is linked with both the FloodLine warning service and the existing siren system if possible, for example through raising resident awareness, provision of an additional siren within the development site (depending on cost), and other stimuli for those with impaired hearing. If a community refuge area is to be provided, this should include links to the flood warning systems. A local flood warden system could be considered to assist in disseminating information, although these positions are generally voluntary. An evacuation plan will also be required for the building. New developments should not rely on flood warnings alone as the sole method for managing residual risk of flooding.

**Resident Awareness**
Improving residents’ awareness of residual flood risks, management methods (including demountable flood defences if used), and evacuation plans will significantly improve the safety of people and property through prompt and calm actions in the event of a flood. It is therefore recommended that the development include specific provisions for raising resident awareness, such as communal notice boards. The information should be easily accessible for reference in the event of a flood warning.

To provide benefit for the wider community, awareness of residents in neighbouring properties could also be raised, for example through information posters displayed on security fencing during the construction phase. This is particularly important if the development is to act as a safe refuge for the wider area. In the longer term, raising awareness could be achieved through a local flood warden system, although these positions are generally voluntary.

**Surface Water Management**

**PPS25 Requirements**
PPS25 requires that there is no detrimental impact of development on flood risk elsewhere, and if possible, there is an improvement in flood risk to other properties. Development can increase surface water flood risk elsewhere through reduced permeability of the site leading to increased volume and rate of runoff. This effect should be mitigated through the use of Sustainable Drainage Systems (SUDS) to mimic the flows from the site prior to development.

In the case of Guildford Street, the site is already developed. Given the age of the existing housing, it is likely that rain falling on impermeable surfaces such as roofs is drained directly into the storm sewer system. This may include combined sewer overflows with the foul sewer system, and may contribute to existing surface water flooding problems in Grimsby. This should be confirmed by the developer through consultation with the local sewerage undertaker.

To satisfy PPS25, the redevelopment of the site must ensure no additional runoff is generated when compared to the existing position. However, there are opportunities for decreasing the runoff generated and thereby providing an improvement in flood risk elsewhere in Grimsby. This section discusses the potential SUDS measures that could be implemented on the site.

For sustainable drainage to be most effective, a management train should be implemented that includes measures for source control (generation of run-off), site
control, and regional control. Regional control measures should be planned and implemented through a wider spatial strategy such as a Water Cycle Strategy. For the site, source and site control measures have been considered.

Site Control
An overall site strategy would typically involve routing water to one or more storage sites, where water could be slowly infiltrated to groundwater, or attenuated and released at Greenfield rates and volumes. The storage may be provided at the surface level in pond or wetland features, or subsurface using crate structures.

The limitation of site control SUDS is that a large percentage of the site may need to be given over to storage. Initial estimates using the Defra/EA Preliminary Rainfall-Runoff Management method (W5-074/A/TR/1, Revision D) indicate that approximately 600 m$^3$ of storage would be required to attenuate rainfall rates and volumes to Greenfield conditions for the 100 year event. This is not feasible in the site area and therefore source control measures should be used instead.

Source Control
Small-scale elements introduced at the house or street level provide the quickest and most localised response to managing run-off generation. These include:

- **Green roofs.** These are vegetated layers that sit on top of conventional roof surfaces of a building. The roofs intercept, slow, absorb and evaporate rainwater, thereby reducing the rate and volume of run-off.

- **Rainwater harvesting.** Collection of rainwater on-site and use for grey water (non-potable) uses reduces demands on the water supply system and can reduce rates and volumes of run-off from the site. There may however be conflicts in the use of rainwater harvesting for surface water attenuation versus water supply. For water supply purposes, the storage areas are ideally full, while for surface water attenuation purposes, storage areas are ideally empty. The Environment Agency produces material relating to rainwater harvesting techniques, which can be accessed from the links below:

- **Permeable pavements.** The use of permeable paving materials for pavements, parking areas and roads allows water to infiltrate into the ground below, thereby reducing the rate and volume of run-off. There may also be water quality improvements as pollutants are trapped in the infiltration layers. The disadvantages are a higher cost than conventional asphalt, and more onerous maintenance requirements.

- **Soakaways.** These are gravel-filled trenches or special containers that water is piped into and allowed to soak into the ground. These may be located to drain water from properties, roads and pavements, provided the soakaway is positioned at least 5m from roads and buildings.

The site overlies Chalk bedrock, which is permeable, but with Alluvium superficial deposits which can have varying permeability. It is therefore recommended that a site infiltration test is carried out to determine the potential for using infiltration SUDS measures such as permeable pavements or soakaways. In addition, the site is located in a Groundwater source protection outer zone, which may require additional pollutant control measures to be included in infiltration SUDS measures.

The limitation of source control measures is that they rely on appropriate maintenance and management typically by the residents of the property, and may...
not have the desired cumulative effect on runoff rates and volumes particularly in more extreme rainfall events. It is therefore desirable to provide regional and site control measures in addition to source control. However, in the case of this redevelopment, any improvement on existing conditions will be of benefit. A Section 106 agreement should be used to transfer maintenance and management responsibilities to a suitable undertaker with funding for the lifetime costs.

**Conclusions**

The principal flood risk to the site is the residual risk of tidal flooding in the event of a breach in the existing flood defences. The design flood level of 3.5 metres AOD proposed in the SFRA (2002) is considered unreliable as it does not fully take into account the effects of climate change over the lifetime of the development. An updated SFRA is currently in preparation and 2-d breach modelling being undertaken by the Environment Agency. The results of these studies should be used by the developer to agree a design flood level with the Environment Agency. A number of mitigation and improvement measures have been suggested which are summarised in the site-specific design principles listed in the Brief. These should be explored in more detail in consultation with the Environment Agency once an updated design flood level is available.
North East Lincolnshire Local Development Framework
Guildford Street Development Brief

Representation Statement

Town And Country Planning (Local Development) (England) Regulations 2004
(As Amended)

Introduction
In accordance with Regulation 18(4) of the Town and Country Planning (Local Development) (England) Regulations 2004, North East Lincolnshire Council has prepared this statement which sets out a summary of main issues raised from the representations made during the public consultation period and how these have been addressed in the Brief.

In preparing this Brief a range of stakeholders were approached in order to gain an understanding of their priorities for the local area and the site specifically. Many stakeholders were unable to give explicit views and will be better placed to comment when detailed proposals are promoted; however the views obtained have influenced the proposals set out in the Brief.

Consultation Programme
On Tuesday, 31st March 2009 a public consultation exercise was held at the Grimsby Neighbourhood Centre on Weelsby Street close to the site. This was well attended and, following a short presentation, the views of those in attendance were canvassed and discussions ensued with members of the project team with both individual attendees and groups. Ten feedback forms were received which included the following responses:-

- Nine of the ten responses sought the clearance of the existing housing. All were of the view that the site should wholly or mainly be redeveloped for housing
- The potential for the site to accommodate a community use was highlighted
- There was concern regarding security and anti-social behaviour in the local area
- Alleyways to the rear of the existing housing are considered an eyesore
- Views on design ranged from ‘traditional housing with a modern twist’ to more traditional housing that in some way reflects the fishing heritage of the town
- The potential to create energy efficient development was viewed positively
- There were conflicting views as to whether adjacent cul-de-sacs should be opened up and extended into the site

An email-shot was also produced on the 31st March 2009 directed to identified consultation bodies. A further mail-shot was dispatched on the 1st April 2009 to utility service providers who operate in North East Lincolnshire District. The purpose of this initial consultation was to gather information on technical constraints within the site.

A public consultation exercise was carried out over a six week period commencing on the 17th December 2009 until the 18th January 2010 inviting comments on the draft Brief and the accompanying Sustainability Appraisal (SA). A range of stakeholders were notified of the public consultation by email or letter broadly comprising:-
• Statutory Consultation Bodies
• Local groups and organisations
• Specific Consultation bodies
• Utility Companies
• Council departments

Those specifically identified and consulted comprised: Highways Agency; Environment Agency; Yorkshire Forward; Local Government Yorkshire and the Humber; National Grid; Openreach; Virgin Media; YEDL; North East Lincolnshire Council – Neighbourhood Improvement Team; Lincolnshire Wildlife Trust; Natural England; East Marsh Children’s Centre; the Police and; Local Councillors.

Given the specific circumstances of the site’s location particular regard was given to detailed consultation with the Environment Agency regarding drainage and flood risk; the Police Architectural Liaison officer concerning the treatment of the communal alleyways and utility companies that have assets in the vicinity.

Copies of the draft Brief, its SA and a Statement of Matters were available for inspection and collection at Council offices during office hours at:-

• The Customer Access Reception, Civic Offices, Knoll Street, Cleethorpes
• The Customer Access Reception, Municipal Offices, Town Hall Square, Grimsby
• Grant Thorold Library, Durban Road, Grimsby
• Renaissance Shop, 33 Victoria Street, Grimsby

The draft Brief and the SA was advertised on the Council’s website and was available in electronic format on the Online Consultation Portal to view and comment upon and was able to be downloaded in full (including a Statement of Matters; a Sustainability Statement; and incorporating a short section on the amount of consultation carried out up to that point) from the Local Development Plans section of the website.

There was also a public exhibition/drop-in event held at The Grimsby Neighbourhood Centre, Weelsby Street, Grimsby on the 10th December 2009 from 12 Noon to 7pm. This event was publicised on the Council’s Website and in the notices section of the Grimsby Telegraph. The event, comprising the display of exhibition boards, was manned by people who had been involved in producing the Brief so that any questions could be fielded and feedback noted.

The event was well attended and visitors were encouraged to report their views and comments on a basic on-sided return sheet. In addition to the local people, the event was attended by the local press, a local radio station and a television channel concerned with making a programme about community initiatives.

Developers and other interested stakeholders were also invited to attend a Power Point presentation about the scheme which was also held at the Grimsby Neighbourhood Centre. This presentation was attended by community members, councillors and housing developers.

**Representations Received**

Representations were accepted through the Council’s Online Consultation Portal during the whole consultation period (Consultations made via Limehouse). They were
also accepted in writing to the Council via email or by letter (Ad-hoc representations) and during the drop-in event.

The public consultation event for the brief generated thirty six written responses to the Council in total with twenty responses originating from the public drop-in event, ten responses via the North East Lincolnshire Online Consultation Portal and a further six response in writing (via email or the post).

Summary Of Subjects Raised And How They Have Been Addressed

1. Overall comments made on the Brief encouraged redevelopment of the site for housing. Representations from the children’s centre advised that they would like to see an outdoor space for younger children to use. A number of other comments supported the extension of facilities to the Children’s Centre, located adjacent to the site, in all of the options. This was most favoured by the general public who also supported the use of a Home Zone type layout.

   It is noted that an extension to the children’s centre is supported in all of the options and that a Home Zone typology is preferred.

2. A number of comments provided input of technical issues some of which were concerned with the location of the site within a flood risk zone. There was a request to include the consideration of climate change impact on future flood levels. These highlighted the need to provide SUDS throughout the new development and minimise the use of water resources from it.

   Where required, the Brief was amended to include or revise the technical comments received.

3. Some comments highlighted the benefit of SUDS schemes to encourage wildlife including the use of Green Roofs and ponds and that native species should be used to minimise maintenance issues and increase biodiversity.

   Whilst the use of Green Roofs is considered to have been given sufficient mention, the overall size and shape of the site does not lend itself to the use of ponds – which are land intensive. Use of native species has been given consideration and the text appropriately amended.

4. Some comments concerned the construction, materials and appearance for the dwellings and suggested possible design themes for later proposals to follow.

   Whilst it is not the purpose of the Brief to provide detailed considerations, additional sections focusing on the scale, amount and appearance of the development has been included within the design principles to form initial guidance.

5. The possibility that the development could be a zero-emissions scheme, with a proportion of energy for the development provided on-site, was suggested by a number of respondents.

   Whilst a zero emissions scheme is a positive goal, the overall standard would be governed by the final developer and the amount required by development plan policies – in particular RSS Policy ENV5: Energy which outlines the policy obligations for developers.
6. A number of comments across the board supported mix of tenure, type and size of properties to assist with encouraging a sense of community.

*No change is considered necessary because the Brief has highlighted these issues sufficiently.*

7. There were mixed comments from the general public concerning the retention of the alleyways. Many encouraged their removal whilst some highlighted that, as they were shared, they were needed for use by occupiers of properties on Victor Street and also for rear access. The Police Architectural Liaison Officer has suggested that where alleyways cannot be removed they should be securely gated and well-lit.

*The Brief has been amended to reflect the comments of the Police Architectural Liaison Officer in this instance and variously in terms of general crime reduction issues.*

8. Increased pedestrian linkages were favoured by a number of respondents although some considered the character of the surrounding streets would change – Castle Street in particular. Some supported increased linkages provided that crime reduction was considered.

*It is not considered that any change should be made given that the Brief has emphasised that all public spaces are overlooked and inactive edges are avoided.*

9. A number of respondents mentioned the provision of storage, in and around the dwellings, and also to consider the options for leaving wheelie bins within the plot. Some respondents wanted to see a communal bin store area.

*All of the options allow space for off street car parking on the plot frontages and it could be possible to site wheelie-bins on the plot frontage out of sight – behind a garden wall for example. A communal bin store could be considered but these issues will be dealt with at the detailed design stage. No change to the text has been made.*

10. Representations were received about the level of public transport service to the site and nearby as detailed in the draft Brief.

*The details of accessibility of the site were revised to include known public transport services.*