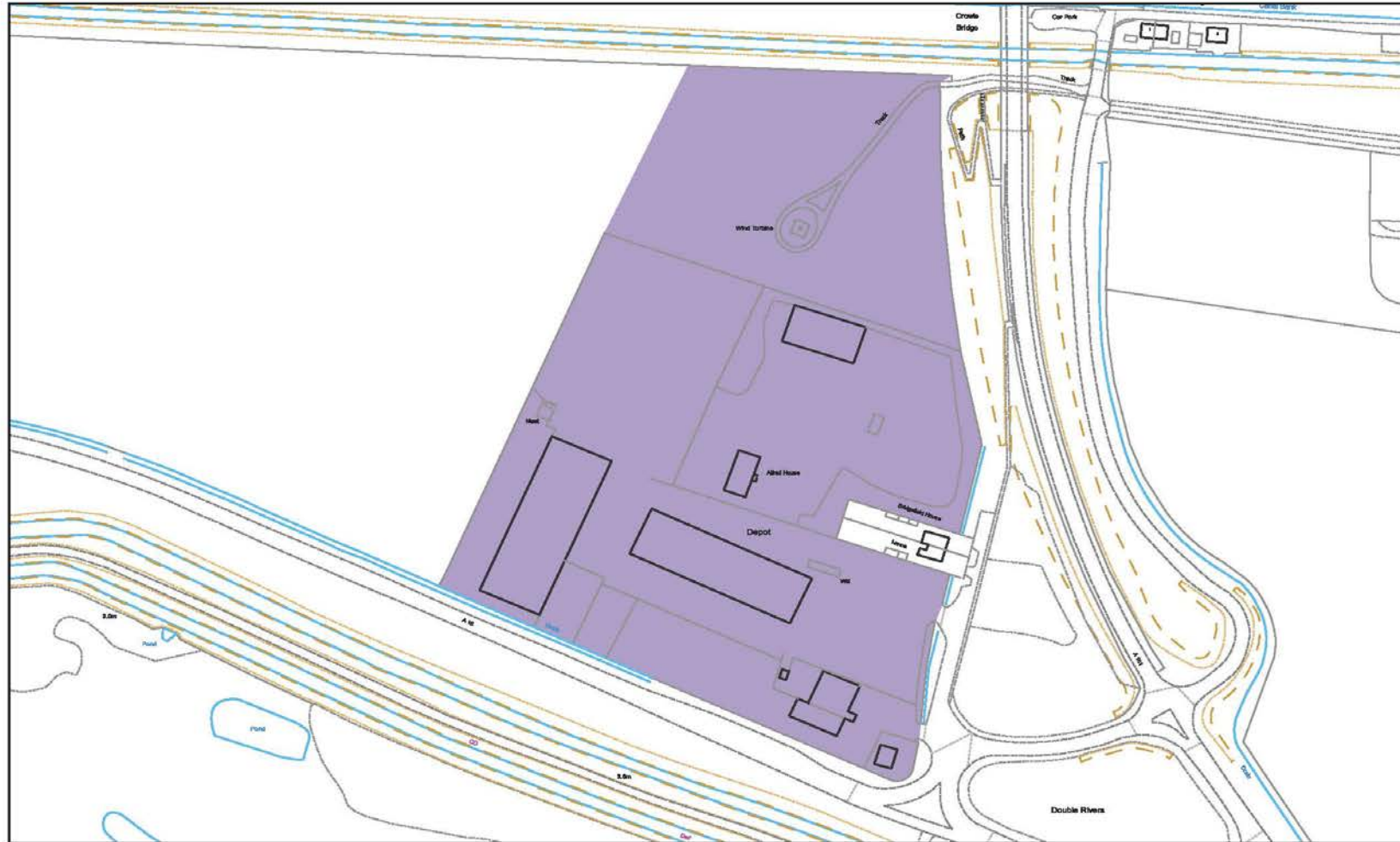


# EALE-2 Land South of Railway, Ealand

EALE-2

1:2,500



<b>Site Name</b>	Land South of Railway, Ealand	
<b>Site Reference</b>	EALE-2	<b>Promoter:</b> Landowner/developer <b>Agent:</b> N/A
<b>Site Location</b>	South of Railway	
<b>Settlement</b>	Ealand	
<b>Site Area</b>	6ha	
<b>Representations received and references</b>	247 (842759/63/247/EALE2/NS) Lincolnshire Wildlife Trust 323 (108832/11/323/EALE2/NS) Highways Agency	
<b>Sustainability</b>	<p>The site is in conformity with the Core Strategy Policies CS1: Spatial Strategy for North Lincolnshire, CS2: Delivering More Sustainable Development and CS11: Provision &amp; Distribution of Employment Land (Evidence Base Ref: BAC06). These policies set out the broad spatial approach for the location of employment land allocations in North Lincolnshire. The settlement hierarchy identifies Ealand as a Rural Settlement. Policies CS1 and CS11 seek to deliver thriving rural communities and economy by supporting development or activities that assist in rural regeneration and that strengthen or diversify rural businesses. The provision of this site, whilst outside the development limit, provides an opportunity for growing businesses within the wider Isle of Axholme.</p> <p><b>Settlement Survey (Evidence Base Ref: BAC19)</b></p> <p>The Sustainable Settlement Survey (Evidence Base ref: BAC19) identifies Ealand as the area's twenty fourth most sustainable settlement. Although the village has limited facilities, it is well served by the road and rail networks – the site just situated off the A161 and A18, a few minutes drive from the M180, whilst Crowle station sees an hourly service to/from Scunthorpe, Doncaster, Sheffield and Lincoln. Regular bus services also pass close to the site, stopping in the centre of Ealand. These link Ealand with Crowle and Scunthorpe (Two hourly service in each direction).</p> <p><b>Sustainability Appraisal</b></p> <p>All the proposed employment sites have been subject to a Sustainability Appraisal and public consultation. In the Sustainability Appraisal (Evidence Base ref: SUB04) Assessment Results for the Employment Sites are listed under Para 6.1. Detailed employment site appraisals are contained in Appendix J.</p> <p>Summary of the Positive and Negative Scores for Site EALE-2</p> <ul style="list-style-type: none"> <li>• Strongly Positive 0</li> <li>• Moderately Positive 10</li> <li>• Strongly Negative 0</li> <li>• Moderately Negative 3.</li> </ul>	

	<p>Overall, the site scores positively.</p> <p>Significant positive effects were predicted where employment sites are likely to improve accessibility to employment opportunities for a greater proportion of the population. Sustainable locations and requirements for improvements to walking, cycling and public transport were contributors to predictions of positive effects against this SA Objective (c). Similar effects were predicted against SA Objective l (<i>to improve public transport provision and promote sustainable modes of transport</i>).</p> <p>Negative effects were predicted against SA Objective t (increase the number of employment sites designated for tourism use). It is unlikely that the concerns of this objective can be overcome. However there are already considerable existing tourism related facilities within Crowle and the surrounding area which offer extended tourism opportunities and it is considered that the use of this site for employment uses will not result in any significant change.</p> <p>Many of the sustainability issues which scored negatively, such as accessibility and environmental concerns, have been addressed through the detailed policy criteria and the resultant mitigation required.</p>
<p><b>Phasing and justification</b></p>	<p>The proposed site is expected to be delivered during phases 1 and 2 of the Plan Period (2014-2024) and is available for employment development and given the surrounding land-uses is suitable for the intended use. No absolute constraints have been identified for this policy which would prevent the site coming forward within this time span. The 10 year phasing period reflects the potential take up of employment land in the Market Towns and in locations such as Ealand. Given the predicted economic upturn that major development on the South Humber Bank will bring about and it's relative proximity to the strategic highway network it is likely that EALE-2 could be delivered earlier within the stated phased period.</p> <p>The site is located a short distance from the Market Town of Crowle which offers a wide range of community facilities and retail. Bus and train services offering good linkages to the surrounding area and to Scunthorpe. Crowle railway station is within 5 minutes walk from the site and offers hourly services to Doncaster, Scunthorpe, Sheffield and Lincoln. Regular bus services also pass close to the site, stopping in the centre of Ealand. These link Ealand with Crowle and Scunthorpe (Two hourly service in each direction).</p> <p>The land is immediately available for employment development and given the surrounding land-uses is suitable for the intended use. The site offers a suitable location for employment development and will contribute to the creation of sustainable mixed communities. There is reasonable prospect that employment uses will be delivered on the site within the first five years.</p>
<p><b>Deliverability</b></p>	<p>The opportunity arises for a comprehensive redevelopment of the site, including the former steel stockholders yard for B1, B2 and B8 uses. This site has been reduced in size from the one previously allocated within the North Lincolnshire Local Plan and does not include the large tract of productive agricultural land to the west. It is considered that this smaller site offers a more viable and deliverable option than the area covered in the North Lincolnshire Local Plan that has shown little interest in coming forward.</p> <p>This area of Ealand lies within SFRA Flood Zone 2/3a and consequently a Flood Risk Assessment is required which should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.</p>

	<p>The site has good access to the strategic highway network, is only a short distance from the M180 motorway and benefits from good public transport links with services operating throughout the normal working day.</p> <p>No public objections were received in relation to this site.</p>
<p><b>Infrastructure Requirements</b></p>	<p>No absolute constraints have been identified for this site and the following issues have been addressed through specific criteria and mitigation within the policy.</p> <p>The site is accessible from the adjacent gyratory junction and is a continuation of existing employment uses.</p> <p>Local reinforcements may be required regarding provision of water and disposal of and surface water dependent upon type/scale of development</p>
<p><b>Biodiversity considerations and Constraints including any mitigation measures</b></p>	<p>No absolute biodiversity or environmental constraints have been identified for this site and the following issues have been addressed through specific criteria and mitigation within the policy.</p> <p>Flood Mitigation - A Flood Risk Assessment is required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere.</p> <p>The Environment Agency have highlighted that they require a strip of land 8 metres from the river or from the toe of the bank to be unimpeded by development to enable access to the watercourse for maintenance purposes. Such a requirement will need to be taken into account when the site specific FRA is prepared.</p> <p>A Ecological Survey is required.</p> <p>It is acknowledged that the ecological value of The Stainforth and Keadby Canal to the north should be surveyed and assessed. Any proposals for the site should provide mitigation to ensure that they do not affect the ecological value of the canal.</p>
<p><b>Specific questions raised by the Planning Inspector</b></p>	<p><b>Can the Environment Agency confirm the current position with regard to Flood Risk at this site, and any necessary mitigation measures?</b></p> <p>The Environment Agency will respond to this question directly to the Inspector through their Hearing Statements.</p> <p><b>Council's Response</b></p> <p>This area of Ealand lies within SFRA Zone 2/3a. Development of this site will require a robust Flood Risk Assessment (FRA) which demonstrates that flood risk can be adequately managed and which assesses and mitigates the risk of flooding. It should also deal with surface water issues. The FRA should take into account potential overtopping of adjacent water courses. Where practical</p>

Sustainable Urban Drainage Systems should be incorporated into the development. It should also show that development will be safe without increasing flood risk elsewhere by integrating water management methods into the development.

**Does Policy EALE-2 provide sufficient policy guidance to address any mitigation measures necessary to protect the Stainforth and Keadby Canal Corridor Local Wildlife Site?**

The policy currently requests that an ecological survey is required. It is acknowledged that this policy is lacking in how it considers ecological and habitat issues and reference should be made to the ecological value of the Stainforth and Keadby Canal and the requirement for a comprehensive landscaping scheme, including biodiversity enhancement. This would bring this policy in line with the policy criteria of EALE-1 located immediately to the north of the North Soak Drain. It is therefore proposed that the following two criteria are added to policy EALE-2: -

- The Stainforth and Keadby Canal to the north should be surveyed and assessed. Any proposals for the site should provide mitigation to ensure that they do not affect the ecological value of the canal.
- A comprehensive landscaping scheme, including biodiversity enhancement, is required that shows how the site can be screened and the visual impact of the development from nearby residential properties, the adjacent flyover and open countryside be minimised.