

SAFE WELL PROSPEROUS CONNECTED

# Planning Statement

Development Site, High Street, Scunthorpe, DN15 6SY



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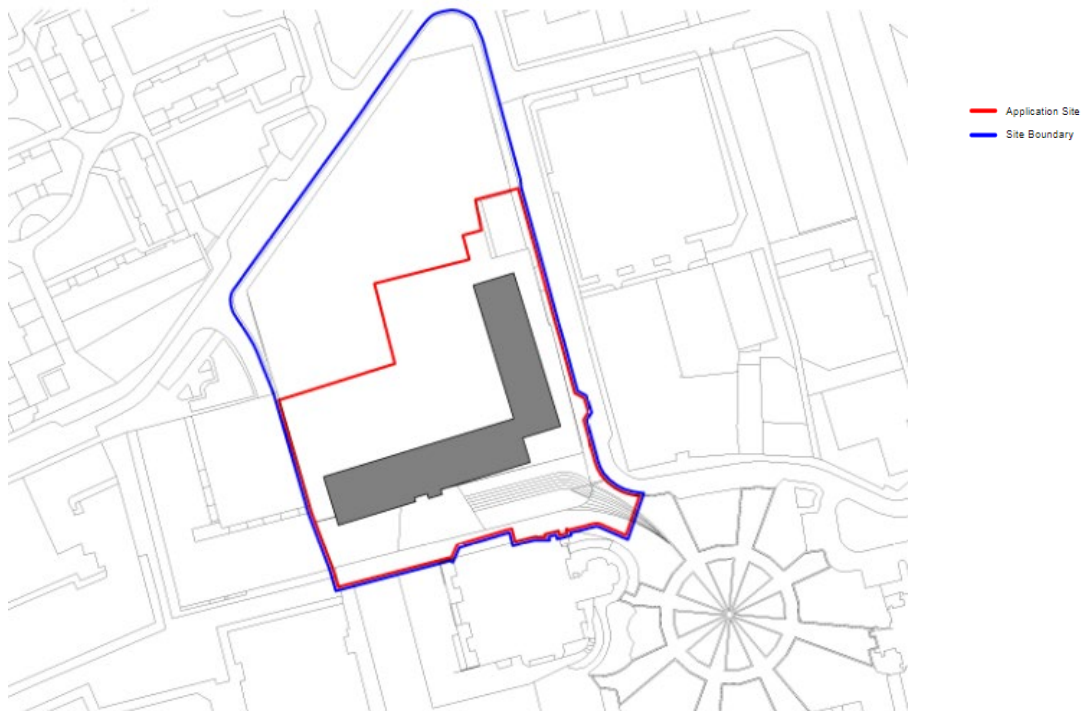
## 1.0 Introduction

- 1.1 This planning statement has been produced by North Lincolnshire Council in support of the full planning application that has been submitted to North Lincolnshire Council's Planning Department in relation to a development site on Scunthorpe's High Street, formerly known as the Scunthorpe Market site, High Street, Scunthorpe, North Lincolnshire, DN15 6SY.
- 1.2 The statement has been prepared to describe and explain the proposal (*referenced as Project Anchor*) and set out the planning considerations for a 46-unit accommodation and 27,857 sqft Enterprise and Innovation Hub comprising of Grade A commercial office space and co-working café/bar.
- 1.3 The planning statement should be read in conjunction with the documents submitted as part of the application. The supporting technical and environmental documents included within the application are as follows:
- Application Form
  - Acoustics Report
  - Air Quality Assessment
  - Civil and Structural Report
  - Design and Access Statement
  - Drawings
  - Fire Strategy
  - Geotechnical and Geoenvironmental Desk Study
  - Heritage Statement
  - Mechanical and Electrical Report
  - Statement of Community Involvement
  - Transport Statement
  - Travel Plan
  - Topographical Survey
- 1.4 The purpose of this planning statement is as follows:
- To describe the site and surrounding area.
  - To identify relevant previous planning decisions relating to the site.
  - To identify statutory and local planning designations relating to the site.
  - To provide a summary of the proposal.
  - To summarise pre application engagement.
  - To summarise other documents submitted in relation to the application.
  - To consider local and national planning policy/guidance.

## 2.0 Application Site and Surrounding Area

- 2.1 The application site (figure 1) is situated on the former Market site within Scunthorpe town centre in North Lincolnshire. Other than an electrical substation situated in the south-east corner (figure 2) that served the former Market, Church Square House and Scunthorpe Central Library, the application site is a vacant parcel of land located within a retail and commercial area in Scunthorpe.

Figure 1: Proposed Location Plan



- 2.2 The application site area is approximately 0.6863 hectares and is brownfield development within the town centre of Scunthorpe (Brownfield Register No 27 Land at Church Square, Scunthorpe) which makes it a prime redevelopment opportunity.
- 2.3 To the north of the application site, is a short stay car park owned by the local authority (Old Market Car Park) and beyond high rise residential flats with maisonettes in between. The northern boundary is marked by Winterton road, on a northeast – southwest trend.
- 2.4 The eastern boundary is marked by Home Street. Across the street is a short stay car park owned by the local authority (Home Street Car Park), a takeaway fronting on to Home Street close to the Pig & Whistle Public House and Church Square House, North Lincolnshire Council Headquarters. Beyond the local authority offices is the Ongo building.

- 2.5 To the south of the site is the High Street. Beyond the High Street is the Scunthorpe Central Library and Church Square, a public square used to hold events. St John's Church and the Engineering University College Northern Lincolnshire also present into Church Square.
- 2.6 The western boundary is demarcated by retail shops as part of The Foundry Shopping Centre.
- 2.7 The site is located close to the primary shopping frontages and within walking distance of the bus station and numerous car parks that serve Scunthorpe Town Centre.
- 2.8 Vehicular access to the site is provided from Home Street. The M180 is 6 miles from the site providing access onto the motorway system.
- 2.9 A public footpath runs south to west along Home Street. This footpath is not directly affected by the proposal and will be maintained and where necessary improved. To the south of the site is a public footpath, used as a thoroughfare connection The Foundry Shopping Centre to Church Square.
- 2.10 The site is not within a Conservation Area or close to any Scheduled Ancient Monuments. St John's Church, a statutory Grade II Listed Building is in the setting/adjacent to the application site, as such a Heritage Statement has been undertaken.
- 2.11 The application site is within Flood Zone One on the Environment Agency Flood Zone Maps, and as such, is at the lowest risk of a flood event.
- 2.12 Despite putting the site on the market, it has remained vacant for over a year, its last known use was the Scunthorpe Market in 2019.

Figure 2: An image of the electrical substation and vacant land.



### 3.0 Site & Planning History

- 3.1 The history of the site and surrounding area has been assessed based on a review of historical maps, provided as part of the Groundsure Insight Report. A chronological timeline of notable historical and present land uses at the site and surrounding area has been summarised in Figure 3.

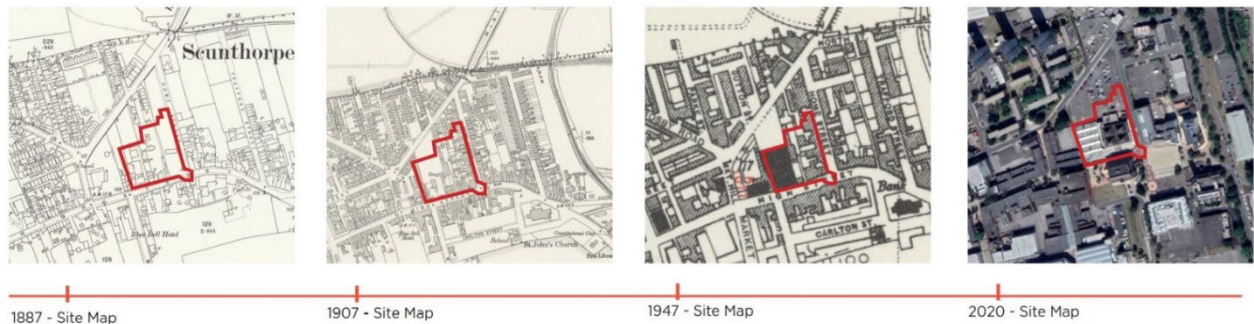
**Figure 3:** Timescale of historical and present land uses at the site and surrounding area

<b>Year</b>	<b>On Site</b>	<b>Surrounding Area</b>
1885 – 1886 (1:10,560)	The site is partially developed, with some buildings located within the site; however the scale of the map is too small to identify the nature of the buildings.	Lindsay Iron Works is located approximately 500m east of the site.
1887 (1:2,500)	Buildings of unknown use are located throughout the site with open spaces adjacent to Home Street. An unknown circular feature is shown within the site, possibly a well or a pond.	The immediate vicinity surrounding the site consists of buildings likely to be of mixed-use including residential and retail. A circular feature, likely a pond, is shown directly adjacent to the western boundary of the site
1906 (1:10,560)	A smithy is identified on the south west corner of the site, with additional buildings now constructed adjacent to Home Street, including a Post Office.	The surrounding area has undergone significant development, with expansion in all directions. Lindsay Iron Works now described as disused, with other iron works now identified. The railway line passing from east of the site to south of the site has undergone significant development and additional rail track have been constructed to serve the new foundries and iron works to the east of the site.
1938 (1:10,560)	A large building is shown on the south west corner of the site.	Further expansion to the east, south and west.
1956 (1:10,560)	No significant change.	Scunthorpe Station (south of the site) has developed significantly with additional railway lines constructed.
1964 (1:2,500)	The large building in the south west corner of the site is now identified as the	Continued development surrounding the site. A garage is identified north of the site, across

	Market Hall, with development constructed on the northwest of the site. A car park is labelled at the centre of the site.	Winterton Road. Buildings north of the site have been redeveloped into depots, offices and works. Surrounding buildings seem to comprise of residential, leisure (clubs), office and hospitality use. A lavatory is identified about 20m south-east of the site and other two lavatories are identified to the west of the site, within 30m distance. A bus station is located about 100m south-west of the site.
1973 – 1975 (1:1,250)	The buildings along the south-eastern boundary of the site have been demolished and replaced with a Food Hall. Many buildings along the eastern boundary (Home Street) appear to have been demolished. The central and northern part of the site is now labelled as a market.	A library has been constructed adjacent to the southern boundary of the site. Multiple buildings have been demolished in the vicinity of the site, especially beyond the north, east and south boundaries of the site, sometimes replaced with newer residential developments.
1981-1986 (1,1,250)	No significant change.	Buildings identified across from Home Street have been replaced with a car park.
1986 – 1990 (1:1,250)	No significant change.	The area north of the site, across from Winterton Road, where buildings had been shown as demolished in previous maps, is now labelled as a car park.
2003 (1:1,250)	The buildings at the eastern portion of the site have been replaced with newer building. A portion of the Church Square House is now within the site.	Building identified as a club has been removed and replaced with Church Square House south of the car park on Home Street.
1999 – 2013 (aerial imagery)	Buildings in the northern half of the site have been removed and replaced with a car park.	The building next to the library has been removed and replaced with an area of open space (Church Square).



Figure 4: Timescale of site map



3.2 On a search of the site, three historic planning applications were submitted on the site, these were:

- **PA/2019/1992** - Application for determination of the requirement for prior approval for demolition of the former Scunthorpe market hall and associated buildings

**Decision:** Grant of Prior Approval

**Decision Date:** 14/02/2020

- **PA/2012/0720** - Planning permission for the removal of dutch barn and outside market stalls to the rear of the main market building and creation of an open air parking facility

**Decision:** Full Planning Permission with Conditions

**Decision Date:** 14/08/2012

- **6/1987/0018** - Planning permission to erect a 3m high palisade security fence with anti-scaling barriers

**Decision:** Full Planning Permission with Conditions

**Decision Date:** 26/02/1987

3.3 The most recent planning permission was granted on 14 February 2020 to demolish the former Scunthorpe Market Hall and associated buildings (PA/2019/1992) following the relocation of the Market into the former BHS store off Jubilee Way within Scunthorpe town centre.

3.4 The building was demolished to floor slab formation level together with grubbing up of drainage and sub floor ducts. The pile cap foundations remain in situ. The floor slab was crushed and graded to form a capping layer. The land has stood vacant since the demolition has taken place.

Figure 5: An image of the cleared site



Figure 6: Layout of demolished buildings submitted in planning application PA/2019/1192.

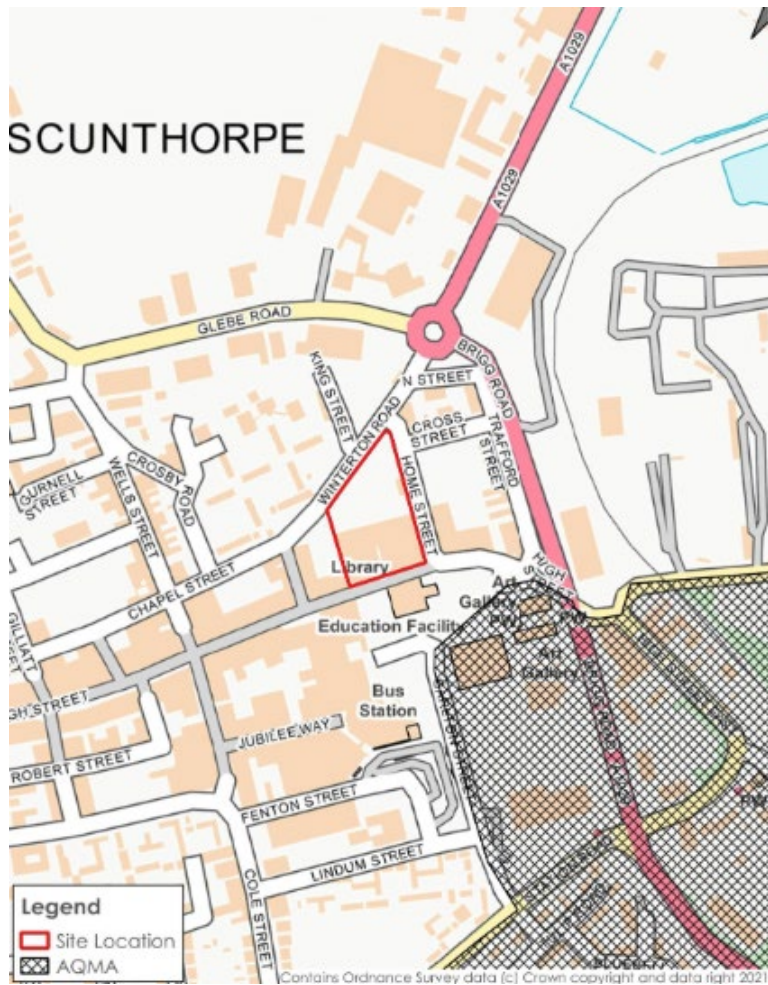


## 4.0 Statutory and Designations

- 4.1 The site is located within allocation SCUH-9 and the policy sets out a framework of requirements for a development within it. Land at Church Square (12.13ha) is a mixed-use site in which specific areas will be allocated for housing (approximately 300 dwellings). This planning application only reflects a small footprint of this allocation and would not undermine its deliberate aims.
- 4.2 The site is Brownfield Register (No 27 Land at Church Square, Scunthorpe), determining the site suitable for residential development.
- 4.3 Policy TC-1 of the Housing and Employment Land Allocations DPD 2016 defines town centre boundaries in which the site falls within the Primary Shopping Frontage for Scunthorpe Town Centre however, Policy TC-1 is now out of date following amendments to the Town and Country Planning (Use Class Order) (England) 1987. Where local policy is out of date consideration should be given to the NPPF that supports the viability and vitality of Town Centres through a mixture of land uses. The changes to the Use Classes Order and creation of Class 'E' has amalgamated what were traditional town centre uses and along with other former 'secondary uses'. Thus, the proposal is considered acceptable in principle.
- 4.4 Heritage Designations – The site is near to the setting of St John's Church Grade II Listed Building, Old Windmill (San Pietro) and former Baptist Church (High Street East). As such, a Heritage Statement has been submitted with the application, it is deemed that the proposal will make a positive contribution to the significance of the asset and enhancement of the setting of the Grade II Listed Church, providing local distinctiveness and sense of place.  
  
There are no known heritage assets of archaeological interest recorded within the site and the potential for the presence of as yet unrecorded archaeological remains, is judged to be minimal given the past history of the site and redevelopment in the vicinity of Ongo Homes, Church Square House and Engineering University Campus Northern Lincolnshire. Given that the demolition has taken place in addition to the above comments there is low archaeological interest.
- 4.5 Trees – There are no trees within the site and no tree preservation orders (TPOs) on or adjacent to the site.
- 4.6 Public Rights of Way – There are no public rights of way near the proposed site.
- 4.7 Flood Risk – A review of the Environment Agency's Flood Map reveals that the site is in Flood Risk Zone 1, an area with a low probability of flooding.
- 4.8 Air Quality – The site is not located within an Air Quality Management Area (AQMA) however, the sites lies approximately 75m northwest (Figure 7) and falls within Smoke Control Area 15; The Borough of Scunthorpe Smoke Control Order Number 13 1981. A detailed preliminary air dispersion modelling assessment was undertaken to consider the suitability of the site for the proposed uses with regard to the relevant air quality objectives at the time of assessment. Additionally, consideration was given to the suitability of natural ventilation for the proposed development with regard to the relevant air quality objectives.

- 4.9 The findings concluded that the predicted pollutant concentrations were well below the relevant air quality objectives. It was therefore considered that no mitigation was required with regard to air quality. To further minimise exposure of sensitive users to air pollution, measures could include installing measures such as electric vehicle charging to encourage low emission vehicle use in the vicinity of the Site, electric vehicle charging points have been included with in the design of the proposal.
- 4.10 To conclude none of the statutory or other designations identified would preclude development on this site.

Figure 7: Map demonstrating Scunthorpe’s Air Quality Management Area



## 5.0 Proposal

- 5.1 This proposed development comprises of the construction of an Enterprise & Innovation (E&I) Hub providing approximately 27,857 sqft gross of Grade A flexible office space including café/bar spanning the front of the high street and approximately 16,565 sqft gross of accommodation along Home Street.
- 5.2 The E&I Hub (B1) will have a range of meeting room spaces on the ground floor along with the café/bar (A3) in the eastern corner looking out to Church Square. On the first and second floor will be varying office spaces.

**Figure 8:** Ground Floor Plan



- 5.3 This proposal is to support the regeneration of the high street, renewing and reshaping Scunthorpe town centre and wider North Lincolnshire. Driving growth, improving experience and ensuring future sustainability. The traditional model of a high street is facing challenges due to decline in retail following the technological advances of online shopping. In order to ensure viability, this proposal aims to adapt and change the high street, bringing new uses to the high street.

## Site Layout and Design

- 5.4 The site will comprise of two separate buildings, the larger located to the south of the site which will deliver the Enterprise and Innovation Hub. The building located to the east of the site will deliver student accommodation.
- 5.5 The floor plans for both the Enterprise & Innovation Hub and student accommodation can be found within the design and access statement.
- 5.6 The buildings have been designed to create an iconic legacy and contribute to creating a sense of place for Scunthorpe Town Centre and wider North Lincolnshire. Its contemporary design will create a positive and strong identity by enhancing and promoting the image of the area through a high-quality townscape and streetscape.
- 5.7 The design has also taken into consideration the context and history of Scunthorpe Town Centre and the steel industry, creating a development that is respectful of the past but focusing on future aspirations for the town and its ambitions to attract businesses and families by improving the character and quality of the area. Achieving an architectural balance between context and contemporary.
- 5.8 A proposed palette of materials such as metallic and polished copper cladding panels will create warm hues that will complement the existing context of Scunthorpe's steel heritage and enrich the scheme to stand out as a beacon of confidence for the town.
- 5.9 The sculptural form and design of the roof and façade has taken cues from the adjacent context of Scunthorpe Central Library building and is also cognisant of the roof form of the former Scunthorpe Market building. The roof signature and design ethos continues around Home Street for the accommodation block however, this has been toned down to acknowledge the change in use. Similarly, the planting is softened to enable good natural surveillance between the openings.
- 5.10 This design has considered the relationship between any buildings and spaces around it and how they interact with each other. The proposal reaffirms the historical street layout on both the High Street and Home Street however, it is proposed that the development is set back over 18m from the previous boundary line of the former Scunthorpe Market to counteract the enclosure felt from Scunthorpe Central Library. A shadow study has been undertaken to demonstrate the potential shading changes as a result of the adjacent building. This set back of the building will mitigate against any overshadowing and enable the development to hold its own identity against the presence of Scunthorpe Central Library.
- 5.11 The widening of the High Street will increase the uptake of the building and create a safe and welcoming space, increasing the dwell time to explore the new public realm and support the frontage to the building, rather than the current bland and unwelcoming thoroughfare to Church Square.

### 5.12 Enterprise and Innovation Hub

The design creates an impressionable welcoming space with the main atrium entrance from High Street fully glazed and feature an indoor green wall. The building will contain three storeys of contemporary office spaces and bookable meeting rooms with state-of-the-art facilities. All the offices benefit from large amounts of natural daylight and will be spaces to inspire, creative and undertake collaborative working. The co-working cafe/bar is a key feature of the building, and this has been located on the corner of High

Street and Home Street to provide activity on Church square. This space will be key to collaboration in the day, and it will be sensitively designed to be a multi-functional space for individual or group working as well as a cafe space for coffee, lunch or a catch up. In the evening this co-working café will transform into a sophisticated cocktail bar with indoor and outdoor spaces.

### 5.13 Studios/Cluster Apartments

In total there will be 46 accommodation units. As private dwellings, the quieter area of the site on the east boundary has been allocated to residential accommodation, separating associated noise and visual interface from the high street. Further up the building the cluster apartments and the studios will all benefit from views of Church Square or the private courtyard space. The cluster apartments will have a shared kitchen facility, but all have on suite bathrooms, the studio are fully fitted apartments.

The accommodation will fall under Schedule 14 of The Management of Houses in Multiple Occupation (England) Regulations 2006. Whereby buildings that are managed by Public Sector Bodies are not HMOs for purposes of this Act.

### 5.14 Landscaping

The landscape scheme consists of two areas of contrasting characters:

- The public High Street and Home Street frontages
- The private rear courtyard gardens

As raised in item 5.8, the building steps back from the former market hall threshold by 18m to provide a generous south facing frontage to the proposed building. This establishes a distance from the overbearing northern façade of Scunthorpe Central Library. The created space provides a focal entrance to the building whilst providing an animated public realm for pedestrians travelling between the High Street and the improved public realm at Church Square.

The rear courtyard provides a garden space for both the Enterprise and Innovation Hub and for the Student Accommodation. Both parts of the building have access to their own designated areas.

Home Street provides an enhanced streetscape provided by an increased footway width and tree and shrub planting as part of the building frontage. This also acts as a privacy strip for the ground floor residence.

### 5.15 Access and Parking

The existing northern car park provides the service access to the west of the main building with space to turn within the courtyard. Vehicular access to the development will remain in the same location however, the access onto Winterton Road will change to an egress only and the access on Home Street to change to an entrance only.

A separate pedestrian access to the Enterprise and Innovation Hub is located centrally from the car park. The student residence courtyard is entered from Home Street. Pedestrian access will be provided from the High Street to the atrium of the E&I Hub and lobby of the café/bar.

Covered cycle shelters are provided in the courtyard with separate locations for both buildings. In addition to the outdoor facilities, secure indoor cycle parking is provided within the student accommodation building.

Intended parking will be allocated within the existing car park at the rear of the application site (Old Scunthorpe Market Car Park) with four dedicated disabled bays. Further information provided in the Transport Statement. The proposals also include four electrical charging points. It is proposed that 84 spaces, including the 4 disabled spaces, would be required.

The location of this site is in a highly sustainable location with access to services and amenities of Scunthorpe town centre, with an existing car park network serving the town, and the Bus Station a 5-minute walk from the site. The proposal is not dissimilar to the previous site use of the Scunthorpe Market with decades of deliveries and abundant footfall generated from this service.

## 5.16 Drainage

The application site is located within Flood Zone 1 and therefore is a preferred place for development in terms of flood risk. No critical drainage problems have been identified, nor that the residential element could be affected by sources of flooding other than rivers and the sea. As the proposed development is below 1ha it is understood that a Flood Risk Assessment is not required as part of this submission.

As proposed in the Civil and Structural Report and shown on the Drainage Masterplan the below approaches have been proposed:

**Surface Water Drainage – Infiltration based system –** It is proposed for some infiltration to be used on the proposed site and a positive outfall to the adopted assets locally are deemed viable. Further information is provided in the Civil and Structural Report and Drainage Masterplan.

**Foul Water Drainage -** The existing combined sewers in Home Street and High Street are available for connection. The sewer in Home Street is the shallowest of the two assets and so is the preferred option for connection. This to be confirmed with STW via a Developers Enquiry.

**Figure 9:** Illustration of Plan of Proposal





- 5.17 In terms of residential amenity, it is important that the existing occupants of nearby dwellings are not harmed by any factors such as overlooking, over dominance, loss of light and loss of outlook. The nearest residential properties are located around 40m off Winterton Road. In view of the nature of the proposal, scale, distance and presence of intervening structures, there would be no harm to residential amenity.
- 5.18 Incorporated within the design are energy efficient features to reduce the overall energy consumption of the development. These features include:
- High thermal properties of the construction, in excess of the current minimum target
  - Solar control glazing to reduce heat gains
  - Passive solar shading designed into the building's envelope strategy
  - Improved air tightness
  - Incorporated photovoltaic panels on pitched roof sections
  - Air source heat pump technology for domestic hot water base load
  - Low energy LED lighting throughout
  - Daylight dimming and passive automatic lighting control to office areas and circulation spaces
  - Low use water fitting
  - Ventilation Heat Recovery
  - Local sourced material will also be utilised where available.
- 5.19 The site at present has limited bio-diversity value and following consultation with North Lincolnshire Council's Ecologist, it has been confirmed that there is no requirement for any ecological surveys. A net gain is demonstrated in the Biodiversity Metric documentation, which has submitted with this application. The introduction of the courtyard and frontage easily fulfils this requirement and is in accordance with policies CS17 of the Core Strategy and paragraph 170 of the NPPF.

## 6.0 Pre-Application Consultation

- 6.1 The details of the pre-application consultation undertaken are set out within the Statement of Community Involvement which has been submitted as part of the application. Prior to the submission of this Planning Application, the applicant engaged with the North Lincolnshire Council advising them of the proposals at this site.
- 6.2 AHR Architects met with the Economy & Growth Strategic Development Team on Monday 19th July 2021. The meeting was beneficial and provided the opportunity for a discussion about the project to assess any benefits and concerns about the planning application. The advice and guidance provided by the Council has now provided enough confidence to submit a formal planning application for a thorough assessment.
- 6.3 A pre-application was submitted to North Lincolnshire Council which was given the reference PRE/2021/116.
- 6.4 More information regarding pre-application consultation can be found with the statement of community involvement.

## 6.5 Secure by Design

The strategy places great emphasis on providing safety and security that are built into the fundamental design proposals. It is important that all public open spaces feel comfortable, by creating good visibility and effective lighting so the users feel they can be heard and seen by people.

There is a strong connection to the sensitive combination of good design, good management and community involvement as an effective tool in creating a more secure and safer environment, which reduces the risk of vandalism and the fear of crime and violence. The best way of achieving this is through the creation of lively urban areas and public spaces which are easy to overlook.

The applicant have consulted with Humberside Police Designing Out Crime Officer on Monday 9th August 2021 with a report produced providing recommendations on the proposal which have been identified through the Secured by Design, 'Homes 2019' and 'Commercial Developments 2015' Design Guides. Further information provided in the Statement of Community Involvement.

The key design principles in achieving this built-in safety through the design are as follows;

- Making buildings front onto the public realm
- Avoid designing exposed blank facades
- Locating parking in an open environment
- Discourage casual intrusion
- Being careful not to make planting too high or dense to screen potential assailants in certain locations
- Balconies designed and sited to avoid climbing into building
- Providing safe routes for walking & cycling

### Key Features

- Lighting to external areas controlled as appropriate via a combination of time switches and solar controls
- Intruder alarm system
- On site car parking provision in open area
- Access to building is not discreet
- Robust doors and windows which will be specified to 'enhanced security' standards
- CCTV
- Perimeter fencing and gates to discourage casual intrusion
- Secure cycle parking
- No aspect of the building abuts the public domain

Construction site security will be required by the Main Contractor to include:

- Erection of security fence with controlled access to Contractor's designated site area
- Principal Contractor to ensure that only authorised personnel and subcontractors are employed and gain access
- Representative of the Principal Contractor to be permanently on site during working hours
- All materials to be secured and where possible enclosed within Contractor's site area

## 7.0 Documents Submitted

### 7.1 Air Quality Assessment

BWB Consulting Ltd have produced the Air Quality Assessment for this proposal. As detailed previously, the site lies approximately 75m north of Scunthorpe's Air Quality Management Area for the exceedance of the 24 hour mean particulate matter (PM10) objective.

A qualitative construction phase dust assessment has been undertaken and with the implementation of mitigation measures, the impact of construction phase dust emissions is considered to be not significant in accordance with Institute of Air Quality Management guidance.

A detailed operational phase road traffic emission assessment has been undertaken to consider impact of development-generated road traffic on local air quality at identified existing receptor locations. The development is not predicted to result in any new exceedances of the relevant air quality objectives and the impact of the development on local air quality is predicted to be 'negligible' in accordance with guidance.

Concentrations of nitrogen dioxide and particulate matter were also predicted across the proposed development site and the suitability of the site for the proposed sensitive uses considered with regard to the air quality. Pollutant concentrations were predicted to be below the relevant air quality objectives and the Site was therefore considered suitable for the proposed use with regard to the current air quality objectives for nitrogen dioxide and particulate matter.

### 7.2 Acoustics Report

An Acoustic Report has been produced by Mott MacDonald providing both acoustic design advice and a noise impact assessment in support of the proposed development.

Criteria for internal ambient noise, sound insulation of internal separating elements and Reverberation time for both residential and non-residential elements of the proposed development have been identified alongside initial analysis of internal noise levels associated with the ventilation strategy.

Existing measured noise levels around the development and their implications for building envelope design and assessment of fixed plant associated with the scheme have been defined. The existing acoustic climate consists of a number of different noise sources associated with urban areas and these levels will be considered in the building envelope design and ventilation strategy.

Noise limits have been set for the fixed plant associated with the proposed development to avoid disturbance on the closest noise sensitive receptors. Limits were based on rating levels which were set as the existing background sound levels and the Rating Level will not exceed the pre-existing background noise in terms of LA90.

### 7.3 Civil and Structural Report (Including Drainage Strategy)

Mott MacDonald have produced a Civil and Structural Report detailing information on the proposed structure and below ground drainage. The E&I Hub and accommodation block are to be designed as two independent structures. It is proposed that both buildings are to be braced steel frames with composite metal slabs to upper floors and lightweight roof construction. A load bearing SFS system may be considered for the

accommodation block using Kingspan KingBuild system which could be considered for a potential saving. It is expected that the structure will be founded on shallow pad foundations supported on the ironstone bedrock formation.

The roof structure is proposed to be formed from a series of pitched rafters, supported by primary beans on columns at eaves/valley locations

An existing combined sewers running along the east and south of the site, are naturally suited to connect discharge from the building development into. Based on initial estimates and preliminary calculations of the foul and surface water discharge rates, it may be feasible to utilise permeable subbase within the external landscaping to act as a filtration system and attenuate surface water runoff. This could be combined with treepit features to improve water quality. Further information shown on the Drainage Masterplan within the Civil and Structural Report.

#### 7.4 Design and Access Statement

The design and access statement (Stage 2 Report) prepared by AHR Architects includes contextual analysis of the surrounding area and the design progression that has led to the final design. The design and access statement demonstrates that a detailed and comprehensive approach has been taken to address the design of the development within its immediate and wider surrounding and that a high quality development can be delivered on the site.

The application is supported by a detailed landscaping scheme produced by AHR Architects, outlining the enhancement and net gain in biodiversity of the landscape and form an attractive setting for the development in accordance with the NPPF.

#### 7.5 Fire Strategy

The report produced by Mott MacDonald outlines the fire safety strategy for the proposed development. The design for the residential areas will follow the recommendations outlined in BS 9991 Fire Safety Management and Use of Residential Buildings - Code of Practice 2015 edition. The non-residential areas will follow the recommendations outlined in BS 9999 Fire Safety in the Design, Management and use of Buildings – Code of Practice 2017 edition.

The key fire safety proposals are as follows:

- **Fire Strategy Means of Escape** - Fire detection and alarm system of the building is proposed to be programmed to facilitate the building being on a simultaneous evacuation regime. Disabled refuges with 2-way evacuation voice communication will be provided in the protected escape stairs of the Innovation Hub. Each individual person of reduced mobility should have a suitable Personal Emergency Escape Plan (PEEP) to facilitate their evacuation.
- **Means of Warning** - The Accommodation Block will be equipped with a LD1 fire detection and alarm system in accordance with BS 5839-6 with a category L5 fire detection and alarm system in the circulation and non-residential areas in accordance with BS 5839-1. The Innovation Hub building will be provided with a minimum category L1 fire detection and alarm system thought-out in accordance with BS 5839-1 as an enhancement to allow extended travel distances as per BS 9999. The fire detection and alarm system within the accommodation building will include functionality for initiating total building evacuation in the event of a fire emergency.
- **Internal Fire Spread** - In the Accommodation Block, each floor will be constructed as a compartment floor. All studio flats will be fire separated from adjoining areas by a

minimum of 60 minutes fire resisting construction. Each flat entrance will be a FD30s fire door set. All clusters will be separated from adjoining areas by 60 minutes fire resisting construction with the corridor in each cluster being constructed as a protected corridor to with FD30S fire door sets. The reception room in the Accommodation Block is currently directly open to common escape route whereby a 60-min fire separate reception from corridor serving stair and sleeping accommodation will be considered. The triple-height space in the Innovation Hub building is to be fire separated from the adjacent office accommodation by 60 minutes fire resisting construction to assist with external fire spread as well as means of escape.

- **Fire Strategy** - The bin store in the Innovation Hub will not be located within protected stairways or protected lobbies. All stairs will be constructed as protected escape stairs. All risk areas will be enclosed in fire resisting construction.
- **Automatic Suppression System** - The residential element of the building will be equipped with an automatic sprinkler suppression system designed and installed in accordance with BS 9251.
- **Smoke Control** - The protected corridors (excluding the corridors in the clusters) of the residential areas will be ventilated. The current proposal is to include two 0.8m<sup>2</sup> cross sectional area smoke shaft on the 1st and 2nd floor. The smoke control design for the ground floor can be found in Section 8.1. This needs to be coordinated with manufactures and MEP team. All stairs will be provided with a 1m<sup>2</sup> free area Automatic Openable Vent (AOV) at the head of the stair that operates on smoke detection within any of the protected corridors directly adjacent to the staircase enclosure.

## 7.6 Geotechnical and Geoenvironmental desk study Phase 1

A preliminary quantitative risk assessment has been undertaken for the site by Mott MacDonald in regard to contamination risk, and an overview of the site wide contamination risks, prior to mitigation methods, have been identified and shown below:

- **Human health:** Final end-users –Initial medium to severe risk identified due to contamination identified associated with historical and present land use, lowered to moderate to low risk with mitigation measures
- **Human health:** Construction and maintenance workers –Initial medium to severe risk has been identified as there is a higher likelihood of contact with contaminated soils. This is lowered to moderate to low risk with the provision of mitigation measures.
- **Controlled waters:** Groundwater –Initial moderate to medium risk to the underlying Secondary A aquifer via vertical contaminant leaching due to contaminated materials mobilising during construction. Mitigated to a low risk following a ground investigation once severity and extent of the contamination has been confirmed and additional mitigation measures specified.
- **Ground gas:** Construction and maintenance workers –ground gas from made ground could accumulate in excavations during construction, causing a severe risk. This is to be mitigated following a ground investigation and appropriate working practices.
- **Buried services and infrastructure:** Initial moderate to medium risk as foundations and utilities are potentially to be constructed within potential made ground.

Preliminary ground investigations are currently being undertaken at the site in order to confirm the ground conditions and engineering properties of the underlying strata at the site. Ground investigation scope as detailed in the report.

### 7.7 Heritage Statement

A Heritage Statement has been produced to detail the impact on the Heritage Assets, St John's Church Grade II Listed Building, Old Windmill (San Pietro) and former Baptist Church (High Street East). It has been deemed that the proposal will make a positive contribution to the significance of the asset and enhancement of the setting of the Grade II Listed Church providing local distinctiveness and sense of place.

### 7.8 Mechanical and Electrical Report

BWB Consulting Ltd have produced the Mechanical and Electrical (M&E) Report which details the proposed building engineering systems including suitable space and weight allowances for plantrooms; service void sizes and location, plus elements such as elevational treatment to prevent overheating, have been progressed through the Stage 2 development process.

External lighting will be provided to all car parking areas including on-site access roads together with lighting to footpaths and external seating areas to assist movement and to provide background illumination for CCTV. Lighting within the residential areas will generally consist of domestic style recessed downlights / spotlights or LED pendants.

### 7.9 Transport Statement

This application is supported by a Transport Statement prepared by Waterman Group which demonstrated that the site is well served from existing transport provision and is accessible to arrange of key services and facilities.

It is considered that the site benefits from good existing infrastructure that allows access by a range of non-car transport modes. Walking is a realistic option for residents wishing to travel to / from the town centre, with future cycle infrastructure proposed surrounding the site enabling cycling to become a realistic option also.

The existing public transport services also provide a realistic opportunity for current and future residents of the Site to travel to destinations within North Lincolnshire and further afield such as Hull and Lincoln.

An analysis of road traffic collision data has been undertaken and it has been determined that the proposed development would not be detrimental to highway safety on the local highway network in the vicinity of the site.

Vehicular access to the development will remain in the same location, however the access onto Winterton Road will change to an egress only and the access on Home Street to change to an entrance only.

Research into the local car parking provisions have been undertaken, which highlight the amount of car parking available around the site. The parking on site will not be changed in terms of layout, however additional spaces such as EV points have been proposed as well as a number of secure cycle parking.

It has been demonstrated that the proposed development would have a negligible impact on the local highway network in terms of associated development traffic. NPPF states that "development should only be prevented or refused on transport grounds where the residual cumulative impacts on development are severe." The trip generation

calculations show that the proposed development would not have a severe impact on the local or wider highway networks.

Overall, it is concluded in transportation terms, there are no overriding objections to the proposed residential development. The proposed development is therefore considered to be suitable for approval by the Highway Authority

### 7.10 Travel Plan

The implementation of the Travel Plan for the proposed development undertaken by Waterman Group is seen as a positive initiative to provide travel choice, enhance accessibility and, where possible, to encourage travel by modes other than the private car by staff and residents. The overall success of a Travel Plan would therefore rely on the support of users and a close working relationship with appropriate authorities.

### 7.11 Statement of Community Involvement

The statement of community involvement explains the pre-application consultation taken with local stakeholders (including members of the public) and other consultees.

### 7.12 Summary

The Local Planning Authority has been presented with comprehensive documents to enable a full assessment and determination of the application. The documents submitted in support of the full planning application demonstrate that the site is suitable for development and would have a positive impact on the town centre.



## 8.0 Development Plan

### 8.1 Introduction

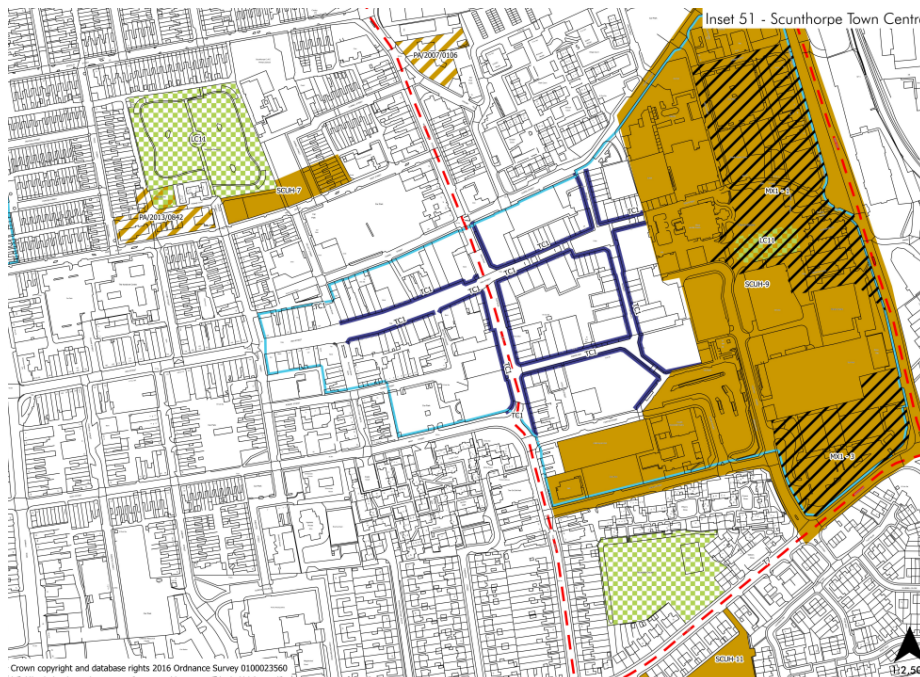
Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that: *“where in making any determination under the planning Acts, regard is to be had to the Development Plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise”.*

The adopted Development Plan for North Lincolnshire Council comprises the following documents:

- North Lincolnshire Local Plan which was adopted in May 2003 (saved policies only).
- Core Strategy which was adopted in June 2011.
- Housing and Employment Land Allocations DPD which was adopted in March 2016.

### 8.2 Site Specific Policy Designations

The site is located in the town centre of Scunthorpe within the defined development boundary. The site is not allocated for any purpose in planning terms however this due at the time of publishing the site had an established market operating.



### 8.3 North Lincolnshire Local Plan

The saved policies which are relevant to the site are listed below:

#### Policy T1: Location of Development

Policy T1 states that development proposals, which generate a significant volume of traffic movement, will be permitted provided that they are located:

- In the urban area of Scunthorpe and Bottesford, Barton upon Humber, Brigg, and the areas identified for development at the South Humber Bank and Humberside International Airport; and
- Where there is good access to rail, water and air transport, or to the North Lincolnshire Strategic Road Network; and

- Where there is good foot, cycle and public transport provision or where there are opportunities for foot, cycle and public transport to be provided.

The site is located within the town centre of Scunthorpe with good public transport links, it is also worth noting that the site use to be a market for many decades with deliveries and members of the public coming and going. The proposal is not to dissimilar to the previous use of the site in regards to movement of people.

### Policy T2: Access to Development

Policy T2 states that all development must be provided with a satisfactory access. In larger developments it should be served adequately by:

- Being readily accessible by a choice of transport modes; and
- Existing public transport services and infrastructure; or
- Additions or extensions to such services linked directly to the development; and
- The existing highway networks.

A detailed analysis of the transport connectivity with the site was completed to understand the existing contextual location. The site is a short walk (20 minutes) to Scunthorpe train station and less than 5 minutes to the bus station. The location provides good public transport links with its close proximity to the bus station. There are a number of local authority car parks close to the site as indicated on the adjacent plan, providing parking for approach to the site in a private vehicle

### Policy T6: Pedestrian Routes and Footpaths

Within policy T6 states the safety, convenience and attractiveness of footpaths and pedestrian areas will be improved, and areas created, to form a pedestrian-friendly network throughout North Lincolnshire. Major new developments will be required to include links to nearby existing or proposed pedestrian routes.

The widening of the High Street will increase the uptake of the building and create a safe and welcoming space, increasing the dwell time to explore the new public realm and support the frontage to the building, rather than the current bland and unwelcoming thoroughfare to Church Square. The pedestrian path on Holme Street is also proposed to be widened with tree and shrub planting improving the streetscape.

### Policy T19: Car parking provision and standards

Policy T19 states provision will be made for car parking where it would: meet the operational needs of businesses. Intended parking will be allocated within the existing car park at the rear of the application site which currently has four dedicated disabled bays. The proposals also include four electrical charging points. It is proposed that 84 spaces, including the 4 disabled spaces, would be required, further information provided in the Transport Statement

### DS14: Foul sewage and surface water drainage

The Council will require satisfactory provision to be made for the disposal of foul and surface water from new development, either by agreeing details before planning permission is granted, or by imposing conditions on a planning permission or completing planning agreements to achieve the same outcome.

The application site is located within Flood Zone 1 and no critical drainage problems have been identified, nor that the residential element could be affected by sources of flooding other than rivers and the sea. Details of the foul sewage and surface water drainage can be

found within the Civil and Structural Report and shown on the Drainage Masterplan. To summaries the surface water drainage will be infiltration-based system and foul water drainage is connection into the existing combined sewers in Home Street and High Street.

## 8.4 Core Strategy

### CS1: Spatial Strategy for North Lincolnshire

The spatial vision and the future development requirements will be delivered through the spatial strategy for North Lincolnshire as outlined below and on the key diagram. The spatial strategy will focus on:

- a) Delivering an urban renaissance in Scunthorpe and supporting its role as a major sub-regional town.
  - Scunthorpe will be the focus for the majority of new development and growth, including housing, employment, retail, sustainable transport links, and higher order services and facilities to serve North Lincolnshire.
  - High quality, well designed new housing will be provided on a range of previously developed sites within the urban area followed by a greenfield urban extension with a focus on areas to the west of the built-up area. During the plan period Scunthorpe should contribute around 9,892 new dwellings.
  - Opportunities for economic development will be provided within existing established employment locations as well as on additional sites. Focus will be on the town centre and areas to the north of the Scunthorpe urban area around the Normanby Enterprise Park. A range of sites and premises will be required to meet business needs and to meet the overall aim of diversifying the economy. A high-quality business park will be developed in combination with the Lincolnshire Lakes development. During the plan period around 71 hectares of employment land should be developed. It will be important all existing and future employment sites are accessible by sustainable modes of transport from existing and proposed residential areas.
  - The town centre will be the main focus of new retail, leisure, commercial office and cultural developments in the area. As part of the urban renaissance programme, significant regeneration will take place within the town centre to provide new retail opportunities, a new market hall, cultural and leisure facilities as well as enhancements to the public realm and urban fabric. The use of high quality and innovative design will be supported in the town centre. Mixed use development will be encouraged in the town centre.

Clearly policy CS1 highly supports development within Scunthorpe town centre including mixed developments such as this proposal, the proposal is therefore compliant to this policy.

### CS2: Delivering more sustainable development

In supporting the delivery of the spatial strategy set out in policy CS1, as well as determining how future development needs will be met in North Lincolnshire, a sequential approach will be adopted. Development should be focused on:

1. Previously developed land and buildings within the Scunthorpe urban area, followed by other suitable infill opportunities within the town, then by appropriate greenfield urban extensions

The site is within the development boundary and is previous developed land within the Scunthorpe urban area and so therefore compliant to this policy.

### CS3: Development Limits

Policy CS3 provides that development limits will be defined in future development plan documents. Development limits for each settlement were set out in the existing North Lincolnshire Local Plan and are strongly supported as a key tool in ensuring that future development occurs in sustainable locations. The site is within the development limits of Scunthorpe and so therefore compliant to this policy.

### CS4: Creating a renaissance in North Lincolnshire

The Council will work with its partners to promote and secure area wide renaissance in North Lincolnshire through delivering the following major transformational projects:

1. Scunthorpe Town Centre – creation of a vibrant and attractive town centre including new well designed mixed use developments to the east and west of the retail core showcasing the latest in energy efficient design and sustainable construction techniques and an improved public realm

The proposal is for a new mixed-use development in Scunthorpe town centre, the design and access statement illustrates that the scheme will deliver an attractive and sustainable development.

### CS5: Delivering quality design in North Lincolnshire

All new development in North Lincolnshire should be well designed and appropriate for their context. It should contribute to creating a sense of place. The council will encourage contemporary design, provided that it is appropriate for its location and is informed by its surrounding context. Design which is inappropriate to the local area or fails to maximise opportunities for improving the character and quality of the area will not be acceptable.

The design and access statement shows that the scheme will provide high quality and contemporary design with thoughts given to the heritage of the area.

### CS7: Overall Housing Provision

This policy identifies a density requirement of 45-70 dwellings per hectare in Scunthorpe town centre development limits, the proposal is in accordance with this policy.

### CS8: Spatial distribution of housing sites

Policy CS8 states that the principal focus for housing is previously developed land and buildings within the development limits of Scunthorpe therefore the brownfield site within Scunthorpe town centre is in conformity to this policy.

### CS11: Provision and distribution of employment land

The council will support the continued expansion and improvement of North Lincolnshire's economy in order to create a step change in the area's role regionally and nationally. This will be achieved through the identification and allocation in the Housing and Employment Land Allocations DPD of a range of appropriate sites for employment and economic uses that will meet the requirement for an additional 40 hectares of employment land between 2006 and 2021 as identified within the Regional Spatial Strategy. This land will accommodate traditional land use (use classes B1, B2 & B8) as well as key priority growth sectors.

Strategic employment sites will be identified in the following broad locations:

Scunthorpe – 71 Hectares 1. To support the renaissance of Scunthorpe around 71 hectares will be identified and allocated.

Principle locations will be:

- Scunthorpe North – B1, B2 and B8 uses
- Town Centre – B1 and town centre uses
- Scunthorpe West – B1- High quality business park – Lincolnshire Lakes.

The proposal includes office accommodation and in accordance with policy CS11.

### CS17 Biodiversity

Policy CS17 ensures development seeks to produce a net gain in biodiversity by designing in wildlife, and ensuring any unavoidable impacts are appropriately mitigated for. The proposal site currently has no biodiversity however within the development there will be two areas of landscaping of contrasting characters:

- The public High Street and Home - the building steps back from the former market hall threshold by 18m to provide a generous south facing frontage to the proposed building and a animated public realm.
- The private rear courtyard gardens - will enhance biodiversity and provide an area of relaxation for both staff and residents.

A biodiversity metric has been submitted as part of the application showing a biodiversity net gain on the site.

### CS18 Sustainable resource and climate change

The following elements are currently proposed to be incorporated into the scheme:

- High thermal properties of the construction, in excess of current minimum target.
- Solar Control glazing to reduce heat gains
- Passive solar shading designed into the buildings envelope strategy
- Improved air tightness
- Incorporate Photovoltaic panels on pitched roof sections (office and residential)
- Utilise Air Source Heat Pump technology for domestic hot water base load and potentially underfloor heating in the main atrium
- Low energy LED lighting throughout
- Daylight dimming and passive automatic lighting control to office areas and circulation spaces
- Low use water fittings
- Potential for rainwater recovery (WC flushing)• Ventilation heat recovery

### CS19: Flood Risk

Policy CS19 states that the Council will support development proposals that avoid areas of current or future flood risk, and which do not increase the risk of flooding elsewhere. The site is within flood risk zone 1 and so therefore in conformity to this policy.

### CS25: Promoting Sustainable Transport

Within policy CS25 the council will support and promote a sustainable transport system in particular:

- reducing the need to travel and improve accessibility for all as part of all future spatial design within North Lincolnshire.

- Introduce appropriate demand management measures, to reduce car based travel by ensuring highway safety, improving and encouraging walking and cycling and integrate such measures with a high quality public transport network.

The location of this site is in a highly sustainable location with access to services and amenities of Scunthorpe Town Centre. There is already a car parking network serving the town and both the bus and train station is walkable.

### CS27: Planning Obligations

Policy CS27 states that where a development proposal generates an identified need for additional infrastructure, North Lincolnshire Council will, through the negotiation of planning obligations pursuant to Section 106 of the Town & Country Planning Act 1990 seek to ensure that the development proposal:

1. Meets the reasonable cost of new infrastructure and improvements to existing infrastructure made necessary by the proposal in order to support, for example, affordable housing, maintenance payments, highway infrastructure, nature conservation, transport initiatives, utilities, education, community facilities, health, leisure and recreation provision, public art and waste management; and/or
2. Mitigates the impact(s) of the development; and/or
3. Offsets the loss of any significant amenity or resource through compensatory provision elsewhere; and/or
4. Provides for the ongoing maintenance of facilities provided as a result of the development.

Any Section 106 requirements will be discussed and agreed with the LPA.

### 8.5 Settlement Survey

The North Lincolnshire Council Settlement 2019 Survey forms part of the council's planning policy evidence base. Its purpose is to 'provide a detailed assessment of the settlements in North Lincolnshire, providing evidence to support policies for future growth'. The survey also aims to identify 'which settlements are best equipped in sustainability terms, to potentially accommodate additional development'.

The Settlement Survey classifies Scunthorpe as a 'sub-regional town'. Scunthorpe is ranked 1<sup>st</sup>, the highest out of 76 settlements within North Lincolnshire and contains all the 7 key facilities considered by the survey to comprise a sustainable settlement.

Scunthorpe has a population of approximately 85,627 with 35,678 dwellings, and an average house price of £117,229. Scunthorpe is the main urban settlement in North Lincolnshire and provides much of the employment, educational facilities and shopping for the area.

### 8.6 National Planning Policy Framework

National planning policy in relation to housing is to be found in the National Planning Policy Framework and should be afforded significant weight. A revised Framework was published on 20<sup>th</sup> July 2021.

## Achieving sustainable development

Paragraph 8 states that the purpose of the planning system is to contribute to the achievement of sustainable development, delivered through three interdependent objectives (economic, social and environmental).

### Economic

- The construction of the proposal would generate full time jobs within the construction industry.
- The proposal includes large office working space and so providing work space for companies in North Lincolnshire.
- Both the people who use the offices and accommodation will spend money within the town centre supporting the local economy.

### Social

- The proposal would make a modern open plan work facility and café for people to utilise.
- The proposal will also facilitate to creation of jobs during construction and operational phase.

### Environment

- The proposal will mean a brownfield site in the town centre will be redeveloped.
- The proposal includes two areas which will be landscaped to a high standard which currently there is no planting or trees on the site.

## Decision-making

Local planning authorities should approach decisions on proposed development in a positive and creative way. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community. The statement of community involvement details the pre-application consultation with the North Lincolnshire Council and members of the public.

## Building a strong, competitive economy

Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

## Ensuring vitality of town centres

Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should:

- define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters.

## Promoting sustainable transport

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

The site is within Scunthorpe town centre with good pedestrian movements and public transport links, a travel plan and transport statement has been undertaken as part of the application. The proposal also includes bike shelters, disabled parking bays and electrical charging points.

### Making effective use of land

Paragraph 121 of the NPPF states that Local planning authorities, and other plan-making bodies, should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers or held in public ownership, using the full range of powers available to them. The site is brownfield land within the town centre of Scunthorpe and so therefore improving the town centre.

### Achieving well designed places

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. A key element of sustainable development is good design, which should contribute positively to making places better for people. Paragraph 130 of the NPPF sets out that planning policies and decisions should ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The design and access statement goes into detail regarding the design of the building in particular to local history incorporating the metal.



## Meeting the challenge of climate change, flooding and coastal change

New development should be planned for in ways that:

- Avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and
- Can help to reduce greenhouse gas emissions, such as through its location, orientation and design.

The site is within low flood risk and green infrastructure has been included as part of the design. Incorporated within the design are energy efficient features to reduce the overall energy consumption of the development.

## Conserving and enhancing the natural environment

Paragraph 174 states planning policies and decisions should contribute to and enhance the natural and local environment by:

- minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

The proposed site is a brownfield site with no biodiversity however through landscaping the proposal will provide a net gain on the site, this proposal will bring more greenspaces into the town centre.

Paragraph 183 states planning policies and decisions should ensure that: a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation).

As part of the pre-application a phase 1 desk top study was submitted to be reviewed by the Environmental Protection Officer and has requested a planning condition for further investigation prior to works commencing on site.

## 9.0 Conclusion

Listed below are a summary of the benefits and dis-benefits of the proposal.

### Benefits

- A prime town centre brownfield site is redeveloped.
- The site lies in a very sustainable location within North Lincolnshire.
- The site is available immediately and is achievable.
- Development provides student accommodation.
- A high quality development within the town centre.
- Additional green infrastructure within the town centre.
- Reduce reliance of private motor vehicles due to proximity to shops and services and public transport links.
- Construction jobs and supply of materials.
- Development provides high quality office space.
- Bringing more people into the town centre, as such a positive impact on shops, cafes etc.
- Electric Vehicle charging points.

### Dis- Benefits

- Noise and disturbance during construction phase.

Overall, it is considered that this proposed development is policy compliant, and the benefits outweigh any dis-benefits. The development will benefit Scunthorpe and wider North Lincolnshire greatly in terms of boosting economic activity and supporting local services and businesses, and will not be harmful to the environment and therefore, planning permission should be granted.

