

NEWE-1 New Holland Industrial Estate

NEWE-1

1:5,000



Site Name	New Holland Industrial Estate	
Site Reference	NEWE-1	Promoter: North Lincolnshire Council Agent: N/A
Site Location	Lincoln Castle Way	
Settlement	New Holland	
Site Area	2 ha (wider area 21.47ha)	
Representations received and references	245 (842759/61/245/NEWE1/NS) Lincolnshire Wildlife Trust	
Sustainability	<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 and Distribution of Employment Land (Evidence Base Ref: BAC06). The proposed site is outside the development limit (existing and proposed) for New Holland. The settlement hierarchy identifies New Holland 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 Ferry ward area.</p> <p>The site is also in close proximity to New Holland Pier, which provides a facility for loading and unloading of ship-borne cargo.</p> <p>Settlement Survey (Evidence Base Ref: BAC19)</p> <p>The Sustainable Settlement Survey (Evidence Base Ref: BAC19) identifies New Holland as the area's twenty seventh most sustainable settlement. It scores relatively well in terms of availability of community facilities and access to transport links. The settlement is peripheral from the strategic road network, with the B1206 being the main link to the A15 & A1077. New Holland benefits from a railway station, which is served by a two hourly service to/from Barton upon Humber, Grimsby and Cleethorpes. Bus services are more limited.</p> <p>Sustainability Appraisal</p> <p>All the proposed employment sites have been subject to a Sustainability Appraisal (SA) Evidence Base Ref: SUB04) and public consultation. In the Sustainability Appraisal 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 NEWE-1:</p> <ul style="list-style-type: none"> • Strongly Positive: 0 • Moderately Positive: 7 • Strongly Negative 0 • Moderately Negative 3 <p>Overall, the site scores positively.</p> <p>Significant positive effects were also predicted where employment sites are likely to improve accessibility to employment</p>	

	<p>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 I (<i>to improve public transport provision and promote sustainable modes of transport</i>).</p> <p>Significant 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 along the River Humber frontage 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>Phasing and justification</p>	<p>Development of Policy NEWE-1 is to be brought forward by the landowner being North Lincolnshire Council. There is reasonable prospect that employment uses will be delivered on the site within the first five years. The delivery of Phase 1 of this site is expected in the early to mid phase of the plan period (2014-2024). Given the predicted economic upturn that major development on the South Humber Bank will bring about and its relative proximity to New Holland it is likely that NEWE-1 could be delivered earlier within the stated phased period.</p> <p>The site is located a short distance from New Holland which offers a range of community facilities and retailing including bus and train services (2 hourly service to Grimsby and Cleethorpes) offering good linkages to the surrounding area.</p> <p>The land is vacant grassland surrounded by existing residential and employment uses and is available for employment development. The site offers a suitable location for employment development and will contribute to the creation of sustainable mixed communities.</p>
<p>Deliverability</p>	<p>The site is Council owned and is considered to be deliverable. It has been actively marketed by the Council's Property Services with a number of developers showing interest and is available for immediate development.</p> <p>This area of New Holland lies within SFRA Flood Zone 2/3a and consequently a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.</p> <p>No public objections were received in relation to this site.</p>
<p>Infrastructure Requirements</p>	<p>No absolute infrastructure constraints have been identified for this site and the following issues have been addressed through specific criteria and mitigation within the policy.</p> <p>There is good access to the site from B1206 Lincoln Castle Way. However, strategic access to the site is poor with the site being peripheral and remote from the A1077/A15. The site is within easy walking and cycling distance of the residential areas of the village as well as the local railway station, which is served by a two service to/from Barton upon Humber, Grimsby and Cleethorpes.</p>

	<p>Bus services are more limited.</p> <p>Anglian Water have highlighted that there are sufficient water resources available to serve development on this site. However some upgrading will be required to the water supply network. In relation to waste water, it is noted that the West Ferry Water Recycling Centre and the capacity of the foul sewerage network will require upgrading dependent on the type and scale of the development proposed.</p> <p>Furthermore, it was noted that the site is within the encroachment advisory zone (400m) or “cordon sanitaire” for the Water Recycling Centre. This potentially gives rise to odour risk to site NEWE-1. If a landowner or potential developer wishes to pursue an enquiry for development they are encouraged to contact Anglian Water at the earliest opportunity when an initial odour risk assessment can be carried out.</p>
<p>Biodiversity considerations and Constraints including any mitigation measures</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 will be required to demonstrate that safe development can be achieved on the site without increasing flood risk elsewhere. The assessment must take into account the recommendations of the Humber Flood Risk Management Strategy regarding the future management of flood defences in the area. The development will be required to contribute towards any improvements and/or maintenance of flood defences needed to protect the development.</p> <p>The HRA has assessed this allocation for its potential to result in an adverse impact on the integrity of the European and international site. On the basis of the information available, it has been found that there will be no adverse effects on integrity of the NEWE-1 site. However, a HRA of the project will be required at the development control stage when detailed designs are available, to further examine the potential for the proposed development to result in an adverse impact on the integrity of the European and international site. Should any mitigation be required, it should be integrated in to detailed designs and the delivery must be agreed prior to granting planning permission. If with mitigation, it cannot be proven that there will be no effects on integrity then planning permission will be refused.</p> <p>A comprehensive landscaping scheme, including biodiversity enhancement, is required that shows how the site can be screened and the visual impact of the development can be minimised</p>
<p>Specific questions raised by the Planning Inspector</p>	<p>Can the Environment Agency confirm the current position with regard to Flood Risk at this site, and any necessary mitigation measures?</p> <p>The Environment Agency will respond to this question directly to the Inspector through their Hearing Statements.</p> <p>Council's Response</p> <p>This area of New Holland lies within SFRA Flood Zone 2/3a and consequently a Flood Risk Assessment is required. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.</p>

	<p>The Flood Risk Assessment will need to demonstrate that safe development can be achieved on the site without increasing flood risk elsewhere. The assessment must take into account the recommendations of the Humber Flood Risk Management Strategy regarding the future management of flood defences in the area. The development will be required to contribute towards any improvements and/or maintenance of flood defences needed to protect the development</p>
--	---