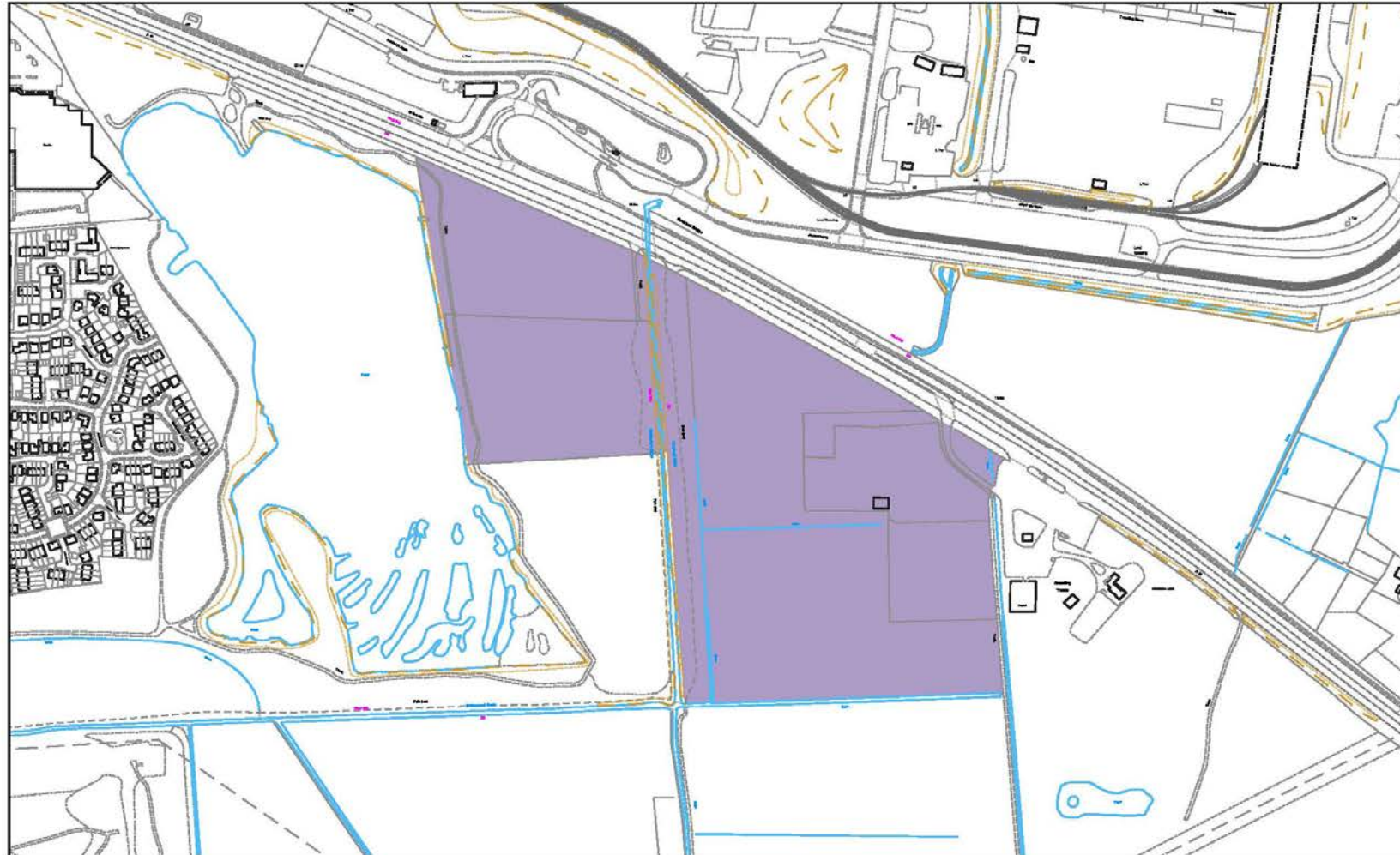


SCUE-2 Mortal Ash Hill

SCUE-2

1:5,000



Site Name	Mortal Ash Hill	
Site Reference	SCUE-2	Promoter: North Lincolnshire Council and Mr Marshall Agent: N/A
Site Location	Mortal Ash Hill	
Settlement	Scunthorpe	
Site Area	15.48 ha	
Representations received and references	239 (842759/55/239/SCUE2/NS) Lincolnshire Wildlife Trust 318 (108832/04/318/SCUE2/NS) Highways Agency	
Sustainability	<p>SCUE-2 is located towards the eastern edge of Scunthorpe and is located within a short distance of Lakeside Retail Park, TATA integrated Steelworks to the north and other key leisure, community and commercial services. Lakeside Retail Park is well serviced by public transport with good bus linkages to the Town Centre and the wider residential areas beyond.</p> <p>The site is in conformity with the Core Strategy Policies CS1: Spatial Strategy for North Lincolnshire, CS2: Delivering More Sustainable Development, CS3: Development Limits and CS11: Provision & 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 Scunthorpe as a Sub-Regional Town and as such a key location for growth including employment. Policy CS11 identifies around 71ha of land to be provided in Scunthorpe.</p> <p>Sustainable Settlement Survey</p> <p>The Sustainable Settlement Survey (Evidence Base Ref: BAC19) identifies Scunthorpe as the area's most sustainable settlement. It is well provided for in terms of community facilities such as schools, medical services, leisure/recreation opportunities and retail. Furthermore, the town is well served by public transport (bus and rail).</p> <p>The site is located to the eastern edge of Scunthorpe and is linked by footpath and cycleway connections to the urban area. Works associated with the recently completed A18 access roundabout has seen an improved pedestrian/cycleway between the site and the major Lakeside roundabout to the west which then allows access to the rest of Scunthorpe. Regular bus services pass along the A18 to/from Scunthorpe, Ashby, Broughton & Brigg (Hornsby Travel service 4). Other bus services (services 10 and 22) serve the nearby Lakeside retail park.</p> <p>Sustainability Appraisal</p> <p>All the proposed employment sites have been subject to a Sustainability Appraisal (Evidence Base Ref: SUB04) and public consultation. In the Sustainability Appraisal (Evidence Base ref: SUB04) Assessment Results for the Employment Sites are listed</p>	

	<p>under Para 6.1. Detailed employment site appraisals are contained in Appendix J.</p> <p>Summary of the Positive and Negative Scores for Site SCUE-2</p> <ul style="list-style-type: none"> • Strongly Positive 1 • Moderately Positive 7, • Strongly Negative 0, • Moderately Negative 4. <p>Overall, the site scores significantly positively.</p> <p>Particular benefits were identified against SA Objective b (to tackle poverty, social exclusion and inequality geographically).</p> <p>Significant positive effects were also 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 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>With regards to the assessments against all SA economic objectives (p-t) significant positive effects were predicted for the site.</p> <p>Within the environmental objectives the site scored negative on SA objective 'a' (be within the settlement boundary), 'g' (to improve air quality), 'h' (to protect and enhance biodiversity and important wildlife habitats outside designated sites). The policy addresses these possible issues by requiring any development proposals should seek to maximise ecological assets either on the site or near the adjacent land.</p>
<p>Phasing and justification</p>	<p>Phases 1 and 2 of the Plan Period (2014-2024). Development of Policy SCUE-2 is to be brought forward by the Council and the adjacent landowner. The land is available for employment development and is to be directly marketed by the Council once the site is formally allocated. Given the surrounding land-uses it is considered that a Business Park in this location is an appropriate land-use.</p> <p>The site offers a suitable location for employment development and will contribute to the creation of sustainable mixed communities. Given the recent completion of the new access roundabout and the Council's part ownership it is considered that there is a reasonable prospect that employment uses will be delivered on the site within the first five years.</p>
<p>Deliverability</p>	<p>It is considered that the site is deliverable. The western section is comprised of greenfield land in current arable agricultural use whilst the eastern part forms part of a former transport depot's operational land. SCUE-2's landform is generally flat and level and is bisected by Bottesford Beck, a watercourse that drains Scunthorpe's eastern and southern stretches.</p>

	<p>The site is in SFRA Zone 1. The site lies within SFRA Flood Zone 1. As the site measures more than 1 ha 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 Council consider the site to be deliverable and the landowner is expecting to submit a planning application to the Local Planning Authority early 2015.</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>A new raised roundabout on the A18 Mortal Ash Hill that forms the primary access to the integrated Tata Steel works to the north was completed during early 2014. This roundabout, jointly funded by the council and TATA has been designed to incorporate an access spur to serve SCUE-2 which will require linking to as part of SCUE-2's development. To provide an integrated development it is likely that a new bridge over Bottesford Beck will be required located within the proposal site. The Highways Authority supports the development proposal in principle, subject to the necessary assessments being completed and appropriate mitigation measures being agreed.</p> <p>The highways authority supports the closure of the existing access into the former Skelton's Haulage Yard and the land outside of SCUE-2 being accessed through the allocation site. If the intention is the former Skelton's Haulage Yard to operate as a separate entity (with no linkages to SCUE-2), then it would be acceptable for the existing access to remain to serve the site.</p> <p>Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon type/scale of development.</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>Given the proximity to a Local Nature Reserve and the existing landscape features on site, ecological considerations will need to be addressed sympathetically.</p> <p>Prior to recent farming activities, that involved ploughing and soil improvement, the cultivated part of the site qualified as part of a Local Wildlife Site. However, parts of the site may still be capable of restoration as a result of dormant seed banks and active management. Development proposals should therefore look to maximize ecological assets either on site or near on adjacent land. Bottesford Beck, adjacent to the site, is also an important habitat for protected species such as bats and potentially for otters and water voles.</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 Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment. Particular regard will need to be given to the impact of the development on the setting of the Raventhorpe medieval settlement scheduled monument that is located within 500m to the north of the site.</p>
<p>Specific questions raised by the Planning Inspector</p>	<p>Does Policy SCUE-2 provide sufficient guidance for mitigation measures to protect Bottesford Beck?</p> <p>Bottesford Beck is set adjacent to an area of SCUE-2 that previously qualified as part of a Local Nature Reserve prior to recent farming activities that involved ploughing and soil improvement. Although not formally designated for its nature conservation value, the Beck is an important habitat for protected species such as bats and potentially (although not evidenced) for otters and water voles. The policy acknowledges the potential nature conservation value of the beck and stipulates that as part of the site development that the Beck should be surveyed and assessed with appropriate mitigation provided dependent on the results of the respective surveys/assessments.</p> <p>Bottesford Beck is classed as a highland carrier and is maintained by the Environment Agency. It collects water from much of the eastern part of Scunthorpe, flowing initially south and then turning west to discharge to the Trent by gravity. All land lying within 8m of any flood defences or of any watercourse managed by the Environment Agency is subject to restrictions laid down by the Agency. This effectively introduces an 8 m buffer zone either side of the Beck that is required for access and maintenance purposes. Dependent on the findings of any ecological survey the 8m maintenance strip could be used for mitigation as it cannot be developed.</p> <p>To form an integrated development it is likely that a new bridge will be required that crosses the Beck to link the two parts of SCUE-2. As part of the overall development the nature conservation value and impact of this structure on the Beck will be subject to survey and assessment to minimize any significant adverse effects. The section of SCUE-2 to the east of Bottesford Beck can be accessed via the existing access arrangements to the former Skelton's haulage depot. However, this arrangement is not ideal and the council's preferred access option is for the entire allocation to be accessed from the newly created roundabout on the A18 with the existing haulage yard's access closed off.</p>