

**Strategic Housing and Economic  
Land Availability Assessment  
(SHELAA)**

**September 2021**

# 1 Introduction and Background

- 1.1 North Lincolnshire Council is preparing a new Local Plan as a framework for future development, which will cover the period to 2038. The last Strategic Housing Land Availability Assessment (SHLAA) and Employment Land Review (ELR) were carried out in 2014. The council wants to ensure that the evidence base for the local plan reflects the latest guidance and best practice so have carried out this update to the land availability assessment.
- 1.2 The National Planning Policy Framework (NPPF) requires councils to have a 'clear understanding of housing needs in their area and should prepare a SHLAA to establish realistic assumptions about the availability, suitability and likely economic viability of land to meet the identified need for housing over the plan period'. From this planning policies and site proposals should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability.
- 1.3 In producing the current land availability assessment, we will now incorporate employment sites. This new report is called a Strategic Housing and Economic Land Availability Assessment (SHELAA) and supersedes and updates the previous SHLAAs and ELRs produced. In all other respects it meets the same purposes as a SHLAA and we have followed the requirements of the NPPF and approach set out in the National Planning Practice Guidance in preparing this document.
- 1.4 There are a number of advantages to carrying out land assessments for housing and employment as part of the same exercise. This provides better links to the Local Plan and the site assessment process and allows sites to be assessed for a mix of different uses to make sure a site is allocated for the most appropriate uses.

## 2 Purpose

- 2.1 This SHELAA is an update of the council's 2014 SHLAA and Employment Land Review. Government Planning Practice Guidance (PPG) has a requirement to produce a SHELAA, which is intended to ensure that all land is assessed together as part of plan preparation to identify which sites or broad locations are the most suitable and deliverable for a particular use.
- 2.2 The report covers the timescale of 2017 to 2038, as it includes sites that were submitted in the call for sites consultation exercises in 2017 and 2018 as well as the most recent call in 2020.
- 2.3 The SHELAA does not allocate land for residential and employment development, nor does it determine whether or not a site should be granted planning permission without due consideration of site specific issues through the normal planning process. It simply identifies the potential future supply of land, by listing and mapping sites that are considered to be suitable, available and achievable during the plan period. The decision regarding where housing and economic uses should be built in the future will be made through Local Plans (including Sustainability Appraisal), and through the planning application process when judging planning applications.

# 3 Planning Policy Context

- 3.1 The National Planning Policy Framework (NPPF) was reviewed and updated in February 2019. As set out in paragraph 31, the NPPF states the preparation and review of all policies should be underpinned by relevant and up to date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take account relevant market signals.
- 3.2 This SHELAA fulfils the requirements as set out in NPPF and associated Planning Practice Guidance for the assessment, namely to:
- Identify sites and broad locations with potential for development;
  - Assess their development potential; and
  - Assess their suitability for development and the likelihood of development coming forward (the availability and achievability).
- 3.3 This assessment does not allocate land for development as it is for the Local Plan and Sustainability Appraisal to determine which sites are the most suitable to meet development needs.
- 3.4 The most up to date guidance for the preparation of SHELAA is provided in Planning Practice Guidance (PPG / “the Guidance”), which is a live resource and was last updated in July 2019. The Guidance largely follows the earlier Strategic Housing Land Availability Assessment: Practice Guidance (DCLG, 2007) but provides further clarity on the use of windfalls, five year land supply and housing delivery. In addition, the Guidance now includes the requirement to assess sites for economic uses as well as housing. This approach ensures that all land is then assessed following a consistent methodology as part of plan preparation to identify which sites or broad locations are the most suitable and deliverable for a particular use.
- 3.5 The Guidance sets out a proposed methodology, breaking the process down into 5 stages with detail about what is expected in each stage, as set out in the methodology section.

## HOUSING LAND

- 3.6 Local Planning Authorities are expected to:
- identify and update annually a supply of specific, deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land. A 10% buffer is applied where the local authority wishes to use an annual position statement to demonstrate supply of deliverable sites or through a recently adopted local plan.
  - Identify a supply of specific, deliverable and developable sites for growth for years 1–10, and where possible, years 11–15.
  - Small and medium size sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:



- a. identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
  - b. use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;
  - c. support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and
  - d. work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.
- Neighbourhood planning groups should also consider the opportunities for allocating small and medium-sized sites (of a size consistent with paragraph 68a, NPPF) suitable for housing in their area.
  - Where an allowance is to be made for windfall sites as part of anticipated supply, there should be compelling evidence that they will provide a reliable source of supply. Any allowance should be realistic having regard to the strategic housing land availability assessment, historic windfall delivery rates and expected future trends. Plans should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.

## ECONOMIC LAND

- 3.7 Local planning authorities should use the evidence base to assess the existing and future supply of land suitable and available for economic development uses (such as retail, industrial, warehousing, leisure, office etc).to meet identified needs.
- 3.8 It is also important for the Council to continue to work with relevant authorities and bodies regarding competing land uses in the future to ensure the best use of a site.

## SHELAA CORE OUTPUTS

- 3.9 The SHELAA will deliver the following outputs following the assessment:
  - A list of sites, cross-referenced to maps showing locations and boundaries of specific sites. Assessment of the deliverability / developability of each identified site (i.e. in terms of its suitability, availability and achievability to determine when an identified site is realistically expected to be developed.
  - Potential quantity of development that could be delivered on each identified site or within each identified broad location (where necessary) or on windfall sites (where justified).
  - Constraints on the delivery of identified sites.
  - Recommendations on how these constraints could be overcome and where sites have been discounted, provide justification in the assessment.
  - An indicative trajectory of anticipated development based on the lead in and build out times.

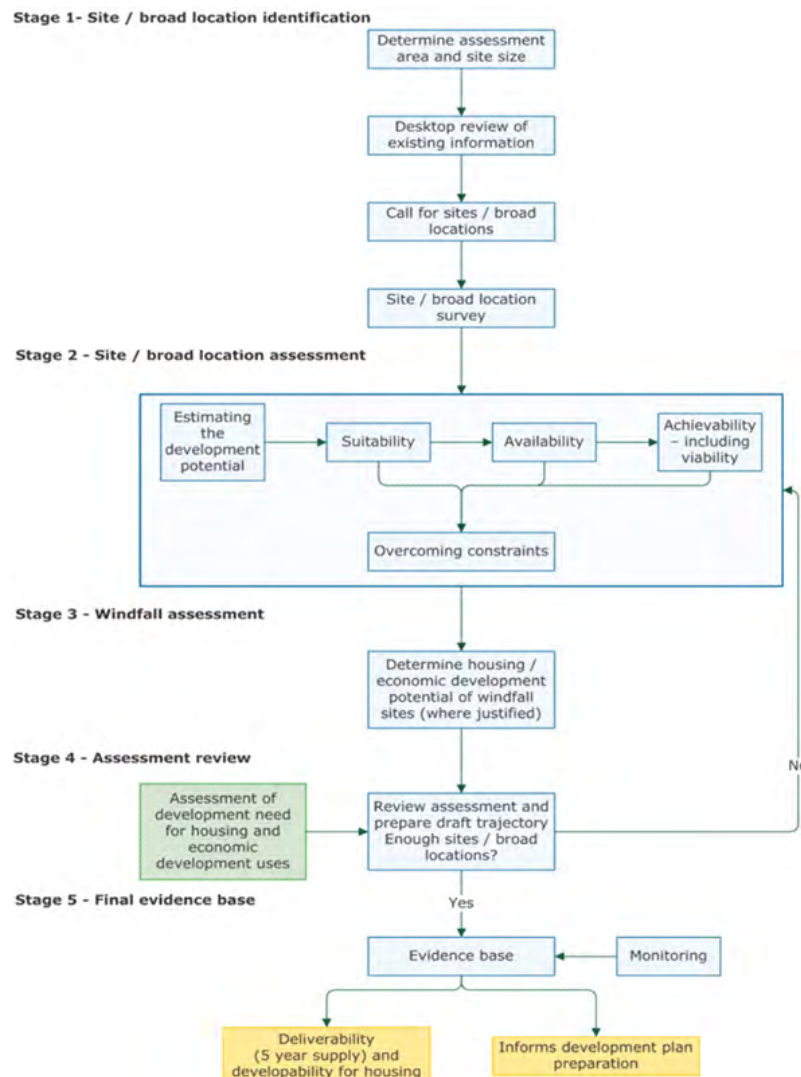
## KEEPING THE ASSESSMENT UP-TO-DATE

- 3.10 The assessment of sites should be annually reviewed to take account of any changes which have taken place during reporting periods. Changes which may have occurred could include the following:
- National Policy/Legislation
  - Full/partial completion of SHELAA sites
  - New permissions
  - New information regarding constraints of a site, which may alter previous assessment
  - The ability to include new sites which have been received by the Council
  - Changes to the availability of a site due to a change of ownership, landowner intentions etc.
- 3.11 A full re-survey of sites/broad locations will only be carried out when the development plan has to be reviewed or other significant changes make it necessary, for example, if a local planning authority is no longer able to demonstrate a five year land supply of specific deliverable sites for housing.
- 3.12 With regards to employment sites, whilst there is no formal requirement for an annual update of employment site allocations, these will be reviewed regularly to ensure that the information is kept up to date.

## METHODOLOGY

- 3.13 The SHELAA has been produced in accordance with the methodology outlined in PPG as illustrated in Figure 1 below.

**FIGURE 1 REPLICATED FLOW CHART FROM PPG HOUSING AND ECONOMIC LAND AVAILABILITY ASSESSMENT**



## STAGE 1: IDENTIFICATION OF SITES

- 3.14 The assessment will be carried out in-house utilising existing resources and knowledge held by the Council. The starting point for determining the assessment area is the North Lincolnshire administrative boundary. The assessment should identify all sites and broad locations within the assessment area regardless of the amount of development needed, in accordance with Guidance to provide an audit of available land capable of delivering 5 or more dwellings or over 0.25 hectares (500 sqm floor space). The preparation of the assessment will take into consideration, input from developers, land promoters, local property agents, local communities/those with land interests, parish and town councils and neighbourhood forums.
- 3.15 The process of the assessment will provide the information to enable an identification of sites and locations suitable for the required Local Plan. Key internal officers including

Highways, Environmental Health, Drainage, Historic Environment and Ecology have assessed all the sites to assist in the site assessment process, with comments included in the relevant specialist areas of the individual site assessments.

- 3.16 The Planning Practice Guidance recommends that local authorities should work in partnership with all interested parties in the production of the SHELAA. It is recognised that a number of other public bodies and partners can provide valuable information and input at all levels of the process.

## **BROAD LOCATION AND SITE SIZE**

- 3.17 Planning Practice Guidance suggests that all sites and broad locations capable of delivering five or more dwellings or 500 sqm floor space of economic development on sites of 0.25ha and above should be assessed. Sites under the threshold suggested in PPG will not be assessed in this SHELAA.
- 3.18 A range of different site sizes from small scale sites to opportunities for large scale developments such as village and town extensions and new settlements where appropriate.
- 3.19 When carrying out a desk top review, plan makers should be proactive in identifying as wide a range as possible of sites and broad locations for development (including those existing sites that could be improved, intensified or changed). Sites that have particular policy constraints will be included in the assessment for sake of comprehensiveness, but these constraints must be set out clearly.

## **SOURCES OF SITES**

- 3.20 A significant proportion of the sites assessed in the SHELAA are sites that are already in the planning process, either planning permissions, sites at the pre-application stage or sites that are being actively promoted by landowners. There are a large number of sites that are solely being promoted for housing and also a large number of mixed-use sites.
- 3.21 The SHELAA considers sites of 0.25 hectares and above with potential for housing or economic uses including Class E business, industrial and other uses including retail and Class F2 community and leisure. The assessment includes sites from the following sources:
- a. previous SHLAA 2014 which have been updated to reflect the current position
  - b. previous ELR 2014 which have been updated to reflect the current position
  - c. the previous SHELAA and sites that have been added from the 2017, 2018 and 2020 Call for Sites
  - d. planning permissions for residential development granted since 2012
  - e. Unimplemented/outstanding planning permissions for housing and employment buildings (sites where development has been permitted but has not commenced and permission has not expired.
  - f. New sites suggested/information obtained from within the Council in respect of Council owned sites
  - g. other officer identified sites
- 3.22 The SHELAA has followed the methodology set out in the PPG on Housing and Economic Land Availability Assessment. This includes an assessment of whether each site is suitable, available and achievable (viable) for development. Sites that are expected to come forward in the first five years of the plan period are classed as 'deliverable'; sites

that are expected to come forward in the later periods (years 6-10, 11-15, 16-20) are classed as 'developable'. Sites with development potential over the plan period are given a development potential figure (the capacity of the site for development).

## STAGE 2: SITE ASSESSMENT

- 3.23 Sites included in the SHELAA are subject to assessment to determine the development potential (deliverable or developable) by assessing suitability, availability and achievability. Officers initially undertake a high level assessment that can determine sites that are impacted by intrinsic constraints. Areas where housing or employment would be intrinsically unsuitable will be excluded where the site is wholly or mostly within the following:
- Flood Zone 3b;
  - Site of Special Scientific Interest (SSSI);
  - Special Protection Area (SPA);
  - Special Area of Conservation (SAC);
  - Ramsar site;
  - National Nature Reserve (NNR);
  - Scheduled Monument;
  - Ancient Woodland;
  - Air Quality Management Area (AQMA) Zone 1 (housing sites only).
- 3.24 This initial stage of assessment will also eliminate sites that are below the site size threshold of 0.25 hectares. Where sites are not impacted by the intrinsic constraints, a full desktop assessment is carried out to record and determine the impacts of any further constraints and stakeholder comments will also inform this process.

## STAKEHOLDER INVOLVEMENT

- 3.25 For the most part, stakeholder interest in the SHELAA tends to take place when the findings of the process are used to inform the Local Plan and when suitable sites begin to be considered for allocation. However, stakeholder involvement on the SHELAA also takes place at key points early on in the process, which includes:
- Consultation on draft Methodology and/or alterations to the Methodology; Fact Checking with landowners and agents of sites undergoing full assessment if necessary, prior to the Council making its assessment of suitability, availability and achievability; and
  - Viability Testing, where the valuable knowledge of professionals, developers, registered providers, house builders, land agents and other informed parties is used to determine the variables to be used in assessing the viability of sites.
- 3.26 Involvement of stakeholders at these times is vital in ensuring the Council's assessment process is realistic and informed. The Council is committed to stakeholder involvement on the SHELAA and note the value it adds to the overall process. A SHELAA Stakeholder group of locally operating developers, registered providers of social housing, Council Officers and land agents was created in response to the 2014 SHLAA and their knowledge will be called upon at appropriate times.

### STAGE 3: WINDFALL ASSESSMENT

- 3.27 The term “windfall sites” is defined as sites that have not been specifically identified as available in the Local Plan process. They normally comprise previously developed sites that have unexpectedly become available.
- 3.28 The National Planning Policy Framework (2019) states that, where an allowance is to be made for windfall sites as part of an anticipated supply, there should be compelling evidence that they will provide a reliable source of supply. Any allowance should be realistic having regard to the strategic housing land availability assessment, historic windfall delivery rates and expected future trends.
- 3.29 The National Planning Policy Framework (Paragraph 70) allows for justified windfall sites to be included within 5-year supply; therefore, the Council will factor this into the supply.

### STAGE 4. DESKTOP REVIEW AND CARRYING OUT THE SURVEY

- 3.30 The Council has access to a considerable amount of information in the form of existing databases and studies. This information will help to assess the deliverability and developability of sites, including any site constraints.
- 3.31 The desktop assessment phase of the SHELAA is imperative to establish whether a site is suitable and/or available for development. In addition to recording the basic site details such as size, current use, boundary and surrounding area/character; conclusions will be based on a wide range of information from various sources and stakeholders including:
- GIS Mapping and constraints zoning;
  - Call for sites data;
  - Highways;
  - Anglian Water;
  - Severn Trent;
  - Yorkshire Water Ltd;
  - Public Rights of Way;
  - Public Transport;
  - English Heritage;
  - North Lincolnshire Historic Environment Record
  - Residential Land Availability Assessments
  - National Grid/National Pipeline Agency;
  - Environment Agency;
  - Property history information in relation to planning applications.
- 3.32 Further information on factors which determine suitability is set out in Appendix 1 and 2 of this document and detailed further through the published SHELAA reports as they are produced.
- 3.33 The assessments will be principally undertaken by the Council's Spatial Planning Team, using a joint desktop and site visit survey approach. The assessment made will ensure that each site is looked at comprehensively on its own merits and recorded in a consistent way.

- 3.34 Characteristics which should be recorded during the survey are:
- Unique site reference number, location and boundaries;
  - Site size;
  - Current land use and character;
  - Land uses and character of surrounding area;
  - Physical constraints (e.g. access, contamination, flooding, natural features of significance, location of infrastructure/utilities);
  - Potential environmental and historical environment constraints;
  - Where relevant development progress.
- 3.35 All sites included in the SHELAA database will be mapped using GIS software and assigned a unique reference number. A database has been developed to record all the data from the assessment process and enable updating where necessary through the annual review process.
- 3.36 There is merit in considering all submitted sites and unless it meets the criteria to 'exclude' the site as set out under Stage 1, each site will be individually assessed in accordance with the Council's Methodology.
- 3.37 Additionally, if the evidence base documents provide an overwhelming consideration as to why a site should be considered unsuitable then this will be outlined in the SHELAA report. All sites which are found suitable and available at the end of the desktop and site survey processes will progress to the next stages of the assessment process to consider achievability and assess deliverability to inform the development trajectory. Those sites which have failed to be found suitable and/or available will not be considered any further after they have been ruled out for a particular constraint.

## **ABSOLUTE CONSTRAINTS**

- 3.38 The Council then assessed sites against constraints to development that cannot be satisfactorily mitigated. In other words, where there were 'absolute' constraints, which could not be overcome. These 'absolute' constraints included sites within:
- a SPA/SAC/SSI/Ramsar
  - National Nature Reserve
  - Ancient Woodland,
  - the functional flood plain (SFRA Flood Zone 3b) where flood risk cannot be mitigated
  - the AQMA Zone 1 (Housing sites only).

## **AIR QUALITY MANAGEMENT AREA**

- 3.39 The principle town within North Lincolnshire, Scunthorpe, is home to an Integrated Iron and Steel Works, located directly to the East of the town. Emissions of PM10 (particulate matter with a diameter of 10 microns or less) from this site have historically exceeded National Air Quality Objectives, leading to the declaration of two Air Quality Management Areas (AQMA). There are a number of different operators on the site and particulate matter arises from a variety of sources, including point source emissions, for example: stacks, vents and chimneys and fugitive emissions, for example: roads, stockpiles and material handling operations.
- 3.40 In 2016 a comprehensive review of the two AQMAs was undertaken to establish if it was appropriate to retain them, and if so, whether the boundary was appropriate. The review

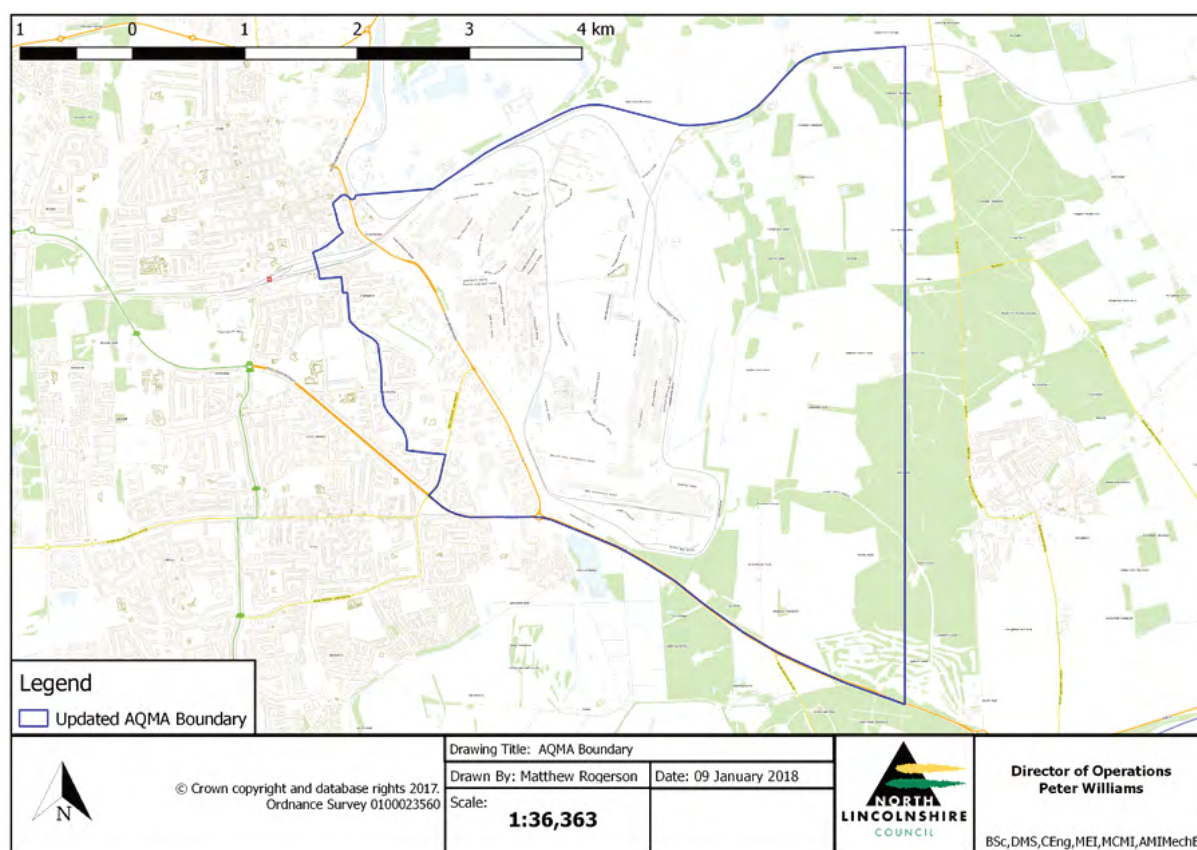


involved the analysis of a number of years data from all of the particulate monitors. This review forms the basis of the Detailed Assessment of the Scunthorpe PM10 Air Quality Management Area 2016 report. The outcome of this review led to the revocation of the Low Santon AQMA and the amendment to the boundary of the Scunthorpe Town AQMA in March 2018. A map of the Scunthorpe Town AQMA is provided below.

- 3.41 Further information about air quality within North Lincolnshire can be found at the following link: <http://www.nlincsair.info/>

## PUBLIC HEALTH IMPACTS OF PM10 AIR POLLUTION

- 3.42 The main implications of PM10 air pollution are cardiovascular (CVD) and respiratory diseases. There are no known safe levels of PM10 concentrations and therefore adverse impacts may occur below levels permitted by current legal limits.
- 3.43 Air pollution is now a recognised stressor that interacts with many other stressors such as diet, socio-economic deprivation and climatic conditions to create adverse health impacts and increased susceptibility to disease. Taking action to improve air quality is crucial to improving population health within North Lincolnshire. The Red Amber Green designations direct residential development away from the AQMA in preference to areas of North Lincolnshire where PM10 emissions comply with legal limits.





## **BLUE BOUNDARY: SCUNTHORPE TOWN AQMA – NO RESIDENTIAL DEVELOPMENT**

- 3.44 Air Quality monitoring has shown that there is a potential for Air Quality Objectives to be breached within the Scunthorpe Town AQMA. Monitoring sites to the east of Scunthorpe have recorded exceedance days over the last few years and if subject to periods of strong Easterly winds have the potential to breach Air Quality Objectives. Similarly, monitoring sites to the north of the Scunthorpe Steelworks have recorded exceedance days over the last few years and if subject to strong south westerly winds have the potential to breach Air Quality Objectives.
- 3.45 The Environmental Health Department recommends that no residential development takes place within the Scunthorpe Town AQMA.

## **EXISTING NORTH LINCOLNSHIRE LOCAL PLAN POLICY CONSTRAINTS**

- 3.46 The North Lincolnshire Local Plan (May 2003) identifies Areas of Amenity Importance that have been deemed worthy of retention due to the significant contribution that they make to the character and amenity of the settlement/area. Such areas include not only public open space and recreational land, but also a multitude of areas in private ownership with many areas accessible for enjoyment by the public but others have been identified purely for landscape or nature conservation reasons. Areas of Amenity Importance are covered by the Local Plan policy LC11 which exceptionally only allows development if it can be shown that it would not adversely affect the open character, visual amenity, wildlife value or compromise the gap between conflicting land uses.
- 3.47 Existing policy on Areas of Amenity Importance will continue to form the basis on which planning decisions; consequently, it is considered that they remain a constraint to development.
- 3.48 The majority of the Isle of Axholme has been designated under Policy LC14 of the North Lincolnshire Local Plan as an Area of Special Historic Landscape Interest. Within this area, development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape, or any of its features.
- 3.49 The Isle of Axholme has been the subject of an intensive study of landscape character. The study has identified significant areas of medieval open strip fields and turbaries, both of which are of considerable national importance. These attributes together with enclosed land and the overall settlement pattern of the area make it unique in the country. It is essential therefore that future development is not allowed to adversely impact on this valuable historic resource. This is particularly so in relation to the character of settlements and to individual buildings or overall groups of buildings in the open countryside.
- 3.50 Policy LC14 will continue to form the basis on which planning decisions are made covering proposals within the Area of Special Historic Landscape Interest until such time as it is replaced by new policy in the Local Plan. Consequently, it is considered that Areas of Special Historic Landscape Interest is a significant constraint to development and that suggested or proposed development sites that incorporate such designations should be discounted.

## SUITABILITY

- 3.51 PPG requires an assessment of the suitability of development for the intended use or mix of uses for a site. These may include, but are not limited to market housing, affordable housing, self-build, housing for older people, and economic development uses. The suitability of a site is influenced by national planning policy, local planning policy (where policy is up to date and consistent with the NPPF) and other factors including physical constraints affecting the site, the impacts of the development of the site and the impacts on amenity and environment of neighbouring areas.
- 3.52 To assess the suitability of sites a 'red', 'amber' 'green' (RAG) approach will be applied to assessing the various types of constraints and potential impacts which may affect the development of sites (see Appendix 1 for further detail). Some sites will have impacts and constraints that are insurmountable and thus undermine the suitability of development. Other sites will have impacts and constraints that may be surmountable; however, they may be costly to overcome and have an impact on the achievability of development.
- 3.53 The types of constraint and associated impact will be considered in terms of assessing suitability, include:
- Access to site
  - Local services and facilities / sustainability
  - Utilities and infrastructure capacity
  - Contamination, noise, odour
  - Legal/covenants
  - Agricultural land value
  - Ecology and biodiversity
  - Heritage and historic environment
  - Landscape and natural environment, including tree preservation orders
  - Open space
  - Integration with neighbouring uses and/or settlement boundary.
- 3.54 Where any additional constraints are identified as part of the assessment, consideration is given as to whether these could be overcome by avoiding or mitigating adverse impacts. In this assessment, if a site is ruled out on intrinsic constraints or deemed unsuitable due to other constraints then the site will not be assessed any further in terms of availability and achievability.

## AVAILABILITY

- 3.55 'A site is considered available for development, when, on the best information available, there is confidence that there are no legal or ownership problems, ransom strips, tenancies or operational requirements...' (PPG, paragraph 19).
- 3.56 Establishing the availability of a site is central to determining whether a site will come forward for development and helps assess whether there is a reasonable intention and/or desire to develop the site. The key elements for establishing 'availability' for the SHELAA are:
- Legal impediments such as ownership or access
  - Planning application/consent
  - Developer interest/marketing of the site.

## ACHIEVABILITY

- 3.57 'A site is considered achievable for development where there is a reasonable prospect that it will be developed at a particular point in time. This is essentially a judgement about the economic viability of a site...' (PPG, paragraph 20).
- 3.58 The Council will only undertake achievability and deliverability assessments on sites which have been considered 'suitable' and 'available', as there is little merit in considering sites which have failed to meet either of these stages. Assessments will, however, be conducted on previously non-qualifying sites if the outcome of a site is favourably altered through the review period when a change of circumstance has taken place.
- 3.59 Assessing whether a site is 'achievable' or not is determined by the consideration of various factors including:
- 3.60 Market Factors: such as adjacent uses, economic viability of existing, proposed and alternative uses in terms of land values, attractiveness of the locality, level of potential market demand, reaching conclusions on the net developable area, yield potential, likely dwelling mix and projected rate of sales;
- 3.61 Cost Factors: Including site preparation costs relating to any physical constraints, any exceptional works necessary, strategic infrastructure, relevant planning standards or obligations, prospect of funding or investment to address identified constraints or assist development; and
- 3.62 Delivery Factors: Including phasing, realistic build out rates, whether a single developer or several developers offering difference housing products and the size and capacity of the developer.
- 3.63 An 'achievability' assessment (also known as viability testing) may be carried out at the point when a site is first found 'suitable' and 'achievable'. It will be the Council's decision to determine how often the 'achievability' testing is repeated on sites taking into consideration economic conditions and strategic changes which may impact upon the initial assessment. Examples of these may be a notable upturn in the national economy, significant housing delivery increase/decrease and/or the adoption of local planning policies relating to developer contributions or affordable housing requirements, etc.
- 3.64 'Achievability' tests will also be carried out on sites which have experienced a change in outcome during the review process i.e. where a site was previously found unsuitable and a change in circumstances has led to a site being found both suitable and available.

## ASSESSING DELIVERABILITY

- 3.65 The 'deliverability' of a site can only be determined following the assessment of all three key tests of the SHELAA as outlined above. The 'deliverability' of a site is important to helping establish a housing and economic supply and in particular is necessary to identifying whether there is sufficient supply for the first five years of a plan period.
- 3.66 To be considered deliverable, sites should be immediately available, offer a suitable location for development now and be found to be achievable with a realistic and viable prospect for development that can be delivered within five years.
- 3.67 If 'deliverability' cannot be established, sites should not be included within the five year housing supply but set out in the later timeframes of a housing trajectory for the area as 'developable' sites.

## LEAD IN TIMES

3.68 The pre-build lead-in time is the time from the point of approval of a planning application (i.e. Notice of Decision) to the completion of the first dwelling. The table 1 (below) shows the lead-in time assumptions:-

**TABLE 1: LEAD-IN TIME**

	<b>Fewer than 50 units</b>	<b>More than 50 units</b>
Existing and emerging allocations without planning permission and other potential sites	30 months	36 months
Outline planning permission	24 months	30 months
Reserved matters/full planning permission	12 months	18 months

3.69 The lead in times above will be applied to all sites unless:

- Credible information has been provided by industry professionals to suggest the assumptions are not relevant for individual sites; and/or
- There are specific infrastructure considerations to take into account

## BUILD RATES

3.70 The table 2 below shows the 2018 build out rate assumptions based on recent completed developments across the North Lincolnshire area:-

**TABLE 2: BUILD RATES**

<b>Size of site</b>	<b>Average of recent developments</b>
Fewer than 10 units	8 a year
Fewer than 25 units	10 a year
Fewer than 50 units	20 a year
Fewer than 200 units	30 a year
Fewer than 300 units	30 a year
Fewer than 400 units (2 developers)	60 a year
400 or more units (3 developers)	90 a year

## GROSS SITE AREA

3.71 The table 3 below shows the following percentages may be applied to the gross site area to give an indication of net developable area for different sizes of site:

**TABLE 3: GROSS SITE AREA**

<b>Gross site area (ha)</b>	<b>Less than 1</b>	<b>1-4</b>	<b>5+</b>
Net developable percentage	100%	85%	60%

## DENSITY

- 3.72 The following net density ranges have been used for all residential development sites, or the residential element of a mixed use site:
- Scunthorpe town centre: 45-70 dwellings per hectare
  - Within Scunthorpe, Principal Towns and Large Service Centres development limits: 40-45 dwellings per hectare
  - Within Smaller rural settlements and the countryside: 30-35 dwellings per hectare.

## DESKTOP REVIEW OF EXISTING INFORMATION

- 3.73 The Council has access to a considerable amount of information in the form of existing databases and studies. This information will help to assess the deliverability and developability of sites, including any site constraints.
- 3.74 The desktop assessment phase of the SHELAA is imperative to establish whether a site is suitable and/or available for development. In addition to recording the basic site details such as size, current use, boundary and surrounding area/character; conclusions will be based on a wide range of information from various sources and stakeholders which are listed in the SHELAA Methodology.
- 3.75 The assessment of future potential housing land has been carried out by:
- Determining the suitability of existing housing land allocations
  - An assessment of outstanding commitments using the councils monitoring database and information from site visits and from landowners/developers
  - Assessing additional sites submitted to the council through the 'Call for Sites' consultation exercise in February 2017 and February 2018 and March 2020, Housing and Employment Land Allocations DPD.
- 3.76 The first key element to this stage is to assess each site for its suitability for housing. The DCLG Practice Guidance states that a site will be considered suitable if "the site can offer a suitable location for development now and would contribute to the creation of sustainable mixed communities".

## SITES ALLOCATED FOR RESIDENTIAL USES IN THE HOUSING AND EMPLOYMENT LAND ALLOCATION DEVELOPMENT PLAN DOCUMENT

- 3.77 There are a number of sites allocated in the adopted Housing and Employment Land Allocations Development Plan Document for residential development. Most of these sites have already been developed but there are some that remain undeveloped without planning permission or are currently going through the planning process. The principle for residential development has already been established however the potential of these sites must be reviewed to ensure they are suitable for residential uses.

**TABLE 4: SITES ALLOCATED FOR RESIDENTIAL USES IN THE HOUSING AND EMPLOYMENT LAND ALLOCATIONS DEVELOPMENT PLAN DOCUMENT**

Site Reference	Site Location	Current Planning Status update	Review of site
SCUH-1	Phoenix Parkway Phase 1	Pending application: PA/2020/2049 for 158 dwellings	The site is suitable for residential development.
SCUH-2	Phoenix Parkway Phase 2	No current application	The site is suitable for residential development.
SCUH-3	Land at the Glebe	Pending application PA/2021/672 Outline planning permission to erect 302 dwellings, to include remediation of the site and means of access as a matter not reserved for subsequent consideration. A Development Brief has been drafted.	A development brief has been prepared. The site has been discounted due to scoring red on environmental constraints within the methodology.
SCUH-4	Land at Capps Coal Yard	No current application	The site is suitable for residential development.
SCUH-5	Land off Burringham Road	Full Planning permission for 85 dwellings PA/2017/2137.	Development commenced and 22 dwellings remaining to be constructed.
SCUH-6	Land at Plymouth Road	PA/2015/1040	Development completed.
SCUH-7	Part of Advance Crosby Scheme Phase 2	PA/2018/999 The site has full planning permission for 22 dwellings.	Development completed.
SCUH-8	Land north of Doncaster Road	No current application	The site is not suitable for residential development due to the viability of the site and flood risk issues.  The site will be considered for alternative used for example employment.
SCUH-9	Land at Church Square	No current application	The site is suitable for residential development.
SCUH-10	Land south of Ferry Road West	No current application	The site is not suitable for residential development due to the viability of the site and flood risk issues.  The site is suitable for residential development.
SCUH-11	Land at the Council Depot, Station Road	PA/2019/1280 Planning permission to erect 37 affordable dwellings and associated works	Development commenced.
SCUH-12	Former Carpark, Collum Avenue	PA/2017/2008	Development completed.
SCUH-13	Former Darby Glass Offices and Factory, Sunningdale Road	PA/2015/0728	Development commenced and 4 dwellings remaining to be constructed.
SCUH-14 PA/2015/1531	Redevelopment of Westcliff Precinct	PA/2015/1531	Development completed.
SCUH-15	Former Kingsway House	No current application	The site is suitable for residential development.
SCUH-16 (PA/2015/0597)	Land at Ashby Decoy off Burringham Road	PA/2015/0597	Development completed.
SCUH-18 (PA/2015/1308)	Land at Burdock Road	PA/2015/1308	Development has completed.
SCUH-C1	NSD Site, Land east of Scotter Road	No current application	The site is not suitable for residential development as the business is not looking to relocate.
SCUH-C2	Brumby Resource Centre, East Common Lane	PA/2018/1069 Planning permission to erect affordable housing consisting of eight bungalows, 22 detached dwellings and 24 apartments along with access road, parking courtyards and associated infrastructure and external works	The site is suitable for residential development. Development commenced.
SCUH-18 (PA/2015/1308)	Land at Burdock Road	PA/2015/1308	Development has completed.
SCUH-C1	NSD Site, Land east of Scotter Road	No current application	The site is not suitable for residential development as the business is not looking to relocate.

Site Reference	Site Location	Current Planning Status update	Review of site
SCUH-C2	Brumby Resource Centre, East Common Lane	PA/2018/1069 Planning permission to erect affordable housing consisting of eight bungalows, 22 detached dwellings and 24 apartments along with access road, parking courtyards and associated infrastructure and external works	The site is suitable for residential development. Development commenced.
SCUH-C3	Former Tennis Courts Rowland Road	PA/2018/1363 to erect 32 affordable homes.	Development completed.
SCUH-C4	Hartwell Ford Car Garage, Station Road	No current application	Unsuitable Site unlikely to come forward due to existing established employment use.
SCUH-C5	Land at Hebden Road	No current application	Unsuitable Site unlikely to come forward due to existing established employment use.
SCUH-C6	Former Scunthorpe Telegraph Site	No current application	The site is suitable for residential development.
SCUH-C7	Land at former South Leys School, Enderby Road	No current application	The site is suitable for residential development.
SCUH-C8	Land at Dartmouth Road	PA/2018/2404 Planning permission for 77 dwellings.	Development commenced
SCUH-C9	Land at Queensway and Dudley Road	No current application	The site is in the AQMA. Unsuitable for residential development.
BARH-1	Pasture Road South Phase 2	PA/2016/1793 Planning permission to erect 115 dwellings, construct associated garages, access roads, playground, public open space and pond.  Pending application: PA/2020/1628 to erect 317 dwellings	The site is suitable for residential development and development has commenced in the first phase.
BARH-2	Pasture Road South Phase 1	PA/2009/0257	Development commenced
BARH-3	St Marys Cycle Works, Marsh Lane		The site is suitable for residential development. However, the site has constraints causing viability issues which need to be resolved before development can take place. The site is on Part 1 the brownfield register.
BRIH-1	Land north of Atherton Way	No current application	The site is suitable for residential development.
BRIH-2	Land at Western Avenue	No current application	The site is suitable for residential development.
BRIH-3	Land at Wrawby Road Phase 2	No current application	The site is suitable for residential development.
BRIH-4	Land at Wrawby Road Phase 1	No current application	The site is suitable for residential development.
BRIH-5	Ancholme Park	No current application	The site is suitable for residential development.
CROH-1	Land east of Fieldside	Pending application Outline planning permission for a residential development with appearance, landscaping, layout and scale reserved for subsequent consideration PA/2020/1790	The site is suitable for residential development.
CROH-2	Site north of Godnow Road	No current application	The site is suitable for residential development. However, the site has constraints causing viability issues which need to be resolved before development can take place. The site is on Part 1 of the brownfield register.
KIRH-1	Land west at Station Road	PA/2017/389 Planning permission to erect 91 residential dwellings, including associated garages, infrastructure and public open space	Development commenced
KIRH-2	Land at Beechcroft	PA/2016/1704 Planning Permission to erect 41 dwellings.	Development commenced

Site Reference	Site Location	Current Planning Status update	Review of site
KIRH-3	Land at former RAF Kirton in Lindsey	PA/2017/1199 Outline planning application for up to 302 dwellings with public open space and all matters reserved except for access.	The site is suitable for residential development.
WINH-1	Land at Mill House Lane	PA/2017/1008 Planning permission to erect five dwellings with attached annexes	Development commenced
WINH-2	Land off Coates Avenue	PA/2018/1759 Planning permission to erect 40 dwellings (including 25 affordable homes) and associated access, open space and drainage infrastructure	The site is suitable for residential development.
WINH-3	Land at Top Road	PA/2020/324 Planning permission to erect 110 dwellings, including associated works	Development commenced
WINH-4	Land off Northants Road	No current application	The site is suitable for residential development
H2-3	Lakeside, Scunthorpe	PA/2003/0860 Outline permission for residential development PA/2003/0932: Reserved matters planning permission for 421 dwellings PA/2009/0909 Full planning permission to erect 12 dwellings with associated parking and landscaping. PA/2010/0106 Full planning permission to erect 9 dwellings with associated infrastructure (pending) PA/2010/0107 Full planning permission to erect 19 dwellings with associated infrastructure (pending) PA/2010/0105 Approval of reserved matters for the erection of 521 dwellings, ancillary infrastructure, football pitch and equipped play space PA/2011/0376 Planning permission to re-plan Phase B of Parcel E for 49 dwellings PA/2011/0379 Planning permission to re-plan phase A of parcel E for the erection of 48 dwellings PA/2012/0111 Planning permission to vary condition 14 (relating to level of affordable housing) of reference PA/2011/0379 Planning permission for the erection of 48 dwellings at Phase A of Parcel E PA/2012/0112 Planning permission to vary condition 14 (relating to level of affordable housing) of reference PA/2011/0376 for the erection of 49 dwellings at Phase B of Parcel E	Development commenced.



- 3.78 North Lincolnshire Council has undertaken a review of employment sites as part of this review. This has provided the council with a comprehensive database of land within the area, which has the potential for employment and housing uses. This has also identified existing housing allocations, which are now suitable for employment.

## SITES GOING THROUGH THE PLANNING PROCESS

### SITES WITH PLANNING PERMISSION

- 3.79 Sites with planning permission that are not completed are called commitments. A 'commitment' is a dwelling that has planning permission (outline, reserved matters or full) but had not been completed at 1 April 2021.
- 3.80 The NPPF states that for sites considered to be deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:
- a. sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).
  - b. where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.
- 3.81 Table 5 lists the sites of a significant size (generally 0.25 ha/5 dwellings or greater) that had planning permission (outline, reserved matters or full) for residential development on the whole or part of the site that has not yet been implemented and/or completed. It excludes sites allocated in the North Lincolnshire Housing and Employment Land Allocations Development Plan Document.

**TABLE 5: SITES SUITABLE FOR HOUSING WITH PLANNING PERMISSION (OUTLINE OR FULL) FOR RESIDENTIAL DEVELOPMENT THAT HAVE NOT BEEN IMPLEMENTED OR COMPLETED AT 1ST APRIL 2021.**

PA Reference	Planning Status	Site Location	Settlement	Total Build Remaining at 01/04/2021
PA/2018/664	Full	Land at 1-3 Cliff Gardens Phase 2	Scunthorpe	10
PA/2014/1183	Reserved Matters	Plot 29 Hebden Road	Scunthorpe	14
PA/2017/1483	Full	Methodist Church Frodingham Road	Scunthorpe	14
PA/2017/2006	Full	Former Crosby Primary School, Frodingham Road	Scunthorpe	19
PA/2018/838	Full	Land south of Ashby Turn Primary Care Centre, The Link	Scunthorpe	18
PA/2018/2004	Full	Land Rear, Ashby Link, The Link, Scunthorpe, DN16 2US	Scunthorpe	10
PA/2018/2266	Full	Former Priory Lane Infants School	Scunthorpe	21
PA/2017/1399	Outline	Land at Bottesford Road	Scunthorpe	10
PA/2018/1021	Full	Site of the Lilacs Warwick Road	Scunthorpe	25
PA/2019/1260	Reserved Matters	Land Rear of 38 & 40 Ville Road	Scunthorpe	5
PA/2019/1180	Full	22-24 Cole Street	Scunthorpe	8
PA/2018/2186	Outline	Woods along Scotter Road	Scunthorpe	36
PA/2019/1821	Full	Land rear of 50-72 Bellingham Road	Scunthorpe	12
PA/2019/2110	Full	Former Coal Yard Grange Lane South	Scunthorpe	7
PA/2019/1729	Full	Land at Trent View House	Scunthorpe	8
PA/2018/1389	Outline	Glanford Park Football Stadium, Jack Brownsword Way	Scunthorpe	160
PA/2020/1027	Full	Former Magistrates Court, Corporation Road	Scunthorpe	7
PA/2019/1714	Full	50 The Riveter Henderson Avenue	Scunthorpe	6
PA/2019/1782	Outline	Moorwell Road	Scunthorpe	200
PA/2018/1049	Full	Land to the rear of 13-19 Pasture Road	Barton upon Humber	16
PA/2016/1763	Full	Coach and Horses Inn 86 - 88 High Street, Barton	Barton upon Humber	18
PA/2017/1109	Full	7a, Marsh Lane, Barton Upon Humber, DN18 5HF	Barton upon Humber	5
PA/2020/1612	Full	Land Adjacent to White Swan Butts Road	Barton upon Humber	5
PA/2004/0692	Full	Silversides Lane	Brigg	44
PA/2014/0887	Reserved Matters	Island Carr	Brigg	60
PA/2017/1234	Full	Falcon Cycles, Bridge Street, Brigg, Phase 1	Brigg	67
PA/2017/1234	Outline	Falcon Cycles, Bridge Street, Brigg, Phase 2	Brigg	20
PA/2012/1399	Full	6 Market Place	Brigg	14
PA/2019/1454	Full	Victoria Road	Barnetby le Wold	23
PA/2018/510	Outline	Land at Windsor Way	Barnetby le Wold	9
PA/2018/845	Outline	Former Spencer Group Mill Lane	Barrow upon Humber	40
PA/2020/603	Outline	Land off Ferry Road/Chestnut Rise	Barrow upon Humber	75
PA/2020/803	Outline	Land north of Ferry Road East	Barrow upon Humber	9
PA/2018/2316	Outline	Land at Burnside	Broughton	10
PA/2017/124	Full	Land behind Red Lion, 45 High Street	Broughton	6
PA/2018/1259	Reserved Matters	Land adjacent to 17 Low Cross Street	Crowle	9
PA/2019/936	Reserved Matters	Land adjacent 28 North Street	Crowle	8
PA/1999/0920	Full	North of Spa Hill	Kirton in Lindsey	20
PA/2016/337	Outline	Gleadells Mill Station Road	Kirton in Lindsey	27

PA Reference	Planning Status	Site Location	Settlement	Total Build Remaining at 01/04/2021
PA/2020/588	Outline	Land North of Ings Road	Kirton in Lindsey	79
PA/2018/978	Full	68 High Street	Messingham	7
PA/2020/1869	Full	13 High Street	Messingham	6
PA/2019/164	Outline	Land off Scotter Road	Messingham	25
PA/2015/1390	Outline	Land to the rear of North Street and Cemetery Road,	Winterton	135
PA/2019/1497	Outline	5 Northlands Road	Winterton	5
PA/2013/1256, PA/2016/1710, PA/2017/233	Reserved Matters	7 Lakes Industrial Estate, Crowle Wharf	Ealand	17
PA/2017/352	Reserved Matters	7 Lakes Industrial Estate, Crowle Wharf	Ealand	9
PA/2014/0196	Full	Willow Farm, East Street	Hibaldstow	10
PA/2018/1716	Outline	B1207 Station Road, Hibaldstow	Hibaldstow	48
PA/2019/996	Full	Brook House Farm, Church Street	Hibaldstow	14
PA/2020/158	Outline	Land north of Wheelgates, Brigg Road	Hibaldstow	5
PA/2018/1884	Full	Land at West Street	Scawby	6
PA/2018/130	Full	Summergate House, Moat Lane, South Killingholme, DN40 3EU	South Killingholme	8
PA/2017/2080	Full	Land north of Front Street, Ulceby	Ulceby	14
PA/2017/1450	Full	Land rear of new convenience store, off Church Lane, Ulceby	Ulceby	9
PA/2019/783	Full	Land rear of church lane ulceby	Ulceby	10
PA/2018/2525	Outline	Land off Station Road	Ulceby	90
PA/2020/794	Full	Land at Risehome Spruce Lane	Ulceby	8
PA/2017/1208	Outline	Vacant land, Halkon Close	Luddington	9
PA/2017/464	Outline	Old Railway Sidings, A18 from Althorpe to Guinness	Keadby	14
PA/2017/1323	Outline	Land Adjacent to Trent View Medical Centre Practice 45 Trent View	Keadby	9
PA/2017/1513	Outline	Land Rear Of, Hawthorne Way	Althorpe	27
PA/2019/1828	Reserved Matters	Belton Garden Centre, Sandtoft Road, Westgate	Belton	5
PA/2019/1973	Outline	Belwood Lodge, King Edward Street, Belton	Belton	5
PA/2017/1975	Outline	Westgate Road Belton	Belton	23
PA/2018/2416	Outline	Land of King Edward Street, Belton	Belton	11
PA/2019/849	Full	Land adjacent 1 Belgrave Close, Belton	Belton	5
PA/2017/1929	Full	3a-8 Harris View	Epworth	7
PA/2019/1804	Full	The Sycamores Battle Green	Epworth	5
PA/2018/1581	Outline	Land off Howe Lane and Hawthorne Gardens	Goxhill	84
PA/2019/841	Outline	Land east of Strathdee, Barrow Road	Goxhill	9
PA/2019/181	Full	Orchid House, Howe Lane, Goxhill	Goxhill	9
PA/2019/842		Land north of 6 Thornton Road	Goxhill	8
PA/2020/538		Conway Thornton Road	Goxhill	6
PA/2018/1583	Full	25-35 Cherry Lane, Wootton, DN39 6RL	Wootton	9
PA/2017/1216	Outline	6 The Old Smithy, Barnetby Lane	Elsham	9
PA/2017/2095	Outline	Land opposite The Reindeer Inn, Thorne Road	Sandtoft	30
PA/2018/1446	Outline	The Farm Yard, Ferry Road, Graiselound, Haxey, DN9 2LY	Graiselound	5
PA/2018/792	Outline	Fairview, Carr Lane, Redbourne, DN21 4QU	Redbourne	9
PA/2018/1381	Full	The Field, 7 Vicarage Lane, Wootton,	Wootton	5
PA/2017/674	Outline	Land off Applefields, Wrawby	Wrawby	22
PA/2018/1718	Full	Land adjacent to Ridgeway House Mill Lane	Wrawby	8
PA/2019/460	Outline	Land at Kettleby Lane	Wrawby	6

## STAGE 4: ASSESSMENT REVIEW

- 3.82 The SHELAA, once established, provides a key evidence base to the Local Plan and its value in contributing to the housing and economic provision cannot be underestimated.
- 3.83 Stage 4 requires the development of an indicative trajectory based upon the detailed assessments undertaken at stages 1 and 2. Using this information, the Council is able to establish if sufficient land can be identified out of those assessed which can accommodate the areas future land requirements using the Council's Local Plan as the basis. This stage will also consider when sites are likely to come forward and should ideally be able to identify sufficient housing potential for at least a 15 year period.
- 3.84 Due to the importance of the SHELAA in considering housing and economic potential it will also form part of the information used to assess the status and/or demonstrate the Council's position in terms of a 5-year supply of deliverable sites as required by the National Planning Policy Framework (paragraph 73). The 5-year supply will initially be those sites that are identified as being deliverable within five years of the SHELAA study.
- 3.85 As the SHELAA will have regard to the most up to date housing and economic target, as set out in the Local Plan, any shortfall between housing and economic targets and the SHELAA sites will trigger various steps to rectify the situation. As a first step, sites which have previously failed the assessment and/or viability stages will be re-examined to establish whether anything can be done to alter the outcome of assessment. This may include discussions with the landowner/agent and further work on their part in terms of research and or overcoming constraints. If, after this process has been completed, there is still a shortfall of potential housing sites, then broad locations and windfalls may need to be considered.

## POTENTIAL OF BROAD LOCATIONS (WHERE NECESSARY)

- 3.86 Planning Practice Guidance allows for the investigation of potential broad locations where identifiable sites will not provide sufficient land for housing and economic land to meet the land supply requirement for 15 years (or more). Identification of broad locations is supported by the National Planning Policy Framework where they enable housing and economic targets to be met and which cannot be otherwise identified through SHELAA sites.
- 3.87 Broad locations are essentially areas where housing and economic development is considered feasible but where specific sites cannot yet be identified and may include town centres, urban extensions and/or intensification/redevelopment/expansion of settlements. Locations considered by the Council will be in line with the Settlement Hierarchy.
- 3.88 In identifying broad locations, it will be necessary to follow the sustainability principles of Government identified through the NPPF and have regard to the Council's Sustainability Appraisal process. The Council will look to develop in areas where there is already infrastructure or where it can be easily established/expanded. Site surveys would be undertaken and a process of cumulative assessment would be carried out on each broad location to ensure that all relevant factors are balanced against one another rather than independently. Other evidence bases carried out by the Council and relevant criteria will also be valuable to the broad location assessment process.
- 3.89 Where the Council is forced to consider broad locations, the methodology used to identify and assess locations will be comprehensively set out in the SHELAA report. It is important that all potential sources of land are looked at to ensure that the SHELAA is comprehensive.

## STAGE 5: FINAL EVIDENCE BASE

3.90 Assessing the suitability, availability and achievability within the SHELAA will provide the underlining information as to whether a site can be considered deliverable, developable or not currently suitable for housing or employment development. The following set of standard outputs should be produced from the assessment to ensure consistency, accessibility and transparency:

- A record of all sites or broad locations considered, cross referenced to their location on maps.
- An assessment of each site, in terms of suitability for development, availability and achievability, including whether the site is realistically expected to be developed and when.
- Contain more detail for those sites that are considered to be realistic candidates for development and clearly evidenced and justified reasons for those sites that are discounted.
- The potential type and quantity of development that could be delivered on each site, including a reasonable estimate of build out rates, setting out how any barriers to delivery could be overcome and when.
- An indicative trajectory of anticipated development and consideration of associated risks.

## SITE ASSESSMENTS

3.91 The Assessments have been undertaken by the Council's Place Planning and Housing Team with input from council employees with specialism in highways, contamination and the historic environment using a joint desk top and site visit survey approach. The assessment made ensured that each site is looked at comprehensively on its own merits and recorded in a consistent way.

3.92 Characteristics recorded during the survey are:-

- Site unique reference number, site size, boundaries and location
- Current land use and character
- Land uses and character of surrounding area
- Physical constraints (e.g. access, contamination, flooding, natural features of significance, location of infrastructure/utilities)
- Potential environmental constraints
- Where relevant development progress (ground works completed, number of units started, number of units completed)
- Initial assessment of whether the site is suitable for a particular use or as part of a mixed use development.

3.93 Each site has been assessed according to the criteria set out in the SHELAA Methodology.

3.94 This includes a settlement survey score looking at the sustainability of settlements. The main aim of the criteria was to assess how accessible potential housing and employment sites are to local services. The sites were assessed against its distance to seven local facilities in which it will receive a total out of 7. The facilities are a primary school/ secondary school, Doctors Surgery, clinic or health centre, a supermarket or general convenience store, public house, walking distance to nearest major area of employment, hourly bus service an village or community hall.

- 3.95 The SFRA has also been used to identify which flood risk zone each site is located within. The SFRA takes into account the effect of climate change up to 2115 and this has been built into the assessment. It should be noted that the EA flood plains do not take into account the effects of climate change. Therefore North and North East Lincolnshire Councils and the Environment Agency consider the SFRA more robust. Within the SFRA the Flood Zones are classified as:
- Zone 1
  - Zone 2/3a
  - Zone 3b
- 3.96 The North Lincolnshire SFRA has been delivered in accordance with guidance set out in the NPPF. The SFRA has been produced based on existing information in relation to flood risk issues within the area. Flood Zone Maps produced by the EA are regularly reviewed and updated with improved flood risk mapping information; in turn the understanding of flood risk issues within the area is constantly refined.
- 3.97 The Environment Agency's flood zone maps show the current extent of the flood zones, i.e. without assessment of the effect of climate change and historic flood events (including drainage problems). The information available from the Humber Flood Risk Management Strategy gives the water levels in the estuary needed to identify SFRA Flood Zone 3a, taking into account the effect of climate change, to be determined simply but not the water levels needed to identify SFRA Flood Zone 2. The information about river levels that is available cannot easily be adjusted to take the effect of climate change into account consistently across the whole of the study area; to do so would require extensive remodelling. It was therefore agreed that the Level 1 maps should show only the boundary between SFRA Flood Zones 1 and 2/3a, covering flooding both from the sea (estuary) and from rivers, together with the functional floodplain (SFRA Flood Zone 3b) and areas where drainage problems may lead to flooding from other sources. This assumes that, in effect, SFRA Flood Zone 2 is incorporated into SFRA Flood Zone 2/3a. All development proposals will be assessed against the SFRA and the SFRA Flood Zones contained within it.

## EXISTING NORTH LINCOLNSHIRE LOCAL PLAN POLICY CONSTRAINTS

- 3.98 The North Lincolnshire Local Plan (May 2003) identifies Areas of Amenity Importance that have been deemed worthy of retention due to the significant contribution that they make to the character and amenity of the settlement/area. Such areas include not only public open space and recreational land, but also a multitude of areas in private ownership with many areas accessible for enjoyment by the public but others have been identified purely for landscape or nature conservation reasons. Areas of Amenity Importance are covered by the saved Local Plan policy LC11 which exceptionally only allows development if it can be shown that it would not adversely affect the open character, visual amenity, wildlife value or compromise the gap between conflicting land uses.
- 3.99 Policy LC11 will continue to form the basis on which planning decisions are made covering Areas of Amenity Importance until such time as it is replaced by new policy in the Local Plan. Consequently, it is considered that until Areas of Amenity Importance are reviewed, they are a constraint to development.
- 3.100 The majority of the Isle of Axholme has been designated under Policy LC14 of the North Lincolnshire Local Plan as an Area of Special Historic Landscape Interest. Within this area, development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape, or any of its features.

- 3.101 The Isle of Axholme has been the subject of an intensive study of landscape character. The study has identified significant areas of medieval open strip fields and Turbaries, both of which are of considerable national importance. These attributes together with enclosed land and the overall settlement pattern of the area make it unique in the country. It is essential therefore that future development is not allowed to adversely impact on this valuable historic resource. This is particularly so in relation to the character of settlements and to individual buildings or overall groups of buildings in the open countryside.
- 3.102 Policy LC14 will continue to form the basis on which planning decisions are made covering proposals within the Area of Special Historic Landscape Interest until such time as it is replaced by new policy in the Local Plan. Consequently, it is considered that until this Policy is reviewed, the Area of Special Historic Landscape Interest is a significant constraint to development and that suggested or proposed housing sites that incorporate such designations should be discounted if development has significant harm.
- 3.103 All sites included in the SHELAA database were mapped using GIS software and assigned a unique reference number. A database has been developed to record all the data from the assessment process and enable updating where necessary through the annual review process.
- 3.104 The SHELAA Review has incorporated the accessibility criteria into its assessment to ensure that housing is located in the most sustainable locations within North Lincolnshire.

## NORTH LINCOLNSHIRE ACCESSIBILITY CRITERIA

<b>Scunthorpe and Bottesford Urban Area</b>	
<b>1. Walking distance to bus stop or train station.</b>	
<b>Positive</b>	Up to 400m to bus stop or train station (less than 5 mins walk/¼ mile).
<b>Negative</b>	More than 400m to bus stop or train station (less than 5 mins walk/¼ mile).
Source	RSS Table 16.9 Accessibility: Access from housing – 5 mins walk to bus stop. Local Development Framework Monitoring: Good Practice Guide ODPM – 400m or 5 minutes walk to bus stop on frequent service
<b>2. Walking distance to a primary school or public transport travel time.</b>	
<b>Positive</b>	Up to 800m (up to a 10 mins walk/½ mile) or 20 mins public transport time (includes walking to bus stop).
<b>Negative</b>	More than 800m (up to a 10 mins walk/½ mile) or 20 mins public transport time (includes walking to bus stop).
Source	Local Development Framework Monitoring: Good Practice Guide ODPM – 400m or 5 mins walk to bus stop on frequent service.
<b>3. Walking distance to secondary school or public transport travel time.</b>	
<b>Positive</b>	Up to 1,600m (20mins walk or 1 mile) or 40 mins public transport time (including walking) – route must have a 15 mins service frequency between 7am to 10am on Tuesday.
<b>Negative</b>	More than 1,600m (20mins walk or 1 mile) or 40 mins public transport time (including walking) – route must have a 15 mins service frequency between 7am to 10am on Tuesday.
Source	RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.
<b>4. Walking distance to local services (corner shops, mini-markets, general store and supermarket).</b>	
<b>Positive</b>	Up to 800m (up to a 10 mins walk/½ mile).
<b>Negative</b>	More than 800m (up to a 10 mins walk/½ mile).
Source	Based on LDF Monitoring: Good Practice Guide ODPM and RSS. Assume average walking speed of 3 miles per hour. Taken into account that shopping may be carried.
<b>5. Walking distance to GPs or public transport travel time.</b>	
<b>Positive</b>	Up to 800m (up to a 10 mins walk/½ mile) or 20 mins public transport time (includes walking to bus stop).
<b>Negative</b>	More than 800m (up to a 10 mins walk/½ mile) or 20 mins public transport time (includes walking to bus stop).
Source	Based on LDF Monitoring: Good Practice Guide ODPM and RSS. Assume average walking speed of 3 miles per hour.
<b>6. Walking distance to nearest leisure facilities or public transport travel time.</b>	
<b>Positive</b>	Up to 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking).
<b>Negative</b>	More than 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking).
Source	RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.
<b>7. Walking distance to nearest leisure facilities or public transport travel time.</b>	
<b>Positive</b>	Up to 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking).
<b>Negative</b>	More than 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking).
Source	RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.



<b>Scunthorpe and Bottesford Urban Area</b>	
<b>8. Walking distance to nearest leisure facilities or public transport travel time.</b>	
<b>Positive</b>	Up to 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking).
<b>Negative</b>	More than 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking).
Source	RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.
<b>9. Walking distance to nearest retail centre or public transport travel time.</b>	
<b>Positive</b>	Up to 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking).
<b>Negative</b>	More than 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking).
Source	RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.
<b>10. Walking distance to nearest hospital or public transport travel time.</b>	
<b>Positive</b>	Up to 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking) – route must have a 15 mins service frequency between 9 am to 5pm on Tuesday.
<b>Negative</b>	More than 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking) – route must have a 15 mins service frequency between 9 am to 5pm on Tuesday.
Source	RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.
<b>11. Walking distance to nearest major area of employment or public transport travel time.</b>	
<b>Positive</b>	Up to 400m (5mins walk or ¼ mile) or 30 mins public transport time (including walking) – route must have a 15 mins service frequency between 7am to 10am on Tuesday.
<b>Negative</b>	More than 400m (5min walk or ¼ mile) or 30 mins public transport time (including walking) – route must have a 15 mins service frequency between 7am to 10am on Tuesday.
Source:	RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.

<b>Principal Towns and Large Service Centres (Barnetby le Wold, Barrow Upon Humber, Belton (including Westgate and Woodhouse) Barton upon Humber, Brigg, Broughton, Crowle, Epworth, Goxhill, Haxey, Kirton in Lindsey, Messingham and Winterton)</b>	
<b>1. Walking distance to bus stop or train station.</b>	
<b>Positive</b>	Up to 400m to bus stop or train station (less than 5 mins walk/¼ mile).
<b>Negative</b>	More than 400m to bus stop or train station (less than 5 mins walk/¼ mile).
Source	RSS table 16.9 Accessibility: Access from housing – 5 mins walk to bus stop. Local Development Framework Monitoring: Good Practice Guide ODPM – 400m or 5 minutes walk to bus stop on frequent service.
<b>2. Walking distance to a primary school or public transport travel time.</b>	
<b>Positive</b>	Up to 800m (up to a 10 mins walk/½ mile) or 20 mins public transport time (includes walking to bus stop).
<b>Negative</b>	More than 800m (up to a 10 mins walk/½ mile) or 20 mins public transport time (includes walking to bus stop).
Source	Local Development Framework Monitoring: Good Practice Guide ODPM – 400m or 5 minutes walk to bus stop on frequent service.
<b>3. Walking distance to secondary school or public transport travel time.</b>	
<b>Positive</b>	Up to 1,600m (20mins walk or 1 mile) or 60 mins public transport time (including walking) – route must have a 15 mins service frequency between 7am to 10am on Tuesday.
<b>Negative</b>	More than 1,600m (20mins walk or 1 mile) or 60 mins public transport time (including walking) – route must have a 15 mins service frequency between 7am to 10am on Tuesday.
Source	RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.
<b>4. Walking distance to local services (corner shops, mini-markets, general store and supermarket) or 30min public transport time.</b>	
<b>Positive</b>	Up to 800m (up to a 10 mins walk/½ mile) or 30 mins public transport time (includes walking to bus stop).
<b>Negative</b>	More then 800m (up to a 10 mins walk/½ mile) or 30 mins public transport time (includes walking to bus stop).
Source	Based on LDF Monitoring: Good Practice Guide ODPM and RSS. Assume average walking speed of 3 miles per hour. Taken into account that shopping may be carried.
<b>5. Walking distance to GPs or public transport travel time.</b>	
<b>Positive</b>	Up to 800m (up to a 10 mins walk/½ mile) or 30 mins public transport time (includes walking to bus stop).
<b>Negative</b>	More then 800m (up to a 10 mins walk/½ mile) or 30 mins public transport time (includes walking to bus stop).
Source	Based on LDF Monitoring: Good Practice Guide ODPM and RSS. Assume average walking speed of 3 miles per hour.
<b>6. Walking distance to nearest leisure facilities or public transport travel time.</b>	
<b>Positive:</b>	Up to 800m (10 mins walk or ½ mile) or 40 mins public transport time (including walking).
<b>Negative:</b>	More than 800m (10 mins walk or ½ mile) or 40mins public transport time (including walking).
Source	RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.

<b>Principal Towns and Large Service Centres (Barnetby le Wold, Barrow Upon Humber, Belton (including Westgate and Woodhouse) Barton upon Humber, Brigg, Broughton, Crowle, Epworth, Goxhill, Haxey, Kirton in Lindsey, Messingham and Winterton)</b>	
<b>7. Walking distance to nearest retail centre or public transport travel time.</b>	
	Up to 800m (10 mins walk or ½ mile) or 40 mins public transport time (including walking).
	More than 800m (10 mins walk or ½ mile) or 40mins public transport time (including walking).
	<i>RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.</i>
<b>8. Walking distance to nearest hospital or public transport travel time.</b>	
<b>Positive</b>	Up to 800m (10 mins walk or ½ mile) or 60 mins public transport time (including walking) – route must have a 30 mins service frequency between 9 am to 5pm on Tuesday.
<b>Negative</b>	More than 800m (10 min walk or ½ mile) or 60 mins public transport time (including walking) – route must have a 30 mins service frequency between 9 am to 5pm on Tuesday.
Source	<i>RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.</i>
<b>9. Walking distance to nearest major area of employment or public transport travel time.</b>	
<b>Positive</b>	Up to 800m (10 mins walk or ½ mile) or 30 mins public transport time (including walking) – route must have a 30 mins service frequency between 9 am to 5pm on Tuesday.
<b>Negative</b>	More than 800m (10 mins walk or ½ mile) or 30 mins public transport time (including Walking) – route must have a 30 mins service frequency between 9am to 5pm on Tuesday.
Source	<i>RSS Accessibility criteria and Local Development Framework Monitoring: Good Practice Guide ODPM.</i>

- 3.105 This SHELAA comprises a list of all the sites considered along with a judgement as to their availability, suitability and achievability. Each site identified as meeting the specified criteria will be accompanied by a site plan
- 3.106 Sites considered unsuitable for housing development will not be taken forward to the next stage of the assessment. A list of unsuitable sites is located in Appendix 2.

# Appendix 1

## Site Assessments for Suitable Sites

**Alkborough**

ONF5F ..... 34

**Appleby**

62PO6..... 37

**Barnetby le Wold**

JB100..... 40

DBHNC..... 43

X46AD ..... 46

CFS0300082 ..... 49

**Barrow upon Humber**

CFS0300115 (7EY2W) ..... 52

CFS0300107 (AA5NZ)..... 55

V3AFS..... 58

CFS0300109 (4SKWE) ..... 61

CFS0300110 (OI177) ..... 64

**Barton upon Humber**

CKXMB ..... 67

G4HLU..... 70

787LS..... 73

CFS0300104 (9SBMN) ..... 76

CFS0300105 ..... 79

5TQ6R..... 82

**Brigg**

55NUT ..... 85

HJO3T ..... 88

SMAQ2 ..... 91

CFS0300143 ..... 94

**Broughton**

ZS981 ..... 97

CFS0300075 (H5HNT) ..... 100

7DCOC ..... 103

CFS0300097 ..... 106

CFS0300100 ..... 109

**Crowle**

PVMRN..... 112

CFS0300131 (N92ZZ) ..... 115

CFS0300019 ..... 118

**Ealand**

KFKCI..... 121

WL5TW ..... 124

VU5F0..... 127

**East Halton**

CCZGS ..... 130

**Eastoft**

T8DJY ..... 133

CFS0300011 ..... 136

CFS0300136 (IA36Q)..... 139

**Epworth**

P1T39 ..... 142

**Goxhill**

G3ESX..... 145

Y2EX6 ..... 148

CFS0300113 (REWRY) ..... 151

CFS0300112 ..... 154

**Haxey**

OUT66..... 157

SPDKT ..... 160

CFS0300086 ..... 163

CFS0300098 (ZXSKI) ..... 166

**Hibaldstow**

HD8G9..... 169

NWC9X ..... 172

CFS0300027 ..... 175

WOVBD ..... 178

3YNE7 ..... 181

MSXXB..... 184

**Kirmington**

KI8NC..... 187

HYZY4..... 190

WWJBT ..... 193

ZF4BB ..... 196

JE3QV..... 199

**Kirton in Lindsey**

I9MDI..... 202

IHII2 ..... 205

8N3AI..... 208

CFS0300016 ..... 211

CFS0300055 ..... 214

**Luddington**

SMZS7 ..... 217

NTXK7 ..... 220

**Messingham**

XOLYH.....	223
19H34.....	226
OXN8G .....	229
4J2QR.....	232
2SIQJ .....	235
CFS0300057 .....	238

**New Holland**

76Y3S .....	241
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**Owston Ferry**

EOANO .....	244
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**Redbourne**

SXWT0 .....	247
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**Scawby**

NMRIA .....	250
1K1R1.....	253
LLXGZ .....	256

**Scunthorpe & Bottesford Urban Area**

4RKH8 .....	259
42LZR .....	262
M0QOV.....	265
1POP7 .....	268
L6FFV.....	271
8J6RH.....	274
RONCY .....	277
YFBJ3 .....	280
ZYF3P .....	283
2RGG4.....	286
Z16EY.....	289
CFS0300096 .....	292
CFS0300140 .....	295
CFS0300141 .....	298

**South Killingholme**

54XK7 .....	301
EB4JS .....	304

**Ulceby**

CFS0300137 (OLANV) .....	307
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**Westgate**

CFS0300009 .....	310
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**Westwoodside**

WA75K.....	313
QN4UT.....	316
HDEK2 .....	319
CFS0300119 (GD1W7) .....	322
CFS0300064 .....	325

**Winterton**

QBUJQ .....	328
9QI3T .....	331

**Wootton**

A33D4 .....	334
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**Worlaby**

PGXG4 .....	337
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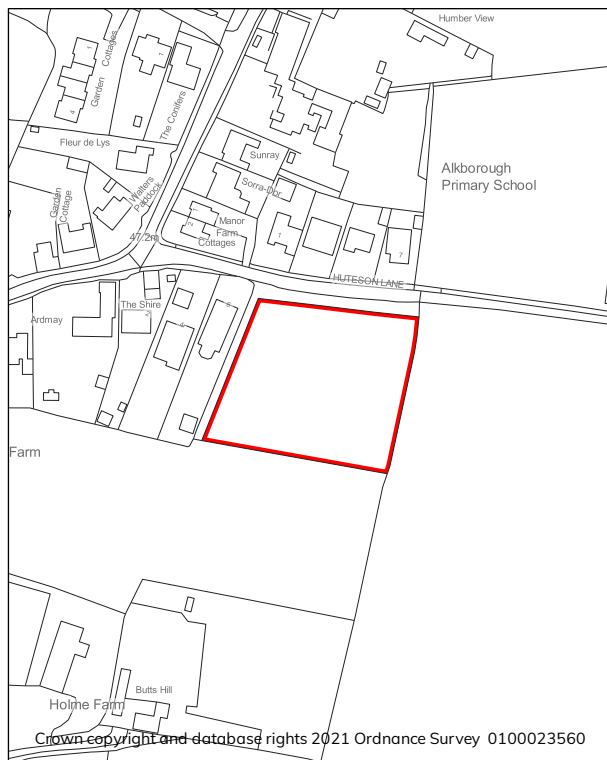
**Wrawby**

DO1YP .....	340
K41O0.....	343
K4XSR.....	346
YQVKI.....	349
E4Q3W.....	352
CFS0300058 .....	355

**Wroot**

SY9VD .....	358
0986O.....	361
O1AJX.....	364

<b>Settlement</b>	<b>Alkborough</b>
<b>Site Reference</b>	<b>ONF5F</b>



Site address	Land at Huteson Lane
Site size (Ha)	0.43
Existing Land Use (s)	The land is currently used for agriculture.
Site and Surrounding area Description	The site is in the centre of Alkborough on the Eastern side surrounded by agricultural land and a to the North and West is residential.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	13	15
Vehicular Access Options	Access could be gained from Huteson Lane.	
Pedestrians/ Cycle Options	Good pedestrian links to local services.	
Is the site located on a key Strategic Road Network (if so please state)	The site is not located on a key Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Private owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	22

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access could be gained from Huteson Lane
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	3	Alkborough is a Smaller Rural Settlement and has 3 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure	Green	A clean water supply can be made available to the site. Further investigation is required to ensure there is adequate capacity in the sewage infrastructure.
Agricultural Land Grade	Amber	GRADE 2
Demolition	Green	Non required
Contamination and Ground Conditions	Green	No known issues
Noise	Amber	Bordering farm land.
Odour	Amber	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	No known issues
Locally Designated Green Space	Green	No known issues
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage		

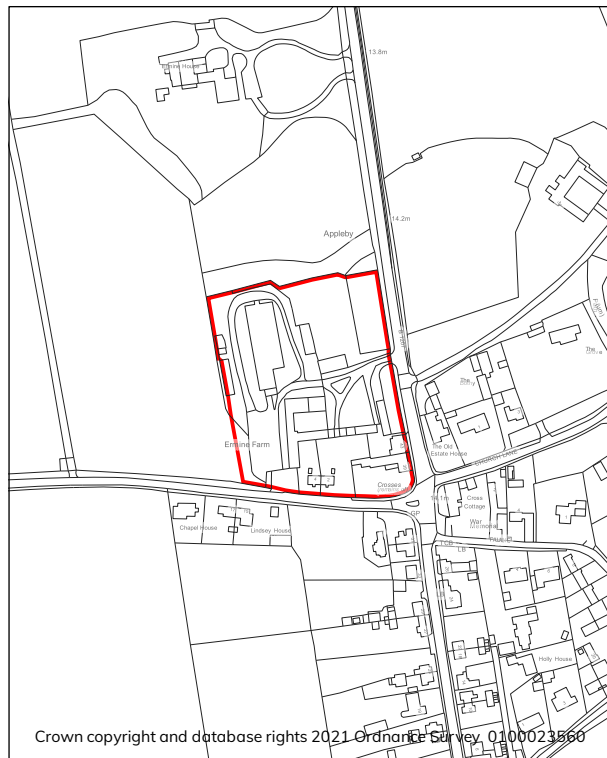
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	CA, HS = CA
Open Space Designation	Green	No designation



Local Plan Designation	Policy Reference	Comments
Conservation Areas	HE1	

Availability Assessment	The site is available
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology.
Constraints / barriers to delivery	<p>The site is Grade 2 agricultural Land.</p> <p>Any development may have an impact on the conservation area.</p> <p>Noise and odour from the nearby Farm may be a nuisance on any housing development.</p> <p>Site is within SFRA Flood Zone 1.</p>
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

Settlement	Appleby
Site Reference	62PO6



Site address	Ermine Farm
Site size (Ha)	1.62
Existing Land Use (s)	Residential, Agricultural Buildings
Site and Surrounding area Description	The site is a farm surrounded by residential development.
Greenfield/Brownfield	Brownfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	46	54
Vehicular Access Options	Access via Risby Road and Ermine Street can be achieved.	
Pedestrians/ Cycle Options	Good pedestrian links to local services.	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Private Owner	

Settlement Survey 2016 Evidence Base - Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	16

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

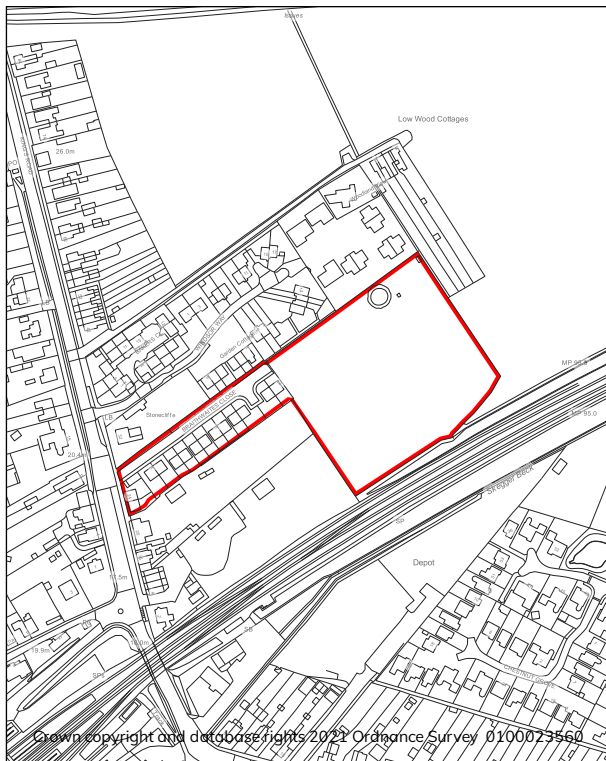
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Would need to consider visibility splays. Existing accesses are not necessarily the most appropriate location for any residential development.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	2	Appleby is a Smaller Rural Settlement and has 2 of the 7 key facilities
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure	Amber	A clean water supply can be made available to the site. Further investigation is required to ensure there is adequate capacity in the sewage infrastructure.
Agricultural Land Grade	Amber	GRADE 2
Demolition	Red	Demolition of existing buildings will be required.
Contamination and Ground Conditions	Amber	Potential contamination associated with former farm and underground fuel storage tanks
Noise	Amber	Neighbouring farm
Odour	Amber	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	No known issues
Locally Designated Green Space	Green	No designations
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	2% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Planning Proposal		
Historic Environment/Ancient Monuments (250m zone)	Amber	CA; LBII; ARCH, HS = CA; LB; SM (TRAFFIC ISSUE); ARCHAEOLOGICAL ASSESSMENT
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Conservation Areas	HE1	
Ironstone Extraction	IG9	
Development affecting Listed Buildings	HE5	

Availability Assessment	
Is the site being marketed?	Enquiries received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site is within 250m of an archaeological site. A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.</p> <p>Potential contamination associated with former farm and underground fuel storage tanks</p> <p>The land is Grade 2 agricultural land.</p> <p>The site is close to a farm so noise and odour may be an issue.</p> <p>Demolition will be required.</p>
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Barnetby le Wold</b>
<b>Site Reference</b>	<b>JB100</b>



Site address	The Railway Inn, 28 King's Road
Site size (Ha)	1.75
Existing Land Use (s)	Public House, caravan site and unused field
Site and Surrounding area Description	The site is a Pub, Caravan site and unused field in the centre of Barnetby Le Wold.
Greenfield/Brownfield	Brownfield/Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	49	57
Vehicular Access Options	Access arrangement with Kings Road will need very careful consideration	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is located next to the A18.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	43

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

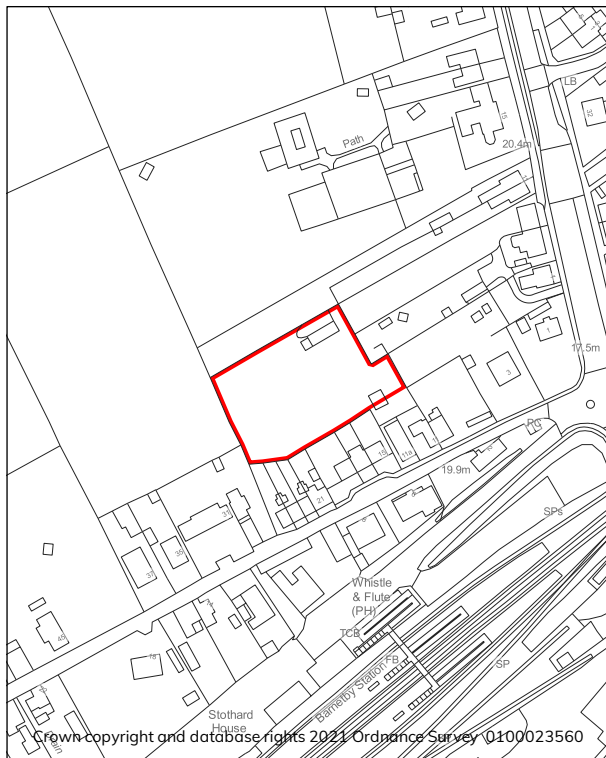
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Access arrangement with Kings Road will need very careful consideration
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	6	Barnetby le Wold is a Market Town/Large Service Centre and has 6 of the 7 key facilities (no hourly bus service).
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition	Amber	Demolition will be required.
Contamination and Ground Conditions	Green	
Noise	Amber	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage		

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2017/1394	Application for the determination of the requirement for prior approval for the demolition of public house	
PA/2016/1959	Planning permission to erect a two-storey rear extension and detached garage	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL EVALUATION
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	The land is available
Is the site being marketed?	Enquiries received. Part of the site is occupied by a working pub which is currently not believed to be cost effective to run in the long term and this will be subject of a separate viability study.
Add any detail as necessary (e.g. where, by whom, how much for etc.)	A number of local housing developers have approached the owner with expressions of interest in developing the site as Market Housing.
When might the site be available for development?	The site is likely to come forward in the next 5 years
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Part of the site is occupied by a pub that is not believed to be cost effective to run in the long term. Potential development in line with delivery trajectory and will be subject to viability scoping.
Trajectory of development / build out time	3 years based on the SHELAA methodology.
Constraints / barriers to delivery	<p>The site is within SFRA Flood Zone 1.</p> <p>The site is currently outside the development limit and is partly brownfield .</p> <p>Access arrangement with Kings Road will need very careful consideration.</p> <p>Demolition on the site is required.</p> <p>Justification of the loss of the currently operating pub would be required.</p> <p>The site is close to a railway line so noise may be an issue</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

Settlement	Barnetby le Wold
Site Reference	DBHNC



Site address	Land off Railway Street
Site size (Ha)	0.27
Existing Land Use (s)	Garden Land
Site and Surrounding area Description	The site has residential development to the south and agricultural land to the north and west.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	8	9
Vehicular Access Options	The site can be accessed from 11 Railway Street.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is close to the A18.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	43

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	



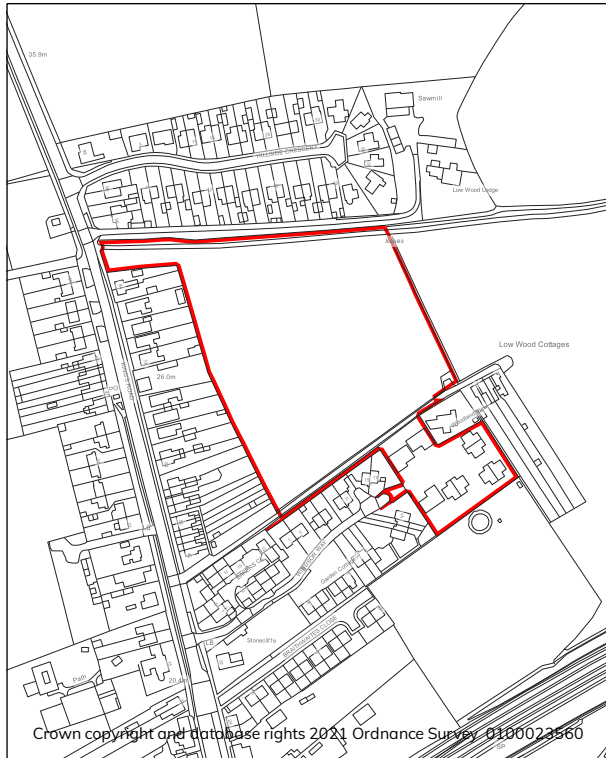
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	The site can be accessed from 11 Railway Street.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Barnetby le Wold is a Market Town/Large Service Centre and has 6 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Amber	The site is within 250m of a former landfill. A Phase 1 and site investigation will be required.
Noise	Green	Surrounded by housing
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	No
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	9 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	1 year based on the SHELAA methodology.
Constraints / barriers to delivery	The site is within 250m of a former landfill. A Phase 1 and site investigation will be required. Site is within SFRA Flood Zone 1.
Conclusion	The site may be suitable for development if the site constraints can be addressed.

Settlement	Barnetby le Wold
Site Reference	X46AD



Site address	Land at King's Road Land
Site size (Ha)	2.81
Existing Land Use (s)	Agricultural land
Site and Surrounding area Description	The site is on the edge of Barnetby Le Wold mainly surrounded by agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Housing

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	102	114
Vehicular Access Options	Highways would prefer to see entire site accessed from Kings Road, assuming rights of access across the private drive have been negotiated. Outline planning application for southern section of the site to be served from Windsor Way. Highways would not want to see whole site served from Windsor Way.	
Pedestrians/ Cycle Options	Could connect into existing facilities. Pedestrian/cycle links via Windsor Way to be provided.	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Asset Management and Culture	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	43

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

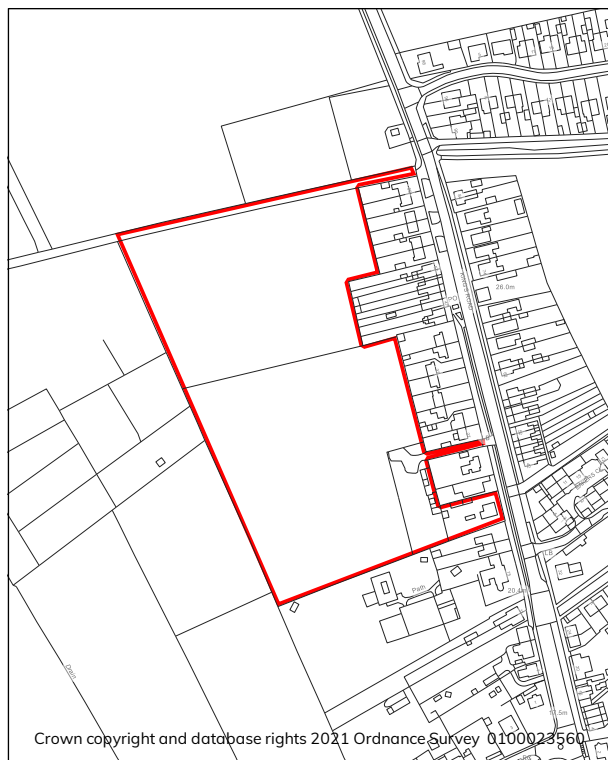
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Highways would prefer to see entire site accessed from Kings Road, assuming rights of access across the private drive have been negotiated. Outline planning application for southern section of the site to be served from Windsor Way. Highways would not want to see whole site served from Windsor Way
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Barnetby le Wold is a Market Town/Large Service Centre and has 6 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Green	Agricultural land
Noise	Amber	A railway line lies 100m to the south. No nearby odour source.
Odour	Green	
Tree Preservation Orders		
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	7% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	Allocation requires HIA: Archaeological field evaluation comprising geophysical survey and trial trenching (underway)
Open Space Designation		Green

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	5 years based on the SHELAA methodology.
Constraints / barriers to delivery	A HIA will be required. Archaeological field evaluation comprising geophysical survey and trial trenching (underway). The site is within SFRA Flood Zone 1. The site is currently outside the development limit.
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

Settlement	Barnetby le Wold
Site Reference	CFS0300082



Site address	Land to the west of Kings Road
Site size (Ha)	3.7
Existing Land Use (s)	The site is former arable agriculture but too small to farm economically with modern equipment, is now commercial grassland for hay production.
Site and Surrounding area Description	The site is located behind an existing row of two storey dwellings on relatively flat open fields.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	132	148
Vehicular Access Options	Access from Kings Road	
Pedestrians/ Cycle Options	Connect into existing facilities, improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	No	
Ownership (if known) Private, public, single, multiple owners	Part owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	41

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	6	Barnetby le Wold is a Market Town/Large Service Centre and has all of the 7 key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Green	Agricultural land
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Arable land of low biodiversity value. Bat and bird survey likely to be required for buildings to be demolished.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

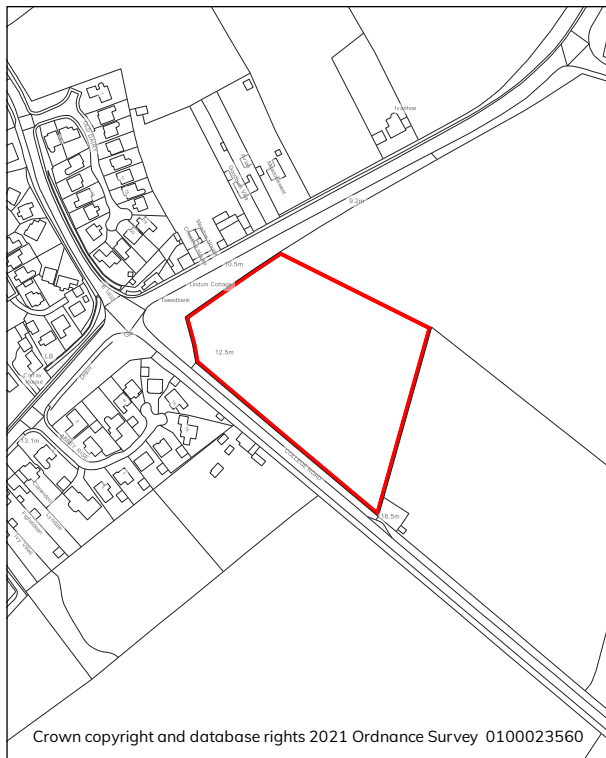
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2011/0914	Planning permission to retain a single-storey rear extension	
PA/2016/611	Planning permission to erect a first-floor extension and carry out alterations	
PA/2011/0885	Planning permission to install a dropped kerb	
PA/2011/1094	Planning permission to install dropped kerb	
Historic Environment/Ancient Monuments (250m zone)	Amber	Requires predetermination assessment of heritage significance of archaeology comprising field evaluation (geophysical survey and trial trenching) to adequately assess impact
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Enquiries received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	Likely to come forward in the next 5 years
Estimated annual build out rate (including justification):	30 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	Less than 4 years based on the SHELAA methodology
Constraints / barriers to delivery	Development will be dependent on predetermination assessment of heritage significance of archaeology Proposed development area/site boundary may need to be reduced to consider the relative extension outside of existing development limits
Conclusion	The site is currently outside the development limit and the site area may need to be reduced to allow a lower number of units. The site may be suitable for residential development if the site constraints can be addressed.



<b>Settlement</b>	<b>Barrow upon Humber</b>
<b>Site Reference</b>	<b>CFS0300115 (7EY2W)</b>



Site address	Land south of New Holland Road (College Road junction)
Site size (Ha)	1.56
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site is located on the eastern edge of Barrow upon Humber's existing development limit
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	44	52
Vehicular Access Options	May be possible to form access with College Road; however, concerns over the impact of traffic generation on the College Road/New Holland Road junction	
Pedestrians/ Cycle Options	None	
Is the site located on a key Strategic Road Network (if so please state)	No	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	41

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access would have to be at southern end of allocation
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Barrow-upon-Humber is a Larger Rural Settlement and has 5 of the 7 key facilities – all except GP surgery / doctors /health centre and an hourly bus service.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	Agricultural Field in residential area
Noise	Green	Agricultural field in residential area
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Arable land of low biodiversity value. No ecological surveys required, provided hedgerows are retained and enhanced. For this location, Natural England's SSSI Impact Risk Zone Tool indicates that Natural England should be consulted on. Any residential development of 50 or more houses outside existing settlements/urban areas."
Locally Designated Green Space	Green	
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	7.5% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>Site lies outside of the existing development limit</p> <p>Traffic impact needs to be addressed</p> <p>Access to be provided at southern end of site along College Road, with concerns raised about additional traffic at the New Holland Road junction</p> <p>Natural England should be consulted on, any residential development of 50 or more houses.</p> <p>Flood risk zone 1 impacts a small portion of the site</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Barrow upon Humber</b>
<b>Site Reference</b>	<b>CFS0300107 (AA5NZ)</b>



Site address	Land to the south of Wold Road (opposite Green Lane)
Site size (Ha)	1.53
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site is located on the south eastern edge of Barrow upon Humber, outside the existing development limit, with residential development to the north and agricultural land adjacent.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	44	51
Vehicular Access Options	Access can technically be achieved from B1206	
Pedestrians/ Cycle Options	Connect into existing facilities, improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	No	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	41

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

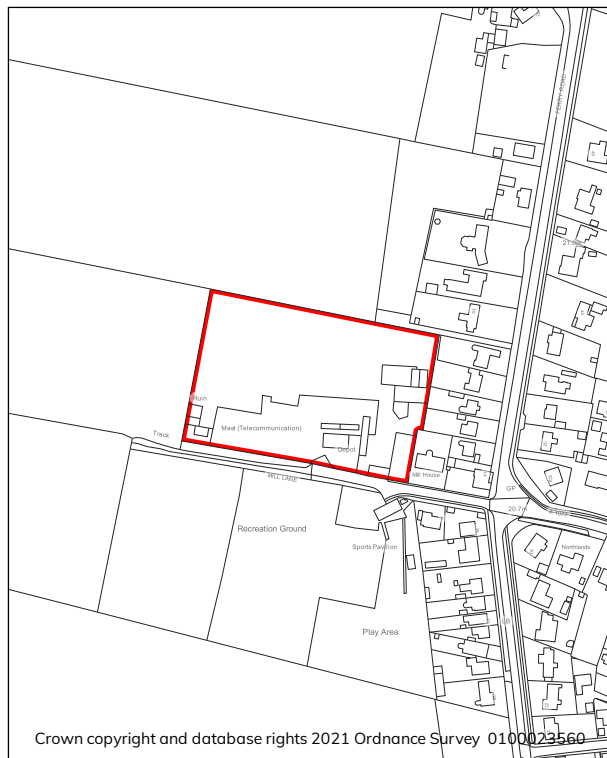
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access could be achieved from the B1206
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Barrow-upon-Humber is a Larger Rural Settlement and has 5 of the 7 key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	Agricultural Field, some buildings
Noise	Green	Residential Area
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Pasture with hedgerows. With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre. For this location, Natural England's SSSI Impact Risk Zone Tool indicates that Natural England should be consulted on. Any residential development of 50 or more houses outside existing settlements/urban areas."
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2017/1906	Planning permission to erect a single storey extension	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	Site is available
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on SHELAA methodology
Constraints / barriers to delivery	The site lies outside the existing development limit. Phase 1 ecological survey and consultation with Natural England should be carried out for any residential development of 50 or more houses outside existing settlements/urban areas. Grade 2 agricultural land
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

Settlement	Barrow upon Humber
Site Reference	V3AFS



Site address	Spencer group, Mill Lane.
Site size (Ha)	1.55
Existing Land Use (s)	Employment
Site and Surrounding area Description	The site is located on the western edge of Barrow upon Humber and is currently used for commercial activity by the Spencer Group.
Greenfield/Brownfield	Brownfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	44	51
Vehicular Access Options	A number of planning conditions would be applied to any permission if granted. No development shall take place until improvements to Mill Lane are outlined, including the provision of new/enhanced footways, to be submitted and approved in writing by the LPA.	
Pedestrians/ Cycle Options	Connect to existing facilities, where improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Private	

Settlement Survey 2016 Evidence Base (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	41

Absolute Constraints Check	Please tick
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

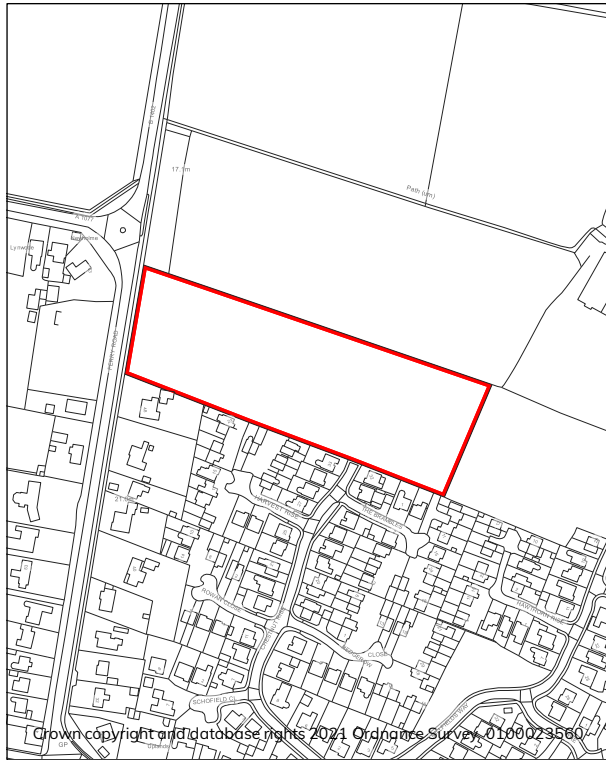
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site		A number of planning conditions would be applied to any permission if granted. No development shall take place until improvements to Mill Lane are outlined, including the provision of new/enhanced footways, approved in writing by the LPA.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Barrow-upon-Humber is a Larger Rural Settlement and has 5 of the 7 key facilities – all except GP surgery / doctors / health centre and an hourly bus service.
Legal/Covenants	Amber	Unknown
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Amber	Landfill within 250m
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	<p>The application site supports an office building with hardstanding parking and storage areas and a boundary hedgerow. With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants. No ecological surveys will be required, though trees and boundary hedgerows are likely to support nesting birds. With this proposal, biodiversity enhancement should be secured by:</p> <p>Submission and agreement of biodiversity and landscape management plans and a construction environmental plan;</p> <p>On-going implementation of the management plans.</p> <p>Sensitive working practices to avoid harm to bats, hedgehogs and nesting birds.</p> <p>Bat lofts, bat bricks, bat boxes- bat bricks in at least 15% of houses.</p> <p>Enhanced bat foraging habitat.</p> <p>Installation of swift boxes and sparrow terraces on 15% of houses combined.</p> <p>Details of the retention, enhancement and on-going management of mixed native hedgerows.</p> <p>Providing gaps in boundary fences, to allow the passage of hedgehogs.</p> <p>Creation of wetland habitat as part of sustainable urban drainage.</p> <p>Landscaping using locally native trees, shrubs, hedge plants and wildflowers of high biodiversity value.</p> <p>Providing a wildlife gardening leaflet for each new resident.</p>
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site.



Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2018/845	Outline Planning Application (with all Matters Reserved) for residential development including demolition of existing buildings	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Availability Assessment	
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	landowner will sell on to developer
When might the site be available for development?	The site is likely to come forward in the next 5 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology.
Constraints / barriers to delivery	A planning application ref PA/2018/845 has been submitted on this site for outline planning permission for residential development. The site is Grade 2 Agricultural Land. The site is within SFRA Flood Zone 1
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

Settlement	Barrow upon Humber
Site Reference	CFS0300109 (4SKWE)



Site address	Land at Ferry Road/ Chestnut Rise
Site size (Ha)	1.8
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site lies to the north of residential development at Chestnut Rise, outside the existing development limit.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	50	59
Vehicular Access Options	Access via Millfields Way & A1077	
Pedestrians/ Cycle Options	Connect into existing facilities, improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	No, but A1077 is part of the Principal Road Network	
Ownership (if known) Private, public, single, multiple owners	Developer	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	41

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

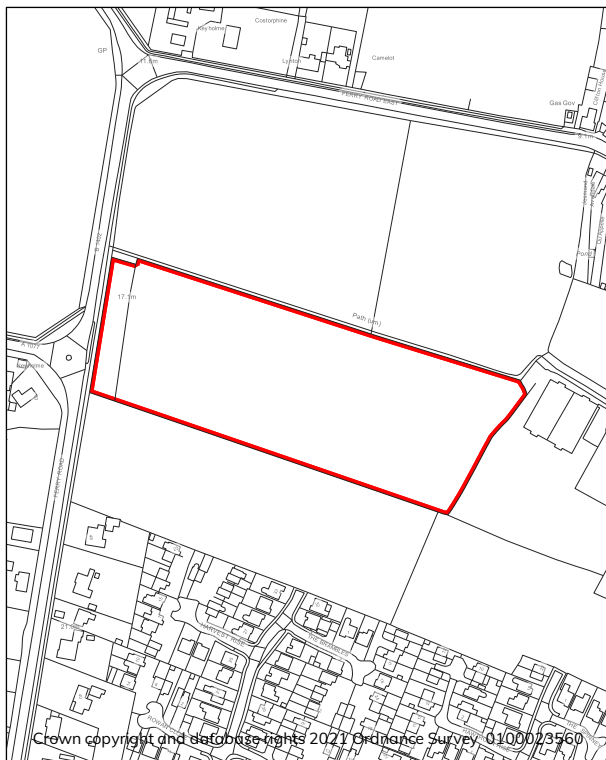
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Planning application submitted. Ref PA/2020/603 Would prefer to see site developed in conjunction with allocation to the north via an improved junction arrangement with A1077 and B1402 Ferry Road
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Barrow-upon-Humber is a Larger Rural Settlement and has 5 of the 7 key facilities – all except GP surgery / doctors /health centre and an hourly bus service.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	Agricultural Fields
Noise	Green	Residential Area
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Grassland with hedgerows and trees. Surveys have revealed use by badgers. For this location Natural England's SSSI Impact Risk Zone Tool indicates that Natural England should be consulted on any residential development of 10 or more houses outside existing settlements/urban areas. Arable land of low biodiversity value.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0.2% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2020/603	Planning permission for residential development and associated public open space.	
PA/2019/1054	Planning permission to erect garage following demolition of existing garage	
PA/2016/1124	Planning permission to erect a single-storey rear extension	
PA/2016/1517	Notification of proposed works Electricity Act 1989 -Overhead lines (Exemption) Regulations 2009 to erect aerial bunched conductor	
Historic Environment/Ancient Monuments (250m zone)	Amber	Requires predetermination assessment of heritage significance of Conservation Area setting and archaeology including field evaluation (geophysical survey and trial trenching) to adequately assess impact
Open Space Designation	Red	

Local Plan Designation	Policy Reference	Comments
Areas of Amenity Importance	LC11	

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	Site is likely to come forward in next 5 years
Estimated annual build out rate (including justification):	20 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>Requires predetermination assessment of heritage significance.</p> <p>For this location Natural England's SSSI Impact Risk Zone Tool indicates that Natural England should be consulted on any residential development of 10 or more houses outside existing settlements/urban areas</p> <p>Preferred access would be in conjunction with development of site to the north via an improved roundabout junction at A1077/Ferry Road.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Barrow upon Humber</b>
<b>Site Reference</b>	<b>CFS0300110 (OI177)</b>



Site address	Land to the east of Ferry Road
Site size (Ha)	2.61
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site of agricultural land is located outside the existing development limit to the east of Ferry Road junction with the A1077.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	71	83
Vehicular Access Options	Access via A1077.	
Pedestrians/ Cycle Options	Connect into existing facilities, improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	No, but A1077 is part of the Principal Road Network	
Ownership (if known) Private, public, single, multiple owners	Private developer	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	41

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

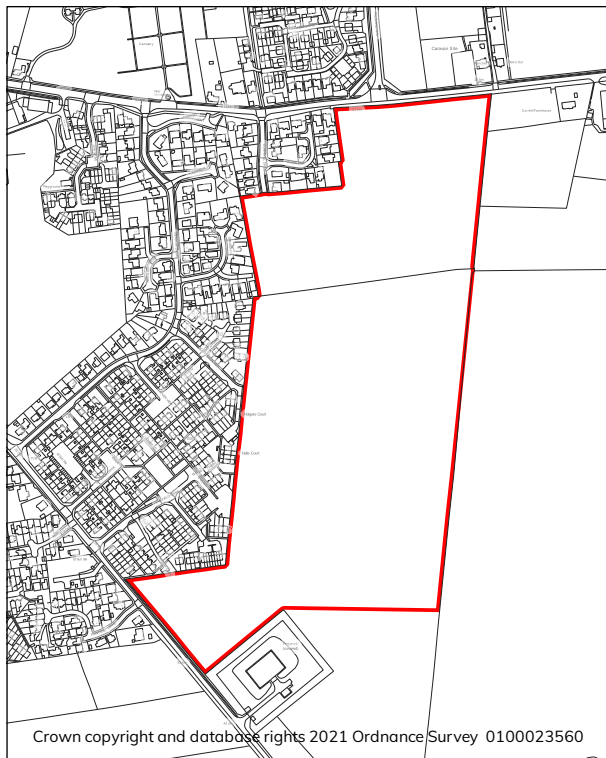
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Would like to see this site developed in conjunction with southern allocation and accessed via an improved junction arrangement at A1077 and B14102 Ferry Road junction.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Barrow-upon-Humber is a Larger Rural Settlement and has 5 of the 7 key facilities – all except GP surgery / doctors /health centre and an hourly bus service.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	Agricultural Fields
Noise	Green	Residential Area
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Grassland with hedgerows and trees. Surveys have revealed use by badgers nearby. For this location, Natural England's SSSI Impact Risk Zone Tool indicates that Natural England should be consulted on. Any residential development of 50 or more houses outside existing settlements/urban areas."
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0.1% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	Requires predetermination assessment of heritage significance of Conservation Area setting and archaeology including field evaluation (geophysical survey and trial trenching) to adequately assess impact
Open Space Designation	Amber	Adjacent

Local Plan Designation	Policy Reference	Comments
Areas of Amenity Importance	LC11	

Availability Assessment	No
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on SHELAA methodology
Constraints / barriers to delivery	<p>This site is located outside the existing development limit and to help integration would like to see this site developed in conjunction with southern allocation and accessed via an improved junction arrangement at A1077 and B14102 Ferry Road junction. The area of proposed housing in the issues and options is a smaller area than outlined in this submission (1.6 ha).</p> <p>Adjacent to an Area of Amenity Importance</p> <p>For this location, Natural England's SSSI Impact Risk Zone Tool indicates that Natural England should be consulted on.</p> <p>Requires predetermination assessment of heritage significance of Conservation Area setting and archaeology including field evaluation</p>
Conclusion	The site may be suitable for development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Barton upon Humber</b>
<b>Site Reference</b>	<b>CKXMB</b>



Site address	Land off Barrow Road
Site size (Ha)	19.9
Existing Land Use (s)	Agriculture
Site and Surrounding area Description	The site lies on the southern edge of Barton upon Humber with residential development to the west. Agricultural land lies to the north, east and south.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	533	600
Vehicular Access Options	Access from an improved junction arrangement at Barrow Road/Falkland Way (roundabout is the preferred option). Would want to see connections to the south, if that site is allocated/developed. Development would need to consider any aspirations for a Barton Relief Road	
Pedestrians/ Cycle Options	Connect into existing facilities on Barrow Road/Falkland Way. Connections into the development to the south to be provided.	
Is the site located on a key Strategic Road Network (if so please state)	The site is not on a Strategic Road Network but is close to the A15.	
Ownership (if known) Private, public, single, multiple owners	Land agent	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	69

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	



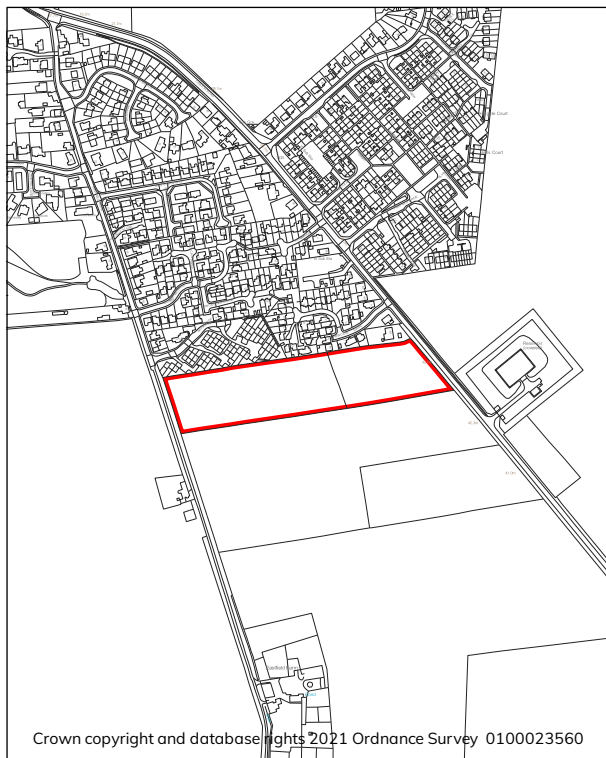
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access from an improved junction arrangement at Barrow Road/Falkland Way (roundabout is the preferred option). Would want to see connections to the south, if that site is allocated/developed. Development would need to consider any aspirations for a Barton Relief Road.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Barton-upon-Humber is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	
Noise	Amber	Possible noise from nearby factory
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Arable land of generally low biodiversity value. For this location, Natural England's SSSI Impact Risk Zone Tool indicates that Natural England should be consulted on, Any residential development of 10 or more houses outside existing settlements/urban areas." Wintering Bird surveys are likely to be required in order to determine whether there would be a Likely Significant Effect on the Humber Estuary SPA or Ramsar site.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Site is being marketed
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years (2025-2030).
Estimated annual build out rate (including justification):	90 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	7 years based on the SHELAA methodology
Constraints / barriers to delivery	The site lies within SFRA Flood Zone 1. Grade 2 Agricultural land.
Conclusion	The site was also submitted in the 2017 call for sites ref numbers FKN9N, 6U1WN, 41RA0, DD0ZJ1. The site may be suitable for residential development if the site constraints can be addressed.

Settlement	Barton upon Humber
Site Reference	G4HLU



Site address	Land between Caistor Road and Eastfield Road
Site size (Ha)	2.7
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site lies to the south of Barton upon Humber with residential development to the north. Agricultural land lies to the south and west.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	98	110
Vehicular Access Options	Access from Caistor Road. Consideration would need to be given to location of junction to minimise any potential conflicts, should the land on the other side of Eastfield Road be developed. Access could technically be achieved from Eastfield Road but would need localised improvements to Eastfield Road, to facilitate this. Would have concerns about impact of any development traffic on Eastfield Road and junction of Eastfield Road/Caistor Road. May need to consider potential impact on any aspirations for a proposed relief road.	
Pedestrians/ Cycle Options	Connect into existing facilities, some improvements may be required	
Is the site located on a key Strategic Road Network (if so please state)	The site is not on a Strategic Road Network but is close to the A15.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	69

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

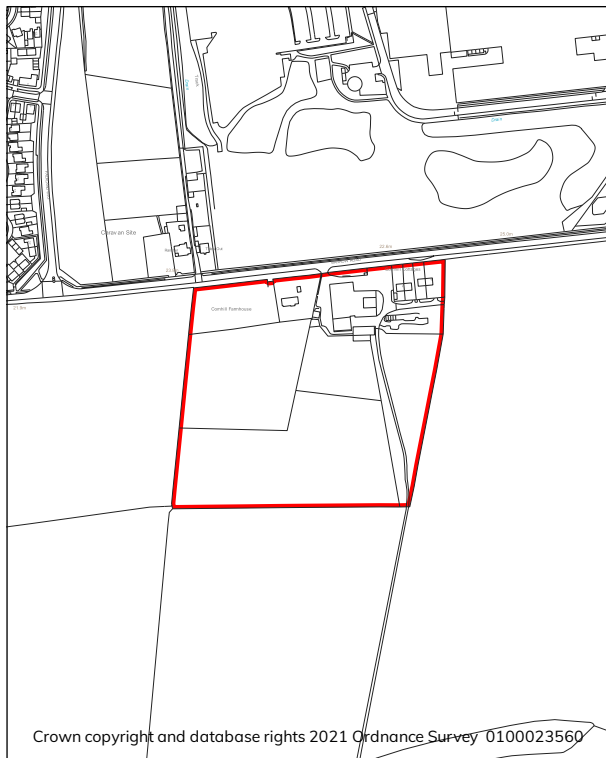
Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Green	Access from Caistor Road. Consideration would need to be given to location of junction to minimise any potential conflicts, should the land on the other side of Eastfield Road be developed. Access could technically be achieved from Eastfield Road but would need localised improvements to Eastfield Road, to facilitate this. Would have concerns about impact of any development traffic on Eastfield Road and junction of Eastfield Road/Caistor Road. May need to consider potential impact on any aspirations for a proposed relief road.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Barton-upon-Humber is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Amber	Former landfill approx 90m from site
Noise	Green	No significant nearby noise sources.
Odour	Green	No nearby odour source.
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Farm buildings, rough grassland and hedgerows. With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants. For this location, Natural England's SSSI Impact Risk Zone Tool indicates that Natural England should be consulted on. Any residential development of 10 or more houses outside existing settlements/urban areas.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	Allocation requires HIA: Archaeological field evaluation comprising geophysical survey and trial trenching
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Not Known
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory.
Trajectory of development / build out time	4 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site is within SFRA Flood Zone 1.</p> <p>The site is Grade 2 Agricultural Land.</p> <p>The site requires a Heritage Impact Assessment: Archaeological field evaluation comprising geophysical survey and trial trenching.</p> <p>A former landfill site lies approx 90m from site.</p>
Conclusion	<p>The site may be suitable for residential development if all the site constraints can be addressed.</p> <p>The site is allocated as proposed housing in Reg 18 preferred options</p>

<b>Settlement</b>	<b>Barton upon Humber</b>
<b>Site Reference</b>	<b>787LS</b>



Site address	Land to the south of Barrow Road
Site size (Ha)	6.5
Existing Land Use (s)	Agricultural land and buildings
Site and Surrounding area Description	This site lies opposite Wren Kitchens and is surrounded by agricultural land
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	159	185
Vehicular Access Options	Highways want to see this developed in conjunction with the adjacent proposed allocated and access served from the adjacent site. Highways would not want to see the site developed in isolation. Consideration would also need to be given to the potential relief road.	
Pedestrians/ Cycle Options	Connect into existing facilities, improvements and some new provision may be required.	
Is the site located on a key Strategic Road Network (if so please state)	No, although the A1077 is part of the principal road network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	69

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Highways want to see this developed in conjunction with the adjacent allocation and served through the adjacent allocation. We would not want to see this site developed in isolation. Consideration would also need to be given the potential relief road.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Barton-upon-Humber is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Amber	Grade 2
Noise	Amber	Potential noise source from Wren Kitchens
Odour	Green	No nearby odour sources
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

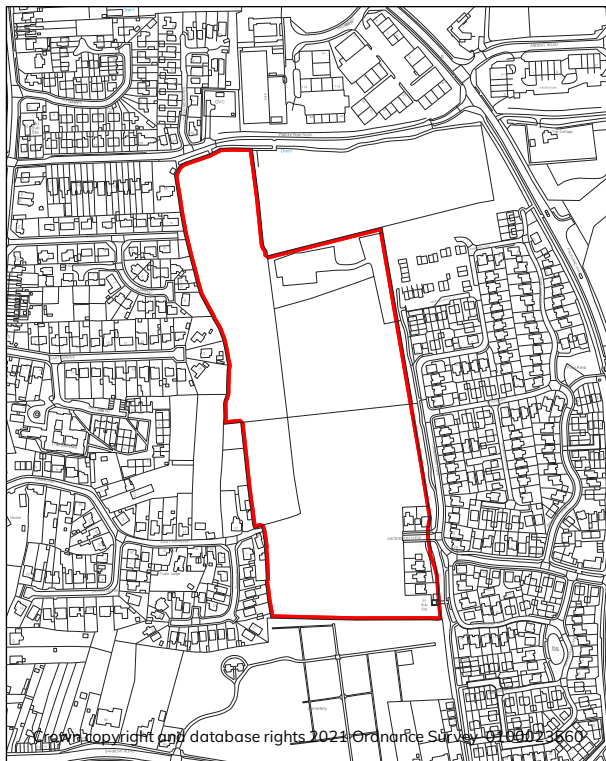
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2016/1902	Application under the Overhead Lines (Exemption) (England & Wales) Regulations 2009 for an aerial bunched.	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Landscape Enhancement	LC15 - 6	

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	5 years based on the SHELAA methodology
Constraints / barriers to delivery	Highways officers would want to see this developed in conjunction with the adjacent allocation and served through the adjacent allocation. Officers would not want to see this site developed in isolation. Consideration would also need to be given the potential relief road. The site is within SFRA Flood Zone 1.
Conclusion	The site may be suitable for development if all the site constraints can be addressed. The site is allocated as proposed housing in Reg 18 preferred options



Settlement	Barton upon Humber
Site Reference	CFS0300104 (9SBMN)



Site address	Land at Falkland Way and Pasture Road South
Site size (Ha)	8.47
Existing Land Use (s)	Grassland/agriculture
Site and Surrounding area Description	This site is a relatively flat parcel of agricultural land located between two existing areas of predominately residential use.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	259	292
Vehicular Access Options	Canberra View	
Pedestrians/ Cycle Options	Connect into existing facilities, improvements may be required. Ped/cycle linkages to East Acridge & Greenway	
Is the site located on a key Strategic Road Network (if so please state)	No	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	73

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

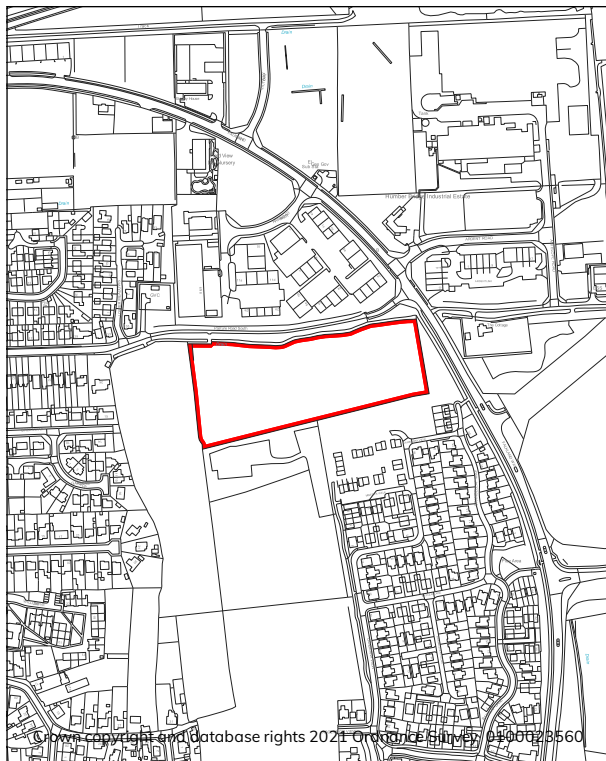
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Financial contributions will be required for improvements to Barrow Road/Falkland Way junction
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Barton-upon-Humber is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	
Noise	Green	Surrounded by residential properties, 500m from Wren Barton, across road from commercial properties
Odour	Green	
Tree Preservation Orders	Green	1989 Barton upon Humber (located to the north east of the site)
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Tumbledown arable land with hedgerows. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre. For this location, Natural England's SSSI Impact Risk Zone Tool indicates that Natural England should be consulted on residential development of 50 units or more."
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Amber	23.5% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2013/1419	Application for modification of a planning obligation attached to phase 1 development at Falkland Way (application number PA/2003/1121)	
PA/2017/1541	Planning permission to erect one four-bedroomed detached dwelling and five five-bedroomed detached dwellings including three detached double garage, associated driveways and access road	
PA/2019/1181	Modification of a deed of variation (PA/2017/1541) dated 23-02-2018 Schedule 2, Part 2 Affordable Housing to construct plots 186, 187, 188 and 189 on Phase 3 of the development to the 20th dwelling	
PA/2017/1161	Planning permission to erect a single storey structure to enclose electricity sub station	
Historic Environment/Ancient Monuments (250m zone)	Amber	Requires predetermination assessment of heritage significance of archaeology comprising field evaluation (geophysical survey and trial trenching) to adequately assess impact
Open Space Designation		Green

Local Plan Designation	Policy Reference	Comments
Landscape Enhancement	LC15 - 6	

Availability Assessment	Site is available
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	10 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>Flood risk assessment should be undertaken to include Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall flood risk.</p> <p>TPOs located to the north eastern corner of the site should be protected.</p> <p>Development is dependent on a preliminary ecological appraisal or extended Phase 1 survey and Natural England should be consulted.</p> <p>Requires predetermination assessment of heritage significance of archaeology comprising field evaluation</p>
Conclusion	<p>The site is currently allocated for housing in the local plan.</p> <p>The site may be suitable for development if all the site constraints can be addressed.</p>

<b>Settlement</b>	<b>Barton upon Humber</b>
<b>Site Reference</b>	<b>CFS0300105</b>



Site address	Land to the south of Humber Bridge Industrial Estate
Site size (Ha)	2.25
Existing Land Use (s)	Agriculture
Site and Surrounding area Description	The site lies to the north of new housing adjacent to Falkland Way, surrounded by a strong hedgerow.
Greenfield/Brownfield	
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	83	93
Vehicular Access Options	Access via adjacent proposed housing site to south.	
Pedestrians/ Cycle Options	Connect into existing facilities, improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	The site is not located on a key Strategic Road Network	
Ownership (if known) Private, public, single, multiple owners	Developer (sole)	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	73

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Financial contributions will be required for improvements to Barrow Road/Falkland Way junction
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Barton-upon-Humber is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	Agricultural field
Noise	Green	Surrounded by residential properties, 500m from Wren Barton, across road from commercial properties
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Tumbledown arable land with hedgerows. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre. For this location, Natural England's SSSI Impact Risk Zone Tool indicates that Natural England should be consulted on residential development of 50 units or more."
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Tidal
Local Flood Risk – Surface Water and Drainage	Red	88.8% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2016/1793	Planning permission to erect 115 dwellings, construct associated garages, access roads, playground, public open space and pond	
PA/2015/0111	Planning permission to erect 23 dwellings including associated driveways, garages and access road.	
PA/2016/1816	Application for modification of permission 2015/011 and in association with 2016/1597 to include three additional plots	
Historic Environment/Ancient Monuments (250m zone)	Amber	Requires predetermination assessment of heritage significance of archaeology comprising field evaluation (geophysical survey and trial trenching) to adequately assess impact
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Landscape Enhancement	LC15 – 6	

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The majority of the site is within flood zone 2/3 and is subject to local/surface water flooding. This site has been subject to further Sustainability Appraisal in favour of development benefit that would outweigh flood risk.</p> <p>Access is favoured from adjacent proposed housing development site adjacent, which will have impact on this site coming forward.</p> <p>A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and consultation with Natural England is required for development of 50 units or more.</p>
Conclusion	The site may be suitable for development if all the constraints can be addressed.

<b>Settlement</b>	<b>Barton upon Humber</b>
<b>Site Reference</b>	<b>5TQ6R</b>



Site address	St Mary's Cycle Works
Site size (Ha)	1.95
Existing Land Use (s)	Disused factory - former cycle works
Site and Surrounding area Description	The site at St Mary's Cycle Works is previously developed land and is located within the development limit of Barton upon Humber. The site consists of two disused buildings and hard standing areas and is surrounded by an existing residential area.
Greenfield/Brownfield	Brownfield
Proposed Use	Proposed Housing Site

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	72	81
Vehicular Access Options	Principles of development with access off Marsh Lane and Soutergate are established. Both locations would need a degree of engineering to form a suitable access.	
Pedestrians/ Cycle Options	Connect into existing facilities.	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners		

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	69

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Principles of development with access off Marsh Lane and Soutergate are established. Both locations would need a degree of engineering to form a suitable access.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Barton-upon-Humber is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Green	Urban
Demolition		
Contamination and Ground Conditions	Red	All of the site is directly on top of former St Marys Works.
Noise	Amber	Some potential for noise disturbance from active units on former works.
Odour	Green	No nearby odour source.
Tree Preservation Orders		
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Tidal
Local Flood Risk – Surface Water and Drainage	Green	2% of site.

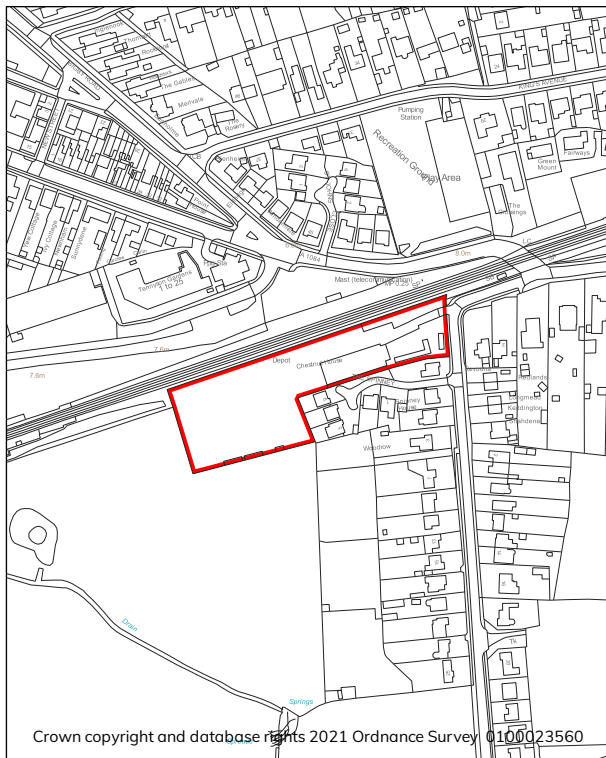
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	Allocation requires HIA: Archaeological field evaluation comprising geophysical survey and trial trenching (part completed; significant archaeology along Soutergate)
Open Space Designation	Green	



Local Plan Designation	Policy Reference	Comments
Conservation Areas	HE1	

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	30 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on SHELAA methodology
Constraints / barriers to delivery	<p>The site lies within SFRA Flood Zone 2/3 (a) Tidal.</p> <p>Two of the buildings on this site lie within Barton Upon Humber conservation area.</p> <p>All of the site is on a former works site so contamination may be an issue.</p> <p>The site is allocated in the Housing and Employment Land Allocations DPD as BARH-3.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Brigg</b>
<b>Site Reference</b>	<b>55NUT</b>



Site address	Land off Bigby High Road.
Site size (Ha)	0.88
Existing Land Use (s)	Commercial Use
Site and Surrounding area Description	The site lies on the edge of Brigg close to the railway station. The site is on the end of a row of residential dwellings and is surrounded by agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	35	40
Vehicular Access Options	Existing commercial use.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not on a key strategic road network but is close to the A18.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	69

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

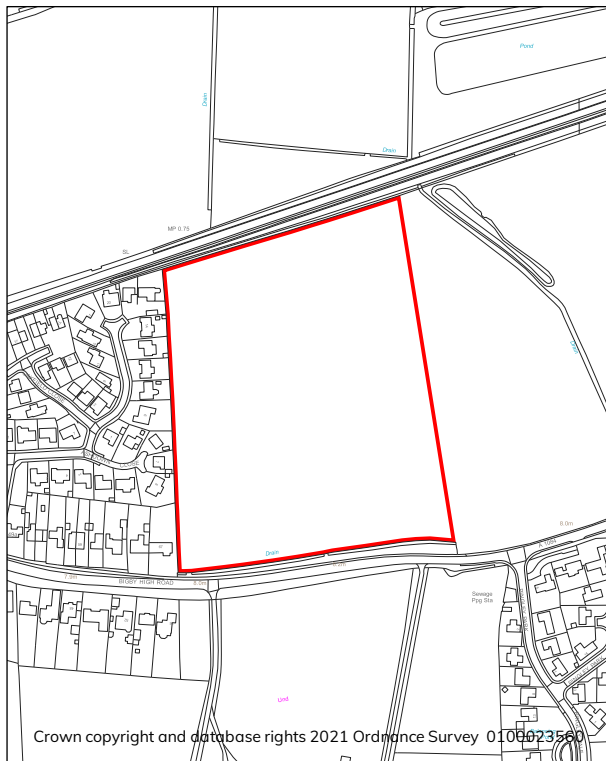
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	The site is an existing commercial use.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Brigg is a Market Town/Large Service Centre and has all 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition	Amber	The site contains a depot which may need demolishing.
Contamination and Ground Conditions	Amber	
Noise	Amber	The site is next to station and rail track.
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1.
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	The site is available.
Is the site being marketed?	No
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6 - 11 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The land is Grade 2 agricultural land.</p> <p>The site contains a depot which may need demolishing.</p> <p>The site is next to a station and rail track so noise may be an issue.</p> <p>The site has access as it is currently used for commercial use.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

Settlement	Brigg
Site Reference	HJO3T



Site address	Bigby High Road.
Site size (Ha)	5.36
Existing Land Use (s)	The land is currently used for agriculture producing cereal crops. The land is classified as being of moderate quality.
Site and Surrounding area Description	The site is surrounded by agricultural land with residential development to the west.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	185	208
Vehicular Access Options	The site would appear to be acceptable in principle. Access can be formed from Bigby High Road, although some localised off-site highway improvements may be required. A Transport Assessment and Travel Plan would be required.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site lies next to the A1084 Bigby High Road.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	69

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

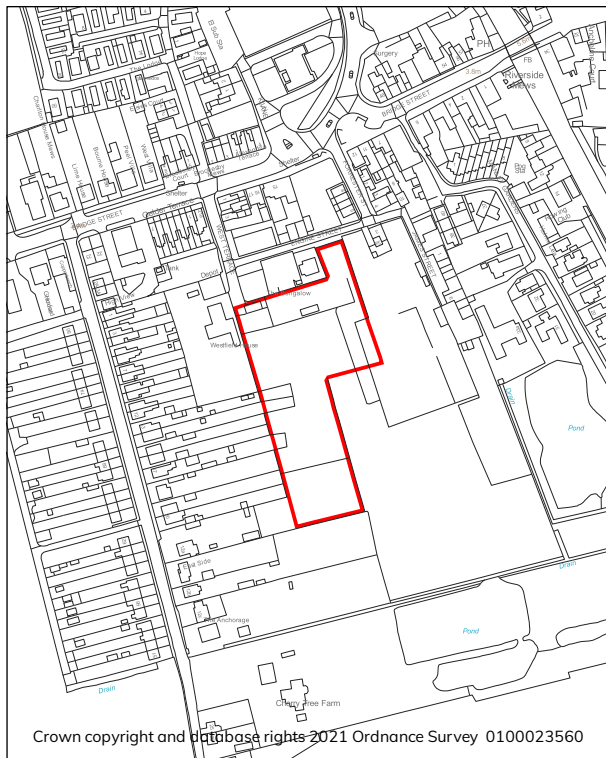
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	The site would appear to be acceptable in principle. Access can be formed from Bigby High Road, although some localised off-site highway improvements may be required. A Transport Assessment and Travel Plan would be required.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Brigg is a Market Town/Large Service Centre and has all 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Green	
Noise	Amber	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	5% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL ASSESSMENT
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Not Known
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6 - 11 years.
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	7 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site is in SFRA Flood Zone 1.</p> <p>The land is Grade 3 agricultural land.</p> <p>The site needs a Heritage assessment as the site is within 250m of an Archaeological site.</p> <p>Access can be formed from Bigby High Road, although some localised off-site highway improvements may be required. A Transport Assessment and Travel Plan would be required.</p> <p>The site lies outside the development limit.</p>
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Brigg</b>
<b>Site Reference</b>	<b>SMAQ2</b>



Site address	Land at Engine Street
Site size (Ha)	1.0
Existing Land Use (s)	Vacant
Site and Surrounding area Description	The site is vacant land partly in the development limit. To the north lies residential development and to the south is agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	40	45
Vehicular Access Options	Access could technically be achieved from West Terrace with localised improvements and widening. Minor access of Engine Street	
Pedestrians/ Cycle Options	The site could connect into existing facilities.	
Is the site located on a key Strategic Road Network (if so please state)	The site is not located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Part owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	69

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	



Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Access could technically be achieved from West Terrace with localised improvements and widening. Minor access of Engine Street
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Brigg is a Market Town/Large Service Centre and has all 7 key facilities.
Legal/Covenants		No known issues.
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Green	Urban
Demolition		
Contamination and Ground Conditions	Amber	Smithy and former ironworks site. Phase 1 and Phase 2 report may overcome potential constraints.
Noise	Amber	Some light commercial units to the north of the site may have noise impact.
Odour	Green	No nearby odour source.
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Site supports rough grassland, seasonal ponds and scrub and holds standing water in the winter. Bats, wintering snipe, priority farmland birds, hedgehogs and amphibians known to be present (pers.obs.). With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Fluvial
Local Flood Risk – Surface Water and Drainage	Green	2% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	Allocation requires HIA: Archaeological field evaluation comprising geophysical survey and trial trenching
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Enquiries received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Two local developers are showing interest in the site. One to build mixed housing and the other is interested in warehousing and open storage.
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on SHELAA methodology
Constraints / barriers to delivery	The site lies in SFRA Flood Zone 2/3 (a) Fluvial. The site needs a Heritage assessment as the site is within 250m of an Archaeological site.
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Brigg</b>
<b>Site Reference</b>	<b>CFS0300143</b>



Site address	Horstead Avenue
Site size (Ha)	1.07
Existing Land Use (s)	Former Wellbeing Hub and Resource Centre with a car park and grassland to the rear of the site
Site and Surrounding area Description	The site is located within a residential area and adjoins the proposed housing allocations
Greenfield/Brownfield	Brownfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	25	29
Vehicular Access Options	Highway access to the site is off Horstead Avenue and the location of the vehicle access points will need to be agreed by the Local Highways Authority.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners		

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	
Settlement Score (out of 80)	

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

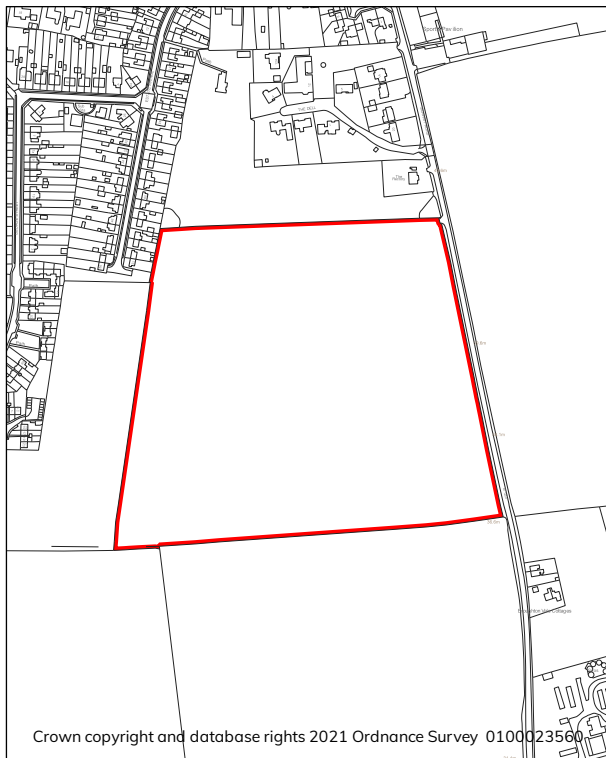
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Highway access to the site is off Horstead Avenue and the location of the vehicle access points will need to be agreed by the Local Highways Authority.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Brigg is a Market Town/Large Service Centre and has all 7 key facilities.
Legal/Covenants		No known issues
Utilities Capacity and Infrastructure	Green	Urban
Agricultural Land Grade		
Demolition		
Contamination and Ground Conditions		
Noise		
Odour		
Tree Preservation Orders		
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	An Ecological Appraisal and possible Ecological Impact Assessment will be required at the planning application stage.
Locally Designated Green Space		
Flood Risk	Green	The site mainly lies within SFRA Flood Zone 1.
Local Flood Risk – Surface Water and Drainage	Green	0% of the site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	Allocation requires HIA: Archaeological field evaluation comprising geophysical survey and trial trenching
Open Space Designation		

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	The site is being market for sale. It is understood the premises benefits from all mains services. Such supplies were available are untested and unwarranted.
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on SHELAA methodology
Constraints / barriers to delivery	The site needs a Heritage assessment as the site is within 250m of an Archaeological site.
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Broughton</b>
<b>Site Reference</b>	<b>ZS981</b>



Site address	Land off the B1207
Site size (Ha)	11.86
Existing Land Use (s)	The land is currently used for agricultural production
Site and Surrounding area Description	The site is on the Western Edge of Broughton surrounded by agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	255	298
Vehicular Access Options	Technically access could be achieved from the B1207.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site lies close to the A18.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	52

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Would need to consider impact of traffic generation on B1207/A18 junction. Footway provision
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Broughton is a Market Town/Large Service Centre and has all 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Green	Non required
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

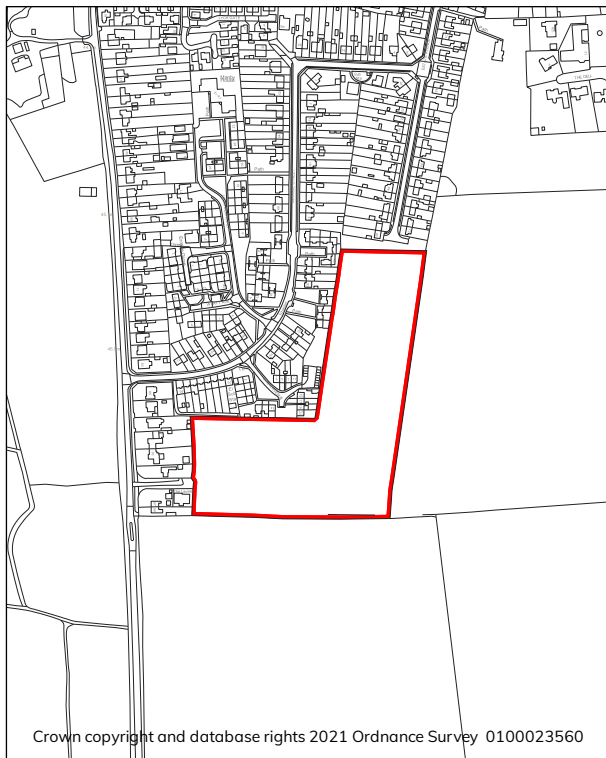
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL ASSESSMENT
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	The site is available.
Is the site being marketed?	Enquiries received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Enquiries have been recieved to develop the site from several local developers.
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	10 years based on SHELAA methodology
Constraints / barriers to delivery	<p>The land is Grade 2 Agricultural land.</p> <p>The site needs a Hertitage assessment as the site is within 250m of an Archaeological site.</p> <p>Residential development would need to consider impact of traffic generation on B1207/A18 junction and footway provision.</p> <p>Part of the site lies outside the development limit.</p> <p>It may not be appropriate to develop the entire site, with consideration of the existing scale and setting</p>
Conclusion	<p>The site may be suitable for residenital development if all the site constraints can be addressed.</p> <p>The northern part of the site is allocated as proposed housing in Reg 18 preferred options</p>



Settlement	Broughton
Site Reference	CFS0300075 (H5HNT)



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Site address	Land to the south of Estate Avenue
Site size (Ha)	3.95
Existing Land Use (s)	Vacant
Site and Surrounding area Description	The site is a relatively flat parcel of land that wraps around existing housing, to the southern edge of the development limit.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	105	123
Vehicular Access Options	No direct access to the adopted highway; however access could be gained from adjoining land if developed (site ref ZS891).	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	No	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	52

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

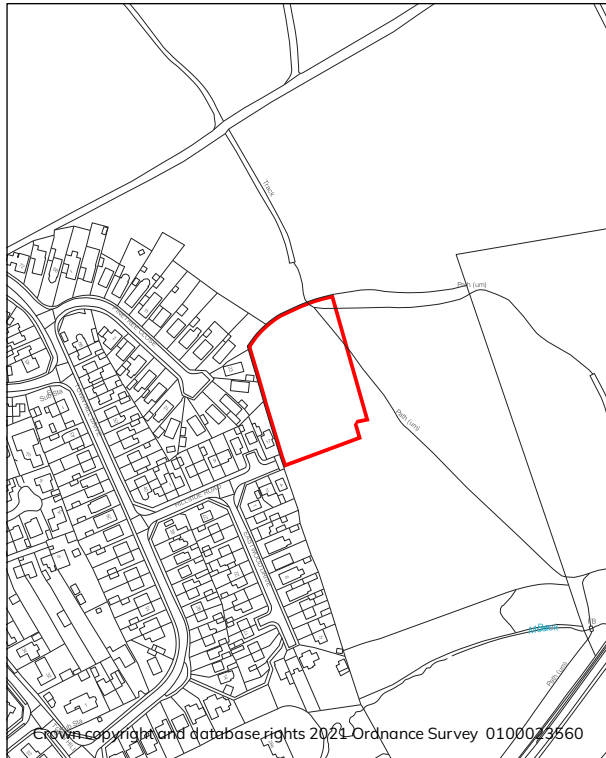
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	No direct access to adopted highway. Access could potentially be provided from adjoining site if it was developed and agreed.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Broughton is a Market Town/Large Service Centre and has all 7 key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	Agricultural land
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Rough grassland with hedgerows. With these habitats, the standing advice guides us to consider the following protected species or groups. Biodiversity enhancements should make use of bat boxes and native tree species, due to the proximity to ancient woodland. Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2018/2150	Planning permission to erect a single storey extension and detached garage	
Historic Environment/Ancient Monuments (250m zone)	Amber	Requires predetermination assessment of heritage significance of archaeology comprising field evaluation (geophysical survey and trial trenching) to adequately assess impact
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Enquiries received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	20 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	5 years based on SHELAA methodology
Constraints / barriers to delivery	<p>No direct access to adopted highway. Access could potentially be provided from adjoining site if developed and agreed.</p> <p>Site lies within SFRA Flood Zone 1</p> <p>Grade 2 Agricultural Land.</p> <p>Requires predetermination assessment of heritage significance of archaeology comprising field evaluation to demonstrate no adverse impact on historic environment.</p>
Conclusion	This site may be suitable for residential development if all the site constraints can be addressed and is particularly dependent on access being formed via adjoining land.

Settlement	Broughton
Site Reference	7DCOC



Site address	Land at Hillside Road
Site size (Ha)	0.6
Existing Land Use (s)	Vacant
Site and Surrounding area Description	This site is on the north eastern boundary of Broughton and it mainly surrounded by agricultural land. A local wildlife site (woodland) is to the north with existing residential development to the west.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	32	36
Vehicular Access Options	Access from Hillside Road	
Pedestrians/ Cycle Options	Connect to existing facilities	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Private owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	52

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

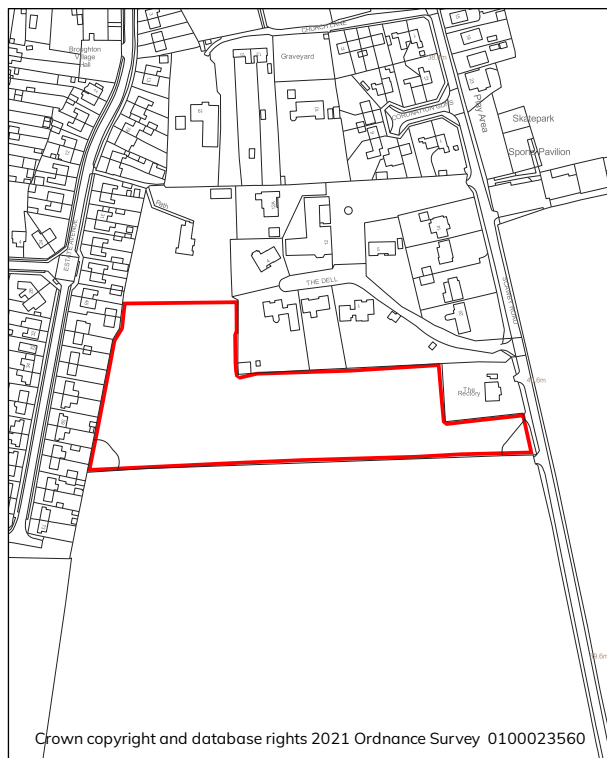
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access from Hillside Road
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Broughton is a Market Town/Large Service Centre and has all 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Green	Non agricultural
Demolition	Green	
Contamination and Ground Conditions	Green	Historic data shows the field with no previous contaminative uses or buildings.
Noise	Green	No significant nearby noise or odour sources.
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Rough grassland adjacent to East Wood. With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants. For this location, Natural England's SSSI Impact Risk Zone Tool indicates that Natural England should be consulted on, Any residential development of 50 or more houses outside existing settlements/urban areas." A historic map-based study will be required to determine whether East Wood is Ancient Woodland.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	Available
Is the site being marketed?	The site is under option to a developer.
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Available now with registered provider interest to deliver affordable homes
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	A historic map-based study will be required to determine whether East Wood is Ancient Woodland.
Conclusion	The site may be considered suitable for residential development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Broughton</b>
<b>Site Reference</b>	<b>CFS0300097</b>



Site address	Land between Estate Avenue and Scawby Road
Site size (Ha)	1.95
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	
Greenfield/Brownfield	
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	78	87
Vehicular Access Options	Access from B1207, localised improvements may be required along the B1207 and at Scawby Crossroads.	
Pedestrians/ Cycle Options	Connect into existing facilities, improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	No	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	52

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Access from B1207, localised improvements may be required along the B1207 and at Scawby Crossroads.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Broughton is a Market Town/Large Service Centre and has all 7 key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	Historically agricultural land
Noise	Green	Adjacent to amber house care home
Odour	Green	
Tree Preservation Orders	Amber	TPOs adjacent to northern boundary
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Rough grassland with hedgerows. With these habitats, the standing advice guides us to consider the following protected species or groups: Biodiversity enhancements should make use of bat boxes and native tree species, due to the proximity to ancient woodland. Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

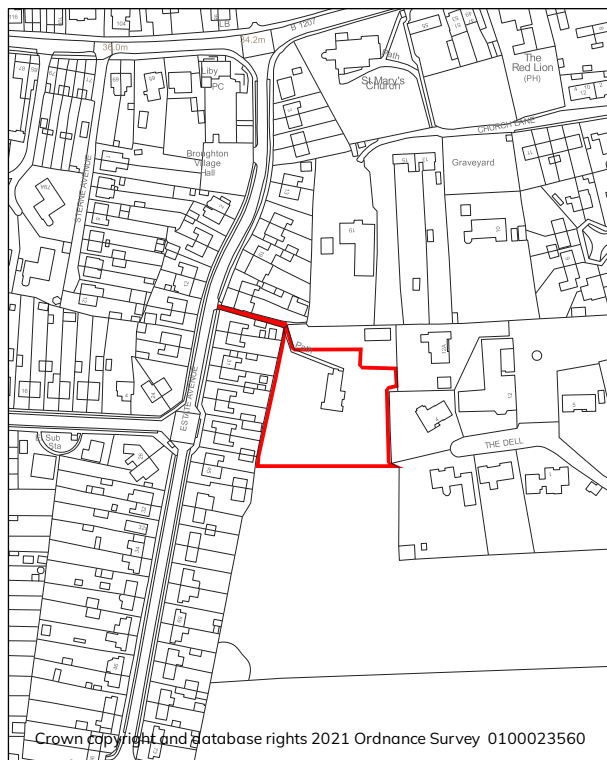
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2018/339	Application to fell a beech tree and crown reduce a sycamore tree, vertically to 16 metres in height, both in and subject to Tree Preservation (Beechwood House, Broughton) Order 1979	
PA/2010/1386	Planning permission to retain use of first floor studio for office purposes	
PA/2015/0670	Planning permission to erect an extension to garage to form workshop/store	
PA/2017/1355	Application to undertake a pollard on a beech tree in Group 4 and subject to Tree Preservation (Beechwood House, Broughton) Order 1979	
Historic Environment/Ancient Monuments (250m zone)	Amber	Requires predetermination assessment of heritage significance of archaeology comprising field evaluation (geophysical survey and trial trenching) to adequately assess impact
Open Space Designation	Amber	Adjacent



Local Plan Designation	Policy Reference	Comments
Areas of Amenity Importance	LC11	Adjacent designation

Availability Assessment	
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	An agent would be appointed to market the site to potential development partners if taken forward through the Local Plan.
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	4 years based on SHELAA methodology
Constraints / barriers to delivery	<p>Localised improvements may be required along the B1207 and at Scawby Crossroads.</p> <p>Lies within SFRA Flood Zone 1</p> <p>Requires predetermination assessment of heritage significance of archaeology comprising a field evaluation to determine impact on area of archaeological interest.</p> <p>TPOs along northern boundary should be protected.</p> <p>Potential development should not have any adverse impact on adjacent Area of Amenity Importance.</p>
Conclusion	The site may be suitable for development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Broughton</b>
<b>Site Reference</b>	<b>CFS0300100</b>



Site address	Land to the east of Estate Avenue
Site size (Ha)	0.42
Existing Land Use (s)	Vacant
Site and Surrounding area Description	The site is located on the edge of Broughton's settlement limit, with a number of mature trees across the site and TPOs on the eastern boundary.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	16	18
Vehicular Access Options	Site can only be accessed via adjacent allocation to the south. Unable to form a suitable access with Estate Avenue	
Pedestrians/ Cycle Options	Connect into existing facilities, improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)		
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	52

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

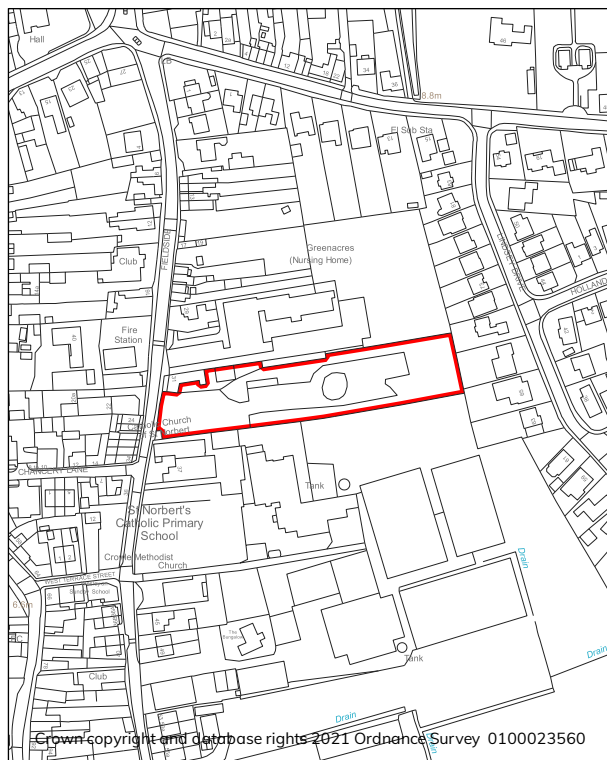
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Localised improvements may be required along the B1207 and at Scawby Crossroads.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Broughton is a Market Town/Large Service Centre and has all 7 key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	Historic site of church hall
Noise	Green	Rear of residential area
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Rough grassland with hedgerows. With these habitats, the standing advice guides us to consider the following protected species or groups: Biodiversity enhancements should make use of bat boxes and native tree species, due to the proximity to ancient woodland. Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2010/1149	Consent to reduce crown of T1 Beech tree by 40-50% protected by Tree Preservation Order Beechwood House, Broughton 1979	
PA/2020/334	Planning permission to erect single storey extension	
Historic Environment/Ancient Monuments (250m zone)	Amber	Requires predetermination assessment of heritage significance of archaeology comprising field evaluation (geophysical survey and trial trenching) to adequately assess impact
Open Space Designation	Amber	

Local Plan Designation	Policy Reference	Comments
Areas of Amenity Importance	LC11	Adjacent

Availability Assessment	
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	If allocated, Savills UK Ltd would be well positioned to secure a development partner to take this site forward on behalf of the land owner.
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory.
Trajectory of development / build out time	2 years based on SHELAA methodology
Constraints / barriers to delivery	<p>Site can only be accessed via adjacent land to the south as it is not possible to form a suitable access with Estate Avenue.</p> <p>A preliminary ecological appraisal or extended Phase 1 survey should be carried out and submitted before the application is determined. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre.</p> <p>There should be no adverse impact of development on nearby Area of Amenity Importance and heritage significance of archaeology.</p> <p>Lies within SFRA Flood Zone 1</p> <p>Adjacent TPOs should be protected.</p>
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed and is particularly dependent on suitable access through development of adjacent land.

<b>Settlement</b>	<b>Crowle</b>
<b>Site Reference</b>	<b>PVMRN</b>



Site address	31/33 Fieldside
Site size (Ha)	0.51
Existing Land Use (s)	Vacant Land
Site and Surrounding area Description	The site is currently a garden nursery and comprises some agricultural land surrounded by residential properties and agricultural land to the north of the site.
Greenfield/Brownfield	Brownfield
Proposed Use	Residential

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	20	23
Vehicular Access Options	Access can be achieved from Fieldside.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network	
Ownership (if known) Private, public, single, multiple owners	Part owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	49

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

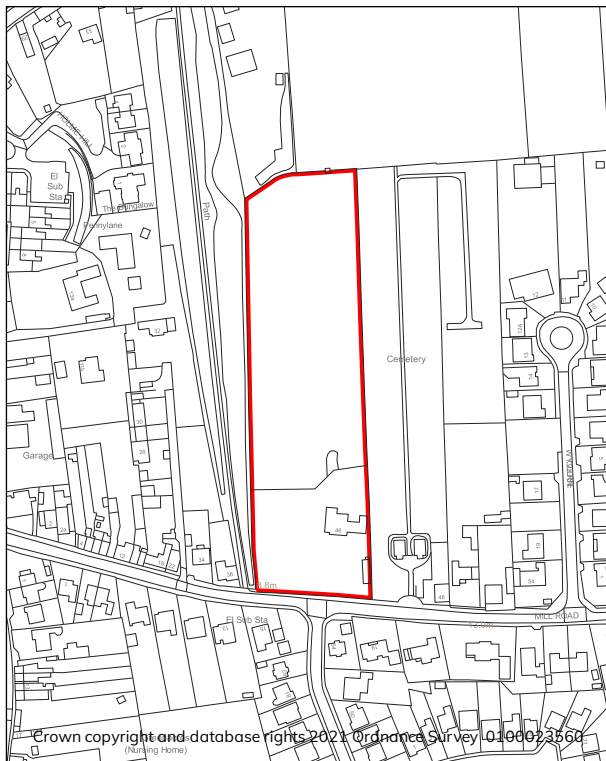
Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Amber	Consideration needs to be given to exact access location
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	6	Crowle is a Market Town/Large Service Centre and has 6 of the 7 key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Green	
Noise	Green	No significant nearby noise sources.
Odour		No nearby odour source.
Tree Preservation Orders		
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 1 and SFRA Flood Zone 2/3 (a) Tidal
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	Allocation requires HIA: Archaeological Assessment that may include field evaluation
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Conservation Areas	HE1	

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	The site is within 250m of an archaeological site. A heritage assessment will be required. Impact on Conservation Area should be considered. Site lies within SFRA Flood Zone 2/3 (a) Tidal and will require flood risk assessment.
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed. The site is allocated as proposed housing in Reg 18 preferred options

<b>Settlement</b>	<b>Crowle</b>
<b>Site Reference</b>	<b>CFS0300131 (N92ZZ)</b>



Site address	Land to the north Mill Road
Site size (Ha)	1.37
Existing Land Use (s)	Vacant with one private dwelling
Site and Surrounding area Description	The site has a single residential property in occupation with grassland extending to the northern boundary.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	42	47
Vehicular Access Options	Access can technically be achieved from Mill Road but consideration should be given to the proximity of the site access to the junction at Mill Road/Lindsey Drive	
Pedestrians/ Cycle Options	Connect into existing facilities, improvements may be required	
Is the site located on a key Strategic Road Network (if so please state)	No the site is not directly located on a Strategic Road Network	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	49

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	



Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Consideration needs to be given to the proximity of the site access to the junction of Mill Road/Lindsey Drive
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	6	Crowle is a Market Town/Large Service Centre and has 6 of the 7 key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Amber	Petroleum Storage Site and infilled land adjacent
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Grassland and existing building next to woodland on disused railway line. With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2011/0337	Planning permission to erect a single storey extension	
Historic Environment/Ancient Monuments (250m zone)	Amber	Requires predetermination assessment of heritage significance comprising Historic Landscape Character and historic building assessment to adequately assess impact
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Development Affecting Sites of Local Nature Conservation Importance	LC4	

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>Consideration needs to be given to the proximity of the site access to the junction of Mill Road/Lindsey Drive</p> <p>Within SFRA Flood Zone 1</p> <p>A preliminary ecological appraisal or extended Phase 1 survey should be carried. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre.</p> <p>Heritage assessment required</p>
Conclusion	<p>The site may be suitable for residential development if all the site constraints can be addressed.</p> <p>The site is allocated as proposed housing in Reg 18 preferred options.</p>

<b>Settlement</b>	<b>Crowle</b>
<b>Site Reference</b>	<b>CFS0300019</b>



Site address	Land to the west of Commonsides
Site size (Ha)	0.53
Existing Land Use (s)	Grass field
Site and Surrounding area Description	The site is located to the rear of existing housing on Commonsides. It is situated on the western boundary of the settlement, surrounded by low hedgerows.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Affordable Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	21	24
Vehicular Access Options	Access from Commonsides	
Pedestrians/ Cycle Options	Connect into existing facilities, some improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	No	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	49

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

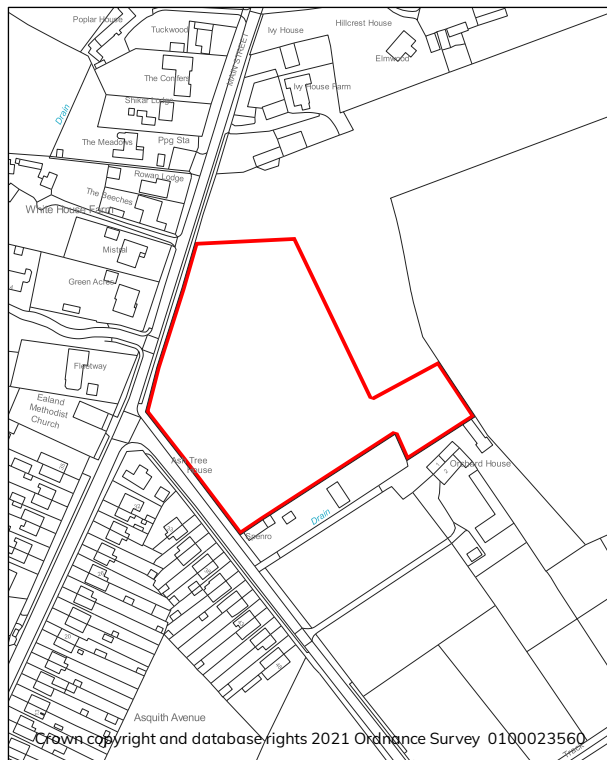
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Would need to demonstrate that suitable access can be formed with Commonsides.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	6	Crowle is a Market Town/Large Service Centre and has all of the 7 key facilities except an hourly bus service.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Amber	Buildings of unknown nature on the site
Noise	Amber	Adjacent to existing farm
Odour	Amber	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Rough grassland next to a large drain. With these habitats, the standing advice guides us to consider the following protected species or groups: Breeding bird, water voles, reptiles, invertebrate and protected plants. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre.
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Tidal
Local Flood Risk – Surface Water and Drainage	Green	0.1% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Not Known
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	Will need to demonstrate that access from Commonsides is acceptable. A preliminary ecological appraisal or extended Phase 1 survey should be carried out. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre. Grade 2 Agricultural land. Lies within SFRA Flood Zone 2/3 (a) Tidal
Conclusion	The site may be suitable for development if all the site constraints can be addressed.

Settlement	Ealand
Site Reference	KFKCI



Site address	Land adjacent to Ivy House Farm, on Main street
Site size (Ha)	1.44
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site agricultural land located on the eastern edge of Ealand.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	41	48
Vehicular Access Options	Access from either Bonnyhale Road or Main Street.	
Pedestrians/ Cycle Options	Good pedestrian links to local services	
Is the site located on a key Strategic Road Network (if so please state)	The site lies close to the A161.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	27

Absolute Constraints Check Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access from either Bonnyhale Road or Main Street.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	3	Ealand is a Larger Rural Settlement and has 3 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure	Amber	A clean water supply can be made available to the site. Further investigation is required to ensure there is adequate capacity in the sewage infrastructure.
Agricultural Land Grade	Amber	GRADE 3
Demolition	Green	No demolition is required.
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	No known issues
Locally Designated Green Space	Green	None
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Tidal
Local Flood Risk – Surface Water and Drainage	Green	6% of site

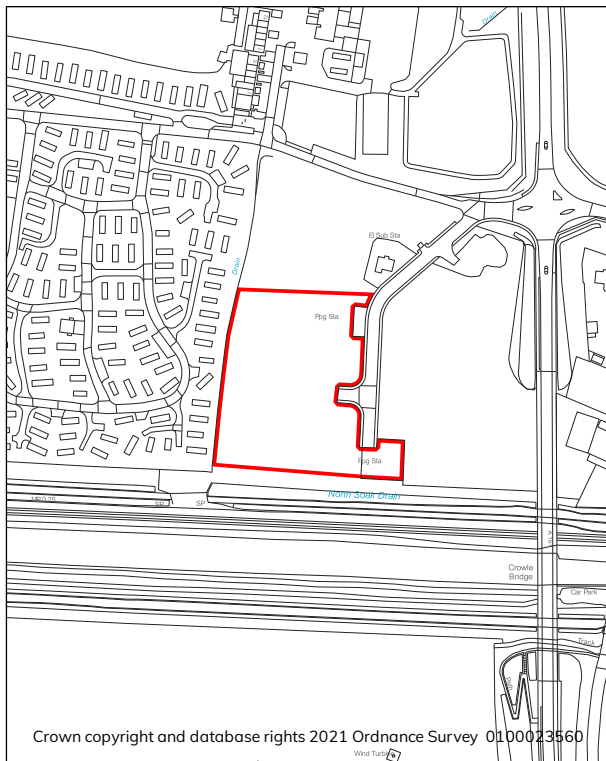
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL EVALUATION
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Enquiries received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	20 a year based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology
Constraints / barriers to delivery	The site lies in SFRA Flood Zone 2/3 (a) Tidal and will require Flood Risk Assessment. The site is within 250m of an archaeological site and will require a heritage assessment.
Conclusion	The site may be suitable for residential development if the site constraints can be addressed. The site is allocated as proposed housing in Reg 18 preferred options.



<b>Settlement</b>	<b>Ealand</b>
<b>Site Reference</b>	<b>WL5TW</b>



Site address	Land at Seven Lakes Industrial Estate
Site size (Ha)	1.17
Existing Land Use (s)	The site comprises of approximately 1.25 hectares of vacant land, allocated for employment under EALE-1 in the HELA DPD, and previously as CIN-16 in the former Local Plan (2001), however it has never been developed for this use.
Site and Surrounding area Description	The site is surrounded by industrial and agricultural land
Greenfield/Brownfield	Majority of the site is Greenfield.
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	34	40
Vehicular Access Options	The site acceptable and has suitable access	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is located close to the A161.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	27

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

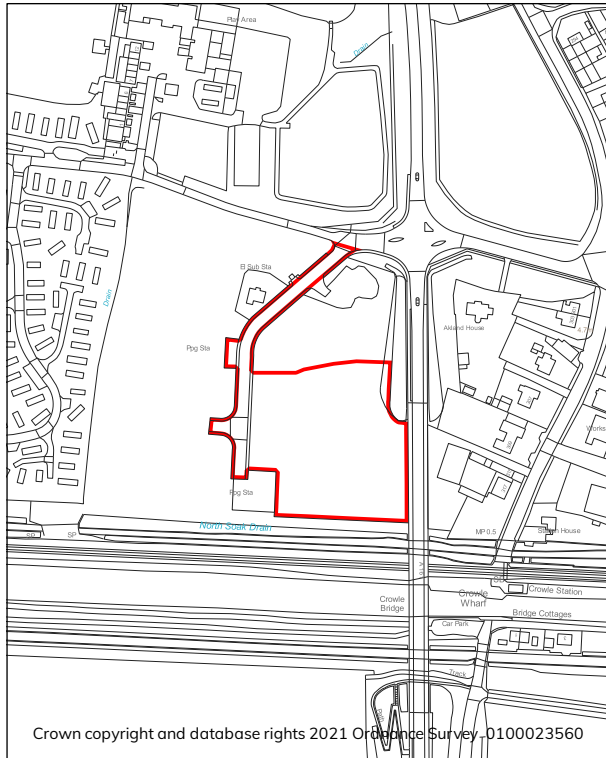
Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Green	Site acceptable and has suitable access
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	3	Ealand is a larger rural settlement and has 3 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Green	
Noise	Amber	Noise from Jet ski
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Tidal
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2017/855	Outline planning permission to erect a residential development with all matters reserved except for access	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	The site is a vacant and under joint ownership. The owners are committed to developing the site for residential purposes. This is illustrated by the current preparation of an outline planning application for residential development.
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	The site comprises of approximately 1.25 hectares of vacant land, allocated for employment under EALE-1 in the HELA DPD, and previously as CIN-16 in the former Local Plan (2001), however it has never been developed for this use.
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology.
Constraints / barriers to delivery	The site is within SFRA Flood Zone 2/3a tidal. The site is currently allocated as EALE-1 Spen Lane for Employment use. Part of this site has approval for residential development. Noise from jet skis may be an issue.
Conclusion	The site may be suitable for development if all the site constraints can be addressed.

Settlement	Ealand
Site Reference	VU5F0



Site address	Land off Spen Lane/A161
Site size (Ha)	1.22
Existing Land Use (s)	Vacant Land
Site and Surrounding area Description	The site is situated off Spen Lane next to the A161 close to the Seven Lakes.
Greenfield/Brownfield	Brownfield
Proposed Use	Housing

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	36	42
Vehicular Access Options	Access via existing site access	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is located off the A161.	
Ownership (if known) Private, public, single, multiple owners	Single	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	27

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

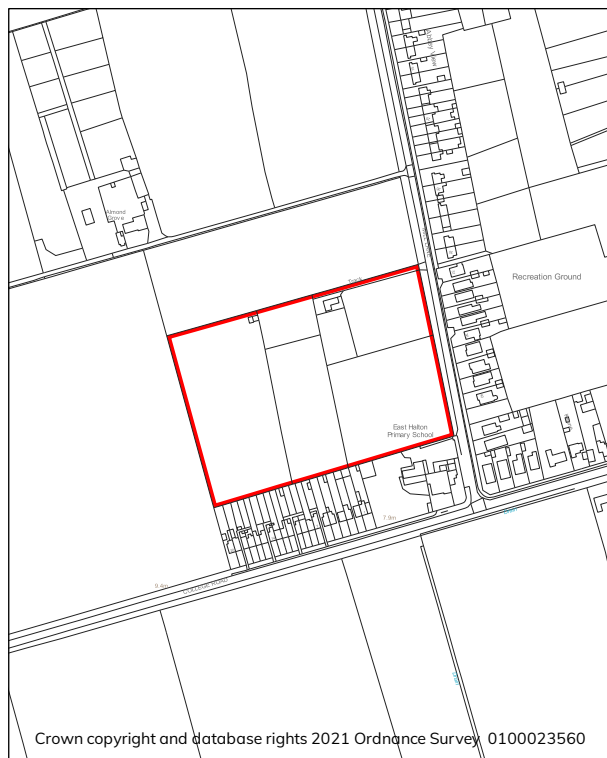
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	There is access to the site.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	3	Ealand is a larger rural settlement and has 3 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Green	
Noise	Red	Adjoining a builders yard and directly opposite 7 Lakes, had a lot of noise problems from jet skis at this site and other complaints of this nature demonstrate they are a problem
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Tidal
Local Flood Risk – Surface Water and Drainage	Green	2% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2013/1256	Outline planning permission for residential development	
PA/2015/0481	Outline planning permission for residential development	
PA/2017/642	Planning application to vary conditions 5, 6 and 7 of PA/2013/1256 regarding a noise impact assessment, a scheme to provide safe vehicular access/pedestrian movements across the A161 and disposal of foul and surface water	
PA/2016/1710	Application for approval of reserved matters pursuant to outline application PA/2013/1256 granted on appeal on 15/10/2014 for the erection of two of the approved dwellings with associated access and parking	
PA/2017/855	Outline planning permission to erect a residential development with all matters reserved except for access	
PA/2017/833	Planning permission to vary conditions 5, 6 & 7 of PA/2015/0481	
PA/2017/824	Outline planning permission for residential development with all matters reserved except for access (Ecology Report Received)	
PA/2017/352	Application for approval of reserved matters pursuant to outline application PA/2015/0481 approved under appeal on 24/08/16 to erect 9 dwellings	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	Available
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site is within SFRA Flood Zone 2/3 (a) Tidal Adjoining a builders yard and directly opposite 7 Lakes, had a lot of noise problems from jet skis at this site and other complaints of this nature demonstrate they are a problem.</p> <p>The site is allocated for Employment use in the Housing and Employment Land Allocations DPD.</p>
Conclusion	The site may be considered suitable for development if all the site constraints can be addressed.

<b>Settlement</b>	<b>East Halton</b>
<b>Site Reference</b>	<b>CCZGS</b>



Site address	Land off Mill Lane
Site size (Ha)	2.86
Existing Land Use (s)	Grazing horses
Site and Surrounding area Description	The site lies to the west of East Halton. There is residential development to the east and south of the site and a school is also adjacent. To the north and west of the site is agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	77	90
Vehicular Access Options	Access from Mill Lane with localised improvements to Mill Lane	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Part owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	29

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Footway provision on western side of Mill Lane
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	East Halton is a Larger Rural Settlement and has 5 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition	Green	None required
Contamination and Ground Conditions	Green	
Noise	Amber	Adjacent to a school, can be very noisy at play time but unlikely to create a restriction
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space	Amber	A Willow Tree lies to the edge of the site near the school.
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

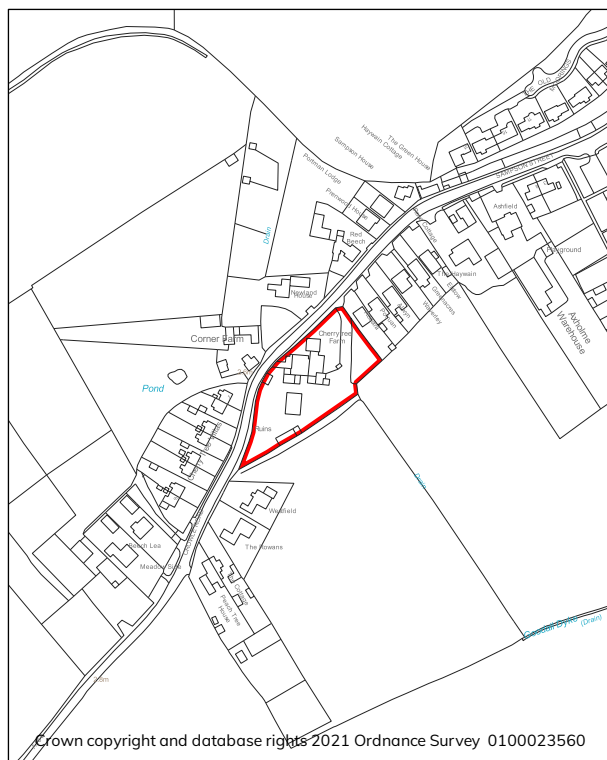
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2017/614	Planning permission to erect a two storey rear extension	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL ASSESSMENT
Open Space Designation	Green	



Local Plan Designation	Policy Reference	Comments
South Humber Bank Landscape Initiative	LC20	

Availability Assessment	
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site lies within 250m of an Archaeological Site. A Heritage assessment will be required.</p> <p>Within SFRA Flood Zone 1</p> <p>Access can be provided via Mill Lane with localised improvements to Mill Lane.</p> <p>The site lies in the South Humber Bank Landscape Initiative area (LC20).</p>
Conclusion	<p>The site may be suitable for residential development if the site constraints can be addressed.</p> <p>The site is allocated as proposed housing in Reg 18 preferred options.</p>

<b>Settlement</b>	<b>Eastoft</b>
<b>Site Reference</b>	<b>T8DJY</b>



Site address	Cherry Tree Farm
Site size (Ha)	0.45
Existing Land Use (s)	Agricultural and Residential
Site and Surrounding area Description	The site lies within the development limit and is an agricultural farm building, surrounded by residential properties.
Greenfield/Brownfield	Brownfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	13	15
Vehicular Access Options	Location of access on Crowle Road and provision of visibility splays is critical	
Pedestrians/ Cycle Options	Good pedestrian links to local services	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	23

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Difficult to develop with other buildings on site
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Eastoft is a Smaller Rural Settlement and has 4 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Amber	Possible demolition of existing buildings
Contamination and Ground Conditions	Green	
Noise	Amber	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Tidal
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	The site is available
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site is within SFRA Flood Zone 2/3 (a) Tidal.</p> <p>The site has a number of buildings which will need demolishing.</p> <p>Location of access on Crowle Road and provision of visibility splays is critical and should be carefully planned.</p>
Conclusion	<p>The site is within the development limit of Eastoft therefore, in principle housing may be suitable if the site constraints can be addressed.</p> <p>The site is allocated as proposed housing in Reg 18 preferred options</p>

<b>Settlement</b>	<b>Eastoft</b>
<b>Site Reference</b>	<b>CFS0300011</b>



Site address	Harrisons Builders Yard, Luddington Road
Site size (Ha)	0.38
Existing Land Use (s)	Building yard and office
Site and Surrounding area Description	The site is located close to the junction of Luddington Road with Sampson Street and lies within the settlement limit.
Greenfield/Brownfield	Brownfield (with exception of open space designation)
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	11	13
Vehicular Access Options	Access from Luddington Road	
Pedestrians/ Cycle Options	Connect into existing facilities, some improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	No	
Ownership (if known) Private, public, single, multiple owners	Part owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	23

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Consideration needs to be given to exact location of site access, to minimise conflict with adjacent accesses and ensure suitable visibility
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Eastoft is a Smaller Rural Settlement and has 4 of the 7 key Facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Red	GRADE 1
Demolition		
Contamination and Ground Conditions	Amber	Currently commercial use of an unknown nature, former smithy, builders yard
Noise	Amber	Adjacent a public house
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	Bat and bird survey likely to be required for buildings to be demolished. Rough grassland may require survey for breeding birds, reptiles, invertebrates and protected plants
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Tidal
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2010/0220	Planning permission to erect a single storey rear extension	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Red	Part of the site is designated as important open space; therefore any potential development will be dependent on its retention and protection.

Local Plan Designation	Policy Reference	Comments
Areas of Amenity Importance	LC11	As per comments on open space

Availability Assessment	
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Joint ownership – currently in commercial use
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology (however development potential may be reduced as noted below).
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory.
Trajectory of development / build out time	1 year based on SHELAA methodology
Constraints / barriers to delivery	<p>Part of the site is designated as open space and an Area of Amenity Importance so this will limit development capacity to ensure retention and protection of this area.</p> <p>Consideration needs to be given to exact location of site access, to minimise conflict with adjacent accesses and ensure suitable visibility.</p> <p>Contamination of site will need to be determined.</p> <p>SFRA flood zone 2/3 (a) Tidal</p> <p>Grade 1 Agricultural land.</p>
Conclusion	The site may be considered suitable for development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Eastoft</b>
<b>Site Reference</b>	<b>CFS0300136 (IA36Q)</b>



Site address	Land to the west of Yorkshireside
Site size (Ha)	0.79
Existing Land Use (s)	Paddock (former orchard and horticulture use)
Site and Surrounding area Description	The site is a Paddock with former horticulture use to the front and an orchard to the rear. It is located on the edge of the development limit close to the centre of the settlement.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	23	28
Vehicular Access Options	Access from A161/Yorkshireside	
Pedestrians/ Cycle Options	Connect into existing facilities, improvements may be required	
Is the site located on a key Strategic Road Network (if so please state)	No but the A161 is part of the Principal Road Network	
Ownership (if known) Private, public, single, multiple owners		

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	23

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	



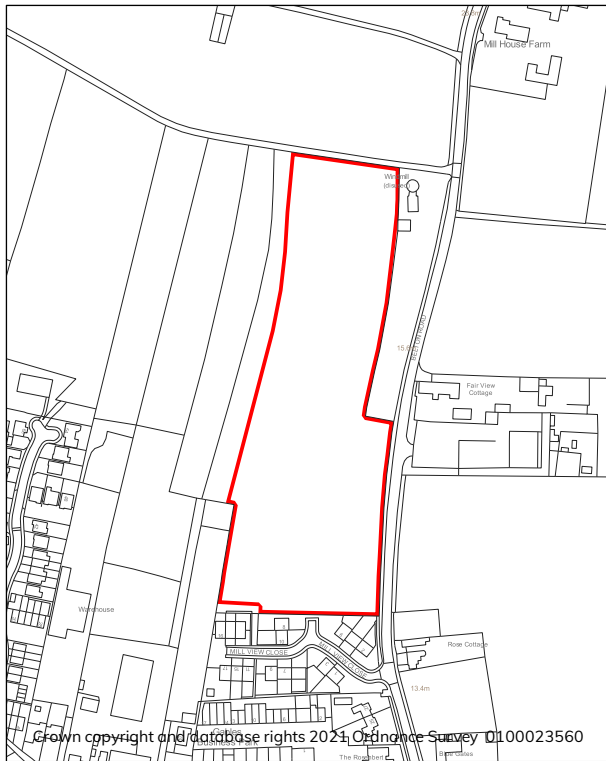
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Eastoft is a Smaller Rural Settlement and has 4 of the 7 key Facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Red	GRADE 1
Demolition		
Contamination and Ground Conditions	Amber	Previous development on site
Noise	Amber	Immediately Adjacent Farm
Odour	Amber	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Old nursery? Trees and shrubs. With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre.
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Tidal
Local Flood Risk – Surface Water and Drainage	Green	0.3% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	Negative impact on setting of Listed Buildings grade II and local character and distinctiveness of Eastoft
Open Space Designation		Green

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	20 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory.
Trajectory of development / build out time	3 years based on SHELAA methodology
Constraints / barriers to delivery	Heritage assessment required to ensure there is no impact on nearby listed buildings. Grade 1 Agricultural land. The site is within SFRA zone 2/3a (tidal) and will require flood risk assessment. A preliminary ecological appraisal or extended Phase 1 survey should be carried out.
Conclusion	The site may be suitable for development if all the site constraints can be addressed.

Settlement	Epworth
Site Reference	P1T39



Site address	Yealand Flats Land
Site size (Ha)	2.58
Existing Land Use (s)	Agricultural land
Site and Surrounding area Description	The site is mainly surrounded by agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	173	195
Vehicular Access Options	Access could be formed with A161, although speed limit would need to be extended northwards. There appears to be a gap between the adopted highway and Mill View Close	
Pedestrians/ Cycle Options	Connect into existing facilities, improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	No, but the A161 is part of the Principal Road Network	
Ownership (if known) Private, public, single, multiple owners	Asset Management and Culture	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	61

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

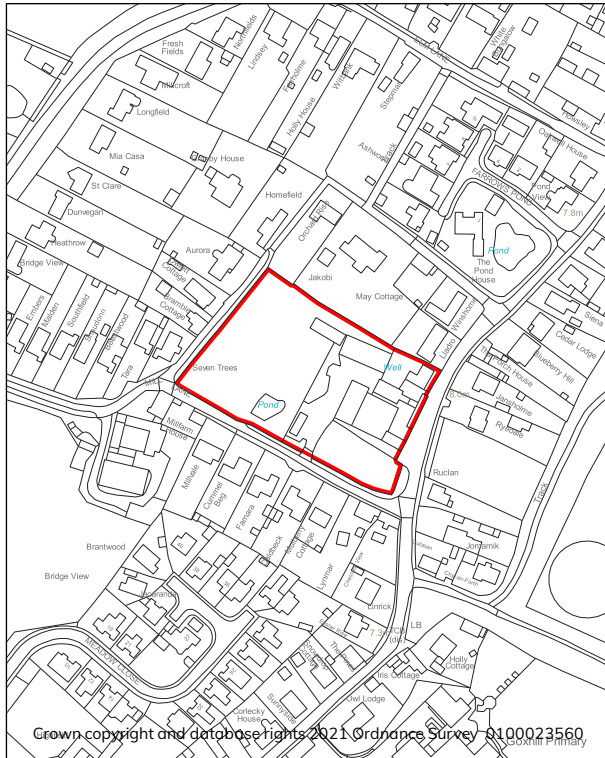
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access could be formed with A161, although speed limit would need to be extended northwards. There appears to be a gap between the adopted highway and Mill View Close.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	6	Epworth is a Market Town/Large Service Centre and has 6 of the 7 key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	
Noise	Green	No significant nearby noise sources.
Odour	Green	No nearby odour source.
Tree Preservation Orders		
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	2% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential in line with the delivery trajectory
Trajectory of development / build out time	7 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site is within SFRA Flood Zone 1</p> <p>Any development would impact on LC14 Area of Special Historic Landscape Interest. The site is within LC14 Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.</p>
Conclusion	<p>The site may be suitable for development if all the site constraints can be met.</p> <p>The site is allocated as proposed housing in Reg 18 preferred options.</p>

<b>Settlement</b>	<b>Goxhill</b>
<b>Site Reference</b>	<b>G3ESX</b>



Site address	The Farm, North End
Site size (Ha)	0.87
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site is within the development limit of Goxhill surrounded by residential development.
Greenfield/Brownfield	Brownfield/Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	26	30
Vehicular Access Options	Access could be achieved from either North End of Mill Lane, but would prefer Mill Lane.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a key Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Town/Large Service Centre
Settlement Score (out of 80)	40

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access could be achieved from either North End of Mill Lane, but would prefer Mill Lane.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Goxhill is a Market Town/Large Service Centre and has 5 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition	Amber	Some demolition may be required.
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	A pond is on site.
Locally Designated Green Space	Amber	
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

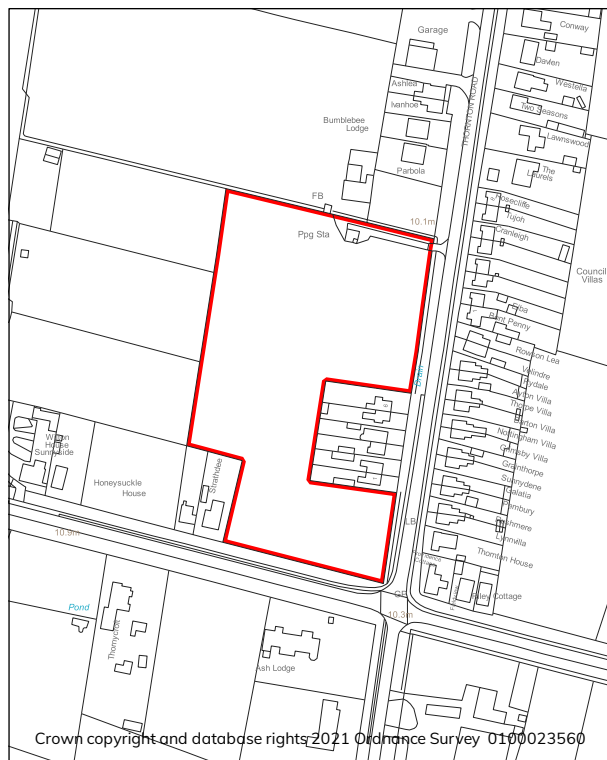
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Enquiries received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Several developers have spoken with the landowner
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology.
Constraints / barriers to delivery	The site contains buildings that will need to be demolished. Grade 3 agricultural land.
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.



<b>Settlement</b>	<b>Goxhill</b>
<b>Site Reference</b>	<b>Y2EX6</b>



Site address	Land on the north side of Gatehouse Road
Site size (Ha)	1.71
Existing Land Use (s)	Vacant land, currently being used for horse grazing
Site and Surrounding area Description	The site is on the south west edge of Goxhill, surrounding existing housing on Thornton Road.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	48	56
Vehicular Access Options	Scope for some frontage onto Gatehouse Road and southern part of Thornton Road. Main access would need to be from Thornton Road at the northern end of the site	
Pedestrians/ Cycle Options	Good pedestrian links to local services	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Key Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/ Large Service Centres
Settlement Score (out of 80)	40

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

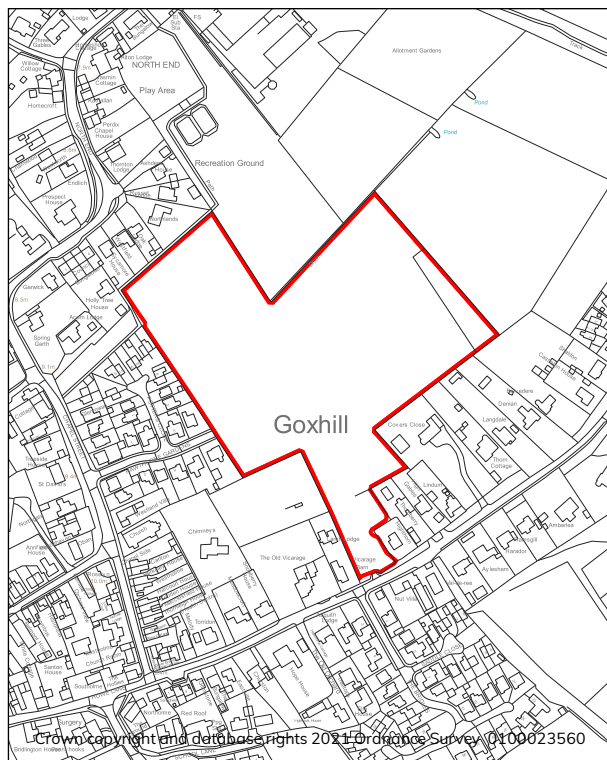
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Main access would need to be from Thornton Road at the northern end of the site, away from the junction.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Goxhill is a Market Town/Large Service Centre and has 5 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	125 of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2018/2078	Outline planning for the erection of 9 dwellings.	
PA/2015/1195	Planning permission to demolish rear of existing public house and outbuilding and convert public house to two new dwellings, and erect a further eight dwellings and associated works, including garaging, driveways, landscaping and access road	
PA/2016/206	Planning permission to erect a detached bungalow	
PA/2014/1411	Planning permission for the demolition of existing public house, and outbuilding and erect 10 dwelling houses including associated garaging, driveways, landscaping and new access road	
PA/2016/1531	Planning permission for revised plot layout and change of house type to plot 6 previously approved under PA/2015/1195 and to erect two additional detached dwellings and a detached double garage including associated access, drives, gardens and private shared driveway	
PA/2017/1162	Planning permission for a minor material amendment to approved planning permission PA/2015/1195 to make changes to the design of the conversion of the existing building into two dwellings	
PA/2016/1993	Application to modify S106 previously approved under PA/2015/1195 due to the addition of 2 additional plots approved under PA/2016/1531	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL ASSESSMENT
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	The site is available.
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Land is currently leased for horse grazing with 90 days notice of termination without cause
When might the site be available for development?	The site is likely to come forward in next 5 years
Estimated annual build out rate (including justification):	20 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on SHELAA methodology
Constraints / barriers to delivery	<p>Land is currently leased for horse grazing with 90 days notice of termination without cause.</p> <p>The site is within SFRA Flood Zone 1.</p> <p>Main access would need to be from Thornton Road at the northern end of the site.</p> <p>Part of the site has planning permission for 9 dwellings</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Goxhill</b>
<b>Site Reference</b>	<b>CFS0300113 (REWRY)</b>



Site address	Land to the north of Horsegate Road
Site size (Ha)	4.18
Existing Land Use (s)	Grassland/agricultural
Site and Surrounding area Description	The site is bounded by existing housing on the west and south sides with playing fields to the north and agricultural land to the east beyond a strongly wooded area.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	110	129
Vehicular Access Options		
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network	
Ownership (if known) Private, public, single, multiple owners		

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	40

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Primary access Hawthorne Gardens, with secondary access from Howe Lane encouraged
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Goxhill is a Larger Rural Settlement and has 5 of the 7 key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Green	Agricultural Field in residential area
Noise	Green	Agricultural Field in residential area
Odour	Green	
Tree Preservation Orders	Green	Adjacent at northern end of site
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Grassland with hedgerows in and identified great crested newt risk area. With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre. For this location, Natural England's SSSI Impact Risk Zone Tool indicates that Natural England should be consulted on any residential development of 50 or more houses outside existing settlements/urban areas.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0.1% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2010/1116	Planning permission to erect a rear single storey extension	
PA/2018/1581	Outline planning permission for a residential development (with all matters reserved for subsequent approval)	
PA/2010/0809	Planning permission to erect a single storey rear extension	
PA/2012/0363	Planning permission to install a chimney stack	
Historic Environment/Ancient Monuments (250m zone)	Amber	Requires predetermination assessment of heritage significance of WWII airfield structures and archaeology including field evaluation (earthwork & geophysical surveys and trial trenching) to adequately assess impact
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Protecting Playing Fields	R1	

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years
Estimated annual build out rate (including justification):	30 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	5 years based on SHELAA methodology
Constraints / barriers to delivery	<p>A heritage assessment will be required to demonstrate that development will have no adverse impact on the historic environment.</p> <p>A preliminary ecological appraisal or extended Phase 1 survey with should be carried out. Natural England should be consulted on any residential development of 50 or more houses outside existing settlements/urban areas.</p> <p>TPOs along northern boundary should be protected.</p> <p>SFRA Flood Zone 1</p>
Conclusion	The site is considered suitable for development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Goxhill</b>
<b>Site Reference</b>	<b>CFS0300112</b>



Site address	Land to the south of Horsegate Field Road
Site size (Ha)	4.01
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site is to the rear of residential properties along Horsegate Field Road. The site is bounded to the south west by a row of trees that are subject to TPOs.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	142	160
Vehicular Access Options	In principle access could be from the adopted road.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)		
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	37

Absolute Constraints Check Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	In principle access could be from the adopted road.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Goxhill is a Larger Rural Settlement and has 5 of the 7 key facilities, all except an hourly bus service and it is not within 30 minutes of an employment centre.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Green	Agricultural Field in residential area
Noise	Green	Agricultural field in residential area
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Grassland with hedgerows in and identified great crested newt risk area. With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre. For this location, Natural England's SSSI Impact Risk Zone Tool indicates that Natural England should be consulted on any residential development of 50 or more houses outside existing settlements/urban areas."
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	3.1% of site

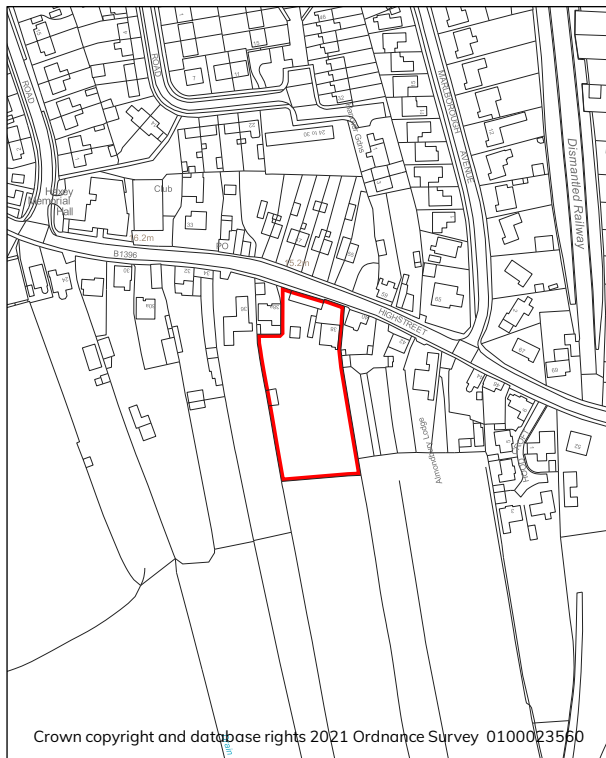
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2018/829	Planning permission to erect a detached house and garage	
PA/2020/271	Planning permission to erect a replacement dwelling (following works of demolition)	
PA/2019/482	Planning permission to raise the ridge height to facilitate additional living accommodation and first floor extension to side	
Historic Environment/Ancient Monuments (250m zone)	Amber	Requires predetermination assessment of heritage significance of WWII airfield structures and archaeology including field evaluation (earthwork & geophysical surveys and trial trenching) to adequately assess impact
Open Space Designation	Green	



Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Access point is occupied with residential property, for which details of availability would need to be confirmed.
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory.
Trajectory of development / build out time	4 years based on SHELAA methodology (with consideration of likely reduction of capacity as noted below)
Constraints / barriers to delivery	<p>The TPOs on the site should be protected and therefore site capacity may need to be reduced to ensure non adverse impact of development.</p> <p>Requires predetermination assessment of heritage significance of WWII airfield structures and archaeology.</p> <p>Identified great crested newt risk area. A preliminary ecological appraisal or extended Phase 1 survey should be carried out. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre. Natural England should be consulted.</p> <p>Confirmation of suitable access will be required</p>
Conclusion	The site may be suitable for development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Haxey</b>
<b>Site Reference</b>	<b>OUT66</b>



Site address	Land south of 38 High Street
Site size (Ha)	0.4
Existing Land Use (s)	Garden and pasture
Site and Surrounding area Description	The site is currently disused farm building surrounded by residential properties and agricultural land to the south. Part of the site is within the existing development limit.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	12	14
Vehicular Access Options	Access can be achieved from High Street, subject to suitable visibility splays	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	40

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

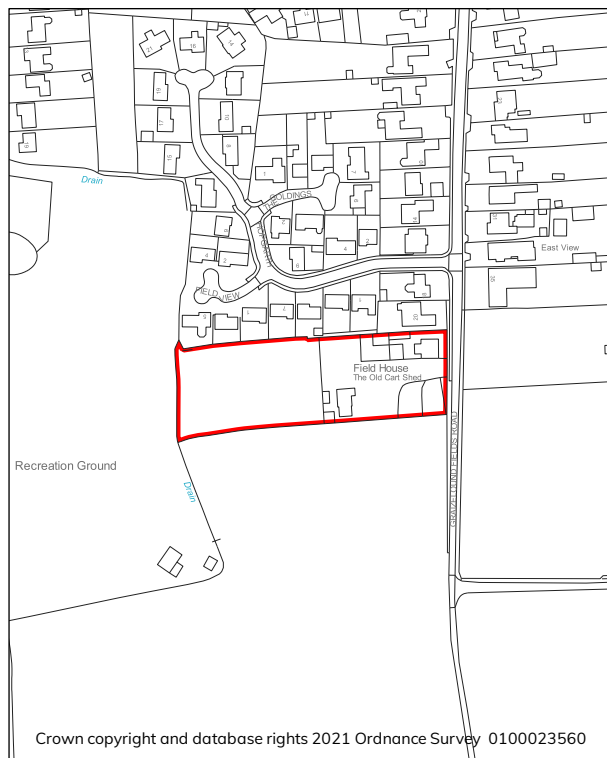
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	May need some localised improvements to the footways
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Haxey is a Market Town/Large Service Centre and has 5 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Amber	Former farm/commercial business with underground petroleum storage
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Red	LC14
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	In same ownership since 1978
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site is within LC14 Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.</p> <p>Improvements may be needed to the footways if development occurs.</p> <p>Contamination may exist on the site due to previous uses of the land.</p> <p>The land is Grade 2 agricultural land.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Haxey</b>
<b>Site Reference</b>	<b>SPDKT</b>



Site address	Land at Field House
Site size (Ha)	0.67
Existing Land Use (s)	The site consists of an area of moderate agricultural land along with farm buildings, which are now largely redundant for modern agricultural uses, and a farm building now converted to residential use.
Site and Surrounding area Description	The site is on the edge of Haxey next to residential along the northern boundary and the remaining site surrounded by agricultural land.
Greenfield/Brownfield	Brownfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	20	23
Vehicular Access Options	Access from Graizelound Fields	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not located on a Key Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	40

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

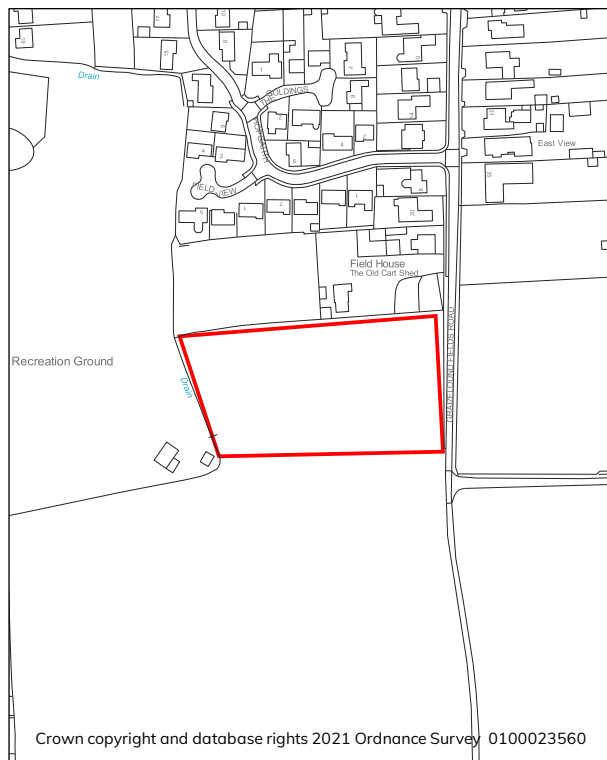
Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Green	OK as a standalone development.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Haxey is a Market Town/Large Service Centre and has 5 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Amber	Demolition may be required
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	2% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	LC14, HS = LC14
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Enquiries on the site have been received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology
Constraints / barriers to delivery	The land is grade 2 agricultural land.The land is within an area of Special Historic Landscape Interest. The site is within LC14 Area of Special Historic Landscape Interest.
Conclusion	The site may be suitable for residential development if the site constraints can be addressed. The site forms part of proposed housing allocation in issues and options Reg 18.

<b>Settlement</b>	<b>Haxey</b>
<b>Site Reference</b>	<b>CFS0300086</b>



Site address	Land to the west of Graizelound Fields Road
Site size (Ha)	0.91
Existing Land Use (s)	Agriculture
Site and Surrounding area Description	The site is a flat, open field on the southern edge of Haxey.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	36	41
Vehicular Access Options	Graize Lounds Field Road is likely to provide access – as part of combined scheme with adjacent proposed land.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)		
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	40

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	



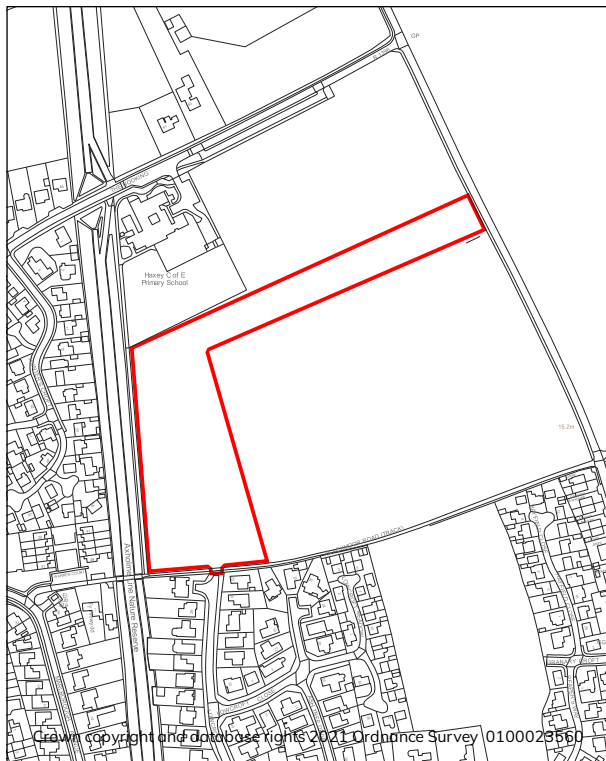
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Access could be provided at Graizelound Fields Road on consultation with Highways
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Haxey is a Market Town/Large Service Centre and has 5 of the 7 key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	Agricultural land
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	Arable land of low biodiversity value. No ecological surveys required.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	2% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2012/1179	Application for removal of condition no 4 on planning application PA/2008/1598 (The annexe hereby permitted shall not be used otherwise than as ancillary accommodation in connection with the occupation of Field House and shall at no time be severed from	
PA/2013/1220	Planning permission to erect single-storey extensions	
Historic Environment/Ancient Monuments (250m zone)	Red	Negative impact on LC14 = EEL (early enclosed land), AOSF (ancient open strip fields) setting
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on SHELAA methodology
Constraints / barriers to delivery	<p>As this site forms part of a potential zoning for housing, development should come forward in cooperation with adjoining sites (particularly to the north to help connect to existing settlement).</p> <p>Access should be agreed with Highways Agency.</p> <p>The site is within LC14 Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.</p>
Conclusion	The site may be suitable for development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Haxey</b>
<b>Site Reference</b>	<b>CFS0300098 (ZXSKI)</b>



Site address	Land to the north of Lowcroft Avenue
Site size (Ha)	2.24
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The proposed site is a portion of a larger field, which has a strong boundary of mature trees to the west, currently acting as a clear boundary of the existing development limit.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	82	92
Vehicular Access Options	Access from Lowcroft or A161	
Pedestrians/ Cycle Options	Connect into existing facilities, improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	No, although the A161 is part of the Principal Road Network	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	45

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

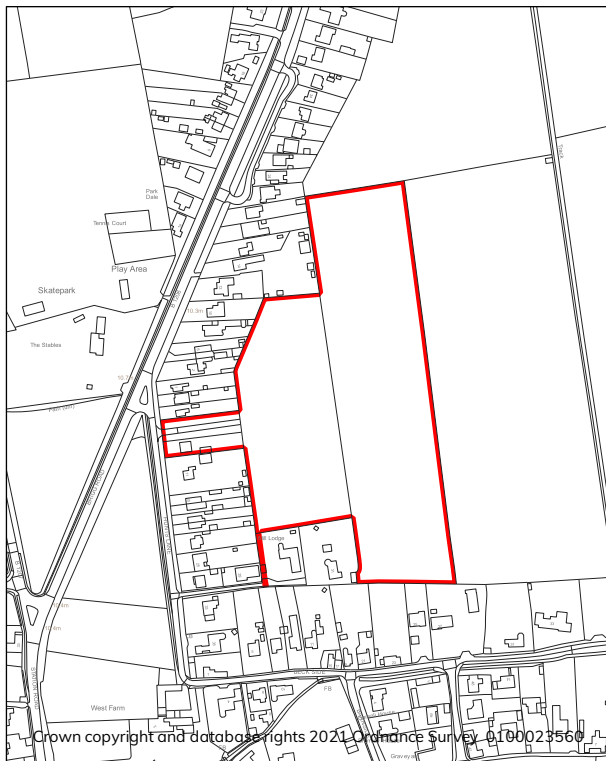
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access may be possible at Lowcroft Avenue or Epworth Road.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Haxey is a Market Town/Large Service Centre and has 5 of the 7 key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	Historically agricultural land adjacent historic rail lines
Noise	Green	Adjacent to Haxey CofE Primary School
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Arable land of low biodiversity value. No ecological surveys required, provided a habitat buffer is left alongside the Axholme, Line, Haxey Local Nature Reserve
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Red	Negative impact on LC14 = AOSF (ancient open strip fields)
Open Space Designation		Green

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Site is under option to a developer
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	Up to 3 years based on SHELAA methodology
Constraints / barriers to delivery	<p>Within an LC14 Area of Special Historic Landscape Interest. Development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.</p> <p>Would need to secure right of access to Lowcroft Avenue and although potential to access identified at Epworth Road, Lowcroft Avenue would be preferred.</p> <p>Visual impact of development from Epworth Road should be considered, also with no detrimental impact on the LNR nearby.</p> <p>Grade 2 Agricultural land.</p> <p>Capacity may need to be reduced in order to consider each of these constraints.</p>
Conclusion	The site may be suitable for development if the site constraints can be addressed.

<b>Settlement</b>	<b>Hibaldstow</b>
<b>Site Reference</b>	<b>HD8G9</b>



Site address	Field off Hunts Lane
Site size (Ha)	3.99
Existing Land Use (s)	Agriculture
Site and Surrounding area Description	The site lies to the west of the settlement and is mostly agricultural land with two properties located along Brigg Road. The site adjacent to residential properties and agricultural land surrounds to the east.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	106	124
Vehicular Access Options	Access could be achieved from Hunts Lane.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	37

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	It would be difficult to achieve a vehicular access onto Becksides. Ped/cycle linkages should be provided onto Becksides.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	6	Hibaldstow is a Larger Rural Settlement and has 6 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

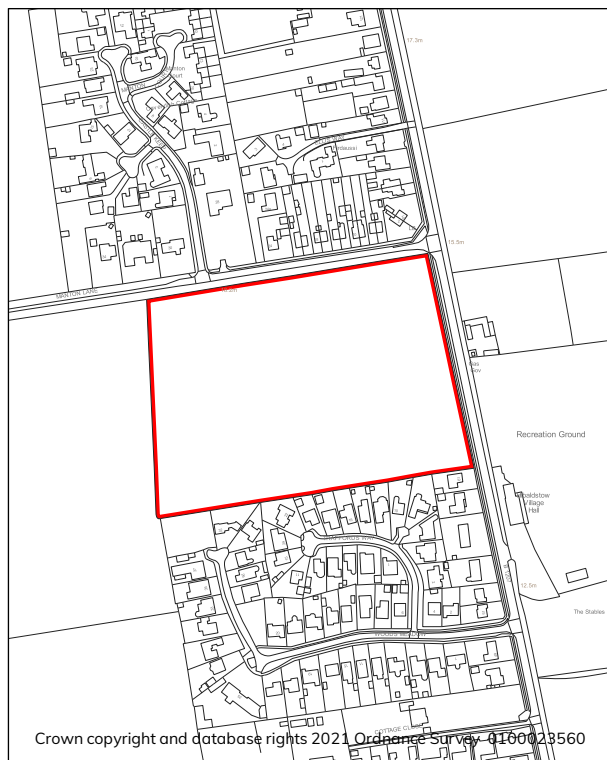
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2014/0545	Planning permission to erect rear single storey extension	
PA/2014/0488	Planning permission to erect single storey extension and detached garage	
PA/2013/0192	Planning permission to form an agricultural access including demolition of dwelling	
PA/2013/0193	Planning permission to re-locate access and erect a domestic garage and store	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL ASSESSMENT
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	5 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The land is Grade 2 agricultural land and lies outside the development limit.</p> <p>The site needs further Archaeological assessment.</p> <p>It would be difficult to achieve a vehicular access onto Beckside. Ped/cycle linkages should be provided onto Beckside.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.



<b>Settlement</b>	<b>Hibaldstow</b>
<b>Site Reference</b>	<b>NWC9X</b>



Site address	Land to the west of Station Road
Site size (Ha)	4.2
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site is on the west of Hibaldstow next to residential development.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	112	130
Vehicular Access Options	Access can be achieved from Station Road, but may need to be supported by some off-site highway works	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	37

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Access can be achieved from Station Road, but may need to be supported by some off-site highway works
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Hibaldstow is a Larger Rural Settlement and has 5 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Green	GRADE 2
Demolition	Green	None required
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL EVALUATION
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Not Known
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	5 years based on the SHELAA methodology
Constraints / barriers to delivery	The site is Grade 2 agricultural land. Development of the site will require a Heritage assessment as the site is within 250m of an Archaeological site.
Conclusion	The site may be suitable for residential development if the constraints can be addressed. The site is allocated as proposed housing in Reg 18 preferred options.

<b>Settlement</b>	<b>Hibaldstow</b>
<b>Site Reference</b>	<b>CFS0300027</b>



Site address	Land at Manton Lane
Site size (Ha)	0.34
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site is located to the north east of the settlement, comprising a small portion of a agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	10	12
Vehicular Access Options	Access from Manton Lane or via adjacent development to east	
Pedestrians/ Cycle Options	Connect into existing facilities, some improvements may be required	
Is the site located on a key Strategic Road Network (if so please state)	No	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	34

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

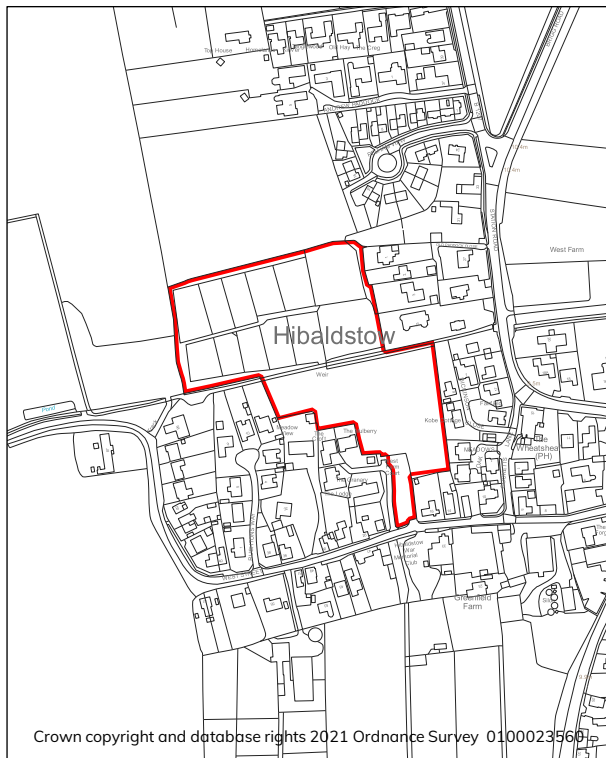
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access from Manton Lane or via adjacent development land to east
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	6	Hibaldstow is a Larger Rural Settlement and has 5 of the 7 key facilities, all except an hourly bus service and it is not within 30 minutes of employment centre.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	Agricultural Land
Noise	Green	Middle of agricultural fields
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	Arable land of low biodiversity value. Hedgerows should be retained and enhanced.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	Requires predetermination assessment of heritage significance of archaeology comprising field evaluation (geophysical survey and trial trenching) with adjacent site to adequately assess impact
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Enquiries received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	10 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	1 year based on SHELAA methodology
Constraints / barriers to delivery	Access would be favourable as part of proposed housing adjacent. Development would only be considered acceptable following development of the adjacent land to ensure there isn't disconnection from the main settlement. Heritage assessment is required. Grade 2 Agricultural land.
Conclusion	The site may be suitable for development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Hibaldstow</b>
<b>Site Reference</b>	<b>WOVBD</b>



Site address	Land at West Street
Site size (Ha)	2.47
Existing Land Use (s)	Grazing
Site and Surrounding area Description	The site is grazing land on the southern edge of Hibaldstow mainly surrounded by residential development. To the west of the site is further agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	68	79
Vehicular Access Options	Possible impact from traffic generation associated with the site	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	37

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Possible impact from traffic generation associated with the site
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	6	Hibaldstow is a Larger Rural Settlement and has 6 of the 7 key facilities
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Amber	A few buildings are on site that will need demolished.
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 1 and SFRA Flood Zone 2/3 (a) Fluvial
Local Flood Risk – Surface Water and Drainage	Green	13% of site

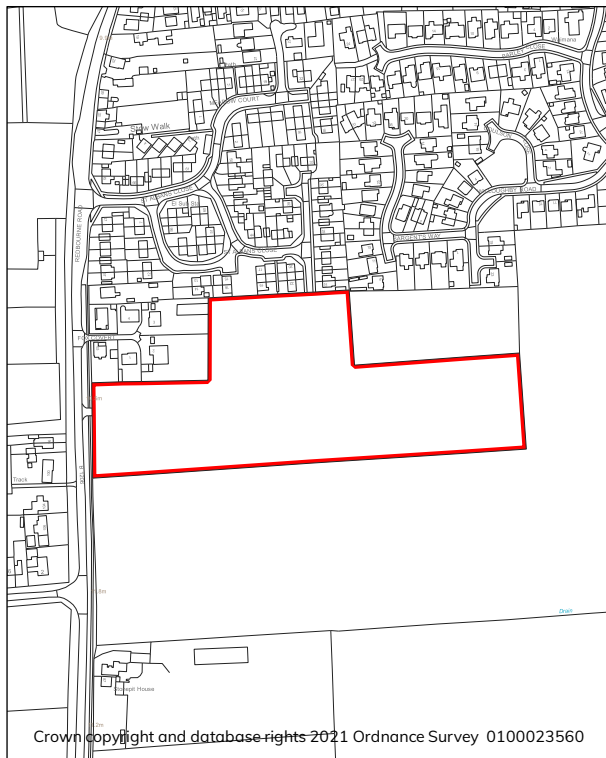
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2015/1419	Planning permission to erect replacement dwelling and triple garage	
PA/2013/0437	Planning permission for a substitution of house type (previously approved under PA/2006/1492 dated 20/11/2006)	
PA/2014/0391	Application for a non-material amendment to planning application PA/2013/0437 for modifications to the front door to incorporate a sidelight on both sides and small window on the west wall of the lounge is not required	
PA/2014/0782	Non-material amendment to PA/2013/0437 to raise roof height and remove ground floor window	
PA/2017/294	Planning permission to re-position fence	
PA/2016/0024	Planning permission to erect a detached double garage, dormer to front roof slope and replacement of integral garage door with patio door	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL ASSESSMENT
Open Space Designation	Green	



Local Plan Designation	Policy Reference	Comments

Availability Assessment	The site is available.
Is the site being marketed?	Not Known
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The land is Grade 2 Agricultural land.</p> <p>The site is within SFRA Flood Zone 2/3 (a) Fluvial.</p> <p>The site needs a Heritage assessment as the site is within 250m of an Archaeological site.</p> <p>Demolition of existing buildings will be required.</p> <p>Possible impact from traffic generation associated with the site.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Hibaldstow</b>
<b>Site Reference</b>	<b>3YNE7</b>



Site address	Land off Redbourne Road
Site size (Ha)	3.28
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site lies to the western edge of Hibaldstow to east of Redbourne Road. To the north lies residential development, with agricultural land surrounding to the south and east.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	88	103
Vehicular Access Options	Access from Redbourne Road and St Albans Close	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	37

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

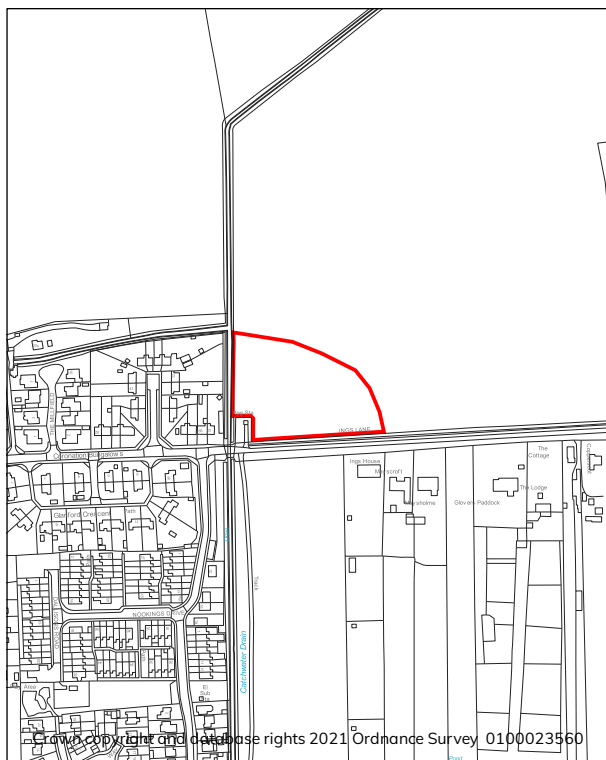
Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Amber	May need to improve footway provision on Redbourne Road
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	6	Hibaldstow is a Larger Rural Settlement and has 6 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Green	None required
Contamination and Ground Conditions	Green	
Noise	Amber	Close to Hibaldstow airfield which has received many noise complaints
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL EVALUATION
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	The land is vacant agricultural land and available.
Is the site being marketed?	Not Known
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Immediately adjacent to existing housing development with potential access into St Albans Close and existing access point onto Redbourne Road.
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	
Constraints / barriers to delivery	<p>The site is within SFRA Flood Zone 1.</p> <p>Grade 2 agricultural land.</p> <p>A heritage assessment will be required to demonstrate that there are no adverse impact on historic environment or archaeological site.</p> <p>Close to Hibaldstow airfield which has received many noise complaints.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

Settlement	Hibaldstow
Site Reference	MSXXB



Site address	Land north east of Ings Lane
Site size (Ha)	0.79
Existing Land Use (s)	Vacant
Site and Surrounding area Description	The site is on the eastern side of Hibaldstow outside the development limit. The site is next to a sewage pumping station and mainly surrounded by agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Affordable Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	24	28
Vehicular Access Options	Access could be achieved from Ings Lane, but would require some localised improvements to Ings Lane	
Pedestrians/ Cycle Options	Need to connect into existing facilities	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Part owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	37

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

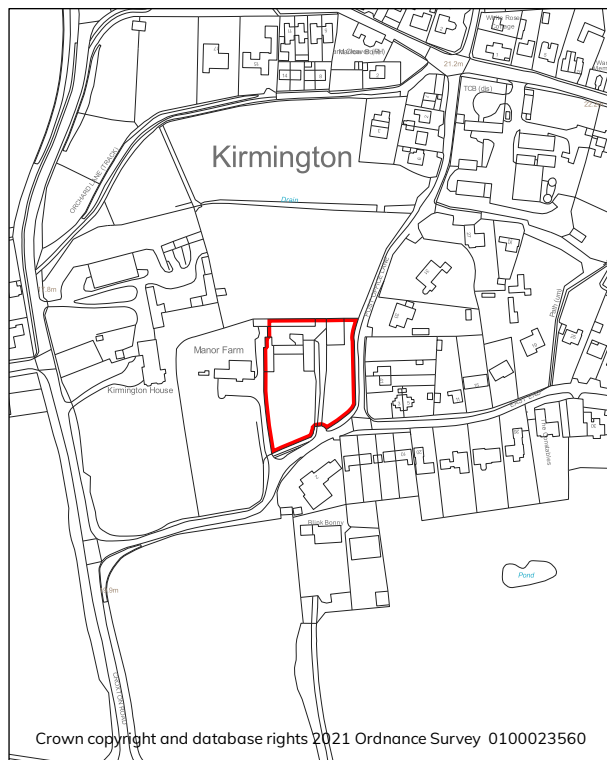
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Access could be achieved from Ings Lane, but would require some localised improvements to Ings Lane.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	6	Hibaldstow is a Larger Rural settlement and has 6 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	Agricultural land
Noise	Green	No significant nearby noise sources.
Odour	Green	No nearby odour source.
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	The application site is arable land bounded by hedgerows and a drain, with pasture to the south. With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants.
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Fluvial
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	Allocation requires HIA: SM/LB Assessment; Archaeological field evaluation comprising geophysical survey and trial trenching (NB assessments understood to be underway for PRE/2018/29)
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Site is under option to a developer
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Available now with registered provider interest to deliver affordable homes
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	1 year based on the SHELAA methodology.
Constraints / barriers to delivery	<p>The site is within SFRA Flood Zone 2/3 (a) Fluvial. Access could be achieved from Ings Lane, but would require some localised improvements.</p> <p>The site requires a HIA: SM/LB Assessment; Archaeological field evaluation comprising geophysical survey and trial trenching (assessments understood to be underway for PRE/2018/29).</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Kirmington</b>
<b>Site Reference</b>	<b>KI8NC</b>



Site address	Land at Manor Farm
Site size (Ha)	0.45
Existing Land Use (s)	Agriculture
Site and Surrounding area Description	The site is a Manor farm/ agricultural site on the edge of Kirmington. The site is surrounded by residential and agricultural land.
Greenfield/Brownfield	Brownfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	14	16
Vehicular Access Options	Consider access from Post Office Lane, with localised highway improvements	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	20

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	



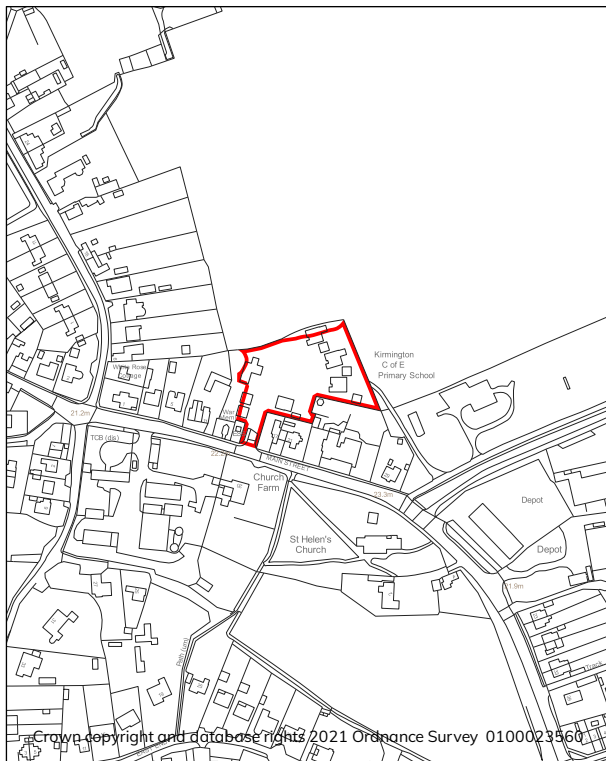
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Consider access from Post Office Lane, with localised highway improvements
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	3	Kirmington is a Smaller Rural Settlement and has 3 of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Amber	Farm/underground fuel storage
Noise	Green	
Odour	Green	
Tree Preservation Orders	Red	Kirmington House and Manor Farm 1971
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space	Amber	Existing trees along East End boundary
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	2% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2017/108	Application under the overhead lines (exemption) (England and Wales) Regulations 2009 to replace existing open wire overhead network with the new ABC line (Aerial Bundled Conductor)	
PA/2016/130	Application under the Overhead Lines (Exemption) (England & Wales) Regulations 2009 to erect an aerial bunch conductor to replace existing open wire	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Red	

Local Plan Designation	Policy Reference	Comments
Areas of Amenity Importance	LC11	Adjacent designation

Availability Assessment	The land is available
Is the site being marketed?	Enquiries received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Interest from developers but won't convert the existing farmstead until planning has been secured on the farmyard as the unknown development of this land will affect the sale values.
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology.
Constraints / barriers to delivery	<p>Site is within SFRA Flood Zone 1</p> <p>The land is Grade 2 agricultural land and lies outside the existing development limit.</p> <p>The land has a tree preservation order to the west of the site that should be protected (and will impact development potential).</p> <p>Consider access from Post Office Lane, with localised highway improvements.</p>
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Kirmington</b>
<b>Site Reference</b>	<b>HYZY4</b>



Site address	Land rear of Almshouses, Main Street
Site size (Ha)	0.43
Existing Land Use (s)	Brownfield land previously WWII Naffi buildings
Site and Surrounding area Description	The site lies on the north of Kirmington and is situated next to a school and housing, mostly located within the development limit.
Greenfield/Brownfield	Brownfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	13	15
Vehicular Access Options	The site should have sufficient width to achieve geometry for access	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	20

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

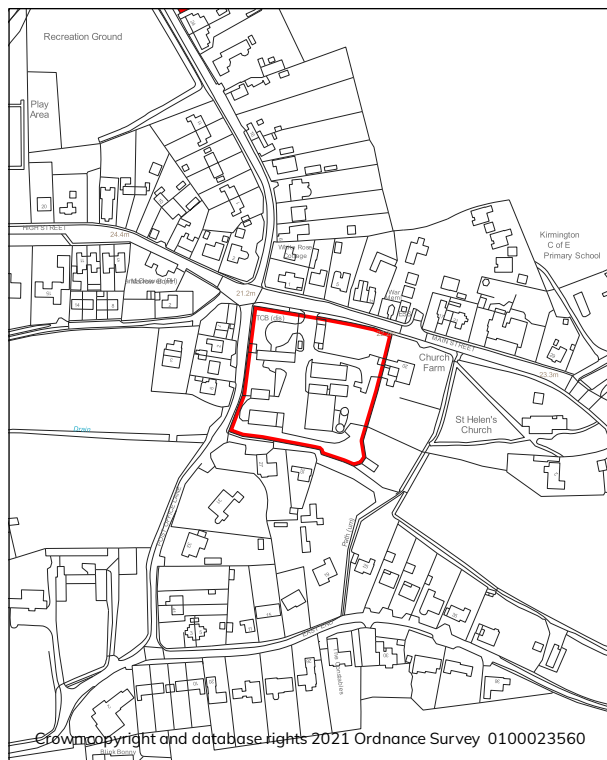
Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Amber	It may be difficult to achieve visibility splays
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	3	Kirmington is a Smaller Rural Settlement and has 3 of the key facilities
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	
Noise	Amber	
Odour	Green	
Tree Preservation Orders	Red	Main Street, Kirmington 2011
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space	Amber	Trees are present on site
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL ASSESSMENT
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	The land is available
Is the site being marketed?	Enquiries have been received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	The owner wishes to secure planning permission before marketing site
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology
Constraints / barriers to delivery	There is a Tree Preservation order on the site that should be protected and may limit development potential. The land is Grade 2 agricultural land, mostly located within the existing development limit. The site is within 250m of an archaeological site, which will require heritage assessment.
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Kirmington</b>
<b>Site Reference</b>	<b>WWJBT</b>



Site address	Land at Main Street
Site size (Ha)	0.78
Existing Land Use (s)	Agriculture
Site and Surrounding area Description	The site is a farm in the centre of Kirmington and lies within the existing development limit.
Greenfield/Brownfield	Brownfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	23	28
Vehicular Access Options	Access from Main Street	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a key Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	20

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Green	Access from Main Street
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	3	Kirmington is a Smaller Rural Settlement and has 2 of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Amber	Demolition will be required.
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	11% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2015/1541	Application under the Overhead Lines (Exemption) (England & Wales) Regulations 2009 to erect new aerial bunched conductor	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Development affecting Listed Buildings	HE5	

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology
Constraints / barriers to delivery	Consideration needs to be given to listed building. Demolition will be required on the site. The site lies within the current development limit.
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.



<b>Settlement</b>	<b>Kirmington</b>
<b>Site Reference</b>	<b>ZF4BB</b>



Site address	Land to the north of Habrough Lane.
Site size (Ha)	0.34
Existing Land Use (s)	Agricultural Land
Site and Surrounding area Description	The site lies on the eastern edge of the settlement with existing residential development to the north and further agricultural land surrounding.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	10	12
Vehicular Access Options	Access from Limber Road/Habrough Lane, potential for some frontage. May need some localised improvements and footway provision	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	20

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

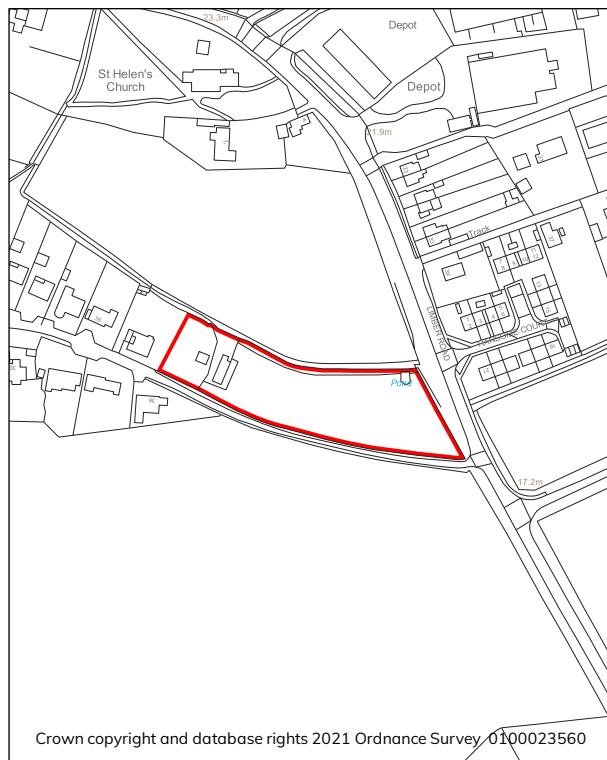
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Access from Limber Road/Habrough Lane, potential for some frontage. May need some localised improvements and footway provision
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	3	Kirmington is a Smaller Rural Settlement and has 3 of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Amber	The site is within 250m of a former landfill. A Phase 1 and site investigation will be required.
Noise	Green	Adjacent to housing on the edge of Kirmington, no issues.
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	12% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL ASSESSMENT
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site lies within SFRA Flood Zone 1.</p> <p>The site is within 250m of a former landfill. A Phase 1 and site investigation will be required.</p> <p>A Heritage Assessment will be required to demonstrate that there will be no adverse impact on the historic environment.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Kirmington</b>
<b>Site Reference</b>	<b>JE3QV</b>



Site address	Land to north of East End.
Site size (Ha)	0.57
Existing Land Use (s)	Grazing land used for equestrian purposes and part garden of 35 East End
Site and Surrounding area Description	The site lies on the edge of Kirmington and is mainly surrounded by agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	17	20
Vehicular Access Options	Frontage along East End with localised improvements and widening	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	20

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

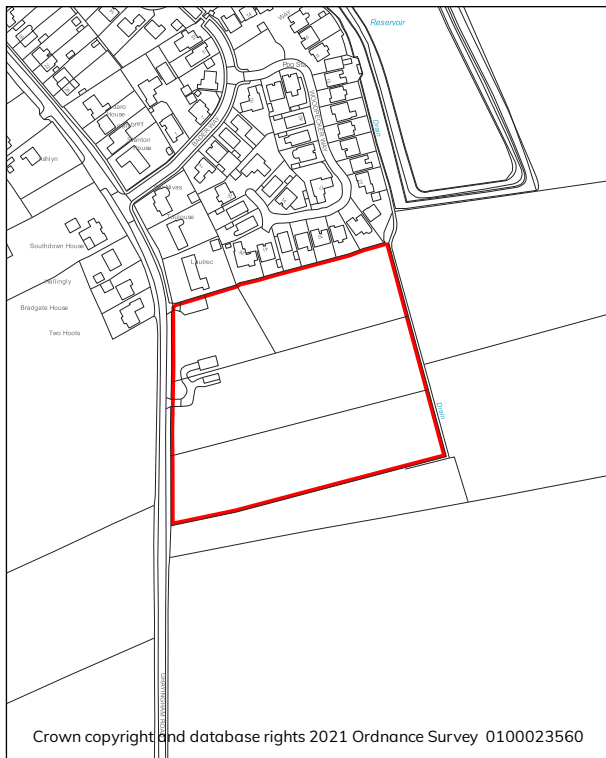
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Frontage along East End with localised improvements and widening
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	3	Kirmington is a Smaller Rural Settlement and has 3 of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	
Noise	Green	No significant nearby noise sources other than Humberside Airport (1.3km to SW)
Odour	Green	No nearby odour source.
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		This site supports rough grassland, scrub and hedgerows. With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants. For this location, Natural England's SSSI Impact Risk Zone Tool indicates that Natural England should be consulted on, Any residential development of 50 or more houses outside existing settlements/urban areas."
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Amber	28% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	Allocation requires HIA: Archaeological field evaluation comprising geophysical survey and trial trenching
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Site is being marketed
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Informal market testing of site to commence upon residential allocation
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on SHELAA methodology.
Constraints / barriers to delivery	The site lies within SFRA Flood Zone 1, with 28% of site is at risk of Local Flooding. The site is Grade 2 agricultural land. Heritage Impact Assessment will be required.
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Kirton in Lindsey</b>
<b>Site Reference</b>	<b>I9MDI</b>



Site address	Field Adjacent Lautrec, Grayingham Road
Site size (Ha)	2.46
Existing Land Use (s)	Vacant.
Site and Surrounding area Description	The site is on the edge of Kirton in Lindsey surrounded by residential development to the north and agricultural land surrounds the rest of the site.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	90	101
Vehicular Access Options	Access could be achieved from Grayingham Road, subject to some localised improvements to Grayingham Road and provision of new footways to link into existing provision.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not located on a key Strategic Road Network but is close to the A15.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	59

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Access could be achieved from Grayingham Road, subject to some localised improvements to Grayingham Road and provision of new footways to link into existing provision.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Kirton in Lindsey is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition	Green	Non required
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space	Amber	A few trees lie on the edge of the site.
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of the site

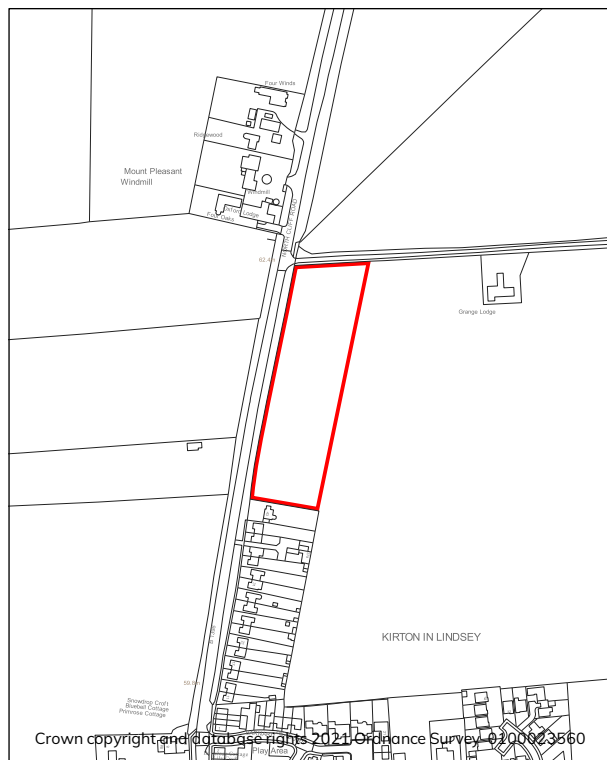
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2015/1133	Planning permission to erect a first-floor side and rear extension	
PA/2013/0118	Minor material amendment to PA/2011/0378 to alter width and height of the building and alter materials	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL EVALUATION
Open Space Designation	Green	



Local Plan Designation	Policy Reference	Comments

Availability Assessment	The site is available.
Is the site being marketed?	Not Known
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	4 years based on the SHELAA methodology.
Constraints / barriers to delivery	The site needs a Heritage assessment as the site is within 250m of an Archaeological site. The site lies within SFRA Flood Zone 1.
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Kirton in Lindsey</b>
<b>Site Reference</b>	<b>IHII2</b>



Site address	Land at North Cliff Road
Site size (Ha)	1.14
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site is on the edge of Kirton in Lindsey and is next to residential development. Some of the site is surrounded by agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	45	50
Vehicular Access Options	Frontage development onto B1398.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not located on a key Strategic Road Network but is close to the A15.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	59

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

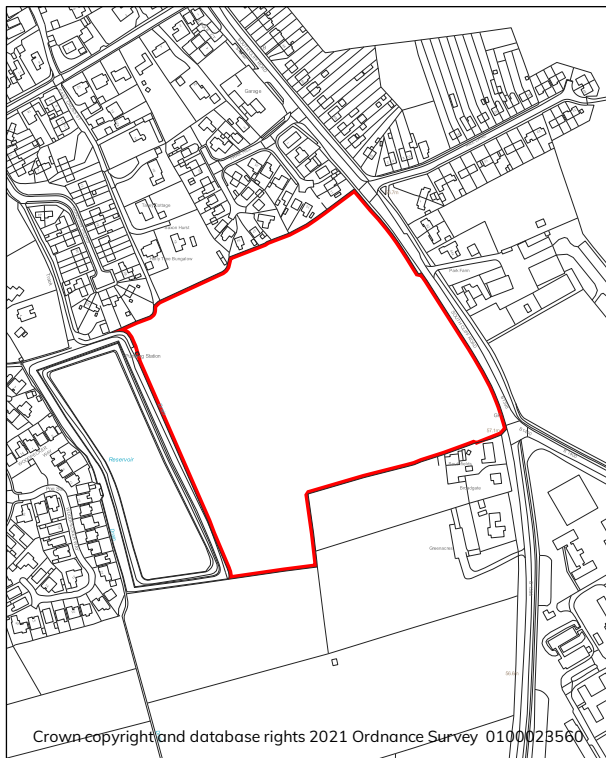
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	May need to extend/improve footways
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Kirton in Lindsey is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Green	None required
Contamination and Ground Conditions	Amber	The site is within 250m of a former landfill. A Phase 1 and site investigation will be required.
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL EVALUATION
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	The site is available.
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site is Grade 2 agricultural land.</p> <p>The site is within SFRA Flood Zone 1.</p> <p>The site is within 250m of a former landfill. A Phase 1 and site investigation will be required.</p> <p>Footways may need to extend/improve.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

Settlement	Kirton in Lindsey
Site Reference	8N3AI



Site address	Land to the west of South Cliff Road
Site size (Ha)	6.98
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site is on the western edge of Kirton in Lindsey. A pond lies to the west of the site and residential surrounds the north and east of the site.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	224	252
Vehicular Access Options	Access could technically be formed from B1398, South Cliff Road	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)		
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	59

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Green	Access could technically be formed from South Cliff Road
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Kirton in Lindsey is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition	Green	None required
Contamination and Ground Conditions	Green	
Noise	Green	Surrounded by housing
Odour	Green	
Tree Preservation Orders	Red	1972 Kirton in Lindsey
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space	Amber	There are a small number of trees on the boundary
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2013/0221	Planning permission to erect a single-storey extension	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL EVALUATION
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	The site is available.
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	8 years based on the SHELAA methodology
Constraints / barriers to delivery	The site has a tree preservation order on site and should be protected, which could have impact on development potential. Grade 3 agricultural land. The site is within SFRA Flood Zone 1.
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.





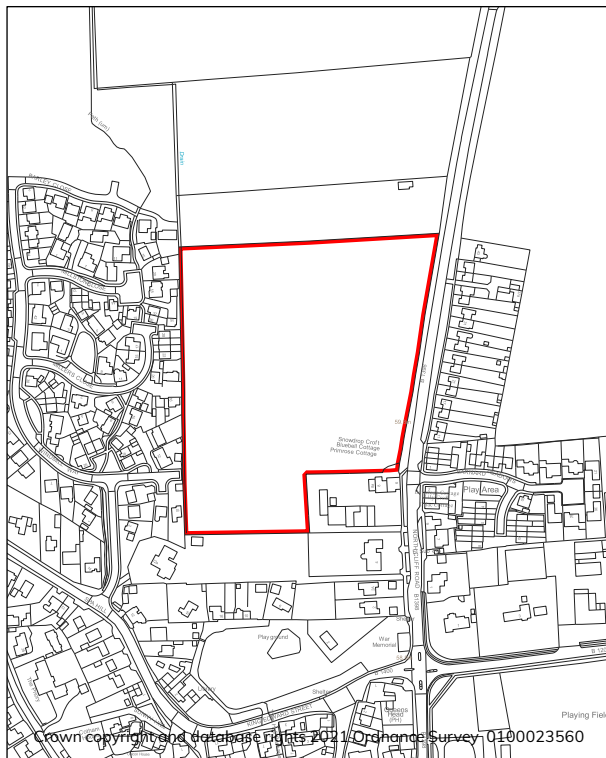
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Red	Site does not appear to have direct access to the adopted highway, unless development to the south allows for access to this site.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Kirton in Lindsey is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Green	Agricultural land
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Rough grassland close to unimproved grassland and great crested newt pond. Any development will require newt survey, mitigation and may have to pass the 3 planning tests of European Protected Species Licensing. Allotments and community gardens, nature reserve and wild meadow would be acceptable.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	3.6% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	Completed evaluation PA/2016/1704 adjacent
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Enquiries received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	20 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on SHELAA methodology
Constraints / barriers to delivery	<p>Site does not appear to have direct access to the adopted highway, unless development to the south allows for access to this site.</p> <p>Any development will require newt survey, mitigation and may have to pass the 3 planning tests of European Protected Species Licensing.</p>
Conclusion	The site may be suitable for development if all the site constraints can be addressed (given the location in proximity to zoned committed housing).

Settlement	Kirton in Lindsey
Site Reference	CFS0300055



Site address	Land to the west of North Cliff Road
Site size (Ha)	3.97
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	This site is located to the north east of the settlement, adjacent to housing at Millers Close and Windmill Way. The land slopes down to the west from the North Cliff Road.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	141	159
Vehicular Access Options	Access from B1398	
Pedestrians/ Cycle Options	Connect into existing footways, some improvements may be required	
Is the site located on a key Strategic Road Network (if so please state)	No	
Ownership (if known) Private, public, single, multiple owners	Local resident	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	54

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

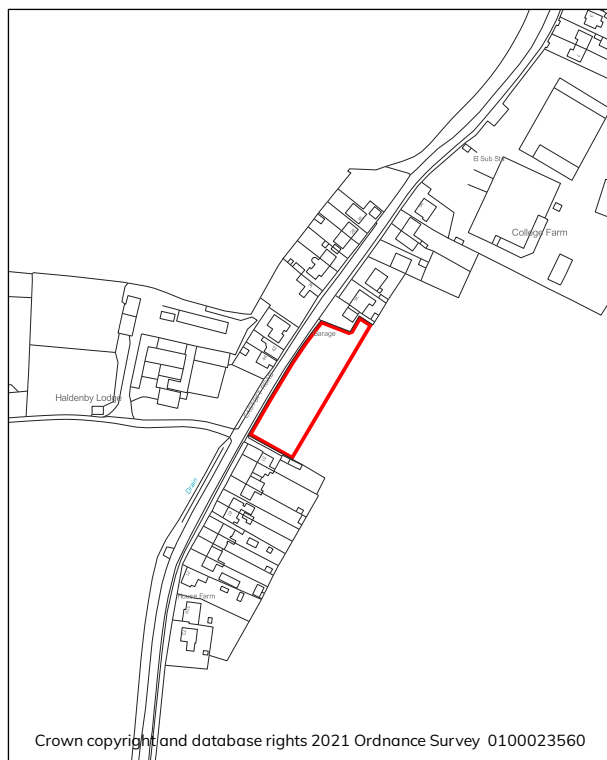
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Kirton in Lindsey is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	Arable land of low biodiversity value. No ecological surveys required.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2011/0417	Planning permission to change house types on planning application no 2006/0414 (Six dwellings only)	
PA/2010/0089	Planning permission to erect two dwellings with garages and associated parking	
PA/2011/0886	Application for non-material amendment to planning application no 2011/0232	
PA/2011/0232	Planning permission to erect two dwellings with garages and associated access	
PA/2019/641	Planning permission to retain amended siting of the dwelling (formerly plot 73) previously approved under PA/1999/0920	
Historic Environment/Ancient Monuments (250m zone)	Amber	Requires predetermination assessment of heritage significance of archaeology comprising field evaluation (geophysical survey and trial trenching) to adequately assess impact
Open Space Designation		Green

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Not Known
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Currently farmland.
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory.
Trajectory of development / build out time	5 years based on the SHELAA methodology
Constraints / barriers to delivery	Grade 2 Agricultural land. Heritage assessment is required. The site is located outside the existing development limit.
Conclusion	The site may be suitable for development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Luddington</b>
<b>Site Reference</b>	<b>SMZS7</b>



Site address	Land off Eastoft Road
Site size (Ha)	0.32
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site is within the development boundary of Luddington between existing residential development.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	10	11
Vehicular Access Options	Access from Eastoft Road	
Pedestrians/ Cycle Options	Good pedestrian links to local services	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	18

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access from Eastoft Road
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	3	Luddington is a Smaller Rural Settlement and has 3 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Red	GRADE 1
Demolition	Green	None required
Contamination and Ground Conditions	Amber	The site is within 250m of a former landfill. A Phase 1 and site investigation will be required.
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Tidal
Local Flood Risk – Surface Water and Drainage	Green	0% of site

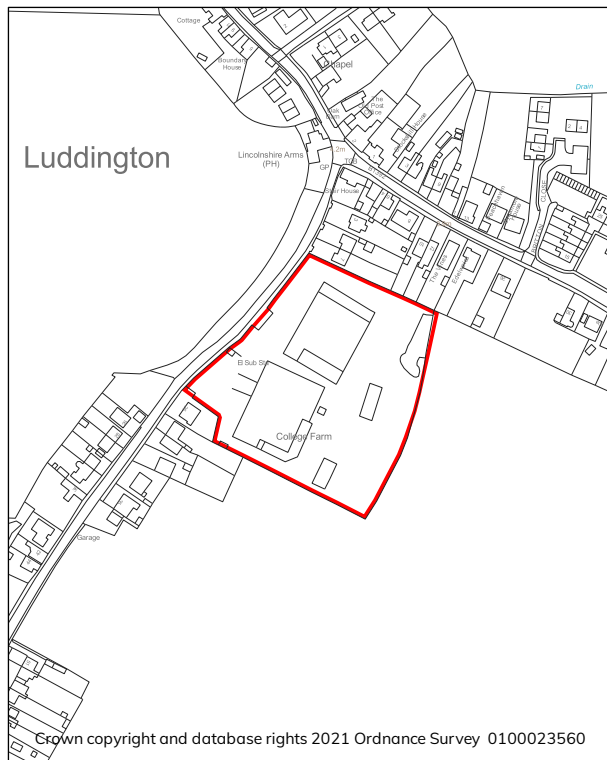
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Not Known
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology
Constraints / barriers to delivery	The land is Grade 1 agricultural land. The site is within SFRA Flood Zone 2/3 (a) Tidal . The site is within 250m of a former landfill. A Phase 1 and site investigation will be required.
Conclusion	The site is within the development limit of Luddington. The site may be suitable for residential development if the site constraints can be addressed.



<b>Settlement</b>	<b>Luddington</b>
<b>Site Reference</b>	<b>NTXK7</b>



Site address	Land at Eastoft Road
Site size (Ha)	1.74
Existing Land Use (s)	Agricultural farm yard
Site and Surrounding area Description	The site is in the centre of Luddington and is surrounded by agricultural land and residential.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	49	57
Vehicular Access Options	Access from Eastoft Road	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not located on a key strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	The site is not located on a key strategic Road Network.	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	18

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

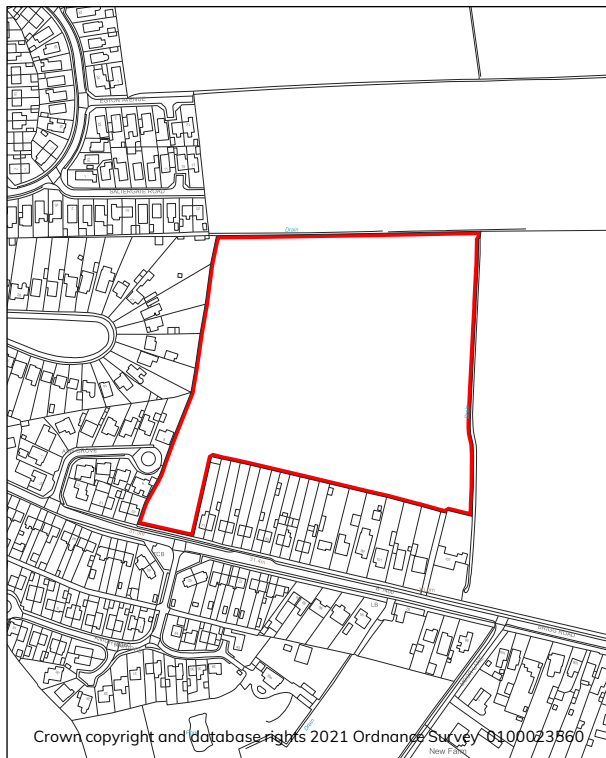
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access from Eastoft Road
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	3	Luddington is a Smaller Rural Settlement and has 2 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Red	GRADE
Demolition	Amber	There are a number of buildings on the site which will need demolishing.
Contamination and Ground Conditions	Amber	
Noise	Green	Noise rated as long as the whole prior agricultural venture is ceased
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Tidal
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Not Known
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in next 6-11 years.
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on SHELAA methodology
Constraints / barriers to delivery	Grade 1 agricultural land. The site is within SFRA Flood Zone 2/3 (a) Tidal. There are a number of buildings on the site that will need demolished.
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

Settlement	Messingham
Site Reference	XOLYH



Site address	Land to the North of Brigg Road
Site size (Ha)	4.67
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site is on the edge of Messingham and adjacent next to residential development which lies to the south and west. To the north and east is agricultural land
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	124	144
Vehicular Access Options	Access from Brigg Road, but would need to be at western end of the site. Any access arrangements need to consider the junction of Brigg Road and Knightsbridge Road	
Pedestrians/ Cycle Options	Good pedestrian links to local services	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a key Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Part owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	46

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

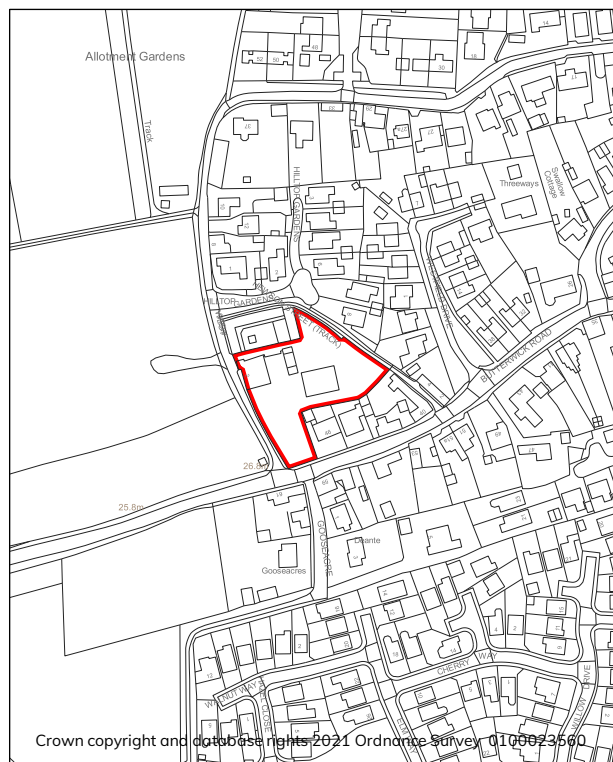
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Access from Brigg Road, but would need to be at western end of the site. Any access arrangements need to consider the junction of Brigg Road and Knightsbridge Road
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Messingham is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition	Green	None required
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Amber	17% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2017/706	Planning permission to erect front extension	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL ASSESSMENT
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Messingham Protection Zone	M17	

Availability Assessment	
Is the site being marketed?	The site is under option to a developer
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	5 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site is within SRFA Flood Zone 1 and is subject to flood risk. A flood risk assessment should be undertaken to include consideration of Sustainable Urban Drainage Systems.</p> <p>The site is within the Messingham Protection Zone for minerals (M17).</p> <p>A heritage assessment will be required.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Messingham</b>
<b>Site Reference</b>	<b>19H34</b>



Site address	Land at Hewson Street
Site size (Ha)	0.32
Existing Land Use (s)	The land is currently used as an agricultural farm yard however most of the buildings are now considered redundant for modern agricultural practices and machinery.
Site and Surrounding area Description	The site is a redundant farm on the west site of Messingham surrounded by residential development.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	10	11
Vehicular Access Options	Junctions of West View/Butterwick Road and Hewson Street/Butterwick Road have severely restricted visibility. Would not want to increase traffic flow at these junctions.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Key Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Part owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	46

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Junctions of West View/Butterwick Road and Hewson Street/Butterwick Road have severely restricted visibility. Would not want to increase traffic flow at these junctions.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Messingham is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition	Amber	Some demolition may be required.
Contamination and Ground Conditions	Amber	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space	Amber	There are a number of trees on the site.
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

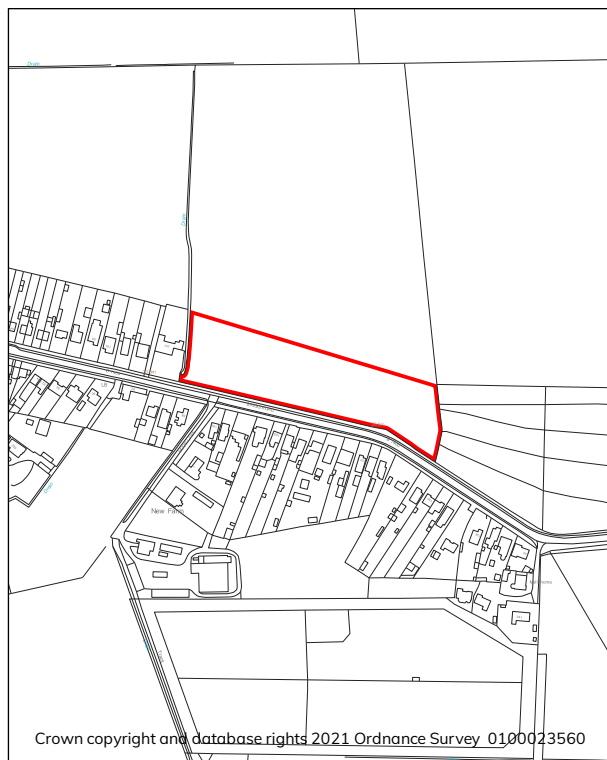
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	



Local Plan Designation	Policy Reference	Comments
Messingham Protection Zone	M17	

Availability Assessment	The site is available.
Is the site being marketed?	Enquiries on the site have been received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Enquiries have been received to purchase the site from a local developer
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	1 year based on the SHELAA methodology
Constraints / barriers to delivery	The site lies in the Messingham Protection Zone. Within SFRA Flood Zone 1. Some demolition may be required. There are a number of trees on the site.
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

Settlement	Messingham
Site Reference	OXN8G



Site address	Land off Brigg Rd
Site size (Ha)	1.48
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site is on the eastern edge of Messingham. To the north and east lie agricultural land and to the south and west is residential development.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	42	50
Vehicular Access Options	Frontage development along Brigg Road	
Pedestrians/ Cycle Options	Good pedestrian links to local services	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a key Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	46

Absolute Constraints Check Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

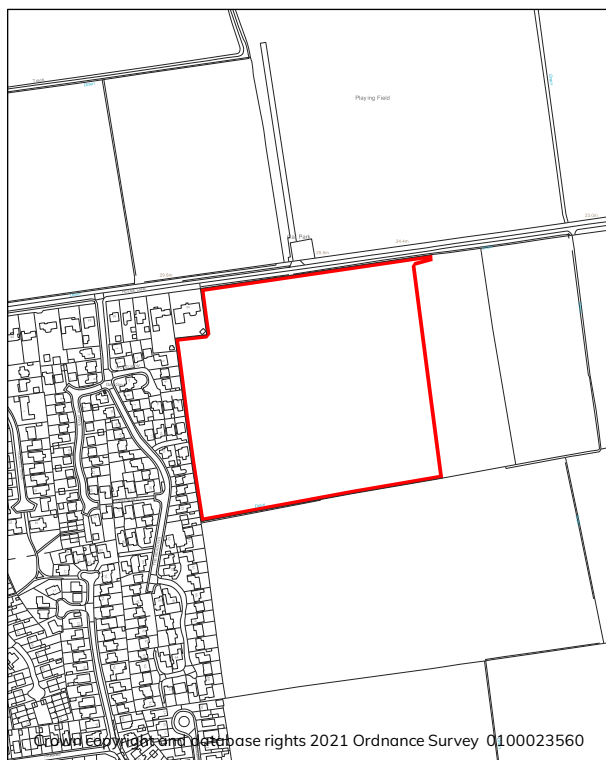
Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Green	Frontage development along Brigg Road
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Messingham is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition	Green	Non required
Contamination and Ground Conditions	Green	
Noise	Amber	Close to Sibelco
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space	Amber	There are trees at the frontage of the site.
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	3 % of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL ASSESSMENT
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Messingham Protection Zone	M17	

Availability Assessment	The site is available.
Is the site being marketed?	Enquiries have been received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on SHELAA methodology
Constraints / barriers to delivery	<p>The site is in the Messingham Protection Zone.</p> <p>The site is within SFRA Flood Zone 1.</p> <p>The site may have noise issues as its close to Sibelco Quarry.</p> <p>There are trees at the frontage of the site.</p>
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

Settlement	Messingham
Site Reference	4J2QR



Site address	Land off Holme Lane
Site size (Ha)	6.15
Existing Land Use (s)	Agriculture
Site and Surrounding area Description	The site is agricultural land to the eastern edge of Messingham. The site is adjacent to housing to the west and surrounded by agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	153	178
Vehicular Access Options	Access from Holme Lane	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a key Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	46

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

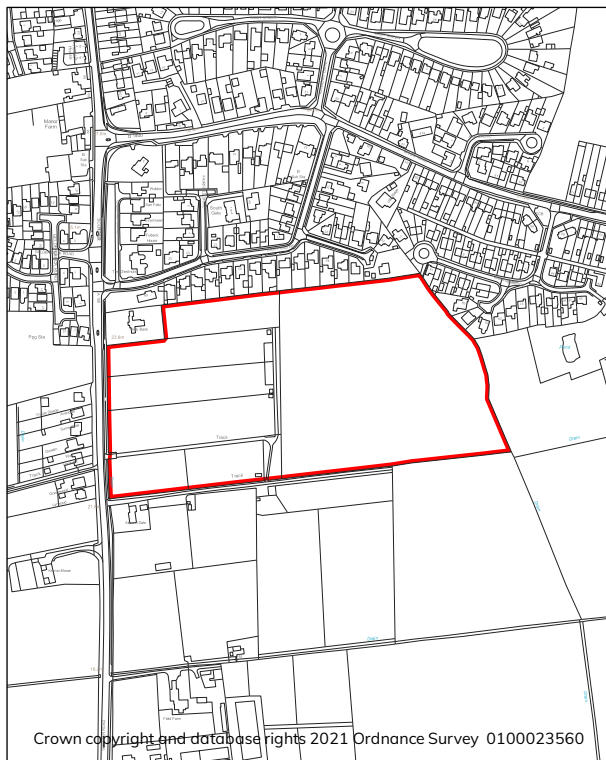
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	May need to improve footway provision on Holme Lane
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Messingham is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition	Green	None required
Contamination and Ground Conditions	Green	
Noise	Amber	The site is opposite Holme Lane playing fields, which may create noise from recreational activities and light from flood lighting
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	8% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL EVALUATION
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Messingham Protection Zone	M17	

Availability Assessment	
Is the site being marketed?	Enquiries have been received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	The client has previously been approached regarding developing a property on the land
When might the site be available for development?	The site is likely to come forward in the next 5 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	5 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site is within SFRA Flood Zone 1 with potential risk of flooding.</p> <p>The site lies within 60m of a Minerals Protection Zone (M17).</p> <p>Development may have impact on an Archaeological site.</p> <p>The site is opposite Holme Lane playing fields so there may be noise from recreational activities and light from flood lighting</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

Settlement	Messingham
Site Reference	2SIQJ



Site address	Land east of Scotter Road
Site size (Ha)	7.52
Existing Land Use (s)	Agriculture
Site and Surrounding area Description	The site lies on the southern edge of Messingham mainly surrounded by agricultural land. Residential development lies to the north.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	236	266
Vehicular Access Options	Access from A159 Messingham Road. Off site highway improvements may be required. 30 mph speed limit would need to be extended southwards	
Pedestrians/ Cycle Options	The site could connect into existing facilities. Improvements to existing footway across the frontage of the site may be required as part of the development.	
Is the site located on a key Strategic Road Network (if so please state)	No but the A159 is part of the Principal Road Network	
Ownership (if known) Private, public, single, multiple owners	Land agent	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	46

Absolute Constraints Check Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	



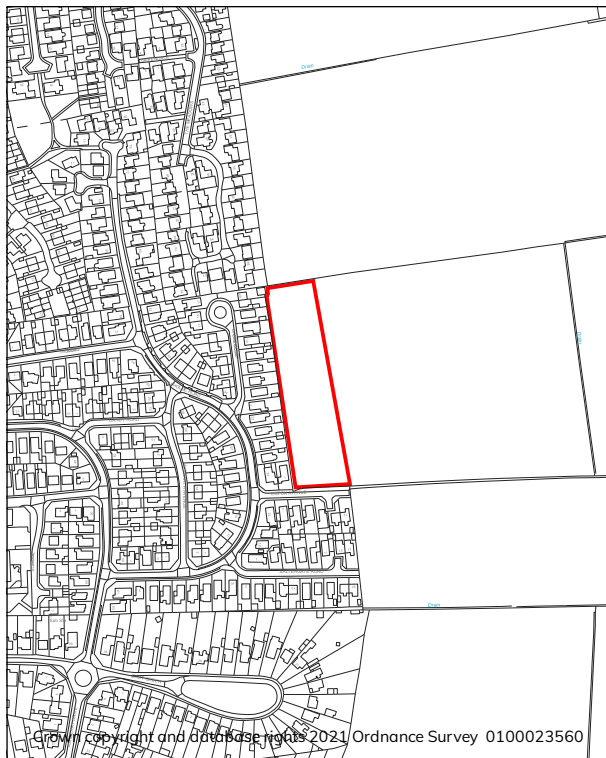
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access from A159 Messingham Road. Off site highway improvements may be required. 30 mph speed limit would need to be extended southwards
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Messingham is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Amber	A.1 Mixed hardwoods and a few conifers adjacent
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	Arable land of low biodiversity value. No ecological surveys required.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	3% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2014/1347	Planning permission to retain a portable horse shelter, erect two further portable horse shelters and replace a caravan with a small container	
Historic Environment/Ancient Monuments (250m zone)	Amber	Allocation requires HIA: Archaeological field evaluation comprising geophysical survey and trial trenching
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	The site is being marketed
Add any detail as necessary (e.g. where, by whom, how much for etc.)	The land is promoted on behalf of the landowner.
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	8 years based on the SHELAA methodology.
Constraints / barriers to delivery	<p>The site is within SFRA Flood Zone 1.</p> <p>Tree protection order nearby should be protected, which may reduce development potential.</p> <p>Heritage assessment is required, including geophysical survey and trial trenching.</p> <p>Highways improvements may be required.</p>
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

Settlement	Messingham
Site Reference	CFS0300057



Site address	Land at Egton Avenue
Site size (Ha)	0.98
Existing Land Use (s)	The site is currently part of a large (14+ Acre) Agricultural field
Site and Surrounding area Description	The site is located on the eastern edge of the settlement with existing residential development to the west and further agricultural land to the east.
Greenfield/Brownfield	
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	39	44
Vehicular Access Options	Access from Egton Avenue	
Pedestrians/ Cycle Options	Connect into existing footways, some improvements may be required	
Is the site located on a key Strategic Road Network (if so please state)	No	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	48

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

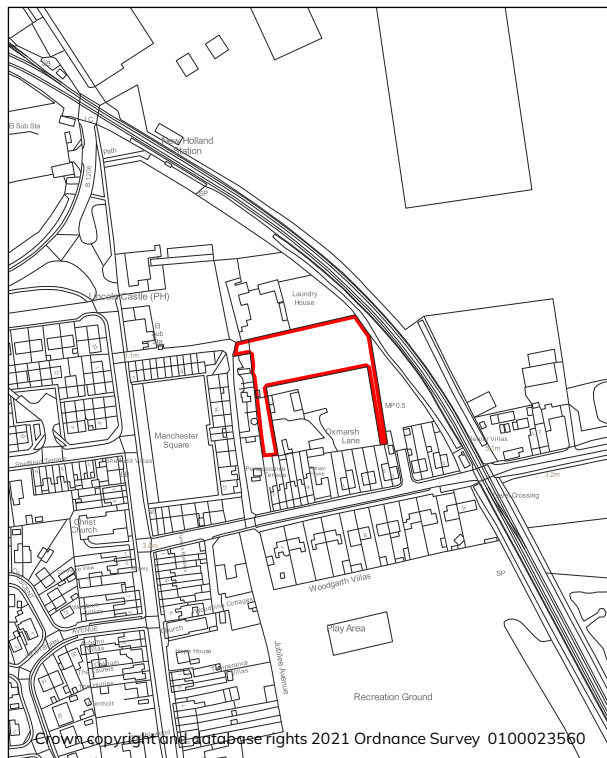
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Concerns over the suitability of Egton Avenue to accommodate additional development traffic
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Messingham is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Green	Agricultural
Noise	Green	Agricultural land
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	Arable land of low biodiversity value. No ecological surveys required
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2017/1095	Planning permission to erect a single-storey rear extension	
Historic Environment/Ancient Monuments (250m zone)	Amber	Requires predetermination assessment of heritage significance of archaeology comprising field evaluation (geophysical survey and trial trenching) to adequately assess impact
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Messingham Protection Zone	M17	

Availability Assessment	
Is the site being marketed?	Site is owned by a developer
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	20 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on SHELAA methodology
Constraints / barriers to delivery	<p>Although access could potentially be provided at Egton Avenue, there are concerns over its suitability to accommodate additional traffic.</p> <p>Site lies within Messingham Protection Zone (M17)</p> <p>Heritage assessment is required.</p> <p>Grade 3 Agricultural land</p>
Conclusion	The site may be suitable for development if all the site constraints can be addressed.

<b>Settlement</b>	<b>New Holland</b>
<b>Site Reference</b>	<b>76Y3S</b>



Site address	Land at Manchester Square
Site size (Ha)	0.35
Existing Land Use (s)	Agriculture, the land is classed as moderate for this use.
Site and Surrounding area Description	The site is next to a railway line and existing residential development.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	11	12
Vehicular Access Options	The site could be accessed off Oxmarsh Lane and Manchester Lane	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	29

Absolute Constraints Check Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	The site could be access off Oxmarsh Lane and Manchester Lane
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	New Holland is a Larger Rural Settlement and has 4 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Amber	The site is within 250m of a former landfill. A Phase 1 and site investigation will be required.
Noise	Amber	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Tidal
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Enquiries have been received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	The site has previously been proposed as an area for housing development
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	
Constraints / barriers to delivery	The site is within 250m of a former landfill. A Phase 1 and site investigation will be required. T The site is within SFRA Flood Zone 2/3 (a) Tidal.
Conclusion	The site is within the development limit of New Holland. The site is within 250m of a former landfill. A Phase 1 and site investigation will be required. The site is within SFRA Flood Zone 2/3 (a) Tidal. The site may be suitable for residential development if the site constraints can be addressed.





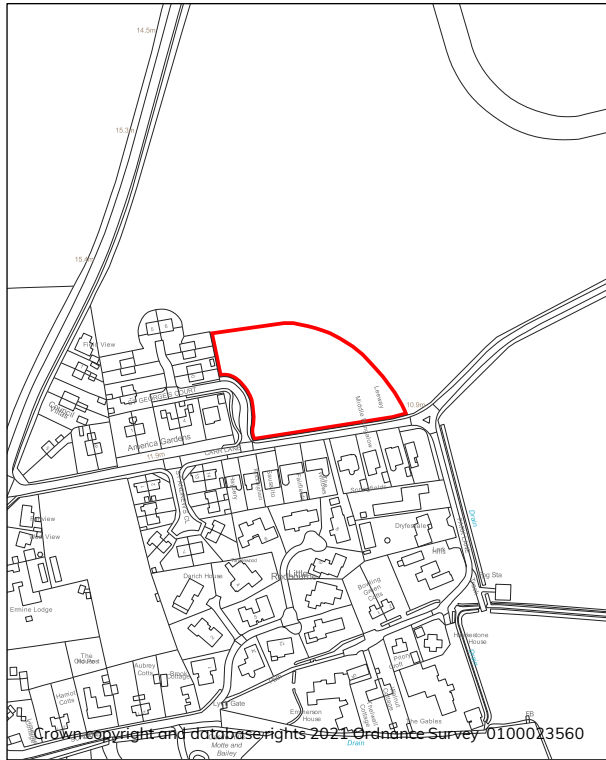
Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Amber	Limited infill development
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Owston Ferry is a Larger Rural Settlement and has 5 of the 7 key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Fluvial
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2014/1429	Planning permission for proposed residential development comprising 6 new bungalows	
Historic Environment/Ancient Monuments (250m zone)	Amber	LC14, HS
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	8 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology.
Constraints / barriers to delivery	<p>The site is within SFRA Flood Zone 2/3 (a) Fluvial. Grade 2 agricultural land.</p> <p>The site is within LC14 Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.</p>
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

Settlement	Redbourne
Site Reference	SXWT0



Site address	Land at Carr Lane
Site size (Ha)	0.68
Existing Land Use (s)	Agriculture
Site and Surrounding area Description	The site is on the northern edge of Redbourne close to residential development and agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	20	24
Vehicular Access Options	Access from Carr Lane	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	17

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

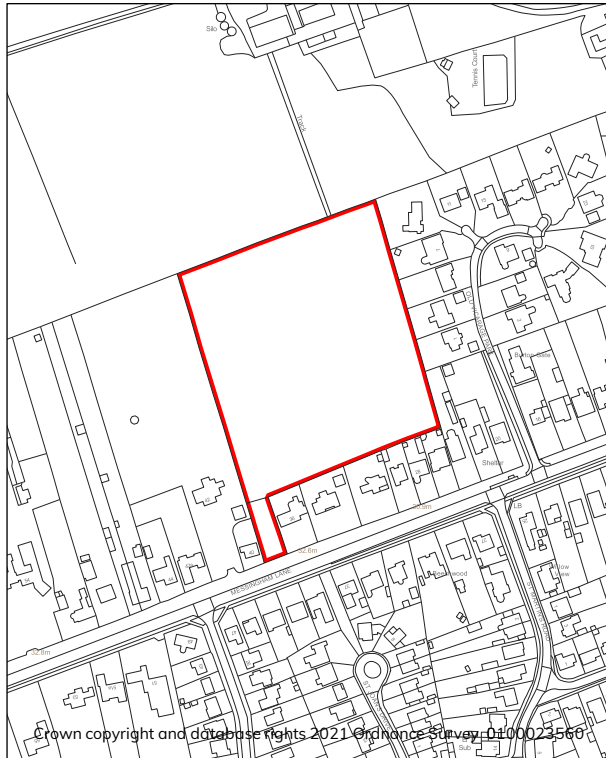
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Would need to be supported by localised widening to Carr Lane
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	2	Redbourne is a Smaller Rural Settlement and has 2 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Green	None required
Contamination and Ground Conditions	Amber	Site forms part of airfield/military site
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	The site is owned by a developer
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	The site lies within SFRA Flood Zone 1 Grade 2 agricultural land. Any development would need to be supported by localised widening to Carr Lane Potential contamination from airfield/military site.
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Scawby</b>
<b>Site Reference</b>	<b>NMRIA</b>



Site address	Land adjacent to Lyndhurst, Messingham Lane
Site size (Ha)	2.27
Existing Land Use (s)	Agriculture
Site and Surrounding area Description	The site is agricultural land and is surrounded by residential properties to the south and east. Agricultural land surrounds the rest of the site.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	62	73
Vehicular Access Options	Technically access can be provided from Scawby Road.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	32

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Would need some trees to be removed and also need consideration of impact of development on existing access points.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Scawby is a Larger Rural Settlement and has 4 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

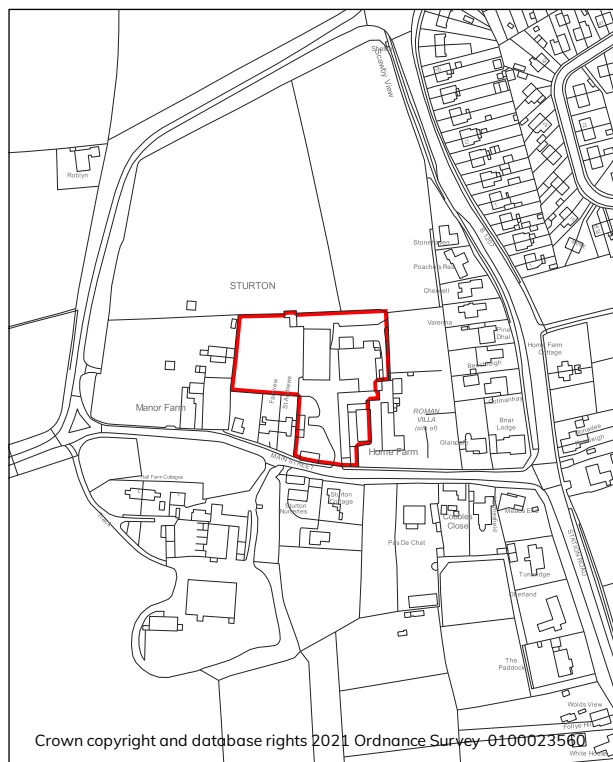
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH; CA, HS = ARCHAEOLOGICAL ASSESSMENT; CA (SETTING)
Open Space Designation	Green	



Local Plan Designation	Policy Reference	Comments
Conservation Areas	HE1	

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology.
Constraints / barriers to delivery	<p>The site is within SFRA Flood Zone 1.</p> <p>Grade 2 agricultural land.</p> <p>Any development may have an impact on the historic environment and conservation area.</p> <p>Would need some trees to be removed and also need consideration of impact of development on existing access points.</p>
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Scawby</b>
<b>Site Reference</b>	<b>1K1R1</b>



Site address	Home Farm Buildings, Main Street
Site size (Ha)	0.77
Existing Land Use (s)	Agricultural Farm Buildings and adjoining paddock, part with planning permission for three residential conversions.
Site and Surrounding area Description	The site is agricultural farm buildings on the east of Scawby.
Greenfield/Brownfield	Greenfield & Brownfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	23	27
Vehicular Access Options	Access from Main Street	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	32

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access from Main Street
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Scawby is a Larger Rural Settlement and has 4 of the 7 key Facilities
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Amber	Some buildings may need demolishing.
Contamination and Ground Conditions	Green	
Noise	Amber	The site is next to farm so noise and/or odour may be an issue.
Odour	Amber	The site is next to farm so noise and/or odour may be an issue.
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	13% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL ASSESSMENT (EVALUATION DONE ON PART OF SITE)
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	The site is being marketed
Add any detail as necessary (e.g. where, by whom, how much for etc.)	The existing cost of conversion for 3 units means the site is currently unviable. New build property is required to make the site attractive for developers.
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory – current planning consent for 3 farm building conversions is unviable.
Trajectory of development / build out time	3 years based on the SHELAA methodology.
Constraints / barriers to delivery	The site is within SFRA Flood Zone 1, with risk of local flooding. Grade 2 agricultural land. The site will need a Heritage assessment as the site is within 250m of an Archaeological site. Some buildings may need demolishing.
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.



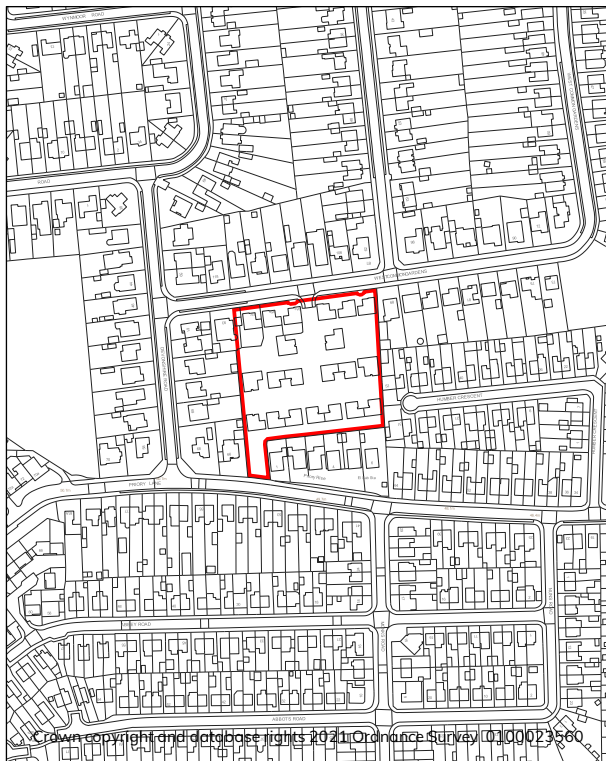
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	May be able to achieve some frontage and site access
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Scawby is a Larger Rural Settlement and has 4 of the 7 key facilities
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Green	No known buildings
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2015/0607	Planning permission to erect a single storey detached garage	
PA/2015/0134	Planning permission for proposed demolition of existing dwelling with erection of replacement dormer bungalow	
PA/2015/1185	Outline planning permission for residential development with all matters reserved	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL EVALUATION
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	The availability of the site has been discussed with adjoining landowners as part of a wider scheme. Land can be made available in the short term.
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	The land is Grade 2 agricultural land. Within SFRA Flood Zone 1. The site is within 250m of an archaeological site and will require a Heritage Assessment. There are a number of trees on site that should be protected as appropriate.
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Scunthorpe &amp; Bottesford Urban Area</b>
<b>Site Reference</b>	<b>4RKH8</b>



Site address	Former Priory Lane Infants School
Site size (Ha)	0.9
Existing Land Use (s)	Cleared brownfield site
Site and Surrounding area Description	The site is within the developmetn limit. It is a former infant school and is surrounded by residential properties.
Greenfield/Brownfield	Brownfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	36	36
Vehicular Access Options	Primary access should be off West Common Gardens, with ped/cycle links onto Priory Lane.	
Pedestrians/ Cycle Options	Pedestrian/cycle links onto Priory Lane.	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Part owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Major Sub-Regional Town
Settlement Score (out of 80)	75

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	



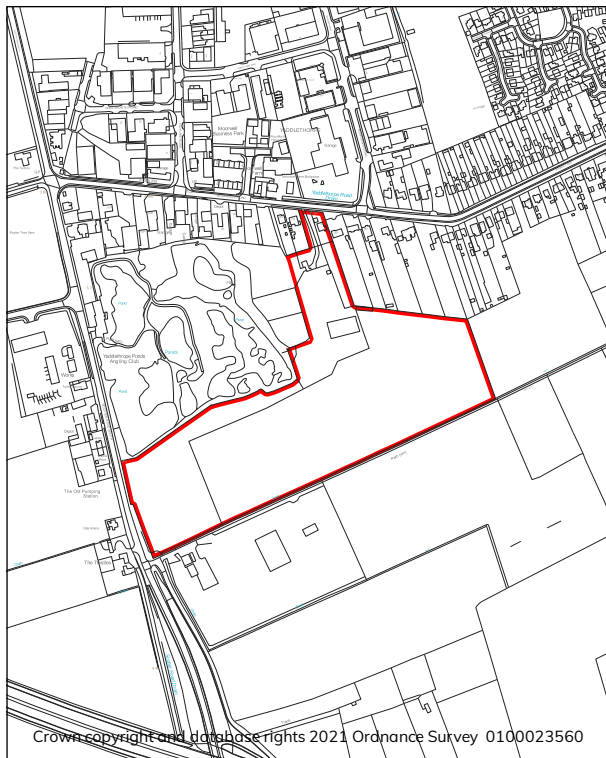
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Primary access should be off West Common Gardens, with pedestrian/cycle links onto Priory Lane.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Scunthorpe is the main urban settlement in North Lincolnshire and has all of the key facilities, providing much employment, education and shopping facilities for the area.
Legal/Covenants	Green	No known issues.
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Green	Urban
Demolition	Red	The buildings on the site will require demolition.
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2016/984	Application for the determination of the requirement for prior approval for the demolition of former infant school building	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	No market testing done. The development will be undertaken on a speculative basis.
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory The site is being purchased by a developer.
Trajectory of development / build out time	3 years based on the SHELAA methodology.
Constraints / barriers to delivery	Site is within SFRA Flood Zone 1.
Conclusion	The site may be suitable for development if all the site constraints can be addressed.

Settlement	Scunthorpe & Bottesford Urban Area
Site Reference	42LZR



Site address	Land at Moorwell Road/ Scotter Road.
Site size (Ha)	8.48
Existing Land Use (s)	Agricultural land
Site and Surrounding area Description	The site is located on the south western edge of the settlement with some residential development to the north but mainly surrounded by agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	291	454
Vehicular Access Options	Limited development off Moorwell Road could be achieved.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Private	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Major Sub-Regional Town
Settlement Score (out of 80)	75

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	May be difficult to achieve visibility splays on Scotter Road.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Scunthorpe is the main urban settlement in North Lincolnshire and has all of the key facilities, providing much employment, education and shopping facilities for the area.
Legal/Covenants	Green	No known issues.
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Amber	There is quarrying and backfilled material adjacent to the site.
Noise	Amber	There is an existing employment use adjacent to the south of the site boundary.
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Amber	The site lies within SFRA Flood Zone 1 and SFRA Flood Zone 2/3 (a) Tidal.
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2019/1782	Outline application for up to 200 dwellings with appearance, landscaping, layout and scale reserved for subsequent approval	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL EVALUATION
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Development Affecting Sites of Local Nature Conservation Importance	LC4	

Availability Assessment	
Is the site being marketed?	Unknown
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	
Estimated annual build out rate (including justification):	
Achievability (including viability, market factors (demand) cost factors, delivery factors).	
Trajectory of development / build out time	
Constraints / barriers to delivery	<p>Development impact on LC4 Local Nature Conservation Importance.</p> <p>The site lies in SFRA Flood Zone 1 and SFRA Flood Zone 2/3 (a) Tidal.</p> <p>Scale of proposed development could not be supported by highways infrastructure.</p> <p>Three main items of infrastructure cross the site. There is a buried gas main which crosses the south-western end of the site near to Scotter Road.</p> <p>Above ground, there are two overhead electricity power lines which run north-south from Moorwell Road, and in parallel to the gas main in the southwest corner.</p>
Conclusion	<p>The site may be suitable for residential development if the site constraints can be addressed.</p> <p>The site has planning permission for residential development PA/2019/1782.</p>

Settlement	Scunthorpe & Bottesford Urban Area
Site Reference	M0QOV



Site address	Land at Burringham Road.
Site size (Ha)	5.24
Existing Land Use (s)	Agricultural land.
Site and Surrounding area Description	The site is agricultural land to the west of Scunthorpe. Agricultural land lies to the north with residential and a pond to the east. There is a golf course to the south on the opposite side of the road and land to the west is committed for housing.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	204	318
Vehicular Access Options	Technically access could be formed with B1450.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Major Sub-Regional Town
Settlement Score (out of 80)	75

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Highways would not want to see this pursued if the Maltgrade development goes ahead. If Maltgrade doesn't, then may be acceptable.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Scunthorpe and Bottesford Urban Area is the Major Sub Regional Town in North Lincolnshire and has all of the key facilities.
Legal/Covenants	Green	No known issues.
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition	Green	None required
Contamination and Ground Conditions	Amber	The site is within 250m of a former landfill. A Phase 1 and site investigation will be required.
Noise	Amber	The site is close to a coal yard which has received dust complaints.
Odour	Amber	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Amber	The site is within SFRA Flood Zone 2/3 (a) Tidal.
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2016/737	Planning permission to erect a single storey rear extension and internal alterations	
PA/2014/0024	Planning permission to erect a storage building with toilet facilities	
PA/2013/0625	Planning permission to change the use of part of a dwelling to a pilates and yoga studio	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL ASSESSMENT
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Enquiries on the site have been received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Positive interest has been received regarding developing this site from developers in the past.
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology.
Constraints / barriers to delivery	<p>The sites lies within SFRA Flood Zone 2/3a Fluvial – flood risk assessment will be required.</p> <p>Highways concerns should be considered.</p> <p>The site needs a Heritage assessment as the site is within 250m of an Archaeological site.</p> <p>The site is white land in the Lincolnshire Lakes Area Action Plan.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed, with particular regard for Highways concerns.



Settlement	Scunthorpe and Bottesford Urban Area
Site Reference	1POP7



Site address	Sandfield House
Site size (Ha)	0.63
Existing Land Use (s)	Vacant land and building
Site and Surrounding area Description	The site is currently vacant land and buildings located within the development limit in an existing residential area.
Greenfield/Brownfield	Brownfield
Proposed Use	Residential

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	25	29
Vehicular Access Options	Access could be formed with Ashby High Street, but highways would have concerns about increasing turning movements in this location. Given the size of the allocation it is difficult to see how it could be developed meaningfully, once the required infrastructure has been provided.	
Pedestrians/ Cycle Options	Connect into existing facilities	
Is the site located on a key Strategic Road Network (if so please state)	No, but the Ashby High Street is a primary traffic route	
Ownership (if known) Private, public, single, multiple owners	Adult Social Care	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Major Sub-Regional Town
Settlement Score (out of 80)	75

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

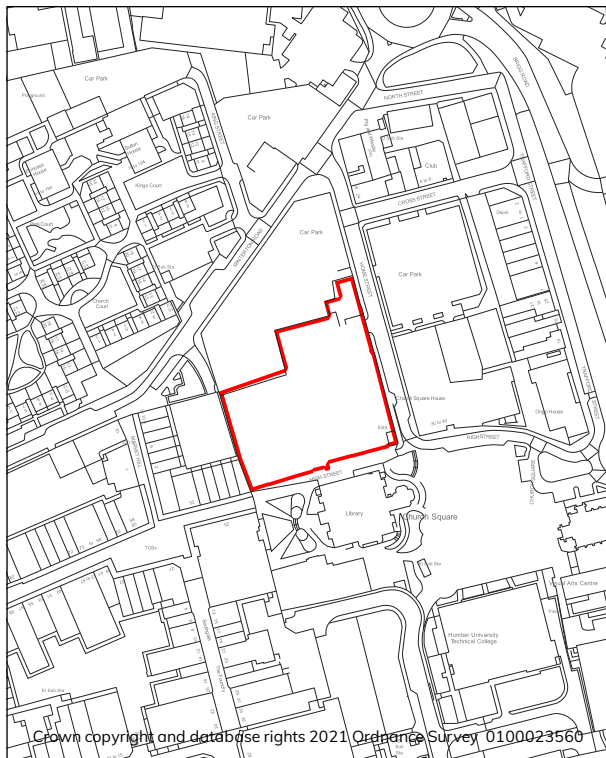
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access could be formed with Ashby High Street, but Highways would have concerns about increasing turning movements in this location. Given the size of the allocation it is difficult to see how it could be developed meaningfully, once the required infrastructure has been provided.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Scunthorpe is the main urban settlement in North Lincolnshire and provides much of the employment, educational facilities and shopping for the area.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Green	Urban
Demolition	Amber	
Contamination and Ground Conditions	Amber	Buildings on site
Noise	Amber	Some noise source bordering the site including existing car park and commercial uses.
Odour	Green	No nearby odour source.
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Development in Crowle, Epworth, Kirton in Lindsey, Frodingham Road and Ashby High Street	S5	

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory if infrastructure/viability challenges overcome.
Trajectory of development / build out time	2 years based on the SHELAA methodology.
Constraints / barriers to delivery	Infrastructure to the site needs addressing before any development can commence. Access could be formed with Ashby High Street but there is concerns about increasing turning movements in this location. Given the size of the allocation, it is difficult to see how it could be developed meaningfully, once the required infrastructure has been provided.
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Scunthorpe and Bottesford Urban Area</b>
<b>Site Reference</b>	<b>L6FFV</b>



Site address	Former Scunthorpe Market Buildings
Site size (Ha)	0.59
Existing Land Use (s)	Former Market
Site and Surrounding area Description	The site is a former market in Scunthorpe Town Centre.
Greenfield/Brownfield	Brownfield
Proposed Use	Residential

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	22	26
Vehicular Access Options	To be discussed as part of the emerging Scunthorpe Town Centre Masterplan proposals	
Pedestrians/ Cycle Options	The site could connect to existing facilities, improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Asset Management and Culture	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Major Sub-Regional Town
Settlement Score (out of 80)	75

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

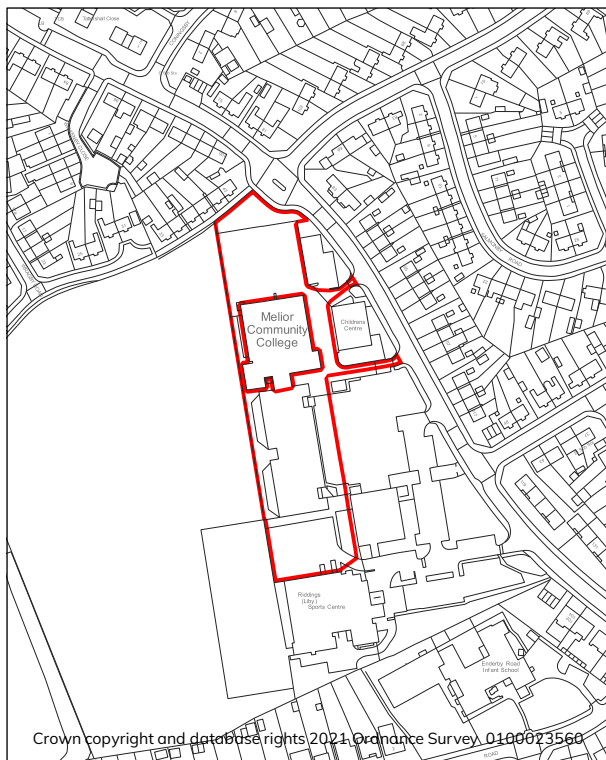
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	The site is to be discussed as part of the emerging Scunthorpe Town Centre Masterplan proposals
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Scunthorpe is the main urban settlement in North Lincolnshire and provides much of the employment, educational facilities and shopping for the area.
Legal/Covenants	Green	No known issues.
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Green	Urban
Demolition		
Contamination and Ground Conditions	Amber	Buildings on site and unidentified buildings on historic maps.
Noise	Amber	With 1000m of British Steel noise source.
Odour	Green	No nearby odour source.
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Development in Scunthorpe Town Centre	S2	

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on SHELAA methodology
Constraints / barriers to delivery	Within SFRA Flood Zone 1. The site is within 1000m of British Steel noise source.
Conclusion	To be discussed as part of the emerging Scunthorpe Town Centre Masterplan proposals The site may be suitable for development if all the site constraints can be addressed.

Settlement	Scunthorpe and Bottesford Urban Area
Site Reference	8J6RH



Site address	LDC (Formerly the Education Development Centre)
Site size (Ha)	0.82
Existing Land Use (s)	Development Centre
Site and Surrounding area Description	The site is currently office accommodations adjacent to Riding Leisure Centre within a built up residential area.
Greenfield/Brownfield	Brownfield
Proposed Use	Residential

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	190	232
Vehicular Access Options	The site would be difficult to access in isolation. Highways would want to see it developed in conjunction with the adjacent site, which has planning permission (PA/2015/1101)	
Pedestrians/ Cycle Options	Connect into existing facilities. Ped/cycle links onto Enderby Road	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Learning, Schools and Communities	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Major Sub-Regional Town
Settlement Score (out of 80)	75

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	The site would be difficult to access in isolation. Highways would want to see it developed in conjunction with the adjacent site, which has planning permission (PA/2015/1101)
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Scunthorpe is the main urban settlement in North Lincolnshire and provides much of the employment, educational facilities and shopping for the area.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Green	Urban
Demolition		
Contamination and Ground Conditions	Amber	Current building on site, potential asbestos.
Noise	Green	Next to a sports centre (not MUGA).
Odour	Green	No nearby odour source.
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	Largely hardstandings and modern buildings with sheeting roof. No ecological surveys required.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	4% of site.

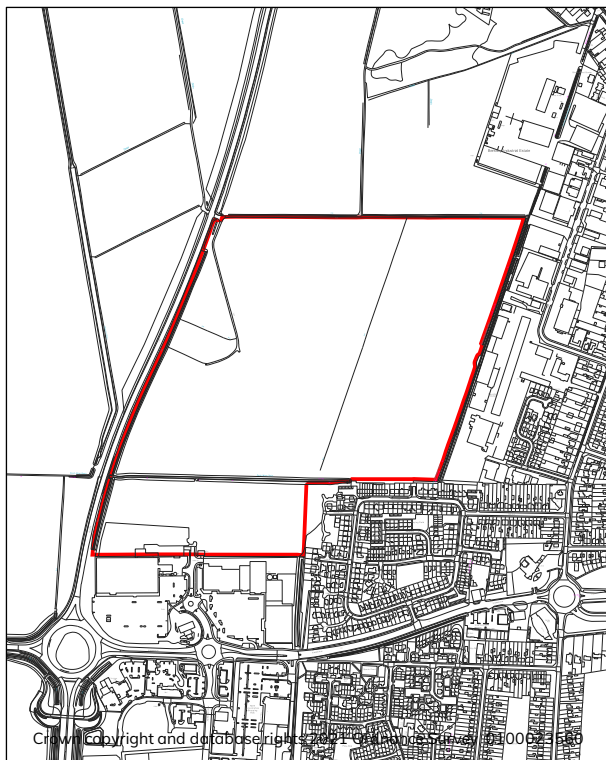
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	



Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	8 years based on the SHELAA methodology.
Constraints / barriers to delivery	The site lies within SFRA Flood Zone 1 with risk of local flooding.
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

Settlement	Scunthorpe and Bottesford Urban Area
Site Reference	RONCY



Site address	Land North of Doncaster Road
Site size (Ha)	39.96
Existing Land Use (s)	Agricultural land
Site and Surrounding area Description	The land north of Doncaster Road is a greenfield site that is currently in arable production. It is situated to the west of Scunthorpe and is irregular in shape with broadly flat topography. Employment uses lie adjacent to the eastern boundary on the Hebden Road Industrial Estate. Gallagher Retail Park and a Tesco Extra supermarket lie to the south of the site. Open agricultural land lies to the west beyond the A1077.
Greenfield/Brownfield	Greenfield
Proposed Use	Proposed Housing Site

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	1015	1141
Vehicular Access Options	Access from a new roundabout on A1077, would need to be developed in conjunction with site to the north. Some access from Gallagher Retail Park may be acceptable	
Pedestrians/ Cycle Options	Connect into existing facilities via Gallagher Retail Park	
Is the site located on a key Strategic Road Network (if so please state)	No, but the A1077 is part of the Principal Road Network and primary traffic route	
Ownership (if known) Private, public, single, multiple owners		

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Major Sub-Regional Town
Settlement Score (out of 80)	75

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

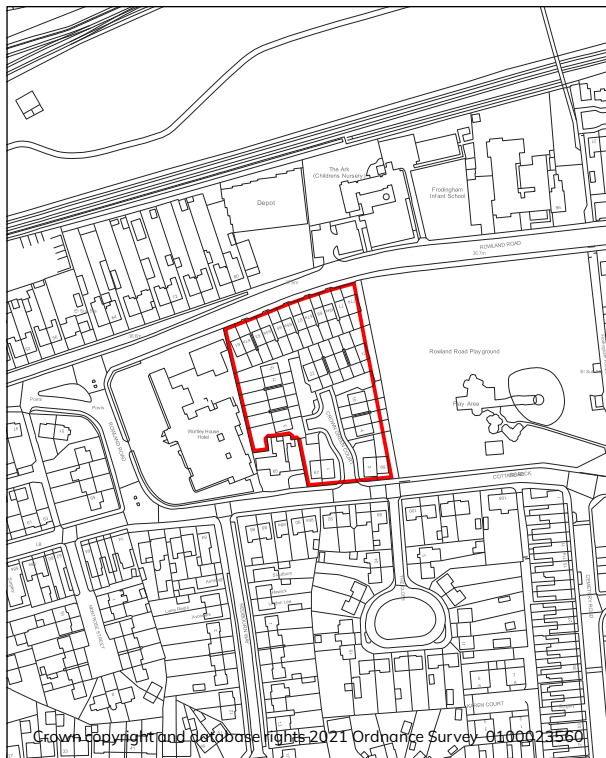
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access from a new roundabout on A1077, would need to be developed in conjunction with site to the north. Some access from Gallagher Retail Park may be acceptable
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Scunthorpe is the main urban settlement in North Lincolnshire and provides much of the employment, education facilities and shopping for the area.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	Previously agricultural land
Noise	Amber	Potential noise from industry/commercial uses to the south and from Tescos, as well as M181.
Odour	Green	No nearby odour source.
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Updated ecological surveys will be required, compared to PA/2007/0828. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Tidal
Local Flood Risk – Surface Water and Drainage	Green	8% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2017/53	Advertisement consent for signage relating to Tesco Store and customer car park uses. Advertisement and navigational signs, 80 non illuminated and 15 illuminated	
PA/2014/0280	Planning permission to re-locate ATM pod new timber slat wall cladding and replace/new wooden trolley bays	
PA/2014/0281	Advertisement consent for various replacement/new advertisements	
Historic Environment/Ancient Monuments (250m zone)	Amber	Allocation requires HIA: Archaeological Mitigation Strategy
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Landscape Enhancement	LC15	

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years (2019-2024).
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	8 years based on the SHELAA methodology.
Constraints / barriers to delivery	The site is within SFRA Flood Zone 2/3 (a) Tidal and is subject to flood risk. A flood risk assessment will be required. Potential for noise from nearby commercial/industrial use. Heritage assessment will be required.
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Scunthorpe and Bottesford Urban Area</b>
<b>Site Reference</b>	<b>YFBJ3</b>



Site address	Land at Rowland Road
Site size (Ha)	0.64
Existing Land Use (s)	Former tennis courts
Site and Surrounding area Description	The site has a depot to the north A recreation ground lies to the East. Residential properties lie adjacent to the south of the site. The Wortley House Hotel lies to the west.
Greenfield/Brownfield	Greenfield predominately
Proposed Use	Housing

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	25	28
Vehicular Access Options	Main vehicular access to the site is Rowland Road	
Pedestrians/ Cycle Options	Good pedestrian links to local services and the town centre A pedestrian access to the site is from Cottage Beck and Rowland Road Additional pedestrian/cycle links onto Cottage Beck Road are encouraged.	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Asset management	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Major Sub-Regional Town
Settlement Score (out of 80)	75

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

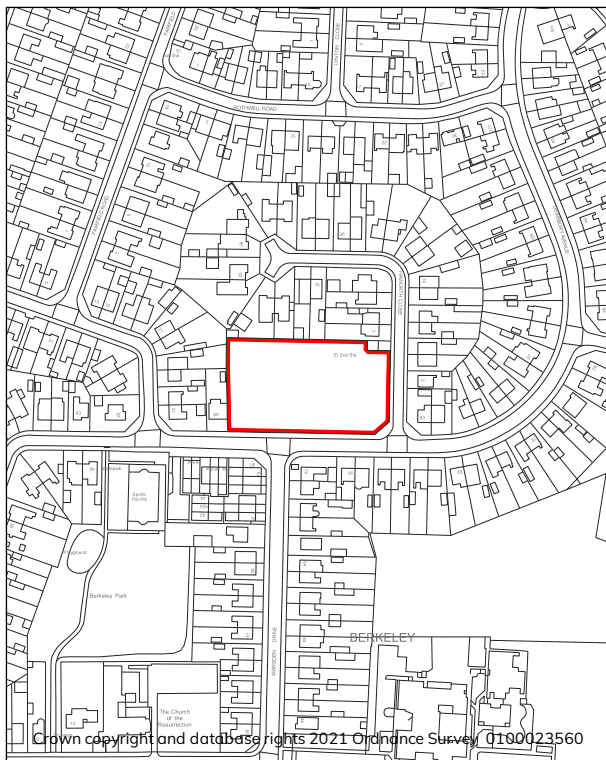
Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Green	Main access at Rowland Road
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Scunthorpe is the main urban settlement in North Lincolnshire and provides much of the employment, educational facilities and shopping for the area.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Green	URBAN
Demolition		
Contamination and Ground Conditions	Amber	
Noise	Amber	Noise from adjacent entertainment venue (Wortley House) and light industrial unit.
Odour	Green	No nearby odour source.
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	Site lies within SFRA Flood Zone 1. An Air Quality Assessment would be required. Potential noise impact from nearby uses.
Conclusion	The site may be suitable for development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Scunthorpe and Bottesford Urban Area</b>
<b>Site Reference</b>	<b>ZYF3P</b>



Site address	Haworth Close Amenity Area
Site size (Ha)	0.42
Existing Land Use (s)	Open Space
Site and Surrounding area Description	The site is openspace within an existing residential area.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	40	47
Vehicular Access Options	Highways would prefer to see site accessed from Haworth Close	
Pedestrians/ Cycle Options	Connect into existing facilities	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network	
Ownership (if known) Private, public, single, multiple owners	Neighbourhood and Environment	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Major Sub-Regional Town
Settlement Score (out of 80)	75

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	



Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Highways would prefer to see site accessed from Haworth Close
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Scunthorpe is the main urban settlement in North Lincolnshire and provides much of the employment, educational facilities and shopping for the area.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Green	Urban
Demolition		
Contamination and Ground Conditions	Green	Land surrounded by housing developed in the 1980s
Noise	Green	No significant nearby noise sources.
Odour	Green	No nearby odour source.
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory.
Trajectory of development / build out time	2 years based on the SHELAA methodology
Constraints / barriers to delivery	The sites lies within SFRA Flood Zone 1. The site is open space but has no formal designation in the Local plan. The site is within the development limit of Scunthorpe.
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.



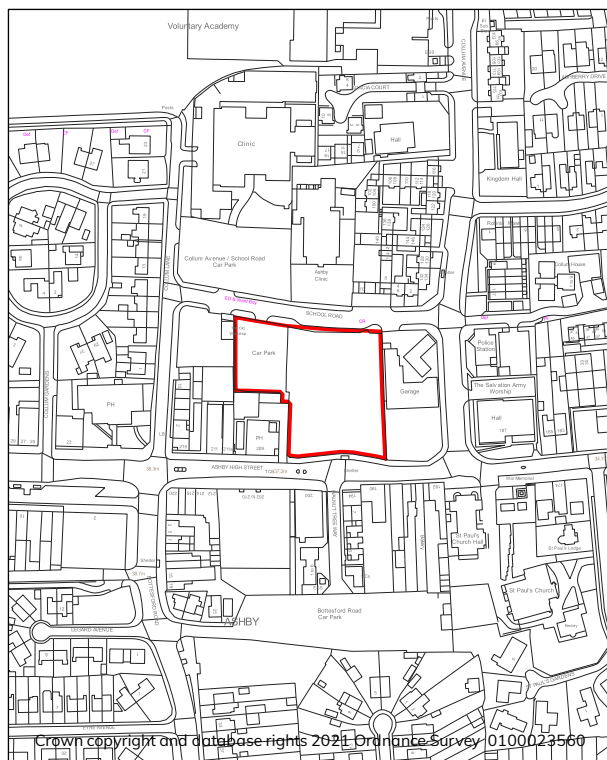
Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Green	Access from Keelby Road
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Scunthorpe is the main urban settlement in North Lincolnshire and provides much of the employment, educational facilities and shopping for the area.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Green	Urban
Demolition		
Contamination and Ground Conditions	Amber	Existing buildings on site may contain fuel tanks etc
Noise	Amber	History of complaint from adjacent public house.
Odour	Green	No nearby odour source.
Tree Preservation Orders		
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	Largely hardstandings and modern buildings with sheeting roof. No ecological surveys required.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology
Constraints / barriers to delivery	The site lies within SFRA Flood Zone 1. There is a history of noise complaints from adjacent public house.
Conclusion	The site may be suitable for residential development if site constraints can be addressed.

<b>Settlement</b>	<b>Scunthorpe and Bottesford Urban Area</b>
<b>Site Reference</b>	<b>Z16EY</b>



Site address	Former Ashby Market Site
Site size (Ha)	0.46
Existing Land Use (s)	Former market. Vacant.
Site and Surrounding area Description	The site is mainly vacant land with a small number of units. Located within the development limit on Ashby High street, it is surrounded by commercial, retail and residential properties.
Greenfield/Brownfield	Brownfield
Proposed Use	Mixed Use

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	81	91
Vehicular Access Options	Access from School Road or Collum Avenue, should the adjacent site become available. No access from Ashby High Street	
Pedestrians/ Cycle Options	Connect into existing facilities	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Asset Management and Culture	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Major Sub-Regional Town
Settlement Score (out of 80)	75

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access from School Road or Collum Avenue, should the adjacent site become available. No access from Ashby High Street
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Scunthorpe is the main urban settlement in North Lincolnshire and provides much of the employment, educational facilities and shopping for the area.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Green	Urban
Demolition		
Contamination and Ground Conditions	Amber	Previous unidentified buildings on site
Noise	Amber	Potential for noise from adjacent commercial uses including pub and garage.
Odour	Green	No nearby odour source.
Tree Preservation Orders		
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	Largely hardstandings and modern buildings with sheeting roof. No ecological surveys required.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

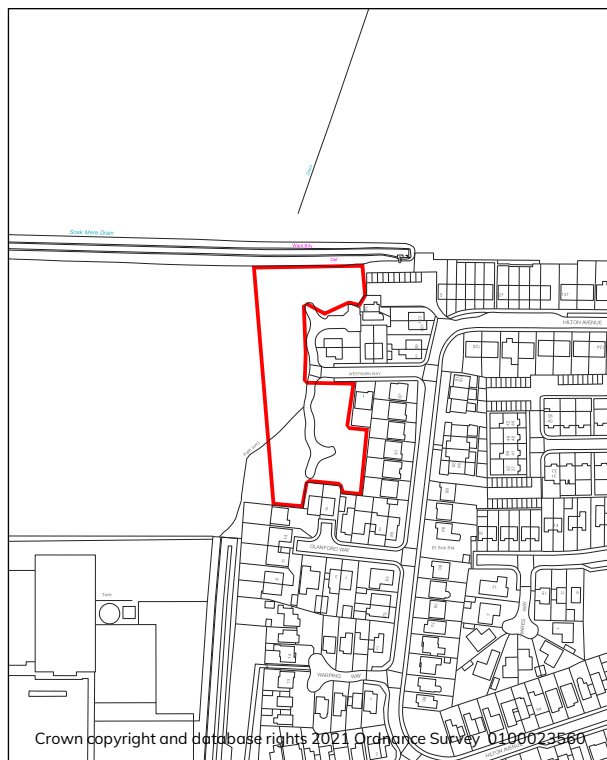
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Development in Crowle, Epworth, Kirton in Lindsey, Frodingham Road and Ashby High street	S5	

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology.
Constraints / barriers to delivery	Site is within SFRA Flood Zone 1. Access from School Road or Collum Avenue, should the adjacent site become available. No access from Ashby High Street
Conclusion	The site may be suitable for development if all the constraints can be addressed.



Settlement	Scunthorpe and Bottesford Urban Area
Site Reference	CFS0300096



Site address	Land to the west of Westburn Way
Site size (Ha)	0.54
Existing Land Use (s)	Vacant
Site and Surrounding area Description	The site lies to the west of existing residential development within the settlement limit.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	22	24
Vehicular Access Options	Direct access to Westburn Road	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)		
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Major Sub-Regional Town
Settlement Score (out of 80)	80

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

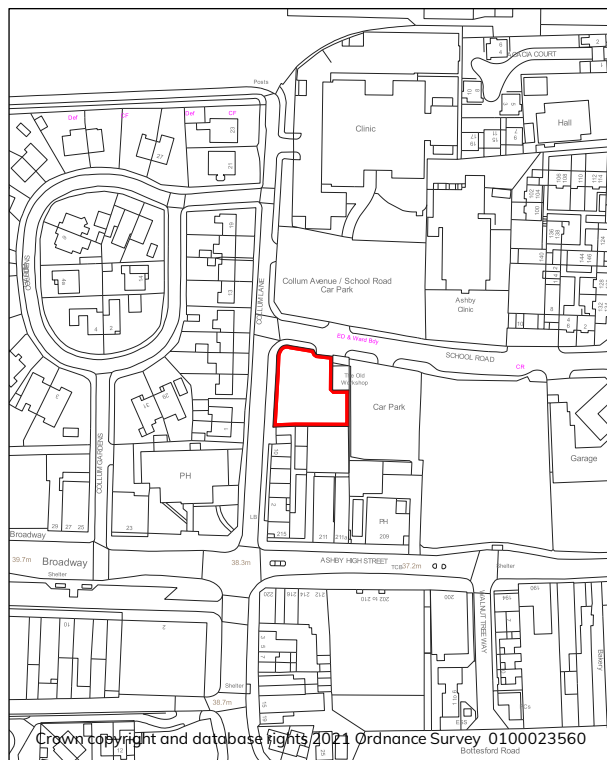
Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site		Direct access to Westburn Road
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Scunthorpe is the main urban settlement in North Lincolnshire and provides much of the employment, educational facilities and shopping for the area.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	Historically agricultural land
Noise	Green	Rear of Gallagher retail park
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Rough grassland next to a large drain. With these habitats, the standing advice guides us to consider the following protected species or groups: Breeding bird, water voles, reptiles, invertebrate and protected plants. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre.
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Tidal
Local Flood Risk – Surface Water and Drainage	Green	2.9% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	
Estimated annual build out rate (including justification):	10 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	The site lies within SFRA Flood Risk Zone 2/3(a) Tidal. Grade 2 Agricultural land.
Conclusion	The site may be suitable for development if all the constraints can be addressed.

<b>Settlement</b>	<b>Scunthorpe and Bottesford Urban Area</b>
<b>Site Reference</b>	<b>CFS0300140</b>



Site address	Former Rustys Car Garage
Site size (Ha)	0.08
Existing Land Use (s)	Former Car Garage
Site and Surrounding area Description	The Former Rusty Car Garage site is previously developed land located on Collum Lane.  The site lies within the Ashby District Centre and within walking distance of local services.
Greenfield/Brownfield	Brownfield
Proposed Use	Residential

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	8	10
Vehicular Access Options	Highway access to the site is off School Road and the location of the vehicle access points will need to be agreed by the Highways Authority	
Pedestrians/ Cycle Options	The site could connect into existing facilities, improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners		

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Major Sub-Regional Town
Settlement Score (out of 80)	75

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

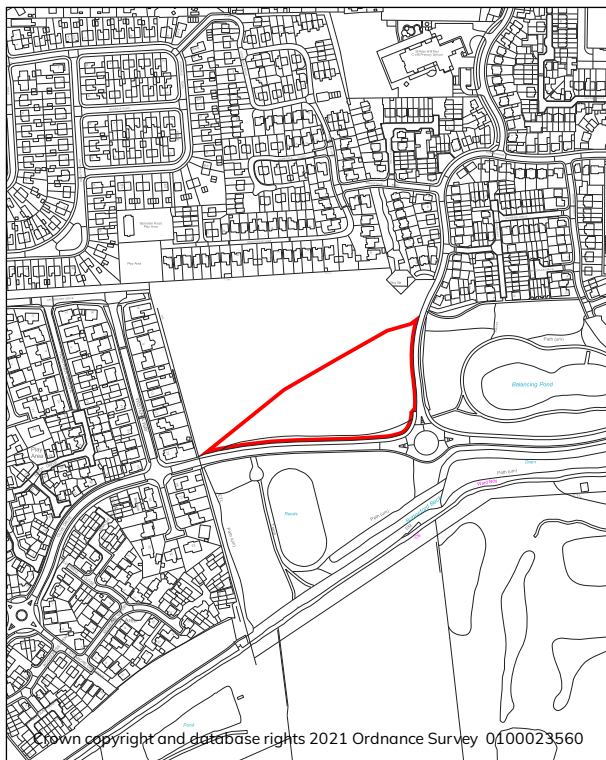
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Highway access to the site is off School Road and the location of the vehicle access points will need to be agreed by the Highways Authority
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Scunthorpe is the main urban settlement in North Lincolnshire and provides much of the employment, educational facilities and shopping for the area.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Green	Urban
Demolition		
Contamination and Ground Conditions	Amber	As the site was a former car garage there may be contamination on the site. Prior to submission of a planning application for residential development it will be necessary to carry out a land contamination assessment so that appropriate design criteria and mitigation measures can be considered
Noise	Amber	The site is close to Ashby District Centre so noise may be an issue.
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years (2019-2024).
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	
Trajectory of development / build out time	3 years based on the SHELAA methodology.
Constraints / barriers to delivery	
Conclusion	The site is within SFRA Flood Zone 1. The site may be suitable for residential development if the site constraints can be addressed.

Settlement	Scunthorpe and Bottesford Urban Area
Site Reference	CFS0300141



Site address	Land at Lakeside Parkway
Site size (Ha)	1.55
Existing Land Use (s)	Vacant land
Site and Surrounding area Description	The land at Lakeside Parkway is currently vacant land situated within an existing residential area.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	34	59
Vehicular Access Options	Highway access to the site can be gained from Dunlin Drive or Wisteria Way. Vehicle access points will need to be agreed by the Highways Authority. This site has good access to local services and facilities and is well connected to existing pedestrian, cycle, and public transport routes.	
Pedestrians/ Cycle Options	The site could connect into existing facilities, improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners		

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Major Sub-Regional Town
Settlement Score (out of 80)	75

Absolute Constraints Check Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Green	Highway access to the site is off Dunlin Drive and the location of the vehicle access points will need to be agreed by the Highways Authority
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Scunthorpe is the main urban settlement in North Lincolnshire and provides much of the employment, educational facilities and shopping for the area.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Green	
Demolition		
Contamination and Ground Conditions	Green	Green
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	Any existing trees and hedges around the boundary shall be retained and enhanced.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

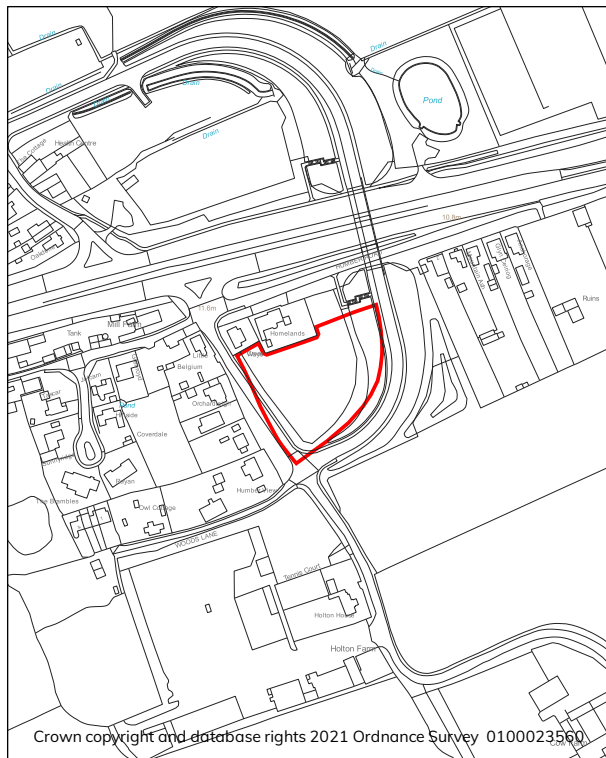
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment.
Open Space Designation	Green	



Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in years 6-11 of the plan period.
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	
Trajectory of development / build out time	4 years based on the SHELAA methodology.
Constraints / barriers to delivery	
Conclusion	The site is within SFRA Flood Zone 1. The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>South Killingholme</b>
<b>Site Reference</b>	<b>54XK7</b>



Site address	Land at Town Street
Site size (Ha)	0.61
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site is agricultural land to the south east of South Killingholme. To the east and west is residential development and agricultural land lies to the north and south.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	18	21
Vehicular Access Options	Access could be formed with Town Street but may require some localised improvements to Town Street	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is situated close to the A180.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	32

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

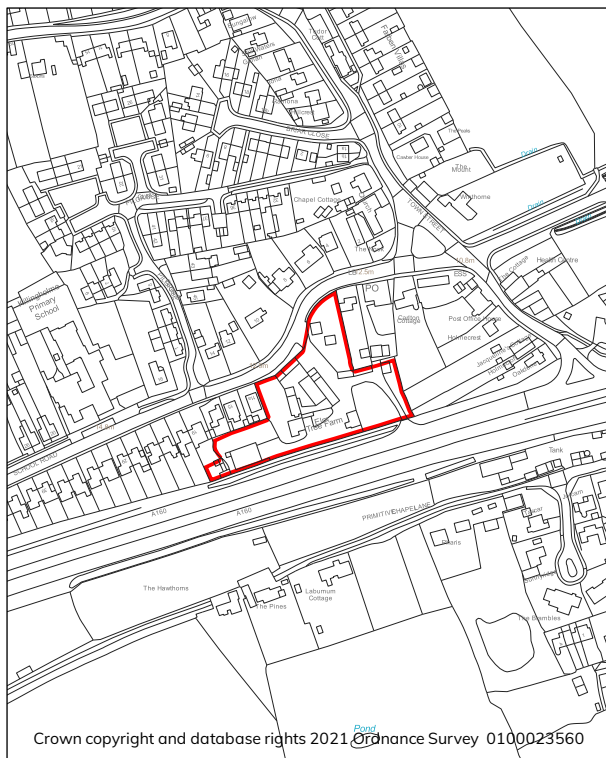
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Would need to consult further with Highways England
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	6	South Killingholme is a Larger Rural Settlement and has 6 of the 7 key facilities, all except a public house.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition	Green	None required
Contamination and Ground Conditions	Green	
Noise	Amber	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2015/0554	Planning permission for change of use of property from former fish and chip shop to residential	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
South Humber Bank Landscape Initiative	LC20	

Availability Assessment	
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site lies in the South Humber Bank Landscape Initiative</p> <p>Within SFRA Flood Zone 1</p> <p>Access to the site is unsure so Highways England would need consulting.</p> <p>Noise could be an issue as the site is close to a busy road.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>South Killingholme</b>
<b>Site Reference</b>	<b>EB4JS</b>



Site address	Land at School Road
Site size (Ha)	0.69
Existing Land Use (s)	Agricultural/ Residential
Site and Surrounding area Description	The site is a farm. There are a number of farm buildings on the site and a residential property
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	21	24
Vehicular Access Options	Technically access could be achieved from School Road, some localised improvements to School Road may be required	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is located close to the A180.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	32

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

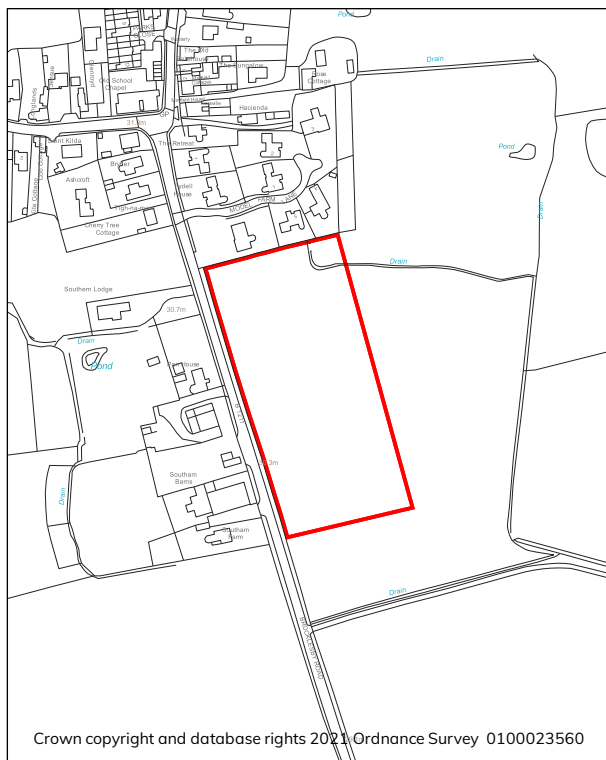
Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Amber	It is assumed that Highways England would not permit any accesses directly onto the A160
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	6	South Killingholme is a Larger Rural Settlement and has 6 of the 7 key facilities, all except a public house.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition	Amber	Some demolition may be required.
Contamination and Ground Conditions	Green	
Noise	Amber	The site is next to the busy and noisy A160, near the Killingholme monitor and the refineries
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	10% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
South Humber Bank Landscape Initiative	LC20	

Availability Assessment	
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	
Constraints / barriers to delivery	<p>The site is within SFRA Flood Zone 1 with risk of local flooding.</p> <p>Technically access could be achieved from School Road, some localised improvements to School Road may be required It is assumed that Highways England would not permit any access directly onto the A160.</p> <p>The site lies in the South Humber Bank Landscape Initiative.</p> <p>Part of the site is within the development limit of South Killingholme.</p> <p>Demolition of existing buildings would be required.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Ulceby</b>
<b>Site Reference</b>	<b>CFS0300137 (OLANV)</b>



Site address	Land to the east of Brocklesby Road
Site size (Ha)	1.71
Existing Land Use (s)	Land east of Brocklesby Road
Site and Surrounding area Description	The site lies to the south of the settlement adjacent to existing residential use to the north and further agricultural land surrounding.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	48	56
Vehicular Access Options	Access from B1211, with speed limit requiring extension	
Pedestrians/ Cycle Options	Connect into existing facilities, improvements may be required, including new footway across the site frontage	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	35

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	



Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access rom B1211
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Ulceby is a Larger Rural Settlement and has 5 of the 7 key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	
Noise	Amber	80m from farm
Odour	Amber	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Arable land with hedgerows in a great crested newt risk zone. Any development will require newt survey, mitigation and may have to pass the 3 planning tests of European Protected Species Licensing.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	4.5% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2017/1635	Planning permission for change of use of land from agricultural to residential	
Historic Environment/Ancient Monuments (250m zone)	Amber	Requires predetermination assessment of heritage significance of archaeology comprising field evaluation (geophysical survey and trial trenching) to adequately assess impact
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Site is being marketed
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Will be informally market tested upon confirmation of potential site allocation
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on SHELAA methodology
Constraints / barriers to delivery	Newt survey required, which may need mitigation and planning tests of European Protected Species Licensing. SFRA Flood Zone 1 with risk of local flooding Requires assessment of heritage significance of archaeology Grade 2 Agricultural land
Conclusion	The site may be suitable for development if all the site constraints can be addressed. Included as proposed housing as part of the Issues and Options Reg 18.

Settlement	Westgate
Site Reference	CFS0300009



Site address	Land to the north of 160 Westgate Road
Site size (Ha)	1.46
Existing Land Use (s)	The site is currently un-used with the exception of the single residential property 160 westgate road. It has historically been used for equestrian stabling and grazing. The site has been developed on three sides (Westgate road, Green Lane/ Gares Lane (the above plan does not show the full amount of development on the North side of the site which I believe has been extended beyond that shown.
Site and Surrounding area Description	The site is adjacent to residential properties to the south and west and bounded by strong hedgerow and agricultural land on the remaining boundaries.
Greenfield/Brownfield	Part greenfield and brownfield (existing residential property)
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
		42
Vehicular Access Options	Access from Westgate Road	
Pedestrians/ Cycle Options	Connect into existing facilities, some improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	No	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	11

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

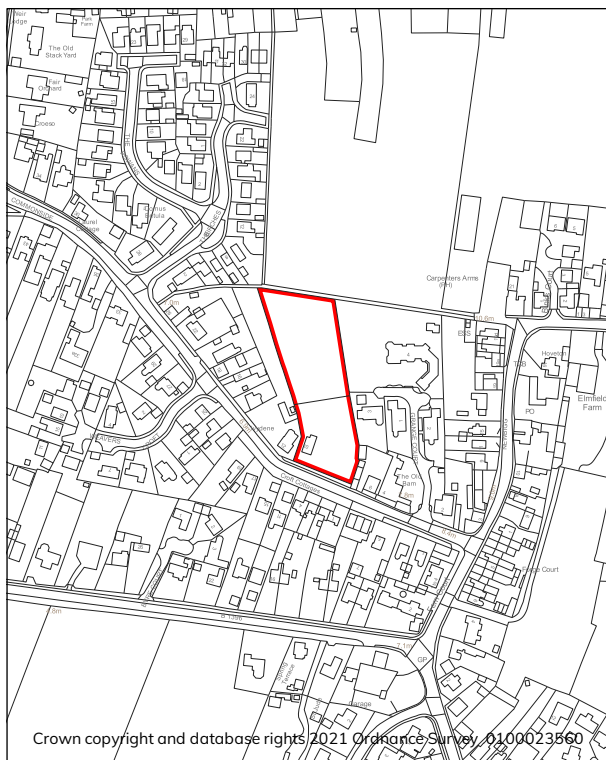
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Would require removal of property.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	2	Westgate is a Smaller Rural Settlement and has 2 of the 7 key facilities – Public House; Supermarket or convenience store.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Green	Agricultural land
Noise	Amber	20m to public house
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Rough grassland with boundary hedgerows. With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre.
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Fluvial
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2013/0915	Planning permission to erect a front conservatory	
PA/2018/1788	Outline planning permission to erect two dwellings with all matters reserved	
PA/2012/0148	Planning permission to erect a replacement dwelling (alternative house type to that approved on PA/2007/0117 dated 13/03/2007)	
PA/2012/1264	Planning permission to retain a menage for personal use and change the use of the land for keeping of horses	
PA/2015/0703	Planning permission to realign access point to front of property and rebuild boundary wall and gate	
Historic Environment/Ancient Monuments (250m zone)	Red	Negative impact on LC14 = EEL (early enclosed land)
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Not Known
Add any detail as necessary (e.g. where, by whom, how much for etc.)	There seems to be very little new or affordable development going on in this area despite its proximity to the M180 providing easy access to Scunthorpe, Doncaster and surrounding smaller conurbations. Given the site has been developed on 3 sides and has good potential access to Westgate road it could make an excellent small development.
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	20 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on SHELAA methodology
Constraints / barriers to delivery	<p>The site lies within a designated Area of Special Historic Landscape Interest, (LC14). Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. A smaller area of development may therefore be considered more appropriate.</p> <p>SFRA Flood Zone 2/3a (Fluvial)</p> <p>Access could only be provided with the demolition of existing residential property.</p> <p>A preliminary ecological appraisal or extended Phase 1 survey should be carried out. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre.</p> <p>The site is located 20m from a public house, which could have noise impact.</p>
Conclusion	The site may be suitable for development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Westwoodside</b>
<b>Site Reference</b>	<b>WA75K</b>



Site address	The Croft, 10 Commonsides
Site size (Ha)	0.5
Existing Land Use (s)	The front part of the site (which extends to about 0.25 acres) includes a single residential dwelling which is in very poor condition and an overgrown garden. The rear part of the site (which extends to about 0.75 acres) is overgrown land.
Site and Surrounding area Description	The site is in the centre of Westwoodside (partly within development limit) surrounded by residential development and agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	15	18
Vehicular Access Options	Access from Commonsides	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Land agent	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	29

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Green	Access from Commons side
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Westwoodside is a Larger Rural Settlement and has 4 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Amber	Demolition will be required.
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

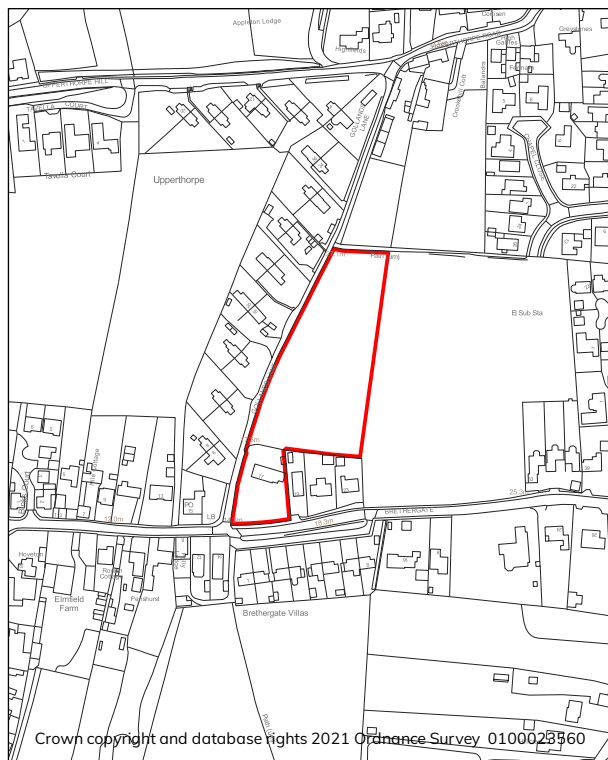
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2015/0012	Planning permission to erect a rear extension.	
Historic Environment/Ancient Monuments (250m zone)	Amber	LC14, HS = LC14
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	The site is being marketed
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory.
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site is within SFRA Flood Zone 1.</p> <p>The land is Grade 2 agricultural land.</p> <p>The site needs a Heritage assessment as the site is within 250m of a area of Special Historic Landscape Interest.</p> <p>The site is within LC14 Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.



<b>Settlement</b>	<b>Westwoodside</b>
<b>Site Reference</b>	<b>QN4UT</b>



Site address	Land to the north of Brethergate
Site size (Ha)	1.0
Existing Land Use (s)	Residential use – bungalow.
Site and Surrounding area Description	The site is a bungalow and garden in Westwoodside surrounded by residential development and agricultural land.
Greenfield/Brownfield	Brownfield/Greenfield
Proposed Use	Residential (Affordable Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	30	35
Vehicular Access Options	Highways would prefer to see a section of Gollands Lane improved and access formed from this stretch	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Part owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	29

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

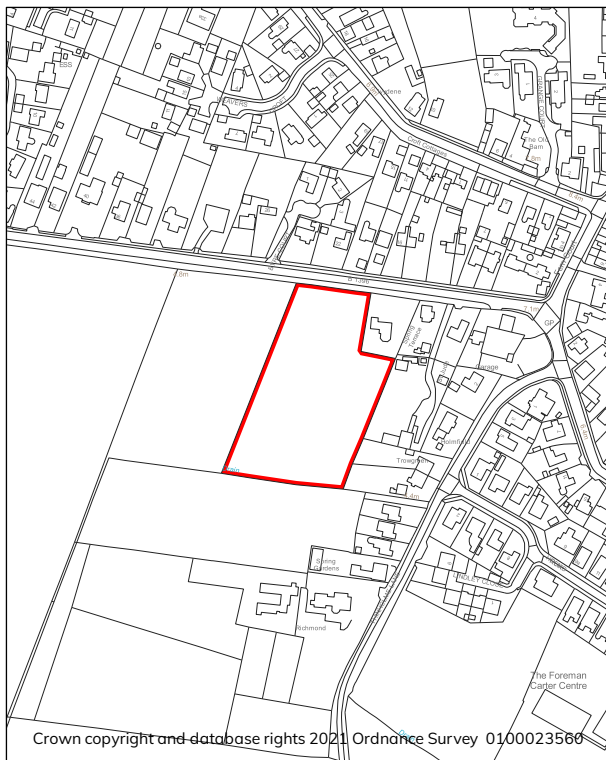
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Some frontage off Brethergate
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Westwoodside is a Larger Rural Settlement and has 4 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Amber	Demolition of existing buildings will be required.
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2015/0937	Non-material amendment to planning permission PA/2014/0300 granted 13/05/2014 to replace rear kitchen window with bi-folding doors in the North elevation	
PA/2014/0300	Planning permission to demolish existing bungalow and garage with replacement house and garage (re submission of PA/2013/1199)	
PA/2013/1199	Planning permission to demolish existing bungalow with erection of replacement house and double garage	
Historic Environment/Ancient Monuments (250m zone)	Amber	LC14, HS = LC14
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	No
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory.
Trajectory of development / build out time	2 years based on the SHELAA methodology.
Constraints / barriers to delivery	<p>The land is Grade 2 Agricultural land.</p> <p>The site is within SFRA Flood Zone 1.</p> <p>The site is within LC14 Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.</p> <p>Preferred access would require improvements to section of Gollands Lane and access formed from this stretch</p> <p>Demolition of existing buildings will be required.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

Settlement	Westwoodside
Site Reference	HDEK2



Site address	Adjacent to 9 Doncaster Road
Site size (Ha)	0.97
Existing Land Use (s)	Vacant, retired agricultural land
Site and Surrounding area Description	The site is on the western edge of Westwoodside and to the North and East lies residential development and to the South and West is agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	30	34
Vehicular Access Options	Access from B1396, Doncaster Road to be agreed with highway authority	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	29

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

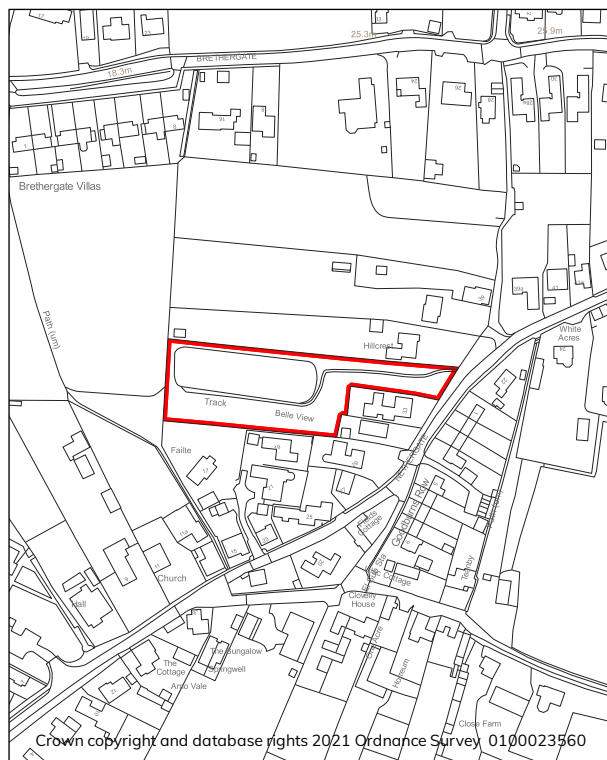
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Access from B1396, Doncaster Road to be agreed with highway authority
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Westwoodside is a Larger Rural Settlement and has 4 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Green	None required
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Fluvial
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	LC14, HS = LC14
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Not Known
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The land is Grade 2 agricultural land.</p> <p>The site lies in SFRA Flood Zone 2/3 (a) Fluvial.</p> <p>The site needs a Heritage assessment as the site is within 250m of an Archaeological site.</p> <p>Access from B1396, Doncaster Road to be be agreed with highway authority</p> <p>The site is within LC14 Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

Settlement	Westwoodside
Site Reference	CFS0300119 (GD1W7)



Site address	Land adjacent to Springfield
Site size (Ha)	0.5
Existing Land Use (s)	Nethergate
Site and Surrounding area Description	The site is located centrally in Westwoodside with existing residential development adjacent.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	15	18
Vehicular Access Options	Access from Nethergate	
Pedestrians/ Cycle Options	Connect into existing facilities, improvement may be required.	
Is the site located on a key Strategic Road Network (if so please state)	No	
Ownership (if known) Private, public, single, multiple owners		

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	29

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Should be able to provide modest level of development
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Westwoodside is a Larger Rural Settlement and has 4 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Green	None required
Contamination and Ground Conditions	Green	No historic land uses on site
Noise	Amber	110m from school
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Rough grassland with scrub and hedgerows. With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

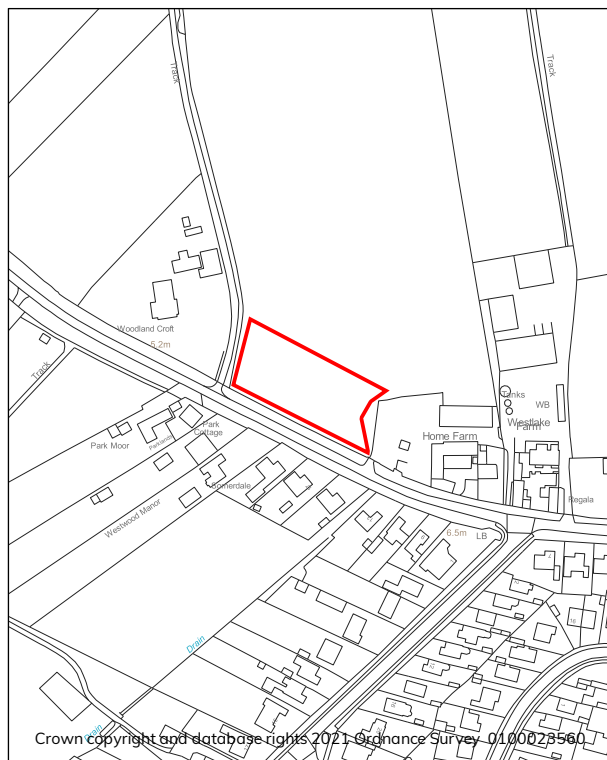
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	Negative impact on LC14 = EEL (early enclosed land)
Open Space Designation	Green	



Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Enquiries have been received on the site.
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	10 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site lies within a designated Area of Special Historic Landscape Interest (LC14). Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.</p> <p>A preliminary ecological appraisal or extended Phase 1 survey should be carried out. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre.</p> <p>SFRA Flood Zone 1</p> <p>Grade 2 Agricultural land</p>
Conclusion	The site may be suitable for development if all the site constraints can be addressed.

Settlement	Westwoodside
Site Reference	CFS0300064



Site address	Land to the north of Cove Road
Site size (Ha)	0.28
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site is part of a larger field that has residential properties and a farm adjacent.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	7	8
Vehicular Access Options	Frontage development on Cove Road	
Pedestrians/ Cycle Options	No existing facilities	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a key Strategic Road Network	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	29

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

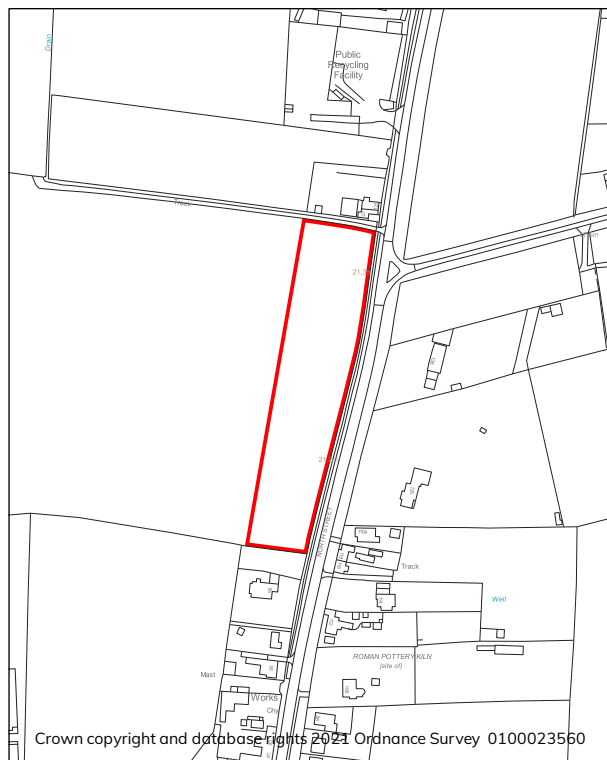
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Westwoodside is a Larger Rural Settlement and has 4 of the 7 key facilities, all except GP surgery / doctors / health centre and an hourly bus service.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Green	Agricultural
Noise	Green	Adjacent to working Farm
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	Largely improved grassland of low ecological value. No ecological surveys required, provided that hedgerows aren't retained.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2018/2235	Outline planning permission to erect 5 detached dwellings with all matters reserved for subsequent approval	
Historic Environment/Ancient Monuments (250m zone)	Red	Negative impact on LC14 = EEL (early enclosed land), AOSF (ancient open strip fields) setting
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Area of Special Historic Landscape Interest		

Availability Assessment	
Is the site being marketed?	Not Known
Add any detail as necessary (e.g. where, by whom, how much for etc.)	The proposed concept would be to provide smaller single storey homes offering the opportunity for members of the older community to downsize which in turn could release the larger family homes.
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	8 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	1 year based on SHELAA methodology
Constraints / barriers to delivery	<p>The site lies within a designated Area of Special Historic Landscape Interest, (LC14). Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.</p> <p>Although the site is separated from the settlement limit to the east, existing development on the opposite side of the road would help integration.</p> <p>SFRA Flood Zone 1</p>
Conclusion	The site may be suitable for development if all the site constraints can be addressed.

Settlement	Winterton
Site Reference	QBUJQ



Site address	Land west of North Street
Site size (Ha)	1.05
Existing Land Use (s)	Agricultural use
Site and Surrounding area Description	The site is agricultural land on the north of Winterton surrounded by residential and agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	42	47
Vehicular Access Options	Frontage development from B1207, North Street	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole Owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	58

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

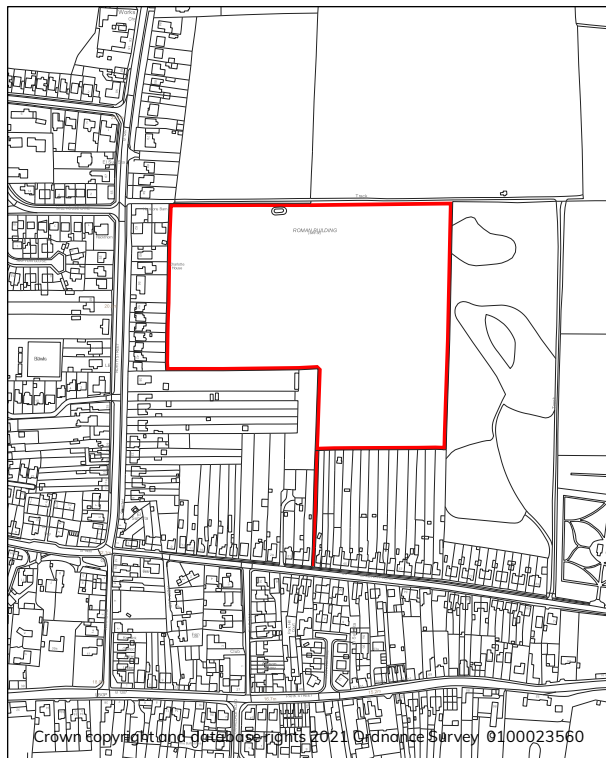
Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Green	Frontage development from B1207, North Street
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Winterton is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Green	None required
Contamination and Ground Conditions	Amber	The site is within 250m of a former landfill. A Phase 1 and site investigation will be required.
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL EVALUATION
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Initial consideration is being given to potential schemes. Land is available in the short term.
When might the site be available for development?	The site is likely to come forward in the next 5 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology.
Constraints / barriers to delivery	<p>The site is within SFRA Flood Zone 1.</p> <p>The land is Grade 2 agricultural land.</p> <p>The site needs a Heritage assessment as the site is within 250m of an Archaeological site.</p> <p>The site is within 250m of a former landfill. A Phase 1 and site investigation will be required. The site is close to a household recycling centre so noise may be an issue.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

Settlement	Winterton
Site Reference	9QI3T



Site address	Land at Top Road
Site size (Ha)	6.56
Existing Land Use (s)	Agricultural Land
Site and Surrounding area Description	The land is flat agricultural land surrounded by residential properties to the south and west with further agricultural land to the north.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	213	240
Vehicular Access Options	Possible access from Teanby Drive and Top Road.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Multiple	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Market Towns/Large Service Centres
Settlement Score (out of 80)	58

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	



Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Possible access from Teanby Drive and Top Road.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	7	Winterton is a Market Town/Large Service Centre and has all of the key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Green	
Noise	Green	Surrounded by housing
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	5% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2015/1390	Demolition of a house and outline planning permission for the erection of dwellings (with all matters reserved), the construction of roads and sewers, and the formation of public open space and ancillary landscaping	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL MITIGATION STRATEGY FOR PRESERVATION IN SITU AND EXCAVATION REQUIRED WITH APPLICATION (SIGNIFICANT ARCHAEOLOGY)
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments
Ancient Monuments	HE8	
Landscape Enhancement	LC15 - 14	Adjacent

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	8 years based on the SHELAA methodology
Constraints / barriers to delivery	The site lies within SFRA Flood Zone 1 and may be subject to flooding. A flood risk assessment should be carried out. The site is Grade 2 Agricultural Land. The site needs further Archaeological assessment as the site is within 250m of an Archaeological site.
Conclusion	The site may be suitable for development if the site constraints can be addressed.

<b>Settlement</b>	<b>Wootton</b>
<b>Site Reference</b>	<b>A33D4</b>



Site address	Land off Cherry Lane
Site size (Ha)	0.68
Existing Land Use (s)	Garage
Site and Surrounding area Description	The site has residential to the north and agricultural land to the south.
Greenfield/Brownfield	Brownfield
Proposed Use	Residential

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	20	23
Vehicular Access Options	Access from Cherry Lane	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site lies close to the A1077	
Ownership (if known) Private, public, single, multiple owners		

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	20

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

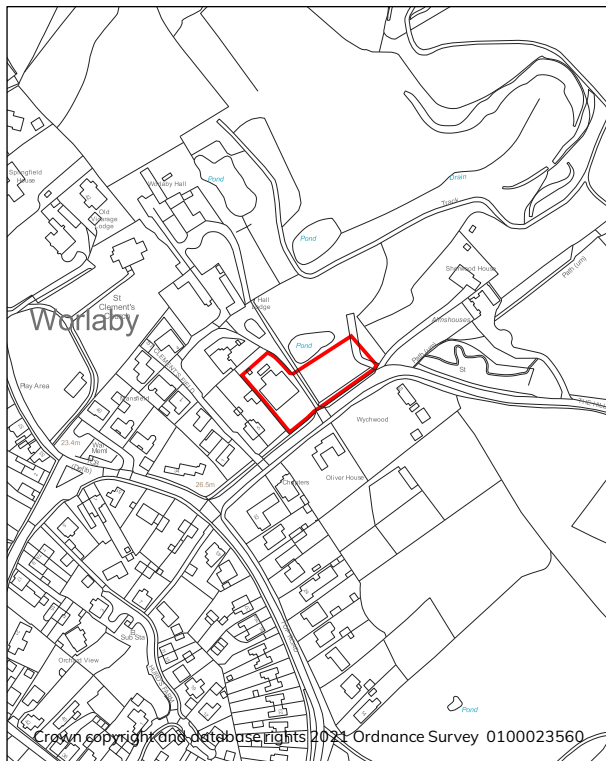
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access from Cherry Lane
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Wootton is a Smaller Rural Settlement and has 4 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Red	GRADE 1
Demolition	Green	Non required
Contamination and Ground Conditions	Amber	There may be contamination on the site due to the garage
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2014/1407	Planning permission to erect a two storey extension to side of an existing semi detached house	
PA/2015/0469	Planning permission to demolish existing garage and erect a two-storey side extension (re-submission of PA/2014/1407)	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 5 years
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site is Grade 1 Agricultural Land.</p> <p>The site may be contaminated so further investigation would be needed.</p> <p>Part of the site is within the development limit of Wootton.</p> <p>The site is within SFRA Flood Zone 1.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Worlabby</b>
<b>Site Reference</b>	<b>PGXG4</b>



Site address	Worlabby Hall Farm
Site size (Ha)	0.28
Existing Land Use (s)	Agricultural Building / Garden
Site and Surrounding area Description	The site is an agricultural farm building and a garden.
Greenfield/Brownfield	Greenfield/Brownfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	8	10
Vehicular Access Options	Access onto The Hill.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Part owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Smaller Rural Settlements
Settlement Score (out of 80)	22

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Improved footways across the frontage required.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	3	Worlaby is a Smaller Rural Settlement and has 3 of the 7 key facilities.
Legal/Covenants	Amber	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition	Amber	Buildings on the site will need demolishing.
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Red	1992 Worlaby
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

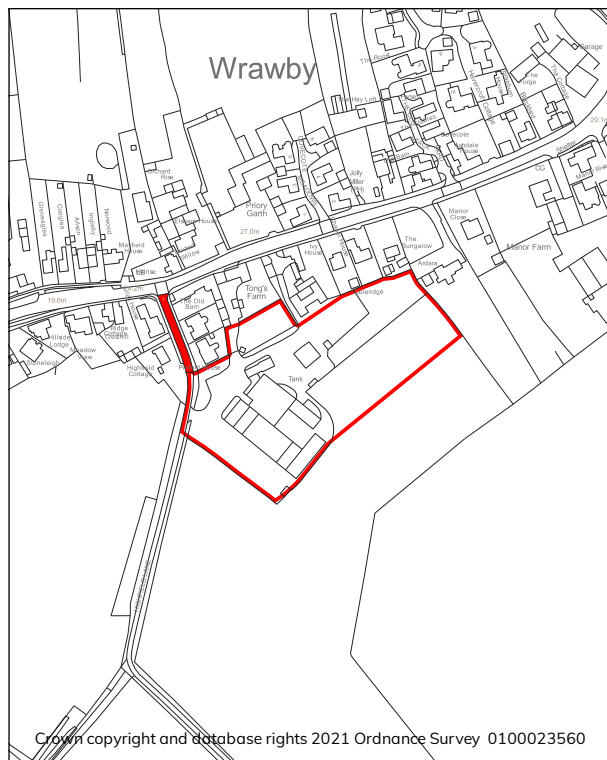
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	SM; LBII*, HS - WITHIN 75m OF LBII* (DLS1342)
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	The site is available
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	8 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site has a tree preservation order on the site which should be protected.</p> <p>The site lies within 75m of a Grade II listed building.</p> <p>Within SFRA Flood Zone 1.</p> <p>Improved footways across the frontage would be needed.</p>
Conclusion	The site may be suitable for development if all the site constraints can be addressed.



<b>Settlement</b>	<b>Wrawby</b>
<b>Site Reference</b>	<b>DO1YP</b>



Site address	Tongs Farm
Site size (Ha)	1.52
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site is a farm yard with a number of agricultural buildings and is surrounded by residential properties with agricultural land to the south
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	43	51
Vehicular Access Options	Access could be achieved from High Field Road	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site lies close to the A18	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	26

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

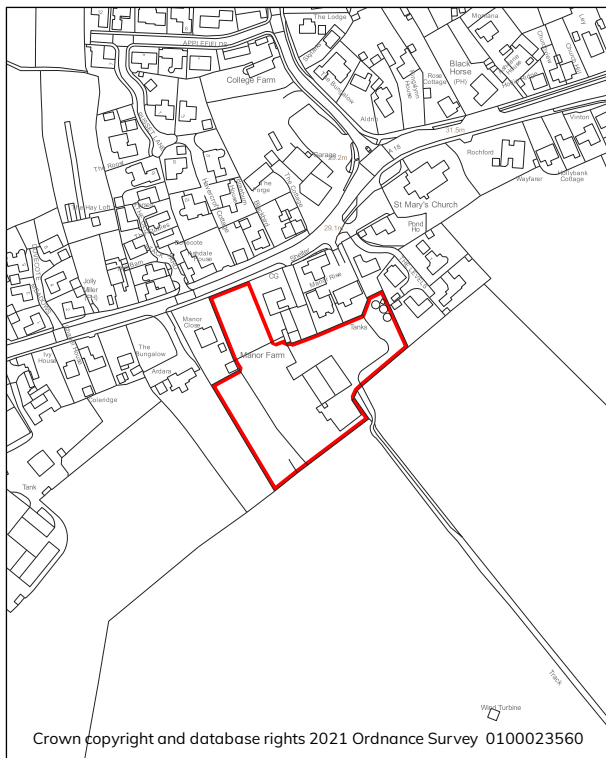
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Depending upon the size of development, there is concerns about the impact of development traffic on High Field Road/Brigg Road junction. Would need further discussions to identify what level of development would be acceptable.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Wrawby is a Larger Rural Settlement and has 4 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Amber	Demolition of existing buildings will be required.
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	1% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2017/451	Application under the overhead lines (exemption) (England and Wales) Regulations 2009 to rebuild existing overhead electricity line	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	No
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology.
Constraints / barriers to delivery	<p>The site is Grade 2 Agricultural Land.</p> <p>The site is within SFRA Flood Zone 1.</p> <p>Depending upon the size of development, there are concerns about the impact of development traffic on High Field Road/Brigg Road junction. Would need further discussions to identify what level of development would be acceptable.</p> <p>Demolition of existing buildings will be required.</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Wrawby</b>
<b>Site Reference</b>	<b>K4100</b>



Site address	Manor Farm, Brigg Road
Site size (Ha)	0.94
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site is a farm on the south site of Wrawby surrounded by residential development.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	29	33
Vehicular Access Options	Limited development with access from A18 may be acceptable	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is located close to the A18.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	26

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

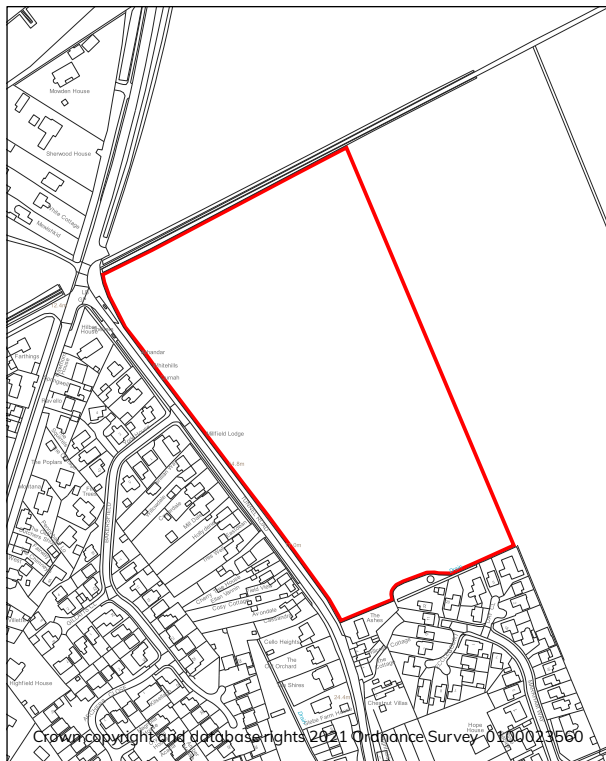
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Limited development with access from A18 may be acceptable
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Wrawby is a Larger Rural Settlement and has 4 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition	Amber	Some demolition may be required. There are a number of buildings and structures on the site.
Contamination and Ground Conditions	Green	
Noise	Amber	Close to farm
Odour	Amber	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space	Amber	There are a number of trees on the site.
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	No
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory.
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site is on Grade 2 Agricultural Land.</p> <p>Some demolition may be required as there are a number of buildings and structures on the site.</p> <p>The site is within SFRA Flood Zone 1.</p> <p>Limited development with access from A18 may be acceptable</p>
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.

<b>Settlement</b>	<b>Wrawby</b>
<b>Site Reference</b>	<b>K4XSR</b>



Site address	Land to the east of Tunnel Road
Site size (Ha)	6.4
Existing Land Use (s)	Agricultural Land
Site and Surrounding area Description	The site has residential development to the south and west and agricultural land to the north and east.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	157	183
Vehicular Access Options	Access from Tunnel Road. Localised widening improvements may be required	
Pedestrians/ Cycle Options	Connect into existing facilities. New provision across the front of the site may be required.	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Private Owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	26

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access from Tunnel Road. Localised widening improvements may be required
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Wrawby is a Larger Rural Settlement and has 4 of the 7 key facilities
Legal/Covenants	Green	No known issues.
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Amber	The site has historic filled ground with an unknown fill used.
Noise	Amber	Noise from M180.
Odour	Green	No nearby odour source.
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	Arable land of low biodiversity value. No ecological surveys required.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

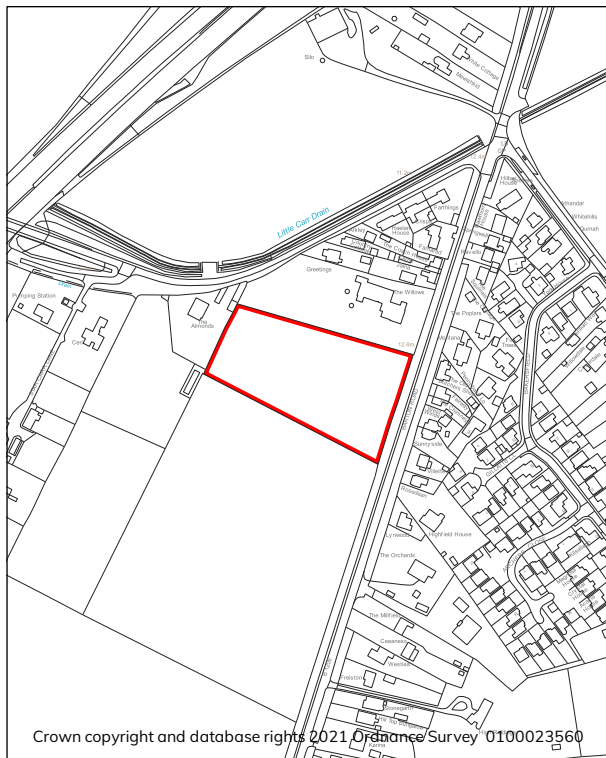
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	



Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Not Known
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Savills would act on the landowners behalf to bring the site forward for development.
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	6 years based on the SHELAA methodology
Constraints / barriers to delivery	<p>The site lies within SFRA Flood Zone 1.</p> <p>There may be potential contamination on the site.</p> <p>The scale of the proposed site is large in comparison to the existing settlement, which will be considered when exploring development potential further.</p>
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Wrawby</b>
<b>Site Reference</b>	<b>YQVKI</b>



Site address	Land off Barton Road
Site size (Ha)	1.15
Existing Land Use (s)	The land is currently used for grazing. The land is classified as being of low quality.
Site and Surrounding area Description	The site lies on the north western edge of Wrawby with residential development to the north and the remainder of the site is surrounded by agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	43	50
Vehicular Access Options	Access from B1206	
Pedestrians/ Cycle Options	The site could connect into existing facilities, improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Private	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	26

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

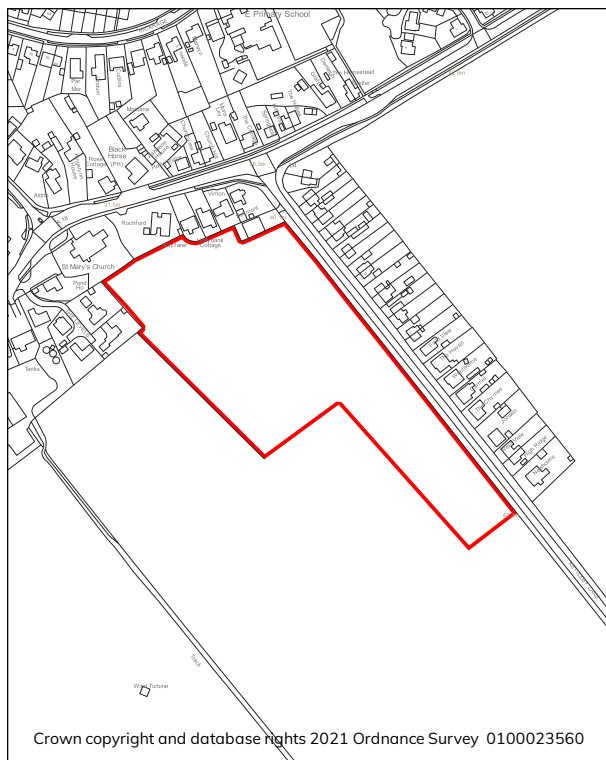
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Access from B1206
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Wrawby is a Larger Rural Settlement and has 4 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Green	Historic data shows field with no previous contaminative uses or buildings.
Noise	Amber	The site is 174m SE of M180
Odour	Green	No nearby odour sources.
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Rough grassland, scrub and hedgerows. With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	The site is owned by a developer
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory.
Trajectory of development / build out time	3 years based on the SHELAA methodology
Constraints / barriers to delivery	The site lies within SFRA Flood Zone 1.
Conclusion	The site may be suitable for residential development if all the site constraints can be addressed.

<b>Settlement</b>	<b>Wrawby</b>
<b>Site Reference</b>	<b>E4Q3W</b>



Site address	Land off Melton Road
Site size (Ha)	3.23
Existing Land Use (s)	Generally agriculture
Site and Surrounding area Description	The site is mainly surrounded by residential development and agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Self Build)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	212	239
Vehicular Access Options	Access could technically be achieved from Kettleby Lane. May need localised improvements to Kettleby Lane and also the junction with Wrawby Road.	
Pedestrians/ Cycle Options	The site could connect into existing facilities, improvements may be required.	
Is the site located on a key Strategic Road Network (if so please state)	The site is not located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Private	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	26

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

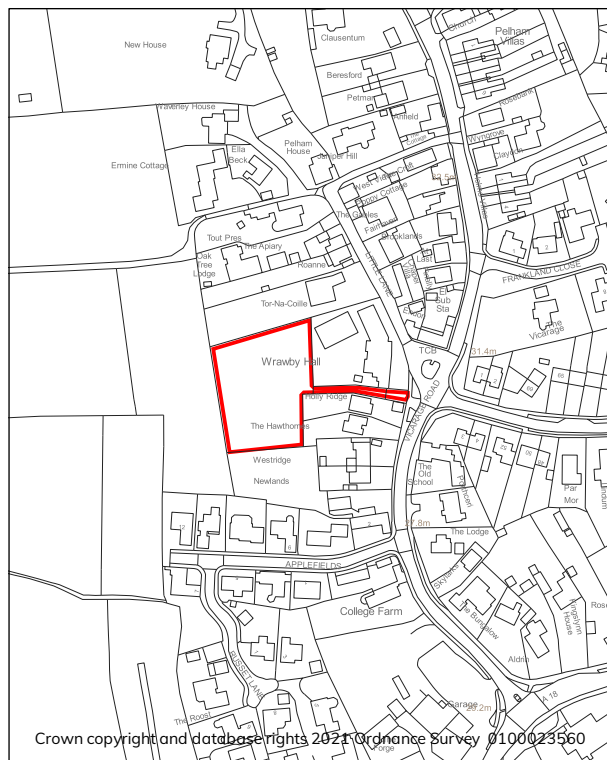
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	Access could technically be achieved from Kettleby Lane. May need localised improvements to Kettleby Lane and also the junction with Wrawby Road.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Wrawby is a Larger Rural Settlement and has 4 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 2
Demolition		
Contamination and Ground Conditions	Amber	Intersects a former grave yard associated with St Marys Church
Noise	Green	No significant nearby noise sources.
Odour	Green	No nearby odour source.
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	Arable land of low biodiversity value. Adjacent to large gardens with mature trees. Also, a wet ditch. With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, breeding birds, badgers, reptiles, water voles and great crested newts. For this location, Natural Englands SSSI Impact Risk Zone Tool indicates that Natural England should be consulted on, "Any residential development of 10 or more houses outside existing settlements/urban areas."
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Amber	Allocation requires Archaeological Mitigation Strategy for significant archaeology at northern end of site
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Not Known
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology.
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory.
Trajectory of development / build out time	8 years based on the SHELAA methodology
Constraints / barriers to delivery	Site requires Archaeological Mitigation Strategy for significant archaeology at northern end of site. Lies within SFRA Flood Zone 1.
Conclusion	The site may be suitable for development if all the site constraints can be addressed. Part of the site (to the north west) is included as proposed housing in Reg 18 preferred Options.

<b>Settlement</b>	<b>Wrawby</b>
<b>Site Reference</b>	<b>CFS0300058</b>



Site address	Land to the west of Little Lane and Vicarage Road
Site size (Ha)	0.32
Existing Land Use (s)	Vacant
Site and Surrounding area Description	The site is located to the rear of residential properties on the western edge of the settlement.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	10	11
Vehicular Access Options	May be feasible to form private drive with Vicarage Road	
Pedestrians/ Cycle Options	Connect into existing footways, some improvements may be required	
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network	
Ownership (if known) Private, public, single, multiple owners	Planning consultant	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	21

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	



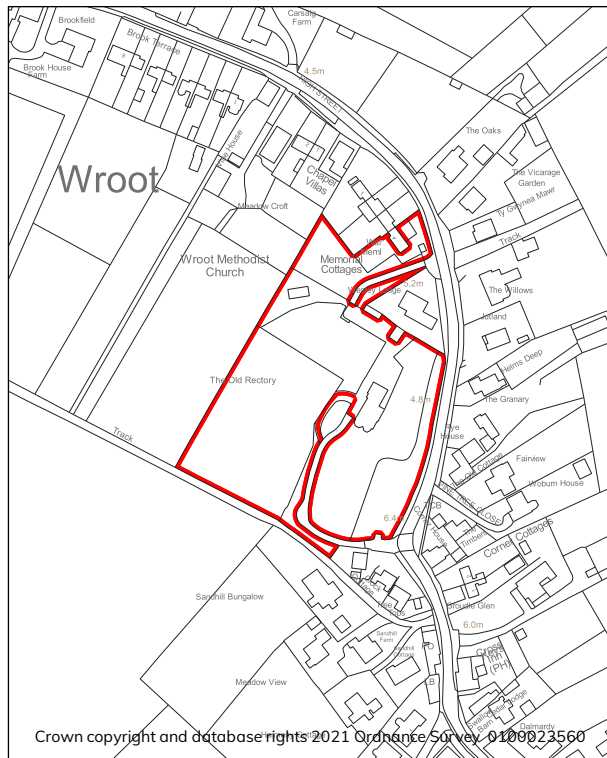
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Amber	
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	4	Wrawby is a Larger Rural Settlement and has 4 of the 7 key facilities.
Legal/Covenants		
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Green	open land
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Amber	Rough grassland near large gardens. With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, badgers, breeding birds, great crested newts, invertebrates, reptiles and protected plants. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre.
Locally Designated Green Space		
Flood Risk	Green	SFRA Flood Zone 1
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2010/0366	Planning permission to erect an 8-bedroom extension to the rear of an existing care home and an independent single-storey special care unit to the rear	
PA/2017/674	Outline planning permission to erect 22 dwelling houses with access roads and open space	
PA/2013/0071	Planning permission to erect extension	
PA/2012/1410	Planning permission to erect four detached houses	
Historic Environment/Ancient Monuments (250m zone)	Amber	Requires predetermination assessment of heritage significance of archaeology comprising field evaluation (geophysical survey and trial trenching) to adequately assess impact
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years
Estimated annual build out rate (including justification):	8 based on SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	1.5 years based on SHELAA methodology
Constraints / barriers to delivery	Access may be feasible on to Vicarage Road with consideration for the existing junction. Site lies within SFRA Flood Zone 1.
Conclusion	The site may be suitable for development if all the site constraints can be addressed. The site is within an area zoned for housing in the Issues and Options Reg 18

Settlement	Wroot
Site Reference	SY9VD



Site address	The Old Rectory, High Street
Site size (Ha)	1.45
Existing Land Use (s)	Garden
Site and Surrounding area Description	The site is in the centre of Wroot surrounded by residential and agricultural land.
Greenfield/Brownfield	Greenfield
Proposed Use	Residential (Affordable Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	41	48
Vehicular Access Options	Limited options for forming a suitable access.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	25

Absolute Constraints Check Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

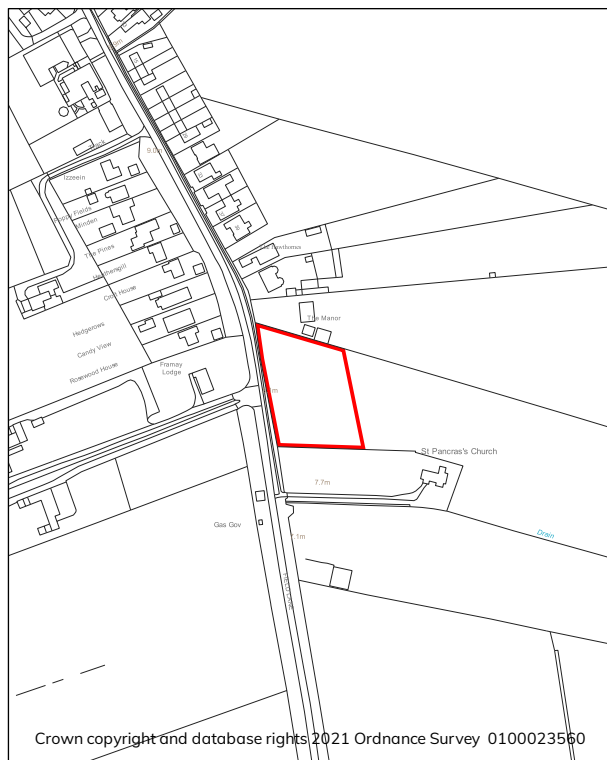
Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Amber	Limited options for forming a suitable access.
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Wroot is a Larger Rural Settlement and has 5 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition	Amber	Demolition may be required
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		The site contains a number of trees.
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Fluvial
Local Flood Risk – Surface Water and Drainage	Green	0% of site

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	Enquiries have been received
Add any detail as necessary (e.g. where, by whom, how much for etc.)	Interest has been shown by developers due to location to school
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	20 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory.
Trajectory of development / build out time	3 years based on the SHELAA methodology.
Constraints / barriers to delivery	The site is within SFRA Flood Zone 2/3 (a) Fluvial There are limited options for forming a suitable access so this would need to be resolved. Demolition may be required and trees on site need to be considered.
Conclusion	The site may be suitable for development if the site constraints can be addressed.

<b>Settlement</b>	<b>Wroot</b>
<b>Site Reference</b>	<b>09860</b>



Site address	Land at Field Lane
Site size (Ha)	0.43
Existing Land Use (s)	Agricultural
Site and Surrounding area Description	The site is on the south west edge of Wroot close to housing and adjacent to a Church.
Greenfield/Brownfield	Brownfield
Proposed Use	Residential (Market Housing)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	13	15
Vehicular Access Options	Access from Field Lane	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Sole owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	25

Absolute Constraints Check - Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/ green)	Comments
Access to site	Green	Access from Field Lane
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Wroot is a Larger Rural Settlement and has 5 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition	Green	None required
Contamination and Ground Conditions	Green	
Noise	Green	
Odour	Green	
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)		
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Fluvial
Local Flood Risk – Surface Water and Drainage	Green	0% of site

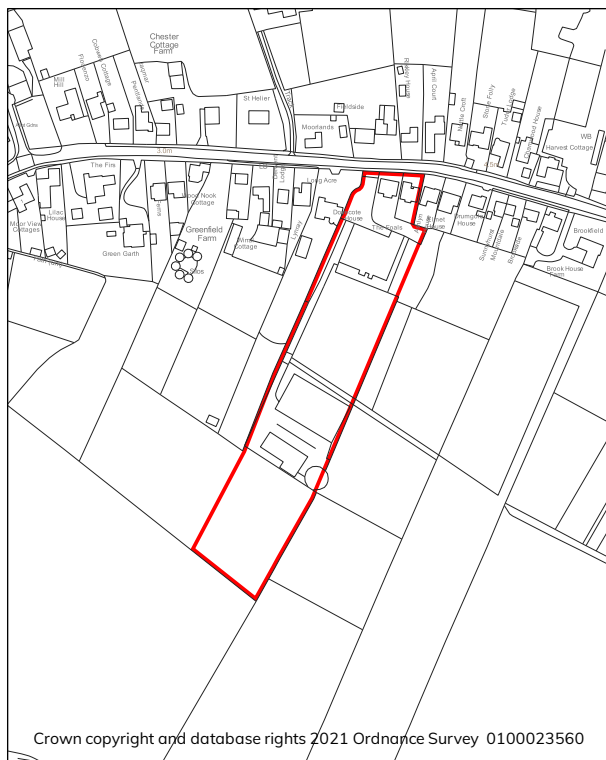
Previous Planning Applications		
Planning Application Reference	Planning Proposal	
PA/2014/0500	Planning permission to erect a dwelling	
Historic Environment/Ancient Monuments (250m zone)	Amber	ARCH, HS = ARCHAEOLOGICAL EVALUATION
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	10 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory
Trajectory of development / build out time	2 years based on the SHELAA methodology
Constraints / barriers to delivery	The site is within SFRA Flood Zone 2/3 (a) Fluvial A heritage assessment will be required as the site is within 250m of an archaeological site.
Conclusion	The site may be suitable for residential development if the site constraints can be addressed.



<b>Settlement</b>	<b>Wroot</b>
<b>Site Reference</b>	<b>O1AJX</b>



Site address	Warehouse, rear of Dovecot House
Site size (Ha)	1.59
Existing Land Use (s)	The site is a vacant 1950's ex potato store with B2 planning for Warehousing / storage.
Site and Surrounding area Description	The site is mainly surrounded by agricultural land.
Greenfield/Brownfield	Brownfield
Proposed Use	Residential (Self Build)

Development Potential (number of dwellings, hectares of employment land or town centre use floorspace)	Minimum	Maximum
	45	52
Vehicular Access Options	Up to 5 dwellings served by existing access, with some improvements.	
Pedestrians/ Cycle Options		
Is the site located on a key Strategic Road Network (if so please state)	The site is not directly located on a Strategic Road Network.	
Ownership (if known) Private, public, single, multiple owners	Part owner	

Settlement Survey 2016 Evidence Base - (Please note these are not Local Plan designations)	
Settlement Hierarchy	Larger Rural Settlements
Settlement Score (out of 80)	25

Absolute Constraints Check Is the site in a...(Please tick)	
SPA/SAC/SSSI Ramsar or National Nature Reserve	
Ancient Woodland	
Flood Risk Zone 3b	
Air Quality Management Area (AQMA) - This applies to potential housing sites only. (Please state the AQMA Zone the site is within).	
If yes to any of the above, site will be excluded from further assessment.	

Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site	Green	Up to 5 dwellings served by existing access, with some improvements
Accessibility Criteria Score in North Lincs Settlement Survey Number of Key Facilities & services (Score out of 7)	5	Wroot is a Larger Rural Settlement and has 5 of the 7 key facilities.
Legal/Covenants	Green	No known issues
Utilities Capacity and Infrastructure		
Agricultural Land Grade	Amber	GRADE 3
Demolition		
Contamination and Ground Conditions	Amber	Existing buildings on site may contain fuel tanks etc
Noise	Green	No significant nearby noise sources.
Odour	Green	No nearby odour source.
Tree Preservation Orders	Green	
Biodiversity (Local Sites, Priority habitats, ecological networks/protected species)	Green	Rough grassland and previously developed land, close to large gardens. With these habitats, the standing advice guides us to consider the following protected species or groups: Bats, breeding birds, badgers, reptiles, protected plants, invertebrates and great crested newts. A preliminary ecological appraisal or extended Phase 1 survey with target notes should be carried out and submitted before the application is determined. The results of the Phase1 survey will reveal the need for more detailed protected or priority species survey. Phase 1 survey should ideally be carried out between May and September. There will also be a requirement for a desktop data search from the Lincolnshire Environmental Records Centre.
Locally Designated Green Space		
Flood Risk	Amber	SFRA Flood Zone 2/3 (a) Fluvial
Local Flood Risk – Surface Water and Drainage	Green	8% of site.

Previous Planning Applications		
Planning Application Reference	Planning Proposal	
Historic Environment/Ancient Monuments (250m zone)	Green	
Open Space Designation	Green	

Local Plan Designation	Policy Reference	Comments

Availability Assessment	
Is the site being marketed?	None
Add any detail as necessary (e.g. where, by whom, how much for etc.)	
When might the site be available for development?	The site is likely to come forward in the next 6-11 years.
Estimated annual build out rate (including justification):	30 based on the SHELAA methodology
Achievability (including viability, market factors (demand) cost factors, delivery factors).	Assessed for potential development in line with delivery trajectory.
Trajectory of development / build out time	2 years based on the SHELAA methodology
Constraints / barriers to delivery	The site is within SFRA Flood Zone 2/3 (a) Tidal with risk of local flooding. Development of the site will require a Flood Risk Assessment. Access improvements needed.
Conclusion	Part of the site may be suitable for residential development if all the site constraints can be addressed.

# Appendix 2

## Discounted Sites

Site Reference	Address	Settlement	Reason
PH49X	West Halton Lane	Alkborough	The site is located in the open countryside and is isolated from the settlement. The site is too large for this size settlement.
F1IPT	Sand Pit Lane, Whitton Road	Alkborough	The site lies in an area of High Landscape Value. Access onto Sandpit Lane /Whitton Road would need some localised improvements to Sandpit Lane. The site is too large for this size settlement.
G9X86	Sand Pit Lane, Whitton Road	Alkborough	There may be noise and odour issues from the farm next door. The site lies in an area of High Landscape Value. Existing infrastructure is unable to support such a large area of development. The site is too large for this size settlement.
PQH00	Land to the East of Whitton Road	Alkborough	There is no access to the site as there is insufficient width to form a suitable access onto Whitton Road. Development may have an impact on the conservation area and Playing Fields next to the site.
XXIRD	Butts Hill Lane	Alkborough	The site has no formal access to the site. The road to access the site Butts Hill Lane is not adopted.
JWKTR	Land opposite the Cricket Club, West Halton Lane	Alkborough	The site was also submitted as part of site ref 2017 PH49X. The site is located in the open countryside and is isolated from the settlement.
ZBOHT	Crowle Bank Road	Althorpe	The western part of the site incorporates a drainage ditch, so would be impossible to develop. The land is Grade 1 agricultural land. The site is located over a former landfill site which is currently uncharacterised but is known to have accepted chemicals in addition to other commercial wastes. Further supporting information in the form of a Phase 1 assessment and site investigation would be required before the site could be reconsidered in terms of its suitability for residential development.
3GT4S	Land off Main Street	Althorpe	There is no direct access to the adopted highway and there are potential flooding issues. The land is Grade 1 agricultural land. The site is next to a farm so noise and odour may be an issue.
E9KXP	South of Crowle Bank Road	Althorpe	The land is Grade 1 agricultural land. The site is located in the open countryside.
5EQW2	Land located between A18 and Main Street	Althorpe	The western part of the site incorporates a drainage ditch, so would be impossible to develop. The land is Grade 1 agricultural land. The site is located in the open countryside.
U1JQR	Land between Pasture Lane and Middle Lane	Amcotts	The site is in a Smaller Rural Village and has 1 of the 7 key facilities. Residential development would not be sustainable. The site is not suitable for residential development due to scale of potential development.
YS0VS	The site is a large piece of land around the edge of Amcotts	Amcotts	The land is Grade 2 Agricultural Land. Amcotts is a Smaller Rural Settlement and has 1 of the 7 key facilities. Residential development would not be sustainable. The site is not suitable for residential development due to scale of potential development.
WLDIX	Land between 1 and no 15 Risby Road	Appleby	The site is below the site size threshold.

Site Reference	Address	Settlement	Reason
AGQJD & CFS0300128	Old Nursery (adjacent to St Bartholomew's Church), Church Lane	Appleby	The site is in an Area of Amenity Importance. A Tree Preservation Order lies to the west of the site. Any development would have a negative impact on the historic environment and listed building. The site is too large for this size settlement.
CYWBL & CFS0300129	Land to the south of School Lane	Appleby	The site does not have suitable access for further development. School Lane is not suitable for additional development. Any development would have an impact on the conservation area.
IPANA	Land to the south of Church Lane	Appleby	The land is an Area of Amenity Importance. The site is within 25m of a Grade II listed building. Localised widening to Haytons Lane would be required to support an access.
CFS0300025	Risby Road (south east of Ermine Junction)	Appleby	The site is below the site size threshold.
AUKCR & CFS0300128	Church Lane	Appleby	Tree Preservation Order covering extensive area of site, with implications for access Grade 2 Agricultural Land Extension of development beyond settlement limit is considered unsuitable
17MFV	Land to west of Kings Road	Barnetby le Wold	The site is close to the A18 so noise may be an issue. No access from the A18. Vegetation removal is needed to achieve visibility splays. The site needs a Heritage assessment as the site is within 250m of an Archaeological site. The site is isolated on the edge of the existing built up area.
63TME	Land off St Barnabas Road	Barnetby le Wold	Existing infrastructure is unsuitable to serve development of this size. The site is adjacent to a railway line so noise may be an issue. The site is isolated from the existing built up area.
MBDQ5	Land off King's Road	Barnetby le Wold	The site is close to the A18 so noise may be an issue. No access would be allowed from the A18. The site would need a footway from a new access on Kings Road to link into existing facilities. Vegetation removal would be required to achieve visibility splays. The site is isolated on the edge of the existing built up area.
Q7ZTK	West of Kings Road	Barnetby le Wold	The site is close to a farm so noise/odour may be an issue. Existing access to the site is too narrow and there is limited scope to widen it, without acquiring third party land. The site is too large for the size of the settlement.
0MTTH	North west of Barnetby	Barnetby le Wold	The site is too large for the size of the settlement. Direct access from the site onto the A18 would not be acceptable. Railway Street is unable to accommodate traffic generation from this size of development. The site is next to a farm so noise /odour may be an issue.
56S2R	East of Kings Road	Barnetby le Wold	The sites proposed use was for a self-build site. There is a saw mill close by so noise may be an issue. The site is not suitable for residential development as the site is too far out from the built up area.
Q1URW	St Barnabas Road	Barnetby le Wold	The proposed development is too large to be served by St Barnabas Road. Highways would not want to see access from Bigby Road. The site forms part of a former landfill site which will present geotechnical and contamination constraints. Without a robust Phase 1 report and a site investigation this site is unlikely to be recategorised.
CBM3W	Land adjacent to Cuthbert Avenue via playfields	Barnetby le Wold	Part of the site is opposite to sewerage works so noise and odour may be an issue. Existing infrastructure is unable to support such a large area of development.

Site Reference	Address	Settlement	Reason
QV60F	Wold Farm, The Wold	Barnetby le Wold	The site is located close to the runway at Humberside airport so noise would be an issue. The site is located in the open countryside and is isolated from the settlement.
CFS0300083	Land to the east of Kings Road (north of the railway line)	Barnetby le Wold	Insufficient width to form a suitable access to the site. Site lies outside of development limit and is not well connected to form an appropriate extension.
CFS0300094	Land to the rear of 81-87 St Barnabas Road	Barnetby le Wold	The site is below the site size threshold.
O19R0	Located off West Hann Lane	Barrow Haven	Existing infrastructure is unable to support such a large area of development. The site lies in close proximity (within 250m) of a Scheduled Monument. The site is situated within 250m of a former landfill site. A Phase 1 and site investigation would be required.
15ZSL & CFS0300108	Land at Millfields Way	Barrow Upon Humber	The site can only be accessed via adjacent sites. The site is an Area of Amenity Importance.
EFJE7 & CFS0300049	Land at Millfields Way	Barrow Upon Humber	The site is an Area of Amenity Importance.
ERWLD	New Holland Road	Barrow upon Humber	The site has been subject to quarrying and backfilling with material which has potential for geotechnical and landfill gas issues. A Phase 1 and site investigation would be required to re categorise this site. Due to the former quarrying and backfilling with material housing development may not be suitable so further work needs to be carried out to determine the geotechnical and landfill gas issues.
18UU3	Located off Ferry Road	Barrow upon Humber	The site would be unable to form suitable access with the adopted highway. The site needs a heritage assessment as the site is within 200m of a Scheduled monument. The site is within 250m of a former landfill. A Phase 1 and site investigation will be required. The site is isolated away from the main built up area.
5LKZO	Land located off the B1206	Barrow upon Humber	The site is not suitable for residential development as the site is too large for this size settlement.
FJ3MK & CFS0300106	Wold Rd , DN19 7BU . (Postcode of the nearest property to the site)	Barrow upon Humber	The site is not suitable for residential development, as access could not be formed with Wold Road, given the proximity of existing junctions.
ILFHO & CFS0300063	Land north of Ferry Road East, and west of Cherry Lane	Barrow upon Humber	Existing infrastructure is unable to support such a large area of development. The site is isolated from the main built up area.
8PQ45	Barrow Grange DN19 7DY	Barrow upon Humber	The site is next to a disused quarry. Landfill gas may be an issue. Access could be achieved from the B1206 but it would be outside the existing village limits. The site is isolated away from the main built up area.
N1VAC	94 Barrow Road	Barton upon Humber	The site is on the outskirts of the main built up area. The site is isolated away from the main built up area.
5FFD7 & CFS0300050	Barrow Road	Barton upon Humber	The site is on the eastern edge of Barton upon Humber away from the existing built up area. Noise from the nearby factory may have an impact on any residential development.
ZXAVI	South Marsh Farm site	Barton upon Humber	The site has legal issues, which need to be resolved. Junction improvements will be needed at Barrow Road/ Falkland Way. The site is adjacent to and may form part of former landfill potential geotechnical and contamination constraints. The site falls in an area which is safeguarded for Clay Reserves.
A0KPC	Site on Land off Eastfield Road	Barton upon Humber	Concerns have been raised about any housing development and the impact on Eastfield Road and the junction of Eastfield/Caistor Road.

Site Reference	Address	Settlement	Reason
5KXGP	Butts Road Playing Field	Barton upon Humber	The site is a Protected Playing Field. The site is unable to form a suitable access with the adopted highway.
HEHH2	Land off Caistor Road	Barton upon Humber	The site is isolated away from the main built up area.
C3CS9	Former Tip Site	Barton upon Humber	The site is isolated away from the main built up area.
CFS0300139	Land to the south of Horkstow Road	Barton upon Humber	The site is located outside the existing development limit. Development of the proposed scale at this location on the periphery of the settlement would not be considered suitable. Although potential access could be provided onto Brigg Road, there are concerns over the volume of traffic at this location for such a large development site. The site needs a Heritage assessment as the site is within 250m of an Archaeological site. Significant landscape mitigation would be required in keeping with the Lincolnshire Wolds Open Rolling High Farmland as well as biodiversity enhancements. Grade 2 Agricultural Land.
ZZE59	Clouds Lane	Beltoft	The access is not suitable for any further development. The access track is a bit narrow to serve more than the one dwelling, which it currently does. The site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
SKM8L	Land at Elder House Farm	Beltoft	The existing farm access is too narrow, with no options to widen it. There is no other direct access to the adopted highway for the site. The site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
FDNUN	Land between Belton Road and Outmill	Beltoft	The site needs a Heritage Assessment as the site is within 250m of an Archaeological site. The site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. The site is next to a farm so noise and odour may be an issue. The site does not have any key facilities so residential development would not be sustainable. Insufficient width to form a suitable access. Existing infrastructure is unable to support such a large area of development.
AMZAS	Land at Carrhouse Road	Belton	Existing infrastructure is unable to support such a large area of development. The bottom of the site is close to Belton Brickworks so noise may be an issue. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
L8QU2	Land behind bungalow at Roseacre, King Edward Street	Belton	There is no formal access to the adopted highway.
IQZJZ	Land to the rear of Coverdale	Belton	There is no formal access to the adopted highway. The site is an Area of Amenity Importance.
XQ5HF & CFS0300047	47 High Street	Belton	There is no formal access to the adopted highway.
C52A2	Land south of Jeffrey Lane	Belton	There is no formal access to the adopted highway.

Site Reference	Address	Settlement	Reason
ZAROK	Land to the rear of Olcote House, King Edward Street	Belton	The existing site access is unsuitable. The site is in an Area of Amenity Importance. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
CFS0300068	Land to the west of High Street adjacent to All Saints Church	Belton	Site lies within an area of Important Open Space and Amenity Importance. Development would have negative impact on adjacent listed building and Area of Special historic interest.
RWMKP	Carr Lane	Bonby	Existing infrastructure is unable to support such a large area of development. The site is too large for this size settlement.
7VKD7	Field adjacent to Whitegates, 123 Main Street	Bonby	Existing infrastructure is unable to support such a large area of development. The site is too large for this size settlement.
3U048	Land off Wrawby Road	Brigg	The site needs a Heritage Assessment as the site is within 250m of an Archaeological site. The site can't be developed in isolation, it would need to form access via site ref XKDYP but would have concerns about an additional junction on A18, Wrawby Road given the aspirations for the land to the north of the A18 (BRIH2, 3 & 4). There is no access to the site. Access would need to be linked to site (ref XKDYP).
02LV5	Pingley Lane, Bigby High Road	Brigg	Pingley Lane is privately owned and no vehicular access would be acceptable.
5IQVK	Land off Westrum Lane	Brigg	Access could technically be achieved from Westrum Lane, with localised improvements and widening. However LHA would have concerns about additional traffic movements at the junction of Westrum Lane and A1084. The site needs a Heritage Assessment as the site is within 250m of an Archaeological site.
T76WI	Land off Burgess Road	Brigg	Highways would have concerns if the two sites to the north are allocated for development and the impact this would have on the local highway network. Due to the location of the railway line noise from this may have an impact on residential development. The site needs a Heritage Assessment as the site is within 250m of an Archaeological site. The site also scored 19% based on Local Flood Risk Issues Surface Water and Drainage
TGEEX	Land off Pingley Meadow	Brigg	Whilst access could technically be formed with Westrum Lane, given the proposed number of dwellings then Highways would have significant concerns about the safe operation of the junction of Westrum Lane and the A1084. The site needs a Heritage assessment as the site is within 250m of an Archaeological site.
D74CY	Land off Brigg Road	Broughton	The site is a Protected Playing Field and allotments. North Lincolnshire Open Space Study shows an under supply of allotment provision across the area.
J3G3I	Broughton, Brigg, DN20 0BA . (Postcode of the nearest property to the site)	Broughton	The site is unable to form a suitable access with B1207. The site would also have a potential impact on the adjacent Site of Special Scientific Interest and site of importance local nature conservation importance.
LPQ1E	Land at Scawby Road	Broughton	Concerns about potential traffic generation from all the proposed allocations with access from B1207 Scawby Road and the impact on Scawby Road and Scawby crossroads.
YTDLU	Common Road, Wressle, Broughton, Brigg, DN20 0DH. (Postcode of the nearest property to the site)	Broughton	The site would have a potential impact on the adjacent Site of Special Scientific Interest and site of importance local nature conservation importance. Existing infrastructure is unable to support such a large area of development and the site is not available.



Site Reference	Address	Settlement	Reason
GRXT2	Land off Brigg Road	Broughton	The site lies outside the existing development and the scale of proposed development is too large for the location.  If residential development occurred technically access could be achieved from Brigg Road, but localised improvements may be required. Impossible to form access with Greyfriars Road.  The site needs a Heritage assessment as the site is within 250m of an Archaeological site.
R7IK2	Land to the North of Glovers Avenue	Burringham	The land is Grade 1 Agricultural Land.
UC6FD	The site lies on the west of Burringham. Off High Street.	Burringham	The land is Grade 1 Agricultural Land.
U3LVU	Stone Lane	Burringham	The land is Grade 1 Agricultural Land.
RU8QV & CFS0300079	High Street	Burringham	The land is Grade 1 agricultural land.
HY33H	Manor Farm, High Street	Burringham	The land is Grade 1 agricultural land. The site is too large for this size settlement.
D2D6F	Burringham Scunthorpe DN17 3NB	Burringham	The land is Grade 1 agricultural land. The site is too large for this size settlement.
Q5DQ0	Stone Lane Recreation Ground	Burringham	The site is a Protected Playing Field. The land is Grade 1 Agricultural Land.
HIVSY	Holly House Farmyard and adjacent field	Burringham	The land is Grade 1 agricultural land.
89SL0	Land on the South side of Stone Lane	Burringham	The land is Grade 1 agricultural land.
CFS0300039	Land to the south of South View Avenue	Burringham	The site is Grade 1 Agricultural land. Disconnected from existing settlement. Site is within SFRA flood zone 2/3a
KD4T8	Land off Tee Lane	Burton upon Stather	Access could technically be achieved from Tee Lane, but Highways have concerns about impact of development on existing highway infrastructure.  The site has a number of Tree Preservation Orders on site.  The site is within 1000m of Burton Kennels so noise may be an issue.
CFS0300046	Land to the north of Stather Road	Burton upon Stather	Site forms part of an ecological network
6E1BG	Land adjacent to cemetery, old barn, Main Street	Cadney	The settlement does not have any key facilities so residential development would not be sustainable.
DMNH0	Arties Mill and The Lodge, Wressle Road	Castlethorpe	The site is isolated away from the main settlement. KQ1PJ Land off the road to Castlethorpe Court. Castlethorpe  The site is isolated from the main settlement. 74% of the site is at Local Flood Risk.
Y7TZY	Coleby Lane	Coleby	The settlement does not have any key facilities so residential development would not be sustainable
JG24E	Land north of Coleby Hall	Coleby	The site needs further Archaeological assessment as the site is within 250m of an Archaeological site.  The site is in an Area of Amenity Importance.  The settlement does not have any key facilities so residential development would not be sustainable
TALUF	Land Off Brewery Road	Crowle	The site has been subject to quarrying and backfilling with material which has potential for geotechnical and landfill gas issues. A Phase 1 and site investigation would be required to re categorise this site.
624S3	Off A161 Eastoft Road	Crowle	The site is isolated from the main built up area.
2CAGI	Land at 23a Newbigg and adjacent field to the east and north.	Crowle	There is insufficient width to provide a suitable access onto Newbigg, without acquiring land from a third party.

Site Reference	Address	Settlement	Reason
QMJED	Land off Low Cross Street	Crowle	The site is unable to form a suitable access from Low Cross Street.
8APC0	Field rear of moorgate farm	Crowle	Existing infrastructure is unable to cope with the proposed level of development and limited options for improvements.
U7L5C	45 Field Road	Crowle	The site is below the site size threshold.
9UN6E	Land at Mill Road	Crowle	The site is within 250m of a former landfill. A Phase 1 and site investigation will be required. Mill Road is not suitable for development of this size and in this location.
JET2R	South of Eastoft Road and north of Highfields	Crowle	No vehicular access onto Mill Road. May be able to form pedestrian/cycle access onto Mill Road. The site is remote from the main settlement.
EEZB4	Land off Windsor Lane	Crowle	Existing infrastructure is unable to support such a large area of development. The site is remote from the main settlement. The site is at the back of sewage works potential for odour complaints.
E8IFX	Land off Godnow Road	Crowle	The site lies isolated and detached on the outskirts of Crowle surrounded by agricultural land. Existing infrastructure is unable to support such a large area of development.
61UTT	The site lies on the A161 southern edge of Ealand.	Crowle	The site is currently designated as an Area of Amenity Importance. The site has a tree preservation order Crowle Order 1970.
TU7VW	Land off Regent Drive	Crowle	There is no direct access to the adopted highway The site is in an Area of Amenity Importance.
RXMFN	Land off Common Middle Road	Crowle	Access can be achieved from Common Middle Road. However, would not be supportive of any significant development in this location. The site is isolated away from the main built up area.
WLEKA	14 Newbigg	Crowle	The site is below the size threshold.
ML5NV & CFS0300005	Moorgate farm low cross street	Crowle	There is no direct access to the adopted highway. Even if access could be achieved via adjacent site. The surrounding infrastructure is unable to support such a large area of development.
X3R2F	Gatehouse 45 Field Road	Crowle	The site is below the site size threshold
PCB9H	Land off Windsor Crescent	Crowle	Windsor Crescent and Windsor Lane are not suitable for this level of development.
CFS0300020	Land to the west of Brewery Road	Crowle	The site does not have direct access to the adopted highway. Within SFRA flood zone 2/3a
UPN2R	Land off Main Street	Ealand	The site has no direct access to the adopted highway.
QAEME	Bonnyhale Road; land adjacent to / behind houses DN17 4JH.	Ealand	The site is adjacent to an industrial estate so noise may be an issue. Maintenance is required on Bonnyhale Road. Would need to provide a footway along the frontage of the site (southern side of road). The site is adjacent to a quarry, which has been backfilled. The site is too large for this size settlement.
UKBZ4	Double Rivers	Ealand	The land is currently adopted highway.
CFS0300073	Land at Outgate	Ealand	Access onto Outgate is not considered suitable for development of this scale. The site is outside the development limit.
AL4BI	Chapel Lane	East Butterwick	The land is Grade 1 agricultural land. Some localised improvements to Chapel Lane may be required.
DPKV3	Land off High Street	East Butterwick	The land is Grade 1 agricultural land. The site has insufficient width to form a suitable access. The site has an Application under the Overhead Lines (Exemption) (England & Wales) Regulations 2009 for an aerial bunched conductor (PA/2016/1221).

Site Reference	Address	Settlement	Reason
9DL30	Land off High Street, DN17 3AG	East Butterwick	The land is Grade 1 Agricultural land.
06R8J	Land off High Street, DN17 3AJ	East Butterwick	The land is Grade 1 Agricultural Land.
619P9	Land off High Street, DN17 3AJ	East Butterwick	The land is Grade 1 Agricultural Land.
AAAA6	Land off High Street, DN17 3AQ	East Butterwick	The land is Grade 1 agricultural land. There are severely restricted visibility on the traffic approach side.
IB37C	Land off High Street, DN17 3AJ	East Butterwick	The land is Grade 1 Agricultural Land.
IIHKH	Lease Farm	East Halton	The site is within 100m of a Scheduled Monument. Lease Lane currently is too narrow, however there may be scope to widen it as part of the development. The site lies in the South Humber Bank Landscape Initiative.
BWUMM	Church View Caravan Site	East Halton	650m to Lancaster Approach industrial site and near to ABLE UK project. The site is within 20m of a Scheduled Monument. The site is isolated away from the built up area.
V51JZ	The Willows Farm, Station Road	East Halton	Existing infrastructure is unable to support such a large area of development.
CFS0300067	Land off Town Street	East Halton	The site is a Local Wildlife Site Priority Habitat and also within South Humber Bank Landscape Initiative.
RNLR3	Land east of East Halton	East Butterwick	The site is within 250m of several scheduled monuments and 70m of a listed building. The site needs a Heritage assessment. Existing infrastructure is unable to support such a large area of development.
EP9A4	Brackenhill Road	East Lound	The site has a tree preservation order on site. The site is within Isle of Axholme Special Historic Landscape Interest. The site is as an Area of Amenity Importance. The settlement does not have any key facilities so residential development would not be sustainable.
A2B5X	Land to the north of East Lound Road	East Lound	The site is within the Isle of Axholme Special Historic Landscape Interest. The settlement does not have any key facilities so residential development would not be sustainable Existing highway infrastructure is unsuitable for this level of development
C056S	Land next to the road on Carr Lane	East Lound	The site is below the site size threshold.
D2Y5G	Land to the south of A161 Eastoft	Eastoft	The land is Grade 1 Agricultural land. The site is too large for this size settlement. The site lies within 250m of an ancient monument. The settlement does not have any key facilities so residential development would not be sustainable
E5ONA	Land to the west of A161	Eastoft	The land is Grade 1 agricultural land. Existing infrastructure is unable to support such a large area of development. The settlement does not have any key facilities so residential development would not be sustainable.
XM5RZ	Land at the Old Moorings	Eastoft	The site is below the site size threshold so will not be considered through this process.
CFS0300135	Land to the north east of Old Moorings	Eastoft	Unable to form suitable access with adopted highway. Grade 1 Agricultural land.
3QTR1	Land at the end of Woodland Drive	Elsham	35% of site is at risk of Local Flooding. The site is located in an area affecting sites of Local Nature Conservation Importance.(LC4) The settlement does not have any key facilities so residential development would not be sustainable.
5A6YC	Land north of New Street	Elsham	The site is too large for this size settlement. The site is in an Area of High Landscape Value. The settlement does not have any key facilities so residential development would not be sustainable.

Site Reference	Address	Settlement	Reason
CFS0300048	Land north of New Street	Elsham	Access not of a suitable standard to serve this scale of development. Site lies beyond development limit and not proportionate to existing settlement.
782N3	Holmes Garden Centre and adjoining land	Epworth	The site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
7UGZF	Dook Mill Hill site, Burnham Road	Epworth	The site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
UYPFV	Dook Mill Hill site, Burnham Road	Epworth	The site is the same as site ref 7UGZF.
B2ED1	Vinegarth	Epworth	It would be challenging to form a suitable access with the adopted highway. Hollingsworth Lane is unsuitable for this level of development. The site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. The site is within 250m of a Listed Building. The site is too large and isolated for housing development.
7DB9N	Land off Burnham Road	Epworth	The site can only be accessed through site referred to as 7UGZF. The access would need to be at the southern end of this site via 74 Burnham Road. There are possible noise issues from the leisure centre and skatepark. The site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
NSHQ1	Directly north of Mill House, Belton Road	Epworth	The site is below the site size threshold.
1BZCA	Fruit Farm, 58 Station Road	Epworth	Potential size of development could lead to an unacceptable level of turning movements. Access could be gained from Station Road but may be difficult to achieve visibility splays. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
ELF9C	Land to south of Mill House Farm, Belton Road	Epworth	The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
Y3GPS & CFS0300012	Field Farm, 34 Station Road	Epworth	The site can't form direct access from Station Road. Appears to be a potential ransom strip between the estate road and proposed development. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
1G2ND	Land off Beltoft Road	Epworth	The site is isolated and there is no access to the site. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
1TF5R	Epworth Leisure Centre	Epworth	The site is within an Area of Special Historic Landscape Interest. Within this area, development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. The site is a Leisure Centre. Would not want to see loss of this community facility.

Site Reference	Address	Settlement	Reason
ZHT8I	The Game Farm Rear of No 28 West End Road	Epworth	The site is below the site size threshold.
ACRM0	House and garden and land at rear of 9A West End Road	Epworth	The site is below the site size threshold.
CFS0300022	Land to the west of Carrside	Epworth	Site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. Site is disconnected from existing settlement. SFRA Flood Zone 2/3 (a) Fluvial
CFS0300059	Land to the east of West End Road	Epworth	Site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
1RC40	Church Farm, High Street	Flixborough	The settlement does not have any key facilities so residential development would not be sustainable.
A9BCQ	Church Farm, High Street	Flixborough	The site is next to a farm so noise and odour may cause issues. Existing infrastructure is unable to support such a large area of development. The settlement does not have any key facilities so residential development would not be sustainable.
K0S7M	Land at Church Farm	Flixborough	There are noise issues from the industrial estate and wind turbines. Complaints have been received. The site is within 20m of a Scheduled Monument Existing infrastructure is unable to support such a large area of development. The settlement does not have any key facilities so residential development would not be sustainable.
H76WV	Land located to the south of Gainsthorpe Road East	Gainsthorpe	The site is isolated and too large for this size settlement.
CFS0300061	Land to the south of Gainsthorpe Road	Gainsthorpe	Former quarry site has historic contamination issues. Site is in isolated location and of an appropriate scale for the setting.
CFS0300062	Land to the north of Gainsthorpe Road West	Gainsthorpe	Priority habitat, adjacent to SSSI. Former quarry site has historic contamination issues. Site is in isolated location and of an appropriate scale for the setting.
86UP3	Horsegate, Field Road	Goxhill	The site is not suitable for residential development as there is no formal access to the site.
2CFXP	Land at Manor Lane and Ferry Road	Goxhill	Manor Lane unacceptable in current condition, would need significant improvements as part of any development. The site is an Area of Amenity Importance in the centre of Goxhill. Potential noise issues from the pavillion.
47ZET	Land at Gatehouse Road	Goxhill	Insufficient width to form a suitable access. The site is in the open countryside.
9ZXLD	Ferry Road	Goxhill	The site is too isolated from the main built up area.
NI4TX	Land to the east of Thornton Road	Goxhill	99% of the site is at Local Flood Risk. Potential for noise from railway running at rear of site.
YCZZ6	Land between Greengate Lane and Ferry Road	Goxhill	Unable to form suitable access with suitable visibility splays onto Ferry Road. Greengate Lane unsuitable for serving a development of this size. The site is close to railway line, station and bordering a garage.so noise may be an issue. The site is allocated as an area of Amenity Importance.
S7JXX	Greengate Lane	Goxhill	The site is below the site threshold.
GP2JV & CFS0300120	Land at School Lane	Goxhill	The site is not suitable for residential development as there is no access to the site.

Site Reference	Address	Settlement	Reason
8GBXJ & CFS0300083	Land off Thorn Lane	Goxhill	Existing infrastructure is unable to support such a large area of development.
0RY9U	Former Mellors Coaches depot Howe Lane	Goxhill	The site is below the site size threshold.
2QND9	Ash Lodge, Barrow Road	Goxhill	The site is below the site size threshold.
QU1TL	The New Bungalow. Thornton Road	Goxhill	Access could technically be achieved from Gatehouse Road but would have concerns over the entire site being accessed via Gatehouse Road, without any localised improvements to infrastructure/junction with Thornton Road. Access can not be formed from Thornton Road. 26% of the site is at Local Flood Risk. The site is remote from the main built up area.
WH110	Land at Horsegatefield Road	Goxhill	The site has a Tree Preservation order on the site. The site needs a Heritage assessment as the site is within 250m of an Archaeological site. The site contains an Area of woodland consisting of Pine, Hawthorn, Beech and Ash.
RM14C	Former Mellors Coaches depot Howe Lane	Goxhill	The site is below the site size threshold.
DER20	Land east of Thornton Road	Goxhill	94% of site is at Local Flood Risk. The site needs to be developed in conjunction with adjacent site and accessed via Gatehouse Road.
FE1GM	Land off College Road and Thornton Road	Goxhill	The site is located in the open countryside and is isolated from the settlement.
CFS0300041	Land to the north east of Thorn Lane	Goxhill	Access onto Thorn Lane is not considered suitable for this level of development, particularly at the bend in the road.
OLHIG	Site to the west of High Street B1396	Graizelound	Access and Church Street not suitable for serving development of this size. The site is isolated and too large for this size settlement.
KYC1P & CSFS0300087	Graizelound Fields Road	Graizelound	Graizelound Fields Road not suitable for this level of development. Limited scope for improvements. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. The site does not have any key facilities so residential development would not be sustainable.
W2DAH	Haxey Lane, Haxey leading to Akeferry Road	Graizelound	The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.. The settlement does not have any key facilities so residential development would not be sustainable.
TAMJ3	Land Between Nos.61 and 69 Haxey Lane and Land to R/O Nos.69 to 73 Haxey Lane	Graizelound	The site is within 250m of a an ancient monument. The site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. The site does not have any key facilities so residential development would not be sustainable.
MEM1W	Land off Main Road	Graizelound	The site is within an Area of Special Historic Landscape Interest. Within this area, development will not be permitted which would destroy damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. The site does not have any key facilities so residential development would not be sustainable.

Site Reference	Address	Settlement	Reason
UH350	Land off Main Road	Graizelound	<p>Unable to form a suitable access with the adopted highway. Have already stated that the land allocation to the south should be for frontage development only. The surrounding infrastructure is not of a suitable standard to accommodate a development of this size.</p> <p>The site is within an Area of Special Historic Landscape Interest. Within this area, development will not be permitted which would destroy damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.</p> <p>The site does not have any key facilities so residential development would not be sustainable.</p>
PXDDN	Land to the west of Station Road. Postcode of the nearest property to the site (DN15 8SS)	Gunness	<p>The land is Grade 1 agricultural land.</p> <p>There is a ransom strip at the end of Campbells Farm Avenue, no other direct connection to the adopted highway</p> <p>The site lies close to a sewage works and wharf so noise may be an issue.</p>
AAAA2	Land at Burringham Road	Gunness	<p>The land is Grade 1 Agricultural Land.</p> <p>The site is isolated.</p> <p>Part of the site contains underground fuel storage.</p> <p>The site is too large for this size settlement.</p>
Y0VCW	Land to the rear of 52 High Street	Haxey	<p>The site is within 250m of a area of Special Historic Landscape Interest.</p> <p>There may be contamination and ground condition issues.</p> <p>The site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.</p> <p>Access to the site would require access through a Private Drive or demolishing a number of dwellings.</p>
OURWG	Low Street	Haxey	<p>The site has no access to the site. Regardless of the proposed level of development, Highways would be unwilling to see the formation of a new access onto Low Street.</p> <p>The site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.</p> <p>Part of the site is designated as an area of amenity importance.</p>
RF98E	Land adjacent 51 the Nooking	Haxey	<p>The site is within 250m of a area of Special Historic Landscape Interest.</p> <p>The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.</p> <p>The site has no access. Access would be required through site submission JBL6V.</p> <p>The site would not be suitable for residential development unless it is considered with site ref JBL6V.</p>
ZXSKI	Lowcroft Avenue	Haxey	<p>The land is Grade 1 agricultural land.</p> <p>The site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. Would need to secure right of access to Low Croft Avenue, across Blackmoor Road, which appears to be in third party ownership.</p> <p>The site has legal issues.</p> <p>The site is too large for this size settlement.</p>



Site Reference	Address	Settlement	Reason
3HCCA	Land Adjacent to 47 Low Street	Haxey	Access to the site needs to be addressed. Access from Granary Croft would be acceptable, although there may be a ransom strip at the end. Access from Low Street would not be permitted.  The site is as an Area of Amenity Importance.  The site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
1490T	Rear of 38 High Street	Haxey	Access can only be achieved if the barn is removed.  The site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
CFS0300017	Land at High Street, opposite junction with Greenhill Road	Haxey	Site is within an Area of Special Historic Landscape Interest.  Listed building on site.  Access is an issue due to proximity to existing junction.
CFS0300018	Land to the east of Holme Dene	Haxey	The site is below the site size threshold.
CFS0300044	Land to the south of Tower Hill	Haxey	Site is within an Area of Special Historic Landscape Interest.  The site is disconnected from the adjacent settlements and forms an important separation between the two.
CFS0300074	Land to the rear of 27 Church Street	Haxey	The site is below the site size threshold.
CFS0300095	Land at Graizelound Fields Road (east and west)	Haxey	Site is within an Area of Special Historic Landscape Interest.  Site is disconnected from existing settlement limit.  SFRA flood zone 2/3a fluvial.
SRHC5	Tasslecroft Farm	Haxey Carr	The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.  The settlement does not have any key facilities so residential development would not be sustainable.  The site is isolated.
MQ477	Redbourne Road	Hibaldstow	The site is close to an airfield which has ongoing complaints.  The site is too large for this size development.
5E77A	Land to the East of Nookings Drive	Hibaldstow	A power line crosses the site.  A pumping station lies opposite the site so noise may be an issue.
6RPYJ	Land to the west of Sargents's Way	Hibaldstow	The site can't be developed in isolation as there is no access to the adopted highway. Would need to be accessed through site ref 3YNE7.  Noise from Hibaldstow airfield may be an issue as there are ongoing complaints from this site.
GG5WR & CFS300101	Land adjacent to The Old Vicarage, 1 Brigg Road	Hibaldstow	The site is within an Area of Amenity Importance / Important Open Space.  Access would need further consideration to ensure safe distance from junction.  Listed building site adjacent.
ZPXEU	Land opposite filling station, DN20 9PD	Hibaldstow	The site can be accessed from Brigg Road, but would prefer to see the site access closer to the existing settlement and within the speed limit.  Neighbouring commercial premises of unknown use.  The site is remote from the existing built up area.
9KWT6	Rear of 1 Brigg Road	Hibaldstow	Access from B1207, but not opposite Woods Meadow. Would need to clear vegetation to achieve visibility splays.  The site is an Area of Amenity Importance.



Site Reference	Address	Settlement	Reason
CFS0300002	Land on Station Road, opposite junction with Manton Lane	Hibaldstow	The site is disconnect from the existing development limit as there is an extensive area of playing fields and important open space adjacent. Grade 2 Agricultural land. Within 250m of archaeological site.
CFS0300077	Land to the rear of 106 Redbourne Road	Hibaldstow	The site is below the site size threshold.
S2FVS	Chapel lane	Horkstow	There is no access to the site from the adopted highway. Chapel Lane is a private road, with limited options to bring it up to an adoptable standard and it is too narrow to accommodate any additional development. The settlement has 1 key facility so residential development would not be sustainable.
938S5	Manor Farm, Horkstow DN18 6BH	Horkstow	The site is isolated. The site is too large for this size settlement. The settlement has 1 key facility so residential development would not be sustainable.
NKAYC	51 and 53 Street, DN18 6BH	Horkstow	The site is below the site size threshold. The settlement has 1 key facility so residential development would not be sustainable.
S6PLV	No 51 and 53 Main St	Horkstow	The site is below the size threshold.
J49K1	Cadney Road, LN7 6LA	Howsham	The site is on the outskirts of the main settlement The site is too large for this size settlement. The settlement has 1 key facility so residential development would not be sustainable. There is a farm close by labelled as a piggery so noise may be an issue.
EMKE3	Land off Cadney Road, LN7 6LA	Howsham	The site is too large for this size settlement. Existing infrastructure is unable to support such a large area of development. The settlement has 1 key facility so residential development would not be sustainable.
X19L8	Land and yard off Trentside (B13952), DN17 3EY	Keadby	The site is unable to form a suitable access with the adopted highway.
NQ3VY	Land off Chapel Lane, DN17 3EL	Keadby	The site is 300m from Keadby Power Station so noise may be an issue. Existing infrastructure is unable to support such a large area of development. Would not want to see any additional traffic movements at the Chapel Lane/ Trentside junction due to poor visibility.
01Q8V	Limber Road, DN39 6YB	Kirmington	The site abutts a Grade II listed building. The site has an underground fuel storage. The site is too large for this settlement.
NKILP	Land to south of High Street	Kirmington	The site is an Area of Amenity Importance.
2NP81	Land east of Gravel Pit Lane	Kirmington	It would be challenging to achieve a suitable access arrangement. Highway planners would have concerns about increased traffic movements at the junction of Gravel Pit Lane/High Street.
LBDG0	Land west of York Road, DN21 4PS	Kirton in Lindsey	Several recreational facilities lie near by and industrial hangers so noise may be a consideration. York Road isn't adopted. There doesn't appear to be a direct access onto the adopted highway.
2BVCI	Field off Redbourne Mere	Kirton in Lindsey	The site is isolated and away from the main settlement.
3KQ5S	Redbourne Mere, DN21 4NN	Kirton in Lindsey	The site forms part of a former landfill site which will present geotechnical and contamination constraints. Without a robust Phase 1 report and a site investigation this site is unlikely to be recategorised. There is some site investigation held about this site but the assessment is not robust enough to recategorise the site at this stage. The site is next to a household recycling centre so noise may be an issue.

Site Reference	Address	Settlement	Reason
349VN	Cleatham Road, DN17 4BD	Kirton in Lindsey	Access could be formed on the B1400, Cleatham Road but would have some reservations about the potential traffic generation from a development this size. The site is next to scrapyards so noise may be an issue. The site is isolated away from the main settlement.
4YD0S	Land between North Cliff Road and Cleatham Road	Kirton in Lindsey	The site is next to a scrapyard and motocross track so noise is a major barrier. The site is isolated away from the main settlement.
TANLU	Land off Grayingham Road	Kirton in Lindsey	The site is opposite the zombie/airsoft site which has received several complaints. The site is isolated away from the main settlement.
BXFQF & CFS300051	Land to the south of Redbourne Mere	Kirton in Lindsey	Site access is remote from the town centre. No obvious options for forming sustainable connections to the west. The site is within 250m of a former landfill. A Phase 1 and site investigation will be required. The size is too large in relation to the existing settlement. Grade 2 Agricultural land
0TVU0	Moat House Road	Kirton in Lindsey	The site is close to sewerage works. The site needs a Heritage assessment as the site includes a significant mounted site. Any development would impact on the Area of Amenity Importance and a listed building. The site is too large for this size settlement.
7GHFH	Former Royal Air Force Base, DN21 4HZ	Kirton in Lindsey	Part of the site has hangers which are used for industrial uses. Some demolition may be required. The site is located in the open countryside. The site is too large.
CT4XP	Land off Redbourne Mere	Kirton in Lindsey	The site has insufficient space to form a suitable access. Would conflict with the existing recycling centre access. The site is adjacent to recycling facility so noise may be an issue.
CFS0300071	Land to the east of Gainsborough Road	Kirton in Lindsey	The site is disconnected from existing built form of the settlement. Grade 3 Agricultural Land
CFS0300138	Land to the north of Inggs Road	Kirton in Lindsey	Planning application PA/2020/588 has been refused
AMA6W	Land off A161 near Low Burnham	Low Burnham	The site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. The site is away from the main built up area.
P2Y0N	Land adjacent to Rotherlea, Low Burnham DN9 1DE	Low Burnham	The site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
Q0C2H	Meredyke Road, DN17 4RD	Luddington	There has a Pumping station tank on site. The site is not suitable for residential development as the site is too large for this size settlement.
ZU5D6	Land to the north of South Farm, Gainsborough, DN21 4JT	Manton	The site is not suitable for residential development as the site is too large for this size settlement. The site is not suitable for residential development, as the settlement does not have any key facilities so residential development would not be sustainable.
43U1E	South Farm Yard, DN21 4JT	Manton	The site is isolated and too large for this size settlement. The settlement does not have any key facilities so residential development would not be sustainable.
I7AAE	Oakes Farm, Melton Ross, DN38	Melton Ross	The site has underground fuel storage. The site is too large for this size settlement. The settlement does not have any key facilities so residential development would not be sustainable.
8X62R	The Oaks, Melton Ross, DN38	Melton Ross	The site is not suitable for residential development as the site is too large for this size settlement. The settlement does not have any key facilities so residential development would not be sustainable.

Site Reference	Address	Settlement	Reason
BZWTZ	Land east of Caistor Road	Melton Ross	The settlement does not have any key facilities so residential development would not be sustainable.
EZQCI & CFS0300134	Land to the south of Messingham adjacent to the A159.	Messingham	Potential ransom strips at the end of Elm Way. The site lies in the Messingham Protection Zone (M17). The site lies within 250m of a Archaeological site.
LVVXH	Butterwick Road, Scunthorpe	Messingham	Impossible to form an access directly onto Butterwick Road without acquiring third party land. If this could be overcome, we would still have concerns about forming an access onto Butterwick Road. The site is close to Kierdan park which has noise complaints. The site has ground gases.
PFN14 & CFS0300042	Land to the west of West View off Butterwick Road, Messingham	Messingham	The site is close to Kierdan park which has noise complaints. West View is not suitable to form an access. The site lies in the Messingham Protection Zone (M17).
KBTTB	Scotter Road	Messingham	The site cannot be accessed. No direct access to the adopted highway. Could potentially be accessed via EZQCI. The site is remote and away from the main built up area. The site lies in the Messingham Protection Zone (M17).
RDEM1	Land east of Egton Avenue	Messingham	The site is situated in the Messingham Protection Zone (M17) The site is isolated away from the main built up area.
1Q07B	Eastfield Road, DN17 3PG	Messingham	The site lies in the Messingham Protection Zone (M17). The site is remote and away from the main built up area. No direct access to the adopted highway.
TXYRO	South West corner of Messingham	Messingham	The site is remote and away from the main built up area. The site lies in the Messingham Protection Zone (M17). Not practical to develop in isolation, via single access from North Moor Road. Would be significant upfront cost.
LP7V3 & CFS00008	Land west of A159 Scotter Road	Messingham	The site is within LC15 (Messingham South West Boundary). Site lies within the Messingham Protection Zone (M17) There is a strip of Green Infrastructure along the northern boundary. Appears to be a section of land in third party ownership at the end of Manor Farm Close – limited access/frontage onto Gelder Beck Road
AAMG2	Land to the rear of 72 High Street	Messingham	The site is next to the stables restaurant and child day care centre so noise may be an issue. The site is an Area of Amenity Importance.
LP7V3 & CFS00008	Land west of A159 Scotter Road	Messingham	The site is within LC15 (Messingham South West Boundary). Site lies within the Messingham Protection Zone (M17) There is a strip of Green Infrastructure along the northern boundary. Appears to be a section of land in third party ownership at the end of Manor Farm Close – limited access/frontage onto Gelder Beck Road
AAMG2	Land to the rear of 72 High Street	Messingham	The site is next to the stables restaurant and child day care centre so noise may be an issue. The site is an Area of Amenity Importance.
9EQ3C	Former Melcot Garden Centre	Messingham	The site is 150m from landfill site gas monitoring show high levels of CH4. The site lies in the Messingham Protection Zone. The site is isolated away from the main built up area.
G2D54	Land to the north east of Brigg Road	Messingham	The site is isolated away from the main built up area.
CP81L	Messingham Car Care Ltd	Messingham	The site is within 1000m of Kierdan Park so noise would be an issue. Technically access could be achieved from the A159. Existing speed limit could present an issue for visibility on the approach side.

Site Reference	Address	Settlement	Reason
IHQD	Land off Brigg Road	Messingham	The site would need to be accessed via adjacent developments therefore there is no direct access to the site. The site is isolated away from the main built up area.
T7ZAR	Land to the east of houses, Brigg Road	Messingham	This site would have to be developed in conjunction with adjacent site. Access location is critical and would need to see further details of this.
CFS0300038	Land to the east of Northfield Road	Messingham	The site lies outside the existing development limit and is disconnected from the settlement. It is adjacent to an Area of Amenity Importance and Messingham Protection Zone (M17).
CFS0300001	Land to the south of Wentworth Drive	Messingham	The site is below the site size threshold.
CFS0300118	Land to the north of Holme Lane, off Northfield Road	Messingham	The scale of the proposed site is not considered appropriate for this location. The site is within Messingham Protection Zone (M17). Adjacent to an Area of Amenity Importance.
LMANN	Caistor Road, Melton Ross, DN38 6DU	New Barnetby	The site is within 60m of a Scheduled Monument. The land is as an Area of Amenity Importance.
LKEH7	Land to the east of Caistor Road and to the west of Humberside Airport	New Barnetby	The site is isolated. The site is not suitable for residential development as the site is too large for this size settlement. Existing infrastructure is unable to support such a large area of development.
BI6MS	Holland Place	New Holland	The site is too small to be considered for this process. MS7J9 Located off B1206 Barrow Road New Holland o The site is in close proximity to several farms. The site is too large for this size settlement. Existing infrastructure is unable to support such a large area of development.
10L1I	Thornyfield, Oxmarsh Lane, DN19 7EL	New Holland	Would need to upgrade Oxmarsh Lane between the level crossing and site access and provide a footway. Likely to be acceptable as a standalone allocation, but would have concerns if J5TOE was allocated/developed too. There is a lot of on-street parking on Oxmarsh Road. The site lies close to the railway line so noise may be an issue. The site is isolated away from the built up area.
62MQH	Manchester Square	New Holland	The site is below the site size threshold.
5YKS5	Manchester Square	New Holland	The site is below the site size threshold.
J5TOE	Thonyfield, Oxmarsh Lane, DN19 7EL	New Holland	Highways would have concerns about the level of development and the impact of traffic generation on the existing highway infrastructure. Limited options for improving this to accommodate development traffic.
0I60N	Land between East Halton Road and Vicarage Lane	North Killingholme	Traffic may cause noise issues. Highways would have concerns about providing a new access for residential development at this location, due to the existing and potential development of North Killingholme Airfield.
F8Y5H	The site is known as North Killingholme East	North Killingholme	Whilst the site could be accessed from Church Lane Highways have concerns about the ability of the surrounding infrastructure to accommodate a development of this size. North Killingholme is a not a sustainable location for a development this side. Any development would impact on LC20 South Humber Bank Landscape Initiative and Landscape enhancement LC15-20. The site is too large for this size settlement.
COMRD	Lancaster View, Top Road	North Killingholme	The site is below the site size threshold.
XX4K4	The site is known as the North Killingholme West, North Lincolnshire	North Killingholme	Any development would impact on LC20 South Humber Bank Landscape Initiative The site is too large for this size settlement.

Site Reference	Address	Settlement	Reason
MU0ZI	Land north of Church Lane	North Killingholme	Access from Church Lane. However, there are issues with the residents to the north of the site and existing industrial uses on the North Killingholme Airfield. Localised improvements and widening to Church Lane may be required. Noise from commercial properties on Lancaster approach. The site is too large for this size settlement.
KX1JW	New Farm, Burnham Road	Owston Ferry	Burnham Road too narrow to accommodate without widening. Could also be difficult to achieve suitable visibility splays.
3Q17N	New Farm, Burnham Road	Owston Ferry	Burnham Road too narrow to accommodate without widening. Could also be difficult to achieve suitable visibility splays
B6R40	Yard and Land off South Street	Owston Ferry	The land is Grade 1 agricultural land. The site is also close to a poultry farm so noise and odour may be an issue. The site needs a Heritage assessment as the site is within 250m of an Archaeological site. The site is too large for this size settlement.
3T427	Land at East Lound Road	Owston Ferry	The site is too small to be considered for this process.
KNSR0	Axholme Poultry Farm	Owston Ferry	Technically access could be achieved from Station Road although the existing access arrangements are poor. Would not wish to see any intensification of use on this site. The site is isolated away from the main built up area.
57PZV	North Street	Owston Ferry	Access could be achieved from North Street, but would need further discussions around proposed layout The land is Grade 1 Agricultural Land.
CFS0300029	Land at Bagsby Road	Owston Ferry	The site is within an Area of Special Historic Landscape Interest. Development would have adverse impact on adjacent Grade II listed building. SFRA Flood Zone 2/3a fluvial Grade 1 Agricultural Land.
LSDL9	Land at Carr Lane	Redbourne	The land is an Area of Amenity Importance. Any development may impact on the conservation area. The site has a tree preservation order on the site (School Lane, Redbourne 1998).
UA4AU	Land off School Lane	Redbourne	The site has a tree preservation order on the site (Redbourne Order 1950) Existing infrastructure is unable to support such a large area of development. The settlement does not have any key facilities so residential development would not be sustainable.
YAFKB	High Street, Redbourne	Redbourne	The site has a tree preservation order on the site (Redbourne Order 1950). It would be challenging to form a suitable access with adequate visibility splays. Existing infrastructure is unable to support such a large area of development. The settlement does not have any key facilities so residential development would not be sustainable.
QB3L7	Land north of North Street	Roxby cum Risby	North Street is unsuitable for the proposed level of development.
CFS0300065	Land at North Street	Roxby cum Risby	The scale of proposed development is considered unsuitable for the location and in proportion to the existing settlement.
CFS0300066	Land at Winterton Road	Roxby cum Risby	The scale of proposed development is considered unsuitable for the location and in proportion to the existing settlement. Suitable access cannot be provided for the proposed level of development. The site is within Lincoln Edge Scarp Slope Landscape Enhancement Area (LC16) and Ironston Extraction (IG9) designation. Grade 2 Agricultural land.

Site Reference	Address	Settlement	Reason
CFS0300056	Land to the east of Roxby Road	Roxby cum Risby o	The scale of proposed development is considered unsuitable for the location and in proportion to the existing settlement. Access to Roxby Road raises concerns and is not considered suitable for the proposed scale of development. There is a playing field on the site. Site is within an Area of Archaeological Interest. Grade 2 Agricultural Land.
ZUQ52	Land at Belton Road	Sandtoft	Highways wouldn't wish to encourage residential or industrial site. Existing infrastructure is unsuitable. The site is too large for this size settlement.
EHZTR	Thorne Road, DN8 5TB	Sandtoft	The site has landfill gas contamination associated with sewage works. Existing highway infrastructure is unsuitable for this level of development.
7SFUU	Land off Dirtness Road	Sandtoft	Any development may impact on a listed building. The settlement does not have any key facilities so residential development would not be sustainable.
4ECZ4	The Garage, Thorne Road, Sandtoft	Sandtoft	Could be difficult to achieve a suitable access from Vermuyden Villas. Archaeological evaluation required as significant remains across the entire site. The settlement does not have any key facilities so residential development would not be sustainable.
OIK87	Land off Saxby Hill, DN20 0QL	Saxby all Saints	Existing infrastructure is unable to support such a large area of development. The site does not have any key facilities so residential development would not be sustainable.
5ZFP8	Manor Farm, North Carr Lane	Saxby all Saints	The site does not have any key facilities so residential development would not be sustainable.
XNFE3	Manor Top Farm	Saxby all Saints	The site is below the site size threshold.
CFS0300028	Land to the east of Main Street	Saxby all Saints	The site is an Area of Amenity Importance and Important Open Space. Within a conservation area and significant archaeology (including potential infilled moats on site). Grade 2 Agricultural Land Tree Preservation Order on site.
CFS0300030	Land to the west of Main Street	Saxby all Saints	The site is disconnected from the existing settlement. Located within a conservation area. Tree preservation order located on the site.
SUMZI	6 Messingham Lane	Scawby	The site is below the site size threshold.
OKSEV	Land to the south of Messingham Lane and St James Road.	Scawby	Would need to agree suitable level of development. Would not be able to access entire site via St Martins Road. The whole site would not be suitable for residential development as the site is too large for the size of the settlement.
SXHNX	Land to the west of Mill lane & Mill Croft	Scawby	The site is an Area of Amenity Importance. Highways would not want to see any vehicular connections to any adjoining developments to the west, only ped/cycle links.
9ARPU	Land to the south of Gainsborough Lane	Scawby	The site is too large for this size settlement.
K77FI	Land south of Gainsborough Lane and West of Station Road.	Scawby	The site is too large for this size settlement.
P6Q5A	Land to the west of West Street	Scawby	The site is too large for this size settlement.
WKQ8K	Land to the east of Mill Lane	Scawby	The site is too large for this size settlement.
0ST22	Land off Gainsborough Lane, Sturton	Scawby	Difficult to achieve access in isolation, due to a ransom strip at the end of Swannocks View The site is too large for this size settlement.

Site Reference	Address	Settlement	Reason
YHS3X	Wolds View, Station Road	Scawby	The site is below the site size threshold.
SXHNX	Land to the west of Mill lane & Mill Croft	Scawby	The site is an Area of Amenity Importance. Highways would not want to see any vehicular connections to any adjoining developments to the west, only ped/cycle links.
9ARPU	Land to the south of Gainsborough Lane	Scawby	The site is too large for this size settlement.
K77FI	Land south of Gainsborough Lane and West of Station Road	Scawby	The site is too large for this size settlement.
P6Q5A	Land to the west of West Street	Scawby	The site is too large for this size settlement.
WKQ8K	Land to the east of Mill Lane	Scawby	The site is too large for this size settlement.
0ST22	Land off Gainsborough Lane, Sturton	Scawby	Difficult to achieve access in isolation, due to a ransom strip at the end of Swannocks View The site is too large for this size settlement.
YHS3X	Wolds View, Station Road	Scawby	The site is below the site size threshold.
G34KD	Land to the west of Park Lane	Scawby	The site is not suitable for residential development as there is no access to the site.
CQ5YA	Land to the East of West Street	Scawby	The site is below the site size threshold.
0BO0B	To rear of The Bungalow/ BelmontPark Lane	Scawby	There is no direct access to the adopted highway.
832YW	Sturton Nurseries	Scawby	There is no direct access to the adopted highway.
CFS0300006	Land to the south of Messingham Lane	Scawby	The site is disconnected from the existing settlement. Grade 2 Agricultural land. Within an Area of Archaeological Interest.
CFS0300007	Land to the west of St James's Road	Scawby	The site is below the site size threshold.
CFS0300036	Land to the north of Messingham Lane	Scawby	The site is too large for the size of the existing settlement and edge of settlement location. Within an Area of Archaeological Interest. Grade 2 Agricultural land
CFS0300037	Land to the south of Messingham Lane, adjacent to St James's Road	Scawby	The site is too large for the size of the existing settlement and edge of settlement location. Within an Area of Archaeological Interest. Grade 2 Agricultural land. Tree preservation order along southern boundary of site.
CFS0300072	Land to the south of St Martin's Road	Scawby	Would need to agree suitable level of development. Would not be able to access entire site via St Martins Road.  The whole site would not be suitable for residential development as the site is too large for the size of the settlement.  Planning application PA/2019/1977 for 48 dwellings was refused on 3rd August 2020.
CFS0300088	Land at Messingham Lane and Vicarage Lane junction	Scawby	Development would have a negative impact on Conservation Area and setting of Grade II Listed Building (Scawby Hall).  Access concerns as the site is on an existing junction. Grade 2 Agricultural land.
EKVUP & CFS0300099	Land west of Brigg adjacent to Arties Mill	Scawby Brook	The site is next to a motorway and a pub so noise may be issue.  There is no direct access onto the adopted highway. Unclear to see how a suitable access could be achieved.
RC5ZZ	Castlethorpe Field, Brigg	Scawby Brook	The site is not suitable for residential development due to the lack of access and scale of potential development.
6DPW3 & CFS0300099	Broughton, Brigg, DN20 9LF . (Postcode of the property on the site)	Scawby Brook	The site is too large for this size settlement.



Site Reference	Address	Settlement	Reason
7QDN9	Paddock to rear of 93 Scawby Road	Scawby Brook	The site has no access to the site.
BV843	Brook Lane	Scawby Brook	Brook Lane is not adopted and is not of sufficient standard to service any new development. The site is not suitable for residential development due to the lack of access and scale of potential development.
5BJD9 & CFS0300091	Land north of Asda, Scotter Road	Scunthorpe	Highways would not accept individual accesses onto Scotter Road. The site has a Tree Preservation order on (Scotter Road Order No. 2 1980) The site is an Area of Amenity Importance. Majority if the site is ancient woodland and has a Tree Preservation on.
0EM8J	Land south of Ferry Road and east of A1077	Scunthorpe	The site is considered to be unviable for residential development due to the abnormal costs including flood mitigation. The site is not suitable for residential development due to the viability of the site and flood risk issues.
Q6J01	The Glebe, Glebe Road	Scunthorpe	The site is a former landfill which also has significant geotechnical constraints. Surrounded by noisy industry with potential for odour/dust issues: not compatible with residential development particularly on Warren Road/Winterton Road. Complaints have been received that are difficult to resolve. The site is located over a landfill which present ground gas and geotechnical constraints.
W73ER & CFS0300089	Land at Holme Lane, DN16 3RE	Scunthorpe	Holme Lane is not suitable for this level of development. Supporting infrastructure through Bottesford is not capable of accommodating development traffic. The site is not suitable for residential development the road is not suitable for this level of development.
W4ZN7	Land off Scotter Road South, Yaddlethorpe, near DN17 2UH	Scunthorpe	Unable to form a direct access with the adopted highway. The site is next to the motorway so noise may be an issue.
2CXRV & CFS0300090	Land west of Scotter Road, DN17 2BU	Scunthorpe	The site is thought to form part of a former landfill site which will present geotechnical and contamination constraints. Without a Phase 1 report and a site investigation this site is unlikely to be recategorised. The site is isolated away from the main built up area.
2YF2D	Site located to the north and east of Warren Road.	Scunthorpe	The site forms part of a former landfill site which will present geotechnical and contamination constraints. Without a Phase 1 report and a site investigation this site is unlikely to be recategorised. Noise assessments have already been submitted for this site which demonstrates it is unsuitable for residential.
ZFED9 & CFS0300122	Land off High Street, Yaddlethorpe	Scunthorpe	The site is within 250m of a former landfill. A Phase 1 and site investigation will be required. Highways would not support any additional development from Yaddlethorpe High Street without improvements to High Street (widening) and junction of Moorwell Road/High Street. There is a ransom strip at the end of Gardenia Drive and no direct access to Gardenia Drive, the intervening land is in third party ownerships. Existing infrastructure is unable to support such a large area of development.
AAAA3	Land at Scotter Road, Scunthorpe, DN17 1ST	Scunthorpe	The site is part of the Lincolnshire Lakes Area Action Plan. The site has a Tree Preservation order on (Scotter Road Order No. 2 1980) The site is not acceptable as a standalone development. Highways would not be prepared to accept an independent access off Scotter Road. The land is an Area of Amenity Importance.
M5456	Land off Hilton Avenue	Scunthorpe	The site has no access to the site as access can only be gained through site ref 0EM8J.



Site Reference	Address	Settlement	Reason
N6ZU0	North of Queensway with link to Dudley Road	Scunthorpe	The site is next to an industrial estate and some odourous factories. Not a compatible land use for noise, odour and air quality. The site is in the AQMA.
P4XUF	Former Yorkshire Electricity Depot	Scunthorpe	The site has underground fuel storage. The site is 35m to the nearest residents and to the west an industrial estate and steel works. Odour may be an issue from The Sauce Company and noise. The site is in the AQMA.
G75KZ	Cliff Lodge, Gravel Pit Lane, Yaddlethorpe	Scunthorpe	Highways would not support access from High Street, if it could be achieved. Access from Gardenia Drive, would be the logical solution, assuming the ransom strip issues could be overcome. Site is adjacent to and appears to form part of a former landfill/quarry that has been backfilled. A Phase 1 and site investigation would allow this site to be reconsidered. Part of the site lies in a Landscape Enhancement Area LC15-3.
S4H1A	Moor Road	Scunthorpe	Moor Road is unsuitable for this level of development.
JUSTV	Land is located off Croft Lane on the south side of Moorwell Road	Scunthorpe	Access from Croft Lane, but would have concerns about serving development solely from Croft Lane. The site is within 1000m of Kierdan Park so noise pollution is an issue. The site has a Public Right of Way.
G75KZ	Cliff Lodge, Gravel Pit Lane, Yaddlethorpe	Scunthorpe	Highways would not support access from High Street, if it could be achieved. Access from Gardenia Drive, would be the logical solution, assuming the ransom strip issues could be overcome. Site is adjacent to and appears to form part of a former landfill/quarry that has been backfilled. A Phase 1 and site investigation would allow this site to be reconsidered. Part of the site lies in a Landscape Enhancement Area LC15-3.
S4H1A	Moor Road	Scunthorpe	Moor Road is unsuitable for this level of development.
JUSTV	Land is located off Croft Lane on the south side of Moorwell Road	Scunthorpe	Access from Croft Lane, but would have concerns about serving development solely from Croft Lane. The site is within 1000m of Kierdan Park so noise pollution is an issue. The site has a Public Right of Way.
F5HSW	No 16 Agard Avenue	Scunthorpe	The site is below the site size threshold.
G7NIN	Land off Scotter Road	Scunthorpe	The site has a tree preservation order on site. Highways officers would not accept individual accesses onto Scotter Road. The site is in the Lincolnshire Lakes AAP site boundary. The site is an Area of Amenity Importance.
34EUP	Grange Lane North Amenity Area	Scunthorpe	Highway planners would not want to see individual accesses on to Grange Lane North. The site is an Area of Amenity Importance.
0EY0B	Grange Lane North Amenity Area	Scunthorpe	With 1000m of British Steel noise source. Adjacent to busy A18. No individual accesses onto Grange Lane North or Queensway The land is an Area of Amenity Importance.
5FDK1	Grange Lane North Amenity Area	Scunthorpe	Unable to form suitable access from the adopted highway. Access from Grange Lane North would not be permitted. The site is within 1000m of British Steel noise source. No nearby odour source.
N6A1E	Avenue Clamart Open Space	• Scunthorpe	Site located to rear of a factory. Recent odour complaint relating to nearby factory. The site is an Area of Amenity Importance.

Site Reference	Address	Settlement	Reason
0Y28Q	St Lukes Special School (Grange Lane North)	Scunthorpe	The site is within 1000m of British Steel noise source. Immediately adjacent to industrial premises, which have generated noise complaints. Potential for odour from nearby industry. Part of the site is an Area of Amenity Importance.
05D36	Lilac Avenue Open Space	Scunthorpe	The site is within 1000m of British Steel noise source. Immediately adjacent to industrial premises, which have generated noise complaints. Potential for odour from nearby industry. This provides a buffer zone between residential and industrial land uses. The site is in the AQMA. The site is an Area of Amenity Importance.
NHJSE	Bellingham Road Open Space	Scunthorpe	The site is within 1000m of British Steel noise source. Immediately adjacent to industrial premises, which have generated noise complaints. Potential for odour from nearby industry. The site is in the AQMA. The site is an Area of Amenity Importance.
6HEHF	Skippingdale Plantation	Scunthorpe	Difficult to see how a suitable access with the adopted highway could be achieved. Topography of the site would present engineering challenges Northern Part of site close to commercial/industrial may introduce residential development may introduce sensitive receptors to site. Any development would impact on Atkinson's Warren Local Nature Reserve. Statutory designation. The site is also a Local Wildlife Site and Local Geological Site.
WH70V	Crispin Way Open Space	Scunthorpe	It would be extremely difficult to form a meaningful access with the adopted highway. Broadleaved woodland priority habitat, forming an important habitat corridor. Development here would lead to unacceptable loss and fragmentation of habitat. The site is an Area of Amenity Importance.
MX4SX	Fowler Road Amenity Area	Scunthorpe	The land is too narrow for development.
8JRAA	Hempdykes Open Space	Scunthorpe	The site could not form a suitable access with the adopted highway. The topography of the site would present engineering challenges The site contains broadleaved woodland priority habitat and rough grassland, with Sustrans route. Important habitat corridor and green infrastructure network. The site is an Area of Amenity Importance.
GP7M0	Richmond Drive Open Space	Scunthorpe	The site is unable to form a suitable access due to existing boundaries and location of stats apparatus The site is an Area of Amenity Importance.
UU1QJ	Blake Avenue Amenity Area	Scunthorpe	The site is an Area of Amenity Importance.
WSIZZ	Land off Queensway and Dudley Road	Scunthorpe	The site is within 1000m of British Steel noise source. Adjacent to Industrial Premises and near the Source Company. The site is in the AQMA.
XMB4E	Manor Park	Scunthorpe	The site is an Area of Amenity Importance.
V2USK	Alexander Road Amenity Area	Scunthorpe	The land is too narrow for development. The site is within 1000m of British Steel noise source and adjacent to railway line. The site is in the AQMA.
I6KY6	The Wyredale Road Centre	Scunthorpe	The site is within 1000m of British Steel noise source. No nearby odour source. The site is in the AQMA.
3QKLH	Doncaster Road Playing Field	Scunthorpe	No direct access onto Doncaster Road. Site could be technically be accessed from Collinson Gardens but would require significant improvements to Collinson Avenue & the junction with Doncaster Road. The site is an Area of Amenity Value.
2DABT	Minster Centre	Scunthorpe	The site received a pre application PRE/2018/171. This showed there was legal issues on the site due to the ownership and a lease on the site.

Site Reference	Address	Settlement	Reason
FU9UT	Skippingdale South Industrial Estate	Scunthorpe	The site is Atkinson's Warren Local Nature Reserve which is a statutory designation. The site is also a Local Wildlife Site and Local Geological Site.
YNDA1	Coles Plantation	Scunthorpe	It is unclear how suitable access could be formed. The site is an Area of Amenity Importance.
VHIM	Grange Lane North Amenity Area	Scunthorpe	The site is unable to form suitable access with the adopted highway. The site is an Area of Amenity Importance.
S6HBE	Healey Road Recreation Ground	Scunthorpe	The site is within 1000m of British Steel noise source. The site lies on the edge of the AQMA. The site is a Protected Playing Field.
CFS0300026	Land to the west of Scotter Road (adjacent to railway line)	Scunthorpe	Detrimental impact on semi-natural habitat and an important habitat network along Scotter Road. Could also have potential off-site impacts on nearby Local Wildlife Sites. Access not supported onto Scotter Road. The eastern half of the site is an Area of Amenity Importance and designated Important Open Space. Railway line borders the site to the north, which could have adverse noise impact. Grade 2 Agricultural land SFRA Flood Zone 2/3a (Tidal)
DWMH7	Land at Top Road	South Killingholme	The site lies in the South Humber Bank Landscape Initiative. The site is near a Farm, Works and depots so noise and odour may be an issue. The site is too large for this size settlement.
1NMCK	Land at Staple Road	South Killingholme	The site lies in the South Humber Bank Landscape Initiative. The site is located adjacent to and may form part of a former landfill which accepted liquid sludges, household and special wastes. There may be significant constraints associated with the development of this site. The site could be reconsidered for recategorisation if it was supported by a Phase 1 assessment. It may be that a site investigation is also required in order to understand the risks. Staple Road is unable to accommodate this level of development.
EN5XA	Land to the west of Top Road	South Killingholme	Near poplar farm so noise may be an issue. AQ monitors in Killingholme due to PM10 from the refineries etc. An archaeological mitigation strategy for evacuation is needed. The site lies in the South Humber Bank Landscape Initiative.
1JGW3	Harborough Road, DN40 3QG	South Killingholme	The site lies in the South Humber Bank Landscape Initiative. The site is isolated away from the built up area as the site is 85m to nearest residents, the edge of South Killingholme.
IXH9N	South Killingholme	South Killingholme	The site lies in the South Humber Bank Landscape Initiative. The site has a Tree Preservation Order South Killingholme 1970 to the Western Edge of the site. Next to the busy and noisy A160, near the Killingholme monitor and the refineries.
IX06G	South Killingholme	South Killingholme	The site lies in the South Humber Bank Landscape Initiative. The site is isolated from the main settlement body of South Killingholme. Access and impact on highways needs to be considered.
OR6U4	Field adjacent to the Grange Faulding Lane	South Killingholme	The site lies in the South Humber Bank Landscape Initiative. The site needs a Heritage assessment as the site is within 250m of an Archaeological site. The site is isolated from the main settlement.

Site Reference	Address	Settlement	Reason
N46KE	Marsh Lane	South Killingholme	The site lies in the South Humber Bank Landscape Initiative. The site is isolated away from the main built up area.
B3V30	Land between Thornton Road and Burnham Lane	Thornton Curtis	The land is Grade 1 agricultural land. Thornton Curtis is a Smaller Rural Settlement and has 1 of the 7 key facilities a public house therefore; development of this size would not be sustainable. Existing infrastructure is unable to support such a large area of development The site is too large for this size settlement.
QH4D2	Main St, Ulceby, DN39 6XW	Thornton Curtis	The land is Grade 1 agricultural land. Thornton Curtis is a Smaller Rural Settlement and has 1 of the 7 key facilities a public house therefore; development of this size would not be sustainable. Existing infrastructure is unable to support such a large area of development
AAA11	Land off A1077	Ulceby	The site is isolated from the main settlement.
57ZG6	Land to the rear of the Liar, Station Road	Ulceby	There is no direct access to the adopted highway. The number of units that could be provided on site would require an adopted road. Would need to provide a significant length of adopted road, could affect viability. Also need to consider purchase price of property in front.
RNI01	Land to the south of Thornton Lane	Ulceby	Highways would have concerns about traffic generation on the surrounding highway network from a development this size. Thornton Lane is unsuitable for this scale of development.
Z9803	James Place, DN39 6UG	Ulceby	There appears to be a ransom strip. The site can't be developed in isolation as no direct access to the adopted highway
SE4WS	Land to the west of Station Road	Ulceby	Insufficient width to form a suitable access to the adopted highway The site is not suitable for residential development due to the lack of access and scale of potential development.
SHCS3	Land off Church Lane	Ulceby	Number of units that could be provided on site would require an adopted road. Would need to provide a significant length of adopted road, could affect viability
56BMT	Lilac House, Station Road	Ulceby	The site is below the site size threshold.
CFS0300096	Land to the south of West End Road	Ulceby	Access at this location for the proposed scale of development would have considerable impact on A1077 junction. For this site to be feasible for development the speed limit would need to be extended westwards The proposed site is too large for the location at the edge of the settlement, where existing development pattern is quite sparse. Grade 2 Agricultural land
DC34V	Land to the west of Station Road	Ulceby Skitter	May be difficult to achieve suitable visibility splays, to support significant number of units The site is too large for this size settlement.
PV7SA	Land west of Carr Road	Ulceby Skitter	The site is too large for this size settlement.
CFS0300031	Land to the south of Killingholme Road	Ulceby Skittter	The site does not have suitable access. The site is too large for this isolated location. Grade 2 Agricultural land
V9TP6	Land at Walcot Road	Walcot	The settlement has no key services and facilities therefore residential development would not be sustainable. The site is too large for this size settlement.
OSDBL	Land off Carr Lane	West Butterwick	The land is Grade 1 agricultural land. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. Existing infrastructure is unable to support such a large area of development.

Site Reference	Address	Settlement	Reason
6H79P	Land between 51 and 43 North Street	West Butterwick	The site is below the site size threshold.
AAFHA	Land to the south West Street	West Butterwick o	The land is Grade 1 agricultural land. Existing access is too narrow, with limited options for widening. Would be difficult to achieve suitable visibility splays.
MKU74	Land between 63-69 North Street	West Butterwick	The land is Grade 1 agricultural land. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
T429J	Land between 51 to 57 North Street	West Butterwick	The land is Grade 1 agricultural land. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
UDUFR	Land off Farm Lane, DN17 3LN	West Butterwick	The land is Grade 1 Agricultural land. Unable to access the site from Farm Lane. May be some scope for limited development served via The Croft.
HWHDW	Land to the south west of West Street	West Butterwick	Highways have concerns about whether suitable visibility could be achieved at the site access on West Street. The land is Grade 1 agricultural land.
OD1F2	Land behind 39-41 North Street	West Butterwick	There is no direct access to the adopted highway. The land is Grade 1 agricultural land.
KFRWX	Land behind 39 - 45 North Street	West Butterwick	The site has no direct access to the adopted highway. The land is Grade 1 agricultural land.
XL7S7	Land behind 51-7 North Street	West Butterwick	The site has no direct access to the adopted highway. The land is Grade 1 agricultural land.
FTUKR	Ewsters Farm	West Butterwick	The land is Grade 1 agricultural land. The site is too large for this size settlement.
CFS0300060	Land to the north of West Street	West Butterwick	The site does not have suitable access to an adopted highway. Within and Area of Special Historic Landscape Interest. Grade 1 Agricultural land SFRA Flood Zone 2/3a (Fluvial)
MLDXT	Land off Coleby Road	West Halton	The site needs a Heritage assessment as the site is within 20m of an Scheduled Monument and 50m of a Grade 2 Listed Building. The settlement has 1 key facility so any key facilities so residential development would not be sustainable. The site is not suitable for residential development.
9U3RF	Land north of Winteringham Lane	West Halton	Existing infrastructure is unable to support such a large area of development. The settlement has 1 key facility so any key facilities so residential development would not be sustainable.
MIWEQ	Land south of Winteringham Lane	West Halton	The settlement has 1 key facility so any key facilities so residential development would not be sustainable.
BID1N	Land north of Winteringham Lane	West Halton	There is an inappropriate surrounding infrastructure for the size of development.
CFS0300085	Land at the south of White House Lane	West Halton	The site is below the site size threshold.
JGX3B	119 Westgate Road	Westgate	A planning application PA/2017/1975 was refused on 14th December 2018 for 23 dwellings. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
B5W84	Westgate Road	Westgate	The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.

Site Reference	Address	Settlement	Reason
Z2JLJ	Turboteds, Carhouse Road	Westgate	The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
CL9V9	Land off Green Lane	Westgate	The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.  Existing infrastructure is unable to support such a large area of development.
0GN6M	Land south of Westgate Road	Westgate	The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.  Existing infrastructure is unable to support such a large area of development.  The site is too close to Carrhouse Road to form a suitable access.
DXRW6	Crookehill Cottage, Upperthorpe Road	Westwoodside	It would be challenging to form an access from Gollards Lane, would require widening and level difference between site and Gollards Lane would need to be overcome. Could serve limited development from Upperthorpe Hill, but would be reluctant to see the development of the whole site.  The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
C2MFC	The site is located between Newbigg and Nethergate	Westwoodside	There is no direct access to the adopted highway. H2SEJ Land south of Doncaster Road Westwoodside o The land is Grade 1 Agricultural land.  Any development would impact on the Area of Special Historic Landscape Interest. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
YDQAD	Land south of Doncaster Road	Westwoodside	The land is Grade 1 Agricultural land.  Access can only be formed onto B1396 Doncaster Road, via the adjacent allocation (H2SEJ)  The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.  The site is not suitable for residential development due to the lack of access and scale of potential development.
Q8KB5	Land to the west of Nethergate formally known as 'Tipcroft'	Westwoodside	The site is next to primary school, swimming pool and hall so may be noise for a consideration.  The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. Insufficient width to form a suitable access with the adopted highway.
GSUF8	Penshurst, 6 Brethergate	Westwoodside	The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. Impossible to form an access, without adjacent land being developed.
9IQXJ	Land north of Brethergate	Westwoodside	The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. Impossible to form an access, without adjacent land being developed.  The site is too large for this size settlement.

Site Reference	Address	Settlement	Reason
XGTBW	Land off Nethergate	Westwoodside	The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. Impossible to form an access, without adjacent land being developed. The site has no formal access to the site.
QNPX1	Rear of 11 Brethergate, DN9 2AU	Westwoodside	The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. Impossible to form an access, without adjacent land being developed. The access to the site is too narrow.
BL3A2	Upperthorpe	Westwoodside	The site is below the site size threshold.
DM9SX	Land to the south-east side of 76 Akeferry Road	Westwoodside	The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
VZ9MC	Land to south of Close Farm and north of 52 to 72 Akeferry Road	Westwoodside	Suitable access can't be formed with the adopted highway. Sandgate Lane and Nethergate are unsuitable to accommodate this level of development. If a property could be purchased on Akeferry Road, there may be scope to form an access with Akeferry Road The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
ONYTY	Land to the south-east side of 76 Akeferry Road	Westwoodside	Part of this site was submitted as site ref DM9SX also. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
U6R2S	Newbigg	Westwoodside	The site is unable to form suitable access with adopted highway. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features.
D1IY0	The Birches	Westwoodside	Appears to be a strip of land outside the allocation boundary, which is not adopted highway. Also difficult to see how the site could be meaningfully developed.
TRGFN	Cove Road	Westwoodside	The site is located in the open countryside and is isolated from the main settlement.
CFS0300010	Land to the south west of Holm Road	Westwoodside	Site does not have suitable access to an adopted highway. Within an Area of Special Historic Landscape Interest. SFRA Flood Zone 2/3a (Fluvial). Grade 1 Agricultural land.
CFS0300133	Land to the east of Newbigg	Westwoodside	No direct access to the adopted highway. Within an Area of Special Historic Landscape Interest. Grade 2 Agricultural land. Site in multiple ownership.
CFS0300132	Land to the east of The Birches	Westwoodside	No direct access to the adopted highway. Within an Area of Special Historic Landscape Interest. Grade 2 Agricultural land. Site in multiple ownership.
26LI6	High Burgage, DN15 9NE	Winteringham	Challenging to form a suitable access with High Burgage. The site is close to a Poultry Farm so odour may be an issue.
D5MDR	Silver Street, DN15 9ND	Winteringham	The site is near Poultry farm which is Regulated by the Environment Agency. Brings sensitive receptors closer to the site. There would be noise and odour implications. Any development may impact on the conservation area.



Site Reference	Address	Settlement	Reason
0T7CG	High Burnage, DN15 9NE	Winteringham	Challenging to form a suitable access with High Burgage. The site is close to a Poultry Farm so odour may be an issue. The site was also submitted at 2017 stage ref 26L16.
VWUCB	61 West End	Winteringham	The site is below the site size threshold.
S60Y0	Land off Ermine Street	Winteringham	Technically access can be achieved from Ermine Street but would be concerned about the impact of development traffic on Ermine Street. The site is isolated away from the main built up area The site is too large for this size settlement.
VSX1M	Land close to B1207	Winterton	Any development may have an impact on the conservation area. The site is too large for this size settlement.
6KG47	Land off Roxby Road	Winterton	The site is next to an industrial park so noise may be an issue. the site is within 250m of an Archaeological site. The site is too large for this size settlement.
0VYEI	Land off Top Road	Winterton	The site is close to a busy road and a landfill site. Would need to be supported by moving the speed limits, off site highway works and footway provision.
Z86DT	Land off Leys Lane	Winterton	Nearest residents 16m (Huntingfield Farm), energy generation facilities not a good location with this proximity to residents. Existing infrastructure is unable to support such a large area of development. The site is remote from the existing settlement.
58M69	Land to the east of Earlsgate	Winterton	Site near multiple poultry units These are probably regulated by the Environment Agency but bringing receptors closer to units. Consultation with EA required. The site is remote from the existing settlement.
MJ5QE	Land off Watery Lane	Winterton	A Tree Preservation Order lies to the South West Corner of the site. There is no direct access to adopted highway and unable to achieve this without acquiring land which would appear to be in third party ownership.
S8MLX	Land north of WINH-3 Land at Top Road (44-1), off A1077 Top Road , DN15 9TE	Winterton	The site needs a Heritage assessment as the site is within 250m of an Archaeological site. The site is too remote from the built up area.
Y48CF	6 Park Street	Winterton	The site is below the site size threshold.
5ZQYL	Land to the south of Watery Lane	Winterton	The site has no direct access to adopted highway. Even if this could be achieved, Highways would not be supportive of a development this size and in this location.
CFS0300015	Land to the east of Northlands Road	Winterton	Almost 70% of the site falls in the Local Flood Risk area. Unable to form a suitable access from Northland Road without acquiring an adjacent property. Existing track it too narrow. Grade 2 Agricultural land.
CFS0300021	Land to the south of South Street	Winterton	Over 60% of the site falls in the Local Flood Risk area. Unable to form a suitable access to adopted highway. Grade 2 Agricultural land.
CFS0300111	Land off Park Street	Winterton	Over 30% of the site falls in the Local Flood Risk area. Site lies partly within conservation area.



Site Reference	Address	Settlement	Reason
G0L08	Land off the A161	Woodhouse	<p>The site has a tree preservation on site (A161 Belton 2001).</p> <p>The site is within an Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. Impossible to form an access, without adjacent land being developed.</p> <p>The site does not have any key facilities so development would not be sustainable.</p> <p>The site is too remote from the built up area.</p>
42NZR	Adjacent Willow Grange, Woodhouse lane, DN9 1QH	Woodhouse	<p>The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. Impossible to form an access, without adjacent land being developed.</p> <p>The site does not have any key facilities so residential development would not be sustainable.</p>
AAA10	Land north and west of 7 Vicarage Lane	Wootton	<p>No suitable access can be formed. Access onto Vicarage Lane is not wide enough. Access onto High Street is too close to Little Farm Close.</p> <p>The land is Grade 1 agricultural land.</p>
13DZL	Land off Ulceby Road, DN39 6SE	Wootton	<p>The land is Grade 1 agricultural land.</p> <p>Limited vehicular access from Swallow Lane could be achieved.</p> <p>The site is too large for this size settlement.</p>
IPJ5U	Land to the west of Thornton Road	Wootton	<p>The site contains a pond.</p> <p>The site is on Grade 1 Agricultural Land.</p> <p>Any development would have an impact on a listed Building and Area of Amenity Importance. The site is within 50m of a Grade 1 Listed Building.</p> <p>Industry is adjacent and across the road.</p> <p>Part of the site is in An Area of Amenity Importance.</p> <p>The site is too large for this size settlement.</p>
X38MG	Yard and land opposite the Nags Head, Thornton Road, Wootton, DN39 6SJ	Wootton	<p>Vegetation removal is required. Footway across the frontage of the site. May need to amend speed limit.</p> <p>The site is within 150m OF LBI (DLS1339) a Heritage assessment will be required.</p>
A2B5Y & CFS0300114	South of High Street and west of Swollen Lane	Wootton	<p>The land is Grade 1 Agricultural Land..</p> <p>Existing highway infrastructure is unsuitable for this level of development.</p>
EJDM1	Pocket Park	Wootton	<p>Access can be achieved from Barton Road however the site is in an unsustainable location and remote from existing settlements.</p> <p>The site is Wootton Pocket Park which should be kept as community open space as the site has Woodland habitat.</p> <p>The site is an Area of Amenity Importance.</p>
II52Q	Land to North East of Worlaby, The Hill, DN20 0NP	Worlaby	<p>Site has been subject to quarrying and backfilling with material which has potential for geotechnical and landfill gas issues. A Phase 1 and site investigation would be required to re categorise this site.</p> <p>The site is too large for this size settlement.</p>
L75BV	Worlaby Farm, Low Road, DN20 0ND	Worlaby	<p>Potential contamination associated with former farm and underground fuel storage tanks.</p> <p>Would be reluctant to accept any vehicular access onto New Road.</p> <p>The site is too large for this size settlement.</p>
8362T & CFS0300123	Land east of Applefields, DN20 8GB	Wrawby	<p>The site contains a Tree Preservation Order Applefields, Off Vicarage Road, Wrawby Order 2002.</p> <p>The site is too large for this size settlement.</p>

Site Reference	Address	Settlement	Reason
ZLEH6	Mill Lane, DN20 8SR	Wrawby	The site needs a Heritage assessment as the site is within 60m of a Listed Building. Mill Lane is unadopted and unsuitable for serving this level of development.
DKZH8	Mill Lane	Wrawby	The site would have an impact on a Grade II listed building. Mill Lane is unadopted and unsuitable for serving this level of development. The site is an Area of Amenity Importance.
YRAL5	Kettleby Lane	Wrawby	The site is close to a church yard so concerns on the historic environment will need to be addressed. The site needs a Heritage assessment as the site abuts a Listed Building. The site is too large for this size settlement.
KVWNV	The Almonds Starr Carr Lane	Wrawby	The site is isolated away from the main built up area
IKPI9	Land north of Chapel Lane	Wrawby	The site is unable to form suitable access with adopted highway. 3FHDP Land south of Chapel Lane Wrawby o The site is unable to form suitable access with adopted highway.
XJDJZ	Land to the west of B1206	Wrawby	The site is isolated away from the main built up area.
C5NTG	Millview Gardens Open Space	Wrawby	The site is an Area of Amenity Importance.
K0GAM	Haulage Yard, Westgate	Wressle	The site is too large for this size settlement.
NIKK9	Plot 1, Former site of Wressle House, Brigg Road, Wressle DN20 0BU	Wressle	The site has been put forward for a self build site.
JQNTW	Brigg Road	Wressle	The site is adjacent to a farm with silos and several farm buildings so noise may be an issue. The site is too large for this size settlement.
COEYL		Wressle	Wressle is a Smaller Rural Settlement and has 1 of the 7 key facilities. Access from Green Lane is not an option.
4IQC7	Land off Common Road	Wressle	Wressle is a Smaller Rural Settlement and has 1 of the 7 key facilities.
YBUDA	Land next to Poplars	Wressle	Wressle is a Smaller Rural Settlement and has 1 of the 7 key facilities.
563LB	Lawns Farm, Belton Road	Epworth	The site is within 250m of a former landfill. A Phase 1 and site investigation will be required. The site is on the outskirts of the main built up area. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. Impossible to form an access, without adjacent land being developed. Suitable access onto Top Road cant be formed, insufficient width. Some limited development off The Hill might be acceptable.
U2VNX	Cleatham Villas	Land between Messingham and Scunthorpe	The site is within 250m of a former landfill. A Phase 1 and site investigation will be required. The site is in the open countryside on the outskirts of the main built up area. The settlement has no so any key facilities so residential development would not be sustainable.
HX7W4	High Street	Epworth	The site is away from the main settlement and isolated. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. Impossible to form an access, without adjacent land being developed.
BPTX3	Land off Wroot Road	Epworth	Existing infrastructure would need localised improvements to support any development.

Site Reference	Address	Settlement	Reason
YMNEY	Land at Northmoor Road / Butterwick Crossroads (Catchwater Crossroads)	Open Countryside	Existing infrastructure is unable to support such a large area of development.
ZXN4N	Warp Farm, Burringham Road	Scunthorpe	The site is part of the Lincolnshire Lakes AAP area. The site would need to be developed in accordance with the emerging plans for the southern junction on the M181 and adjacent Lincolnshire Lakes development.
Y4AA6	Land east of M181, DN17 2BS	Scunthorpe	The site is part of the Lincolnshire Lakes AAP area. The site is close to a motorway so noise would be an issue. The site is within 250m of an Archaeological site. Currently unable to form a suitable access with the adopted highway.
X3ULC	Chase Hill Road	East Halton	The site is very close to an oil refinery. The site does not have any key facilities so residential development would not be sustainable.
P7JBL	Land off Belton Road, Site 2, Belton, Isle of Axholme	Belton	The site is isolated. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. Impossible to form an access, without adjacent land being developed.
YN30Y	Land off Belton Road	Belton	The site is isolated. The site is within a Area of Special Historic Landscape Interest. Within this area development will not be permitted which would destroy, damage or adversely affect the character, appearance or setting of the historic landscape or any of its features. Impossible to form an access, without adjacent land being developed. Existing infrastructure is unable to support such a large area of development.
CXTJ0	Land adjacent to Mere Farm Cottages Winterton Road DN15 9PQ	Close to Winterringham	The site is isolated in the open countryside. The land has a restrictive covenant to only develop with the consent of the previous owner who owns adjoining farm land
9FHBR	Ellerholme Farm, Wroot Road, Finningley, Doncaster, DN9 3EA	Open Countryside	Highways would be reluctant to allow any development generating additional traffic due to the adverse impact this would have on the highway network. The site is isolated in the open countryside
47SKG	Land at Neap House Farm , Gunness Lane	Gunness	The land is Grade 1 agricultural land. The site is isolated in the open countryside. The site is opposite a wharf which has received complaints for noise. Also potential for odour/dust impacts. Reduces operational effectiveness of the wharf.
HPKR2 & CFS0300040	Cleatham Villa Farm B1400 between Messingham and Kirton Lindsey	Between Messingham and Kirton	The site is isolated and next to a farm so noise may be an issue. The site is remote and in the open countryside. The site does not have any key facilities so residential development would not be sustainable.
DAGAT	Pyewipe Farm, Redbourne Road	Redbourne	Contamination may be an issue. The site is a former farm/commercial business with underground petroleum storage. The site is in the open countryside. The site is not in a sustainable location.
CFS0300043	Land to the west of West End Road	Outside Epworth	The site is below the site size threshold.
CFS0300014	Land to the east of Horsegate Field Road	North East of Goxhill	The site is disconnected from any settlement. SFRA Flood Zone 2/3a
CFS0300034	Land at Thornton Road	South West of Goxhill	The site is disconnected from the settlement of Goxhill. Grade 2 Agricultural land
1NWMQ	Land adjacent North Engine Drain	Open Countryside	This land is Broadleaved woodland adjacent to Hatfield Chase Ditches SSSI. It is also a Habitat corridor.

# Part 2

## Employment

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# 4 Introduction

## PURPOSE

- 4.1 This Employment Land Review Update 2020 provides an assessment of employment land in North Lincolnshire and is an evidence base document that will support local employment land policies. It replaces the Employment Land Review 2019 and has been undertaken in order to include as up to date information as possible about existing sites and to consider new sites that could be included in the employment land portfolio.
- 4.2 It is intended that findings from this updated Employment Land Review will be used by North Lincolnshire Council to aid development of the new Local Plan and identify long-term employment land provision in the area. It is a key component of the Local Plan evidence base and performs the following main functions:
- Assesses the suitability of sites for employment development;
  - Looks to safeguard the best sites in the face of competition from other higher value uses;
  - Identifies sites that are no longer suitable for employment development that should be made available for other uses; and
  - Identifies an up to date and balanced portfolio of employment sites in the Development Plan.

## POLICY CONTEXT

### NATIONAL PLANNING POLICY FRAMEWORK

- 4.3 The NPPF seeks to secure economic growth in order to create jobs and prosperity, building on the country's inherent strengths and to meeting the twin challenges of global competition and of a low carbon future.
- 4.4 The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth through the planning system.
- 4.5 To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.

## DEVELOPMENT PLAN

- 4.6 The purpose of the new Local Plan is to take a long-term view which supports the transformation of North Lincolnshire. The current development plan for North Lincolnshire is comprised of the adopted Core Strategy, the Housing and Employment Land Allocations Development Plan Document and the Lincolnshire Lakes Area Action Plan. Until the new Local Plan is adopted the plans highlighted above form the planning policy base for decision making alongside the provisions of the NPPF and other national guidance.

- 4.7 The Core Strategy is the main document in the Local Development Framework. It sets out the long-term spatial planning framework for the development of North Lincolnshire up to 2026 by providing strategic policies and guidance to deliver the vision for the area, including the scale and distribution of development, the provision of infrastructure to support it and the protection of our natural and built environment. It will also help to ensure that the investment decisions of key bodies are not made in isolation, but are properly coordinated, with a strong focus on the principles of sustainable development.
- 4.8 The spatial strategy set out in this document has been shaped by national and regional planning policy as well as the Sustainable Community Strategy. Other influences include extensive public consultation, the Sustainability Appraisal/Strategic Environmental Assessment, the Local Economic Assessment and the evidence base.
- 4.9 One of its important roles is to determine which broad areas are suitable for issues like housing, employment, retail, leisure and supporting infrastructure in order to meet the future needs of the area.
- 4.10 The Core Strategy together with associated documentation was submitted to the Government for independent examination in August 2010; the examination in public took place in January 2011 before a government-appointed inspector. Following receipt of the Inspector's report the Core Strategy was formally adopted by North Lincolnshire Council in June 2011.

## LOCAL DEVELOPMENT FRAMEWORK HOUSING AND EMPLOYMENT LAND ALLOCATIONS DEVELOPMENT PLAN DOCUMENT (DPD)

- 4.11 The Housing and Employment Land Allocations DPD primarily allocates sufficient housing and employment land across North Lincolnshire in accordance with the spatial portrait of the Adopted Core Strategy. It was adopted during March 2016. The 2014 Employment Land Review was a fundamental part of the evidence base that examined and provided justification for the employment sites allocated within the Housing and Employment Land Allocations DPD. It is therefore, essential that the amount and type of employment land is regularly updated in order that work on the Local Plan can be progressed utilising the best and most up to date data available.

## NEW NORTH LINCOLNSHIRE LOCAL PLAN

- 4.12 The ELR will inform the preparation of the new Local Plan and forms a fundamental part of the economic related evidence base. The Local Plan has been subject to three periods of public consultation with a fourth (The Publication Plan) due in Spring 2020: -
- **Stage 1 (2017) – Initial Consultation (Regulation 18)**
    - Gathering evidence for the issues that need to be addressed.
  - **Stage 2 (2018) – Issues & Options (Regulation 18)**
    - Considering how best to address the issues.
  - **Stage 3 (February/March 2020) – Preferred Options (Regulation 18)**
    - Consultation on the preferred policies & site allocations/designations needed to deliver the plan's vision & spatial objectives based on the findings from the Issues & Options stage.
  - **Stage 4 (Spring 2021) – Publication (Regulation 19)**
    - Consultation on the Publication Plan. It is the council's final version before it is submitted to the Secretary of State and subject to public examination.

# 5 Setting the Scene

## NORTH LINCOLNSHIRE COUNCIL

- 5.1 North Lincolnshire Council was established as a unitary authority in April 1996. The council comprises the former Boroughs of Scunthorpe, Grantham and the Isle of Axholme element of Boothferry which, until the Local Government Re-organisation in 1996, were all previously part of the County of Humberside.

## LOCATION

- 5.2 North Lincolnshire covers around 85,000 hectares (328 square miles), of which over 89% is agricultural. The settlement pattern of North Lincolnshire has been determined by the River Trent and its flood plain, a network of low hills on the Isle of Axholme, the River Ancholme and its valley, the Lincolnshire Wolds, and the Humber Estuary.
- 5.3 The area has excellent road, rail, sea and air connections to the rest of the UK and Europe, with two international airports: Humberside Airport within North Lincolnshire; and Robin Hood Airport Doncaster Sheffield close by. North Lincolnshire is also home to the South Humber Gateway, which is the largest development site that fronts a deep-water estuary in the UK. The site offers major development opportunities for estuary-related employment and is an ideal location for growth in the energy sector. Map 1 below shows a geographic outline of North Lincolnshire.

## DEFINING NORTH LINCOLNSHIRE

- 5.4 North Lincolnshire is home to 170,786 people with the population is set to grow over the coming years. During the ten years between 2005 and 2015 it grew by over 8% and over the lifetime of the new Local Plan and beyond trends predict that our population will increase by around 6% to reach 178,537 in 2039.
- 5.5 The age profile of North Lincolnshire has some considerable differences compared to the national and regional profiles. In particular, the proportion of people aged 20-34 is significantly lower in North Lincolnshire than elsewhere. Conversely, North Lincolnshire has a greater proportion of those aged 50-79. This is consistent with the anecdotal evidence that suggests many young adults leave the area to, for example, attend university or live in a larger urban area but then return in later life.
- 5.6 Trends show that the number of households in our area is expected to grow from 71,975 in 2014 to 80,485 in 2039. This represents a total growth of 8,510. However, their average size is set to decrease from 2.33 people in 2014 to 2.2 in 2039. Therefore, our future housing mix, density and design need to reflect this change.
- 5.7 The Scunthorpe and Bottesford Urban Area has a population of approximately 45% of the area's total. The area provides the bulk of housing and employment as well as education, leisure facilities and retail services. The settlements of Barton-upon-Humber and Brigg also contain significant employment and service facilities. The remainder of North Lincolnshire is mainly rural, the larger settlements being Crowle, Epworth, Kirton-in-Lindsey and Winterton. In addition to agriculture, North Lincolnshire is home to a wide range of businesses and major industries.

## ECONOMIC BACKGROUND

- 5.8 Steel making has been the traditional industry in North Lincolnshire, most notably in Scunthorpe. The discovery of ironstone in the mid nineteenth century and the subsequent development of the iron and steel industry resulted in the rapid expansion of Scunthorpe from five small villages into a major urban settlement. In the early 1970s metal manufacture and associated industries employed 34% of the total workforce, although a significant reduction in the workforce occurred in the 1970s and 1980s as a result of rationalisation in the steel industry.
- 5.9 Two major government incentives for industry assisted the area during the 1980s: two Enterprise Zones were approved in the Scunthorpe and Bottesford Urban Area (Normanby Ridge and Queensway) in September 1983, and an improved road network encouraged substantial new investment in Scunthorpe. A third Enterprise Zone was identified at Flixborough in April 1984, aided by Development Area designation. This resulted in a diversification of the economic base through growth in engineering, food processing, furniture manufacture, financial services and a subsequent reduction in the unemployment rate.
- 5.10 Since the early 1980s considerable investment by central and local government has improved communication links, support to businesses, improvements to industrial sites, increased training opportunities and the marketing of the area. During the late 1980s new industry was attracted to Scunthorpe and the 1990s saw the re-birth of British Steel and the consolidation of newer industries. Indeed, whilst several large local steel works have closed in the last 30 years (such as Redbourne and Normanby), the surviving integrated steelworks is still productive, recently being rebranded as British Steel and receiving new investment from JinYe Group. The local economy is now characterised by a more diverse range of industries and lower unemployment than during the 1980s.
- 5.11 Although prior to 1994 the majority of substantial investment had been directed to the Scunthorpe and Bottesford Urban Area, the Rural Development Commission designated the majority of rural North Lincolnshire as a Rural Development Area (RDA). This sought to help the economy and social well being of rural communities. In July 2000 the European Commission approved a new Assisted Area map for the UK, and Tier 3 status was awarded to the old Rural Development Area of North Lincolnshire. This status allowed eligible companies to apply for an Enterprise Grant towards expansion projects up until 2003.
- 5.12 North Lincolnshire is home to two of the UK's largest oil refineries, owned by Philips66 and Prax Group, which provide approximately 27% of the UK's refinery capacity. Additionally, there has been significant interest in North Lincolnshire with regard to energy generation, resulting in five power generating plants being developed. The oil refineries, power generators and other large factories in the area continue to be significant employers, reflected in the fact that employment in the manufacturing sector is still high in North Lincolnshire.

## SUB-REGION

- 5.13 Due to its location, North Lincolnshire is aligned with two Local Enterprise Partnerships (LEPs), the Humber and the Greater Lincolnshire. LEPs were introduced as sub-regional partnerships in 2011. The current economic strategies for the Humber and Greater Lincolnshire area are set out in the LEPs Strategic Economic Plans (SEP). The Humber SEP set the ambition for the Humber to become a leading centre for energy – the UK's Energy Estuary. The SEP also called for action on infrastructure, business support, skills, housing and place, and flood risk. The Greater Lincolnshire SEP focuses on 5 priorities including driving growth in the strongest sectors (agri-food, manufacturing, low-carbon



and the visitor economy); growing opportunities in health and care, and ports and logistics. The SEP also recognises the need for new housing, improved transport, infrastructure and skills.

- 5.14 Although North Lincolnshire currently sits in two LEPS, Government decided in 2018 that this would no longer be possible and to ensure more streamlined accountability LEP 'overlaps' would need to end. In the future North Lincolnshire Council and North East Lincolnshire Council will become sole members of the Greater Lincolnshire LEP but will continue to work in collaboration across the Humber on joint priority areas such as generating clean growth and working to decarbonise our strategically important industries.

## NORTH LINCOLNSHIRE LEVEL

- 5.15 The council places great emphasis on economic growth and the benefits that a prosperous economy will bring about for the residents of North Lincolnshire. This is supported through the Council Plan, The Economic Growth Plan and the Local Economic Assessment. The North Lincolnshire Council Plan as a priority seeks to grow the economy. It aims to achieve a more prosperous North Lincolnshire, to help the council to invest further in communities and to create jobs and opportunities for everyone.
- 5.16 The Economic Growth Plan focusses on the next five years and lays the foundations for continued growth from 2023 and beyond whilst setting out the ideas and support we need over this period that will put us in a strong place on which to build and develop. The plan, with the emerging Local Industrial Strategy, offers North Lincolnshire the opportunity to deliver its ambitions and realise its potential. North Lincolnshire is expected to deliver a substantial contribution to UK plc as well as rebalancing our region for generations to come.
- 5.17 It is important that North Lincolnshire builds on its strengths with the Economic Growth Plan focussing on both the energy corridor stretching from the coast to South Yorkshire, encompassing energy production and consumption, steel and process engineering, chemicals and associated logistics and the food sector and the Food belt corridor from York to Lincoln encompasses growing, logistics, processing and research and development. Central to both approaches is the recognised need to add value and increase productivity.
- 5.18 The global economy continues to experience turbulent times. Undoubtedly, new issues and opportunities will emerge that will have a lasting impact on the economy. More than ever, public sector policy and enabling must be based on a solid foundation and knowledge about, and understanding of, the North Lincolnshire economy. The North Lincolnshire Economic Assessment:-
- provides a sound understanding of the economic conditions in the area and how they affect residents and businesses;
  - identifies the comparative strengths and weaknesses of the local economy and nature of challenges and opportunities;
  - identifies the local economic geography, including the economic linkages between the area and the wider economy; and
  - identifies the local constraints to economic growth and employment, and the risks and opportunities for sustainable economic growth.
- 5.19 The North Lincolnshire Economic Assessment is a "live" document that will be reviewed annually to ensure it remains fit for purpose. Both this and future documents will provide the evidence base for decision making and will be used as a management tool for

influencing and shaping policy by the council and key partners. This will become increasingly important in a time of scarce public sector resources.

- 5.20 Modern industry and commerce are extremely varied and successful in North Lincolnshire. The economy shows a real diversity with a wide skills base in a number of key sectors including metals and engineering, logistics, chemicals, and food and drink. The area is a base for no fewer than five power stations, two major oil refineries providing 27% of the UK's oil refinery production, over two dozen multinational companies and many more British companies.
- 5.21 North Lincolnshire's central UK location and extensive transport infrastructure has established the area as a global gateway for logistics and distribution. This unique position provides businesses' with a major competitive advantage and easy access to 370 million customers in Europe and 40m people in the UK within a four hour drive.
- 5.22 North Lincolnshire's geographical location in the UK allows the area to take full advantage of the trading opportunities with the countries bordering the North Sea. The ports at Killingholme and Immingham are the busiest in the UK accounting for 12% of all port traffic.
- 5.23 The global gateway is equally important with regards to the Green Economy around the estuary, and the area has great potential for green energy with regards to bio fuels and wind turbines. Due to the current types of industry already in the region this is a natural progression.

## EMPLOYMENT GROWTH IN SCUNTHORPE

- 5.24 Scunthorpe and Bottesford is the main urban area in North Lincolnshire and historically has provided employment for the majority of its own residents and for much of the surrounding population. In the last few decades the area has witnessed significant changes in both its economic structure and in employment trends. In the early 1970s 34% of the economic structure of the Scunthorpe area was dominated by metal manufacture, with the steel industry employing over 20,000 people. In 1976 the unemployment rate in the Scunthorpe area was 4.1%, the same as the national average.
- 5.25 In the 1970s and 1980s a significant reduction in the workforce employed in metal manufacture and associated industries occurred as a result of economic recessions. The decline of the steel industry caused closures of large sections of the local steelworks and, as a result, the unemployment rate in the Scunthorpe Travel to Work Area (TTWA) peaked at 19.2% in 1984, compared to the national average of 14%.

## SOUTH HUMBER GATEWAY (SHG)

- 5.26 South Humber Gateway - historically referred to as the 'South Humber Bank' - is located to the east of North Lincolnshire and sits across the local authority boundaries of North Lincolnshire and North East Lincolnshire Councils. Within North Lincolnshire the area offers approximately 900ha of development opportunities across the North Lincolnshire Local Plan allocations at the South Humber Bank and North Killingholme Airfield. It has real potential to become the North's global gateway, especially as it is the last strategic development site fronting a deep-water estuary in the UK.
- 5.27 The South Humber Gateway is already a national asset. The Port of Immingham is the UK's busiest by sea-borne tonnage. It is also home to two of the largest oil refineries in the UK; one owned by Philips 66 and the other by Total UK Limited. Between them they

provide over a quarter (27 percent) of the UK's refinery capacity. Alongside the refineries is Vitol's combined heat and power plant, now one of the largest in the Europe.

- 5.28 Much of this area includes the Able Marine Energy Park and Able Logistics Park and is part of the Humber Enterprise Zone (EZ), which is the country's largest. The EZ supports the growth of the ports, logistics and renewables sector and it is the region's ambition to become a leading national and international centre for the renewables sector. Access to this key location will be improved by £15.5m programme of gauge enhancement to South Humber main line between Doncaster, Immingham and Killingholme to accommodate larger freight trains. Humberside Airport is also included in the EZ.
- 5.29 The Government recognised the significance of the South Humber Gateway and gave the 'green light' to a £94m improvement of the A160/A180 which was recently completed. This will ensure that the right infrastructure is in place to ensure the long-term future of the UK's largest freight port.
- 5.30 If the ambitious sustainable economic development plans of the SHG come to fruition, the area will contain a world-class container port and the UK's energy and renewable energy capital. It will be the North's globally-recognised trade gateway to the world, incorporating a major riverside manufacturing complex, port-centred logistics, and national freight/distribution hub.
- 5.31 The South Humber Bank employment area is currently occupied by a range of estuary-related industrial operators such as large oil, gas and electricity companies, riverside terminal facilities and associated activities including storage, processing and distribution. It is proposed that the South Humber Bank site is safeguarded and that opportunities are maximised around the ports for chemical industries and power generation including renewable energy and off-shore wind.
- 5.32 Recent proposals have seen the approval of the Able Logistic Park which is a major port related development on land covering an area of around 939 acres (380 ha). It includes plans for the creation of transport depots, warehousing and external storage areas, offices, a business park and motel.
- 5.33 North Lincolnshire is also fast becoming a major energy capital in terms of energy generation. This includes the emerging renewable energy and off-shore wind sectors led by the UK's Marine Energy Park that comprises the construction of a new quay approximately 1,320 m long together with associated onshore facilities accommodating wind turbine manufacture, assembly and commissioning covering a site of approximately 245 ha of existing terrestrial land and 55 ha of the existing estuary.

## 6 Task and Intended Outputs

- 6.1 The purpose of this report is to review the employment land portfolio in North Lincolnshire. The main output is to provide an assessment of the total quantity of new employment land and floorspace needed in North Lincolnshire over the Local Plan period 2020-2038.
- 6.2 In order to allocate employment land in the most appropriate locations, North Lincolnshire Council has complied with the National Planning Policy Framework to set out the Government's comprehensive policy framework for planning for sustainable economic development in urban and rural areas. At the heart of the framework is the presumption in favour of sustainable development.

### PRIMARY OUTPUT

- 6.3 An integral part of the main output is to establish the location of employment land and its distribution across North Lincolnshire. This will be influenced by housing distribution, past trends, employment enquiries, consultation with the council's Economic Development Team, and analysis of sustainable levels of future employment growth distribution.
- 6.4 Information on the level and distribution of future employment land, in specified locations, is needed to ensure that the needs of existing business and industry are provided for within North Lincolnshire. Potential employment growth sectors should be promoted and supported by the provision of adequate employment land in a range of suitable locations.

### SECONDARY OUTPUT

- 6.5 The secondary output of this report is to provide an assessment of existing employment areas. This provides a critical review of currently identified employment land and premises, and makes recommendations to retain or dispose of vacant land for employment use.

### TERTIARY OUTPUT

- 6.6 The tertiary output of this report is to survey potential employment locations in order to identify sites for possible new employment provision in the locations determined in the principal and secondary outputs. This includes justification for the selection of sites and locations.

# 7 Approach

## INTRODUCTION

- 7.1 The production of this Employment Land Review Update has involved the assessment of employment provision, analysis of the economic factors affecting North Lincolnshire, and consideration of the supply and demand for employment land in the area.
- 7.2 This update followed a three-stage process to:
- Take stock of the current situation;
  - Consider future requirements; and
  - Identify a new portfolio of sites.
- The main broad steps undertaken as part of this review were as follows:

## INFORMATION GATHERING

- 7.3 To establish the objectives of the study and the type and use of outputs required. The council's preparation work for its Local Development Framework and now the new Local Plan has been key to discovering the future potential and management of economic activity. The relationship between employment and other uses will be tackled through the spatial plan and delivery mechanisms.

## REVIEW OF OTHER STUDIES AND DATA SOURCES

- 7.4 Existing economic and employment studies were reviewed at the start of the process. This involved examining studies on potential employment growth already conducted by the council, together with studies undertaken by other local authorities.

## DEVELOP THE MARKET AND DEMAND ANALYSIS

- 7.5 To determine how the economy is likely to perform in the future in order to help assessment of future employment land requirements, whilst recognising that to some degree demand will be affected by what is on offer.

## TRANSLATE FORECAST SECTORAL DEMANDS INTO EMPLOYMENT LAND REQUIREMENTS

- 7.6 To analyse and translate employment forecasts for North Lincolnshire.

## AVAILABILITY AND SUITABILITY

- 7.7 To consider if there is enough employment land available within North Lincolnshire and whether the sites available are in appropriate locations and of the right size.

## **REVIEW OF EXISTING PROVISION**

- 7.8 Surveys of existing employment sites have been conducted via site visits and the use of existing plans and data (presented as Appendices to this report).

## **DEMAND AND SUPPLY**

- 7.9 To determine the quantity, type and location of land and accommodation required in different parts of North Lincolnshire. This will help to achieve the projected growth in different economic sectors.

## **IDENTIFY ADDITIONAL SITES**

- 7.10 Having established the amount, type and location of land sought, the means of making up the difference between future requirements and current provision followed. This process involved the clarification of the specification for the sites required and indicating how this provision could be met.

## **DEVELOP POLICIES AND PROPOSALS**

- 7.11 This report will help to guide preparation of the new North Lincolnshire Local Plan, which will play a key part in the economic, social and environmental development and transformation of North Lincolnshire. It specifically identifies land to enable the area's economic potential to be met.

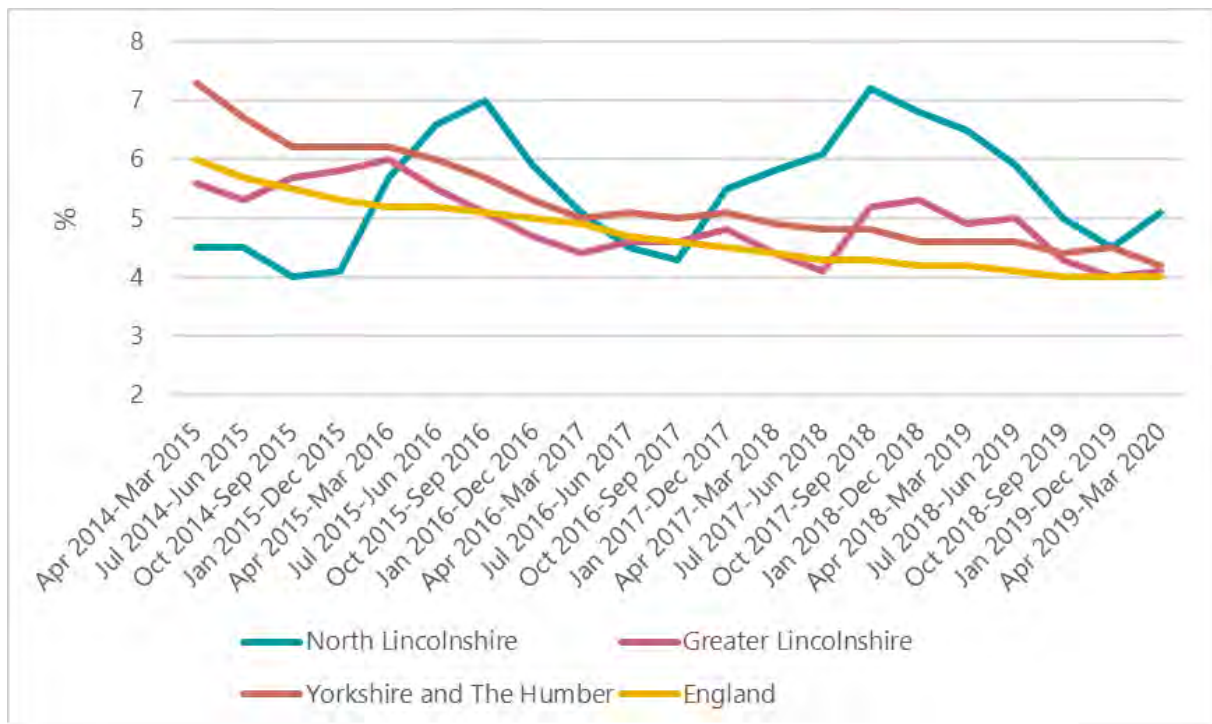
## 8 Existing Employment Situation

- 8.1 In order to establish the existing employment situation, previous studies have been reviewed, past employment land take up rates have been analysed, business enquiries have been evaluated, and surveys have been undertaken.

### EXISTING DATA

- 8.2 The following paragraphs provide a brief summary of data and information that has been collected. The North Lincolnshire Local Economic Assessments have provided background information for this study and the latest data has been provided where possible. The Assessment aims to provide a sound understanding of the economic conditions in the area, identify the comparative strengths and weaknesses of the local economy, identify the local economic geography, and identify the local constraints to economic growth and employment.
- 8.3 Although North Lincolnshire has more businesses per 10,000 people than the region, it has fewer businesses per 10,000 than the national average, suggesting there is still further work to do to encourage enterprise in the area. Some of the main private sector employers (by numbers of employees) in North Lincolnshire are:
- British Steel
  - DSV Road Ltd
  - 2 Sisters Food Group
  - Gardiner and Theobald LLP
  - Cape Industrial Services Ltd
  - Phillips 66
  - Bibby Distribution Services Ltd
  - C Spencer Ltd
  - Total UK Ltd Lindsey Oil Refinery
  - PD Logistics
  - Tube City IMS
- 8.4 In North Lincolnshire the unemployment rate for March 2020 stands at 5.1%, higher than the Greater Lincolnshire LEP rate of 4.1%, the Yorkshire and The Humber rate of 4.2% and the England rate of 4.0%.

## UNEMPLOYMENT RATE – AGED 16 - 64

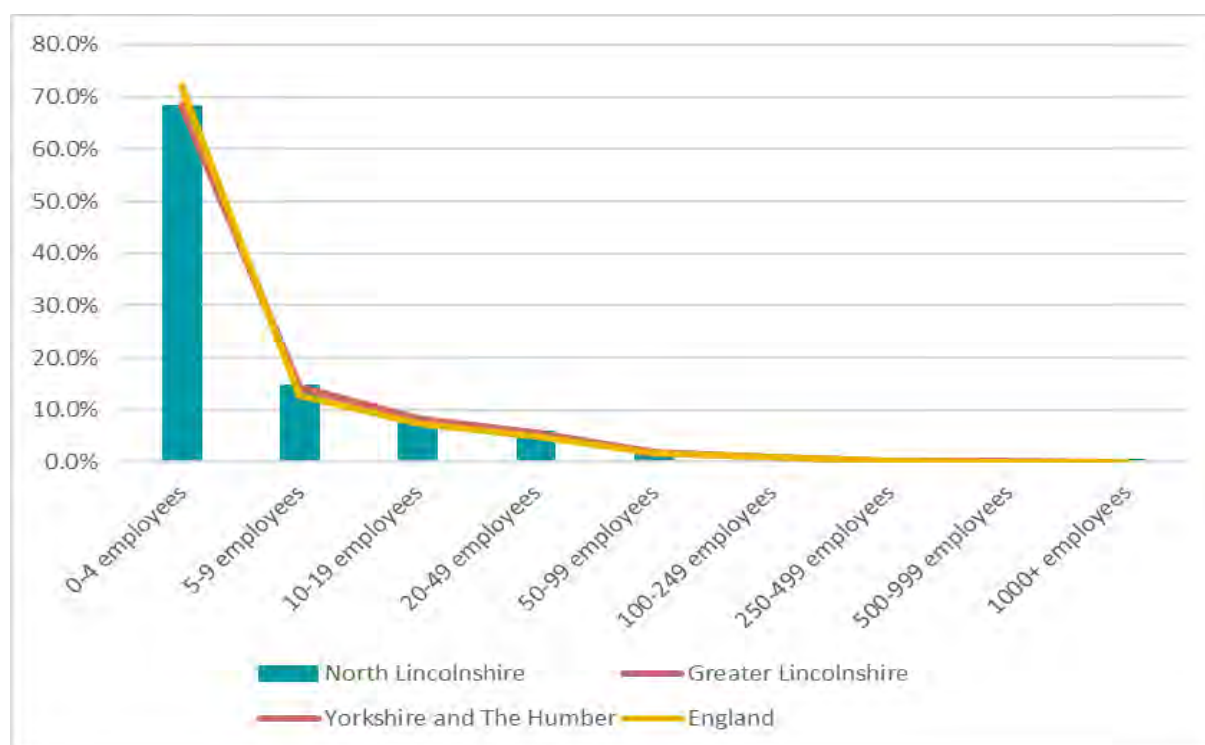


Source: Nomis, Annual Population Survey, March 2020

- 8.5 In 2019, in North Lincolnshire, the majority of businesses were classified as small and medium-sized enterprise (SME), defined as businesses with 0-249 employees. North Lincolnshire follows the LEP, regional and national trend, with 68.2% of businesses employing 0-4 staff, compared to 68.6% in Greater Lincolnshire, 68.2% regionally and 72.0% nationally.



## BUSINESSES BY SIZE BAND



Source: Nomis, UK Business Counts, 2019

## INDUSTRY SECTORS

- 8.6 North Lincolnshire is home to businesses in a number of key areas. Industry sectors are classified by the type of economic activity in which businesses are engaged. The sectors with the highest share of jobs are manufacturing, health and transport and storage, with significantly more people employed in the manufacturing sector than elsewhere.
- 8.7 With an established history, manufacturing plays a significant role in the area and has been identified as a key sector. The manufacturing sector employs 17,000 people, 21.8% of all in employment in North Lincolnshire, almost double the regional rate of 11.5%, almost triple the national rate of 7.9% and significantly higher than Greater Lincolnshire at 14.7%.
- 8.8 The health sector is the second largest sector for employment in North Lincolnshire with 9,000 (11.5%) people in employment. However, this sector employs a lower rate of people than regionally and nationally at 13.2% and 12.5%, and lower than the Greater Lincolnshire LEP at 13.4%.
- 8.9 The Transport and storage sector has been identified as a key sector for North Lincolnshire and is the third largest sector for employment, with 9% of people in employment. This outperforms the Greater Lincolnshire LEP and the regional averages, both at 5.5% and the national average at 4.9%
- 8.10 The construction sector is another of North Lincolnshire's key sectors, at 6.4% of people in employment. This outperforms the Greater Lincolnshire LEP and the national averages, both at 4.8%, and outperforms the regional rate at 4.9%.
- 8.11 However, not all sectors are performing as well in North Lincolnshire as those mentioned above. Nationally the professional, scientific & technical, information and communication

and business administration & support services sectors, employ higher proportions than those seen in North Lincolnshire.

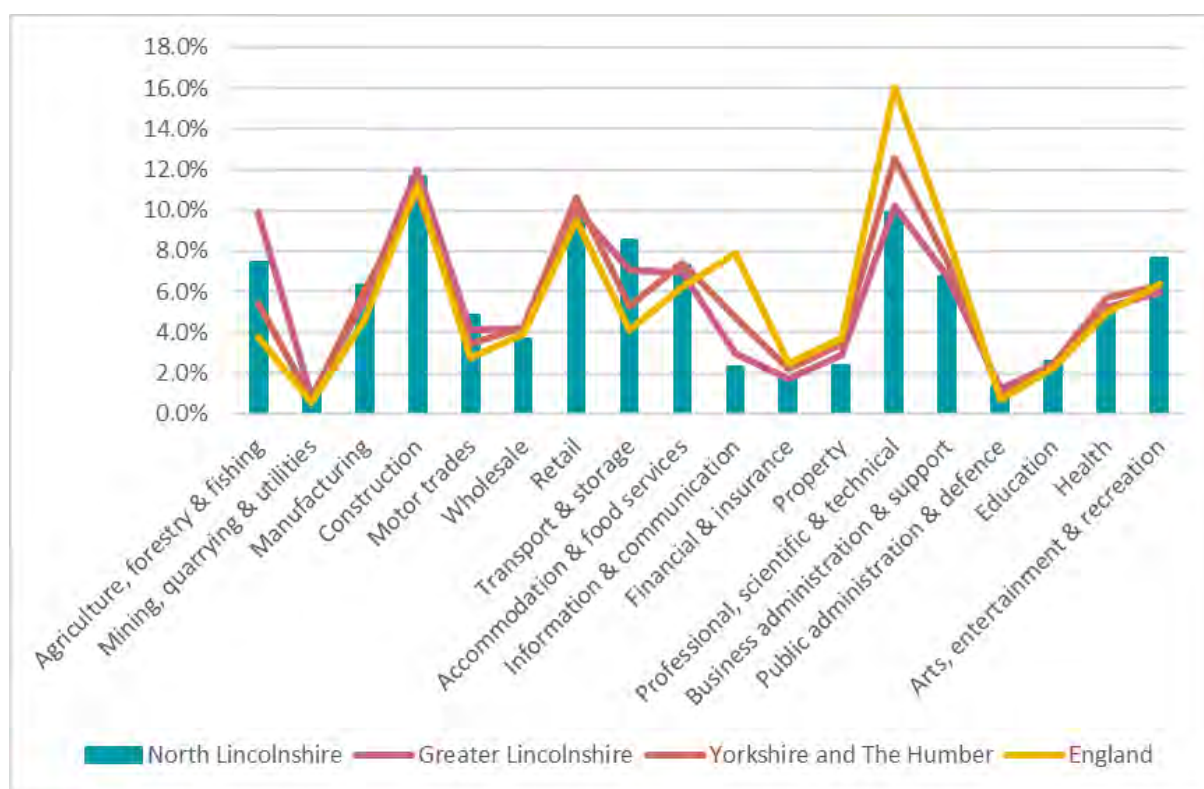
## EMPLOYMENT BY INDUSTRY

	North Lincolnshire		Greater Lincolnshire	Yorkshire and The Humber	England
Agriculture, forestry & fishing	1,750	2.2	4.0	1.5	1.3
Mining, quarrying & utilities	1,250	1.6	1.5	1.2	1.2
Manufacturing	17,000	21.8	14.7	11.5	7.9
Construction	5,000	6.4	4.8	4.2	4.8
Motor trades	1,750	2.2	2.6	1.7	1.9
Wholesale	2,250	2.9	4.2	4.0	4.1
Retail	6,000	7.7	9.7	9.2	9.4
Transport & storage (inc postal)	7,000	9.0	5.5	5.5	4.9
Accommodation & food services	4,500	5.8	7.7	7.3	7.5
Information & communication	600	0.8	1.5	3.1	4.3
Financial & insurance	500	0.6	0.9	2.9	3.4
Property	800	1.0	1.3	1.6	1.9
Professional, scientific & technical	2,500	3.2	4.2	6.9	9.0
Business administration & support services	6,000	7.7	8.6	8.8	9.0
Public administration & defence	2,500	2.9	3.1	4.1	3.8
Education	6,000	7.7	8.1	9.4	8.6
Health	9,000	11.5	13.4	13.2	12.5
Arts, entertainment, recreation & other services	1,750	2.2	4.2	3.7	4.5

Source: Nomis, Business Register and Employment Survey: open access (2018)

- 8.12 Expectedly, the rate of North Lincolnshire manufacturing businesses at 7.4% is higher than regionally (5.4%) and nationally (3.8%) but lower than the Greater Lincolnshire rate of 9.9%. Furthermore, North Lincolnshire has a significantly higher proportion of transport and storage businesses (8.6%) than nationally at 4.1%, and also both Greater Lincolnshire (7.0%) and Yorkshire and The Humber (5.3%). However the proportion of construction businesses at 11.6% is only marginally higher than the regional and national rates of 10.9% and 11.2% respectively, despite having a much larger rate of employment in this sector. This demonstrates that North Lincolnshire has higher than average proportions of larger sized companies in the construction sector.
- 8.13 The low employment rates for information & communication and professional, scientific and technical services are highlighted in the low proportion of businesses in these sectors. The North Lincolnshire rate of information & communication businesses at 2.3% and professional, scientific and technical businesses at 9.9% are significantly lower than England's rates of 7.9% and 16.1% respectively.

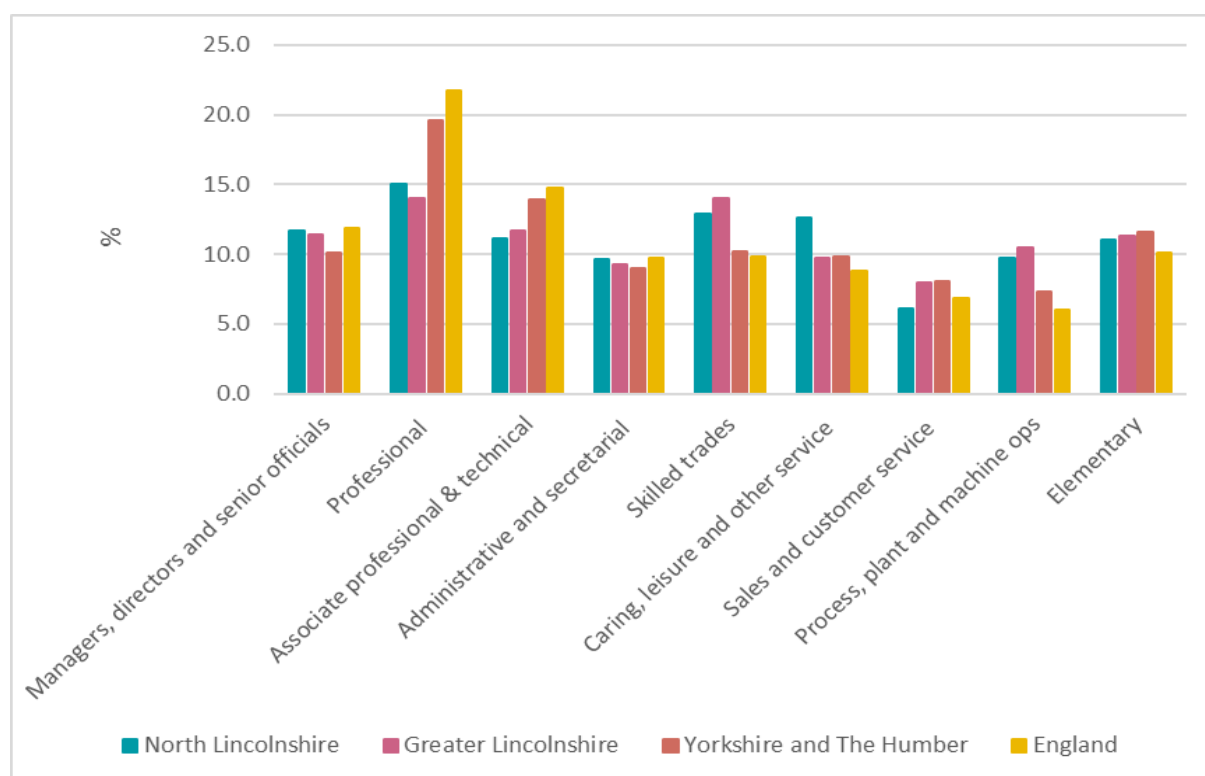
## BUSINESS BY INDUSTRY



Source: Nomis, UK Business Counts, 2019

- 8.14 The Employment by Role chart below includes all in employment aged 16+. It highlights the differences in occupational roles locally, regionally and nationally. The percentage of those employed in higher income occupations, deemed as highly skilled (managers and senior officials, professionals and associate professionals and technical occupations) in North Lincolnshire is considerably lower than the regional and national averages (37.9% compared to 43.8% regionally and 48.5% nationally).
- 8.15 Conversely, North Lincolnshire have a higher proportion of people employed in skilled trades and process plant and machine operative roles, illustrating North Lincolnshire's strong industrial base. 12.9% of North Lincolnshire's workforce is employed in skilled trades, compared to 10.2% regionally and 9.8% nationally. A further 9.7% of the workforce is employed in process plant and machine operative roles, compared to 7.3% regionally and 6.0% nationally.
- 8.16 Caring, leisure and other service occupations employ a higher percentage of people in North Lincolnshire, with 12.6% of people employed in this role compared to the Greater Lincolnshire LEP (9.7%), Yorkshire and The Humber (9.8%) and the national average (8.8%). The caring, leisure and other service occupations typically attach a lower income.

## EMPLOYMENT BY ROLE



Source: Nomis, Annual Population Survey, March 2020

- 8.17 The percentage of those in employment in the public sector in North Lincolnshire had been falling steadily over recent years, in line with the regional and national trends. There are now 13,000 employed in the public sector in North Lincolnshire, 16.8% of total in employment, compared to 14.9% in Greater Lincolnshire, 17.9% regionally and 15.8% nationally.

## CURRENT ISSUES

- 8.18 Modern industry and commerce are extremely varied and successful in North Lincolnshire. The economy shows a real diversity with a wide skills base in a number of key sectors, including metals and engineering, logistics, chemicals, and food and drink. The area is a base for five power stations, two major oil refineries, over two dozen multinational companies, and many more British companies.
- 8.19 North Lincolnshire is relatively self-contained, with approximately 82% of residents living and working in the area. Workers living in North Lincolnshire are more likely to travel less than 10km to work compared to the England average, and more likely to drive a car. The results of these characteristics mean that workplace self-containment is significant in North Lincolnshire with the majority of people living and working in the area.
- 8.20 The total number of firms registered for VAT in North Lincolnshire has grown over the last decade. This indicator is often seen as a proxy for the levels of enterprise in an area. Business survival rates show that businesses starting up in North Lincolnshire have a higher chance of staying in business after five years than regionally and nationally.
- 8.21 The characteristics of North Lincolnshire's business accommodation are very different to other economic areas. Recent data shows that almost 60% of all floorspace in North Lincolnshire is taken up by factories, reflecting the area's strong manufacturing and

industrial base, compared to the regional figure of just under 40% and the national figure of just under 30%. Retail floorspace accounts for less than 10%, offices 7% and other commercial floorspace just under 26%.

- 8.22 North Lincolnshire's central UK location and extensive transport infrastructure has established the area as a global gateway for logistics and distribution. This unique position provides businesses with a major competitive advantage and easy access to 370 million customers in Europe and 40m people in the UK within a four-hour drive.
- 8.23 The sectors with relatively high shares of jobs in North Lincolnshire are manufacturing, distribution, hotels and restaurants and public administration, education and health. Manufacturing and, in particular, steel manufacturing in North Lincolnshire, currently employs around 6,000 people; any significant reduction in the number of employees in this sector would have a major impact on the local economy.
- 8.24 Many sectors are forecast to grow in GVA terms but to lose jobs. These include chemicals, parts of the manufacturing sector, food and drink, retail, the public sector and business services. Manufacturing remains a much higher than average value sector producing more GVA per worker than the regional and national average.
- 8.25 Low qualifications are a significant barrier to employment and 61.2% of people with no qualifications are out of work. Future job growth in North Lincolnshire is predicted in the energy generation sector, , distribution, hotels and restaurants, financial and business services. Adult learning provision in these key areas is only very limited and therefore a challenge that needs to be addressed.
- 8.26 The South Humber Gateway (SHG) ports of Immingham, Killingholme and Grimsby are the busiest in the UK by tonnage of cargo handled. More than 11% of the country's sea-borne trade is processed through the ports of Immingham, Grimsby and Killingholme.
- 8.27 The SHG is the largest available development site suitable for inward investment and job creation in the Yorkshire and Humber region. Extending to over 900 hectares, it already provides 27% of the UK's oil refinery capacity and includes the UK's busiest port complex and one of the world's largest CHP plants. The SHG is of strategic economic importance not only for the Humber but also for the whole country. It has the potential to attract major wind turbine manufacturers and their supply chains which would create thousands of jobs in the manufacture, installation and maintenance of Round 3 offshore wind farms. The expansion of electricity generation from offshore wind in particular represents a massive long- term investment opportunity in the UK as well as securing a marine renewable electricity source.

## FUTURE TRENDS

- 8.28 The Economic Growth Plan for North Lincolnshire has identified the following growth sectors:
- Renewables
  - Land Transport, Storage & Post
  - Accommodation & Food Services
  - Administrative & Supportive Service Activities
  - Health
  - Residential Care & Social Work
  - Professional Services
  - Recreation

- Utilities
  - Machinery & Equipment
- 8.29 Between 2018 and 2038 manufacturing is expected to lose jobs. The future prospects for manufacturing are important to North Lincolnshire, given its strength in these industries. Growth sectors are forecast to include distribution and storage, hotels and restaurants, and financial and business services. Many other sectors are expected to lose jobs overall.
- 8.30 The dependency on manufacturing makes North Lincolnshire particularly vulnerable to future employment losses; the area has relatively few jobs in established growth sectors, though the SHG has the potential to create thousands of jobs in the manufacture, installation and maintenance of wind turbines.

## CURRENT PLANNING STATUS

- 8.31 The North Lincolnshire Local Plan was adopted in May 2003 and, in line with the then current national and regional planning guidance and the Humberside Structure Plan, the area's key locations and strategic employment sites were identified. Taking into account the local employment structure at the time and predicted future shifts in the council's Economic Development Strategy, a total of 1,229.8 hectares of land was allocated as either committed or proposed for employment use in the Local Plan. Future employment land provision was determined by allocations or existing planning commitments. Some of these sites also had development ongoing or already established.
- 8.32 Land was designated for industrial development to meet the anticipated diversity of demand during the Local Plan period. Allocated sites were generally concentrated in and around the key locations – the main urban area of Scunthorpe and Bottesford, the principal and medium growth settlements and the other strategic locations such as the South Humber Bank, North Killingholme Airfield and Humberside Airport. However, at the same time the land allocations were also sufficiently well distributed throughout the authority area. This was to provide smaller scale development and employment opportunities in more rural locations for the rural population, thereby perpetuating the principles of sustainable development whilst supporting the rural economy.
- 8.33 This stance was mirrored, in terms of allocating a variety of sites at differing locations that would expand on the employment land offered in North Lincolnshire, within the Local Development Framework's Housing and Employment Land Allocations Development Plan Document (DPD) which was adopted in 2016. The table below show that 1231.61 ha of employment related land was allocated by means of the DPD which

related to 193.40 hectares if the two strategic sites of the South Humber Bank and North Killingholme Airfield.

## CURRENT EMPLOYMENT LAND SITUATION

### ALLOCATED EMPLOYMENT SITES – 2016 HOUSING AND EMPLOYMENT LAND ALLOCATION DPD

Final Policy Reference	Previous References	Location	Policy Name	Use	Site Area ha
SHBE-1	IN1-1, 57-1	South Humber Bank	South Humber Bank	B1,B2, B8 Estuary Related	900
NKAE-1	IN1-2, 31-1	North Killingholme	North Killingholme Airfield	B1, B8	138.21
SCUE-1	IN1-3, 36-70	Scunthorpe	Normanby Enterprise Park	B1,B2, B8	35.10
SCUE-2	36-66	Scunthorpe	Mortal Ash Hill	B1	15.48
HUME-1	IN1-12, CIN9	Kirmington	Humberside Airport	B1, B8	9.4
HUME-1a		Kirmington	Humberside Airport	B1, B8	12
HUME-2		Kirmington	Humberside Airport	B1, B8	7.8
SANE-1	IN1-13, 56-1	Sandtoft	Sandtoft Business Park	B1, B8	55.3
BRIE-1	IN1-9, 10-19	Brigg	Brigg Sugar	B1,B2, B8	20.5
BARE-1	IN1-11, CIN-6, 7-17	Barton upon Humber	Humber Bridge Industrial Estate	B1,B2, B8	7.15
NEWE-1	CIN-12	New Holland	New Holland Industrial Estate	B1,B2, B8	21.47
EALE-1	CIN-16, 14-5	Ealand	Spen Lane	B1,B2, B8	3.2
EALE-2	IN1-14	Ealand	South of Railway	B1,B2, B8	6.0
					1,231.61
Not including SHBE-1 and NKAE-1					193.40

- 8.34 An equally important consideration for this study is the location of the employment land offer. It is important that future employment land allocations facilitate the continued growth and development of strategic employment sites whilst, at the same time, supporting rural economies and increasing economic diversity and opportunity. Wherever possible, future land allocations should be situated in sustainable locations, such as within existing urban areas or places that are accessible by public transport and other sustainable transport modes.

### CURRENT DISTRIBUTION OF ALLOCATED EMPLOYMENT SITES

	Total (ha)
Scunthorpe	50.58
Barton-upon-Humber	7.15
Brigg	20.5
South Humber Gateway	900
North Killingholme Airfield	138.21
Humberside Airport	29.2
Sandtoft Airfield	55.3
New Holland Industrial Estate	21.47
Ealand	9.2
Total (ha)	1,231.61

8.35 The table above shows that the current key designated employment sites are generally located in strategic locations, such as the South Humber Gateway, North Killingholme Airfield, Humberside Airport, Sandtoft and Scunthorpe, where the largest areas of allocated land still available for development are concentrated. In fact, over five sixths of the outstanding allocated land (1038 hectares) are located at the South Humber Gateway and North Killingholme Airfield. Given that the SHG is likely to be developed strategically, pockets of development have not been deducted from the 2016 DPD's total. Therefore, the majority of future employment land is concentrated around the South Humber Gateway area (including North Killingholme Airfield), within the main urban area of Scunthorpe and Bottesford, in the market towns, in some rural centres, and in sustainable locations at existing industrial estates.

8.36 The following three sites (identified in the 2014 ELR) are fully developed or not considered suitable for employment uses and, therefore, are unavailable for development. There are no assessments for these sites and they do not, therefore, appear in the Appendices at the end of this document.

#### FULLY DEVELOPED/UNAVAILABLE NLLP SITES OR ALLOCATED SITES IN THE 2016 HOUSING AND EMPLOYMENT LAND ALLOCATIONS DPD

2003 Local Plan Ref or 2016 Allocation	Location		Size (ha)
CIN16 (EAL-1)	Spenn Lane North of Railway, Ealand	This site has a number of residential permissions on the land to the north. Given the recent residential history it is unlikely that the remaining land will come forward for employment uses and it is therefore considered that this site should be de-allocated.	4
IN1-18	Beck Lane, Barrow upon Humber	Due to surrounding residential land this site is no longer suitable for employment use and is unlikely to be developed due to constraints on potential future use of the site for employment purposes. Currently for sale, residential use of the site would be more appropriate.	2.2
IN1-13	Sandtoft Airfield	Sandtoft Airfield is strategically located adjacent to the M180 motorway. It is comprised of a mix of brownfield and Greenfield land that, if developed, would broaden North Lincolnshire's economic diversity. The majority of this land has been developed	1.58
Total			7.78

8.37 One of the main issues to be addressed by the Employment Land Review is to ensure that the future requirements of all employment sectors in terms of location and premises are met. In the past, employment land provision has focused on the amount of land required, as opposed to its location with regards to the type of development it is likely to

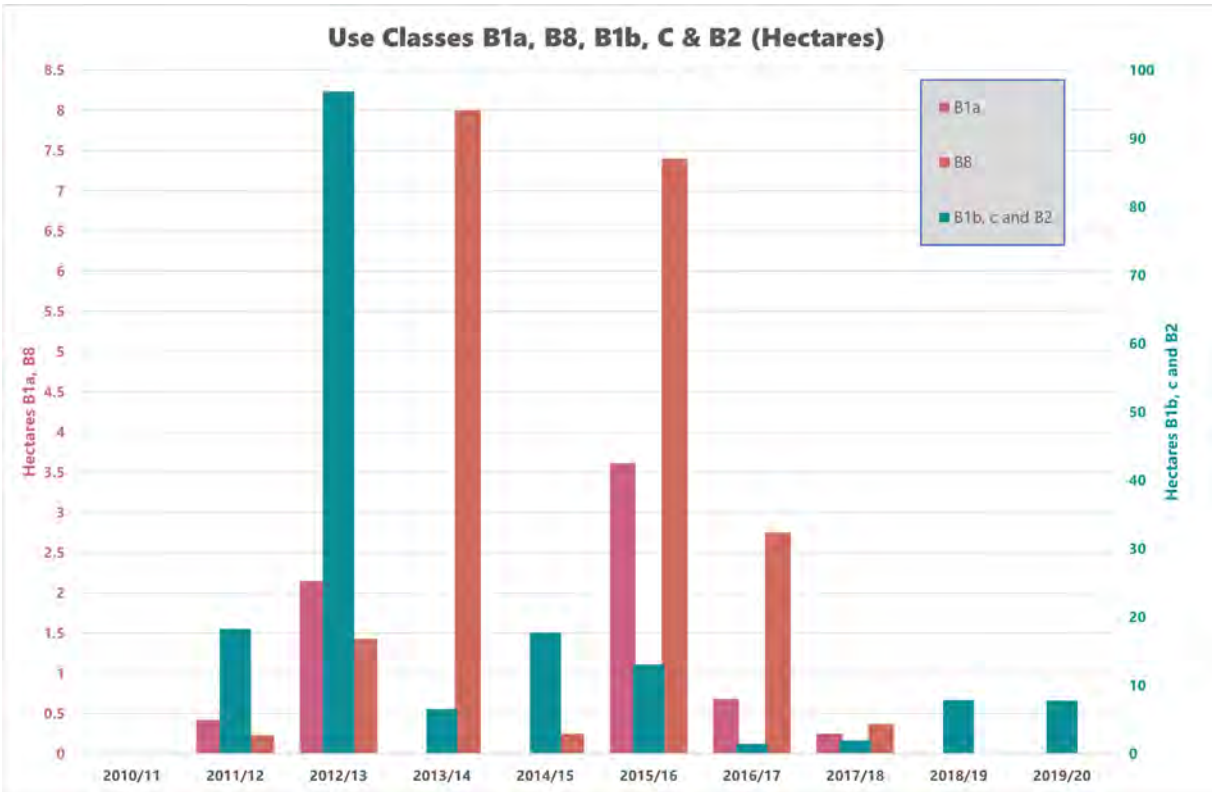


attract and is ultimately being provided to cater for. Therefore, when considering which of the existing allocations will be carried forward and subsequently adopted; and which will be de-allocated and perhaps designated for an alternative use; the location and sustainability of the site will be as equally as important as the size of the site and the contribution it makes to meeting the overall future employment land requirement.

TAKE UP RATE TRENDS

8.38 An indication of future employment requirements can be gained from the analysis of past take up of employment land. Take up rates for completed development can indicate the level of market activity in North Lincolnshire. The following table shows past employment land take up in North Lincolnshire.

PAST EMPLOYMENT LAND TAKE UP IN NORTH LINCOLNSHIRE



Source: Research and Intelligence Team, North Lincolnshire Council, 2020

8.39 Graph 5.1 illustrates the amount of land developed for different types of industrial use classes between 2010/11 and 2019/20. It shows that the total amount of employment land take up has fluctuated considerably over this 10 year period with a total of 198.91hectares of employment land development being completed. This equates to an average completion rate of 19.89 hectares per annum.

NORTH LINCOLNSHIRE COUNCIL ENQUIRIES DATA

8.40 Information on the level and type of business enquiries that the council receives can provide an indication of the preferences of expanding businesses and inward investors. Table 5.6 shows the overall level of enquiries for the period April 2001 to March 2013. Although the number of enquiries received has remained generally consistent over this

period, in recent years the figure has dropped. This may be partly due to the current economic downturn.

## OVERALL LEVEL OF ENQUIRIES RECEIVED

	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013
Number of Enquiries	447	484	635	678	528	491	404	291	369	301	432	474

Source: Enquiries received between 2001 and 2013, Economic Development Team, North Lincolnshire Council

8.41 Table 5.7 shows the level of enquiries by source (i.e. what part of the world the enquiry came from). It shows THAT APPROX 90% of all business enquiries made over the 10-year period were generated from within the UK. The remaining enquiries come from Europe at 6%, and 4% originate from other parts of the world (with the USA and the Far East being the main contributors). The origin of the remaining enquiries was unspecified.

## ENQUIRIES BY SOURCE

Source	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	Total
Europe	32	26	15	22	22	24	32	19	8	7	207
Far East	11	31	6	5	4	10	16	5	2	1	91
UK	541	548	442	415	342	242	283	275	419	463	3970
USA	23	26	18	15	21	4	20	1	0	0	128
Rest of the World	1	1	5	1	4	6	11	1	0	4	34
Unspecified	2	0	0	0	0	0	0	0	0	0	2

Source: Enquiries received between 2003 and 2013, Economic Development Team, North Lincolnshire Council

8.42 Table 5.8 shows the number of enquiries received by type (i.e. the type of land or premises the enquiry was regarding), with the most recent reporting year showing a slight increase on the previous year. Consistently, the highest level of enquiries has been regarding industrial premises, with 43% of all enquires over the period. Other significant areas were 22% of all enquiries for land and 16% for office premises.

## ENQUIRIES BY TYPE

Type	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	Total	%
Industrial	259	277	210	230	171	100	91	91	73	67	1569	43
Land	149	161	140	92	105	42	36	34	18	31	808	22
Office	113	129	75	75	63	28	23	30	32	35	603	16
Retail	98	92	77	72	54	31	26	37	42	44	573	16
Miscellaneous	16	19	26	22	11	9	1	3	9	7	123	3
Total	635	678	528	491	404	210	177	195	174	184	3676	100

Source: Enquiries received between 2003 and 2011, Economic Development Team, North Lincolnshire Council

8.43 Table 5.9 shows the level of specific enquiries for particular quantities of land or floorspace. The highest category demand was for premises of between 1,000 and 4,999

ft<sup>2</sup> in size. It is interesting to note that of all enquiries received between 2005 and 2013, over half (55%) were for smaller premises measuring less than 5,000 ft<sup>2</sup>.

## ENQUIRIES BY FLOORSPACE AND LAND AREA

Size in ft <sup>2</sup>	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	Total	%
0-999	99	143	99	79	83	86	78	83	750	26
1,000-4,999	135	176	103	100	91	97	66	49	817	29
5,000-9,999	68	71	38	28	48	39	28	14	334	12
10,000-19,999	52	50	39	28	52	32	22	13	288	10
20,000-49,999	48	44	42	25	53	34	25	14	285	10
50,000-99,999	29	40	32	18	44	26	26	8	223	8
100,000 +	18	29	24	18	22	15	15	7	148	5
Total	449	553	377	296	393	329	260	188	2845	100

Source: Enquiries received between 2005 and 2013, Economic Development Team, North Lincolnshire Council

- 8.44 Since 2013 the way that enquiries to the council's Economic Development Team are recorded has changed and are more generalised than before. However, through discussions with the officers involved it is evident that the recent enquiry trends are reasonably consistent with those recorded up to 2013. The Table below shows the most recent business support enquiries.

## Development Enquiries to Economic Development 2013 - 2019

	2012	2013	2014	2015	2016	2017	2018	2019	Total
Type of Enquiry									
Business Support	1		1	65	322	189	218	71	867
General					1	22	239	27	289
Grants	3	2	2	8	81	30	47		173
Property					57	44	119	3	223
Grand Total	4	2	3	73	461	285	623	101	1552

8.45 In conclusion, the business enquiries recorded over the last few years, as expected, generally came from the UK, with a moderate level from both Europe and the rest of the world. Furthermore, the breakdown of enquiries shows that demand for premises is towards the lower end in terms of site size.

8.46 The following table outlines the main strengths and opportunities in North Lincolnshire along with weaknesses and threats to economic growth, taken from the North Lincolnshire Local Economic Assessment.

## NORTH LINCOLNSHIRE ECONOMIC SWOT ANALYSIS



## 9 Site Survey of Existing Employment Sites

- 9.1 Site surveys were carried out to determine the current status of existing employment sites and employment land. These included sites with planning permission for employment uses, land allocated in the 2016 Housing and Employment Land Allocations DPD, additional sites and vacant brownfield sites suitable for employment use.
- 9.2 The following criteria was adapted in order to assess each of the identified sites. The full site surveys can be viewed in the Appendices at the end of this report. The assessment criteria used is listed below:
- Base Information (site reference, location, site area);
  - Site Description (physical description of site, status, current use, ownership);
  - Setting (adjacent land uses, potential neighbour conflict);
  - Strategic Access (access to main road network, proximity to rail, sea and air freight);
  - Accessibility (site access, public transport);
  - Site Development Constraints to future development (e.g., access, topography, utilities, environmental, contamination, flood risk);
  - Infrastructure Requirements; and
  - Summary (overall site appraisal, suitability, future recommendations).

### SITES WITH PLANNING PERMISSION

- 9.3 The table below shows all the sites that currently have planning permission for employment uses. All these sites were granted planning permission between April 2014 and March 2020. In order to ensure that these sites all involve the creation of new employment land and to avoid double counting in other categories, those included all meet the following conditions:
- Planning permission granted is either full or reserved matters
  - Site measures 0.25 hectares or more in size
  - Development proposal involves the use of additional land and is not, for example, the extension of premises within an existing employment site
  - Site is not allocated in the Housing and Employment Land Allocations (DPD)
- 9.4 As such, all these sites are committed for employment development which indicates the level of market interest. Sites with planning permission cannot be removed from the supply chain and, therefore, already represent a significant proportion of the existing spatial distribution, type and quantity of future employment land.

## QUALIFYING PLANNING PERMISSIONS, 2014 TO 2020

Planning Application	NL All PS Scales	NL All PS Types	Proposal	Site Address	Decision Date
PA/2015/0821	C Minor	Industry, Storage, Warehousing	Planning permission to erect 3 units for B1, B2, B8 development with trade counter including associated external works, perimeter fencing, lighting columns and landscaping	Former Car Sales, Mannaberg Way, Scunthorpe, DN15 8XF	18/09/2015
PA/2015/0916	C Minor	Industry, Storage, Warehousing	Planning permission to erect a ready-mix concrete batching plant with ancillary storage bunkers, offices and WCs	Rear Of Unit 9, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	21/10/2015
PA/2015/1111	C Minor	Industry, Storage, Warehousing	Planning permission for change of use of land for a builder's yard and B8 (storage and distribution) and the erection of a concrete batching plant with ancillary offices	Protruck Auctions, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	16/12/2015
PA/2015/1371	B Small Scale	Industry, Storage, Warehousing	Planning permission to erect four warehouses B1/B2/B8 with trade counter, associated external works, perimeter fencing, lighting columns and landscaping		23/12/2015
PA/2015/1271	B Small Scale	Industry, Storage, Warehousing	Planning permission to erect two engineering workshops with associated offices (B2) and a secure store	Manby Road Roundabout, Humber Road, South Killingholme	11/01/2016
PA/2015/1264	A Large Scale	Industry, Storage, Warehousing	Application for variation of condition numbers 3, 4, 6, 7, 15,19, 26, 35, 38, 40, 48, 49, 50 and 51 and removal of condition number 5 of planning permission PA/2009/0600 to erect buildings and use land for purposes within Use Classes A3, C1, B1, B2 and B8 for port-related storage and associated service facilities together with amenity landscaping and habitat creation, including flood defences, new railway siding, estate roads, sewage and drainage facilities, floodlighting, waste processing facility, hydrogen pipeline spur and two 20 metre telecommunication masts (IN ACCORDANCE WITH THOSE ADDITIONAL DETAILS AND PLANS CONTAINED WITHIN THE ADDENDUM TO THE ENVIRONMENTAL IMPACT ASSESSMENT DATED APRIL 2011 RECEIVED BY THE LOCAL PLANNING AUTHORITY ON 20 APRIL)	Land North Of Power Station, Access Roads To Power Stations Off Chase Hill Road, North Killingholme	01/02/2016
PA/2016/565	B Small Scale	Industry, Storage, Warehousing	Planning permission to erect a gas-fired energy reserve facility and associated ancillary equipment and components	Power Station, Access Roads To Power Station, Scawby Brook, DN20 9LT	14/09/2016
PA/2016/0019	C Minor	Offices, R+D, Light Industry	Planning permission for a change of use of land including the erection of a workshop and store for the refurbishing and repair of commercial vehicles, proposed bunding and associated works	Orchard House, Neatgangs Lane, Goxhill, DN19 7NL	15/09/2016
PA/2016/1552	C Minor	Offices, R+D, Light Industry	Planning permission for change of use of land for the parking of lorries and tractors, formation of new access and erection of office and storage container	Plot 22, Ram Boulevard, Scunthorpe, DN15 8QW	10/11/2016
PA/2016/1024	B Small Scale	Industry, Storage, Warehousing	Planning permission for change of use of land to form extension of existing curtilage to be used for B8 storage only	Techrete, Station Road, Hibaldstow, DN20 9DT	16/11/2016

Planning Application	NL All PS Scales	NL All PS Types	Proposal	Site Address	Decision Date
PA/2016/160	C Minor	Industry, Storage, Warehousing	Planning permission to retain palisade fencing and hard standing and change the use of land to land used for the storage of commercial vehicles associated with the business Archers Commercials Ltd	Unit 13, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	06/01/2017
PA/2016/167	C Minor	Industry, Storage, Warehousing	Planning permission to retain existing palisade fencing and hard standing and change of use of land used for the storage of commercial vehicles and lorry trailers associated with the business of S & G Commercials Ltd	Discount Gas Supplies, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	06/01/2017
PA/2016/168	C Minor	Industry, Storage, Warehousing	Planning permission for the retention of existing palisade fencing and hard standing with change of use of land to land used for the storage of HGV's and trailers associated with the business of Bradwell Transport Ltd	Bradwell Transport, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	06/01/2017
PA/2016/170	C Minor	Industry, Storage, Warehousing	Planning permission to retain existing hard standing and palisade fencing and change of use of land to land used for the general industrial storage associated with the business of Addlesee Timber & Haulage Ltd	Addlesee Timber And Haulage, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	06/01/2017
PA/2016/169	C Minor	Industry, Storage, Warehousing	Planning permission to retain palisade fencing and hard standing and to change the use of land to land used for the storage/parking of commercial vehicles and plant associated with the business of Owen Plant Repairs Ltd	Owen Plant Repairs, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	06/01/2017
PA/2016/172	C Minor	Industry, Storage, Warehousing	Planning permission to retain existing palisade fencing and hard standing and change of use of land used for the storage and parking of HGV's and trailers	Cars Transport, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	06/01/2017
PA/2016/171	C Minor	Industry, Storage, Warehousing	Planning permission to retain existing hard standing and palisade fencing and to change the use of land to land used for the general industrial storage associated with Eveready Concrete Ltd	Rear Of Unit 9, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	06/01/2017
PA/2016/175	C Minor	Industry, Storage, Warehousing	Planning permission to retain palisade fencing and hard standing and to change the use of land to land used for the parking and storage of motor vehicles associated with Axholme Car Company	Unit 4, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	06/01/2017
PA/2016/1986	C Minor	Industry, Storage, Warehousing	Planning permission to erect a general purpose builders merchants warehouse	Turnbull Timber, Island Carr Road, Island Carr Industrial Estate, Brigg, DN20 8PD	09/03/2017
WD/2016/1602	B Small Scale	Industry, Storage, Warehousing	Planning permission to change the use of land from HGV parking to outdoor storage and distribution (B8 Use) and erection of boundary fence	Normanby Park Workshops, Normanby Road, Scunthorpe, DN15 8QZ	12/05/2017
PA/2017/895	C Minor	Offices, R+D, Light Industry	Planning permission for change of use of land for parking of lorries and tractors, formation of new access and erection of offices and storage container	Street Record, Ram Boulevard, Scunthorpe	08/08/2017
PA/2017/993	C Minor	Industry, Storage, Warehousing	Planning permission to erect three units for commercial / industrial use including the demolition of existing unit	Clugston Distribution, Brigg Road, Scunthorpe, DN16 1BB	09/08/2017
PA/2017/877	C Minor	Offices, R+D, Light Industry	Planning permission to erect a new workshop/store	7 East Cross Street, Kirton In Lindsey, DN21 4DT	21/08/2017



Planning Application	NL All PS Scales	NL All PS Types	Proposal	Site Address	Decision Date
PA/2017/1137	A Large Scale	Industry, Storage, Warehousing	Planning permission for change of use of one vacant hangar for B8, ancillary B1 uses and agricultural storage	RAF Kirton In Lindsey, B1400 From B1398 To B1205, Kirton In Lindsey, DN21 4HZ	06/12/2017
PA/2016/1613	C Minor	Industry, Storage, Warehousing	Planning permission for change of use of land to retain concrete batching plant as built, hardstanding and palisade fencing and to form a woodland area bund and drain to the east of the site	Rear Of Unit 9, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	21/12/2017
PA/2016/1933	C Minor	Industry, Storage, Warehousing	Planning permission to retain palisade fencing and hard standing and change of use of land to land used for the storage of commercial vehicles associated with the business of Archers Commercials Ltd and to form woodland area bund and drain on land to east of site	Unit 13, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	21/12/2017
PA/2016/1940	B Small Scale	Industry, Storage, Warehousing	Planning permission to retain existing palisade fencing and hard standing and change the use of land for the parking and storage of HGVs and trailers and to form woodland area bund and drain to east of site	Cars Transport, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	21/12/2017
PA/2016/1939	C Minor	Industry, Storage, Warehousing	Planning permission to retain existing palisade fencing and hard standing and change the use of land for the storage of commercial vehicles and lorry trailers associated with the business of S & G Commercials Ltd and to form a woodland area bund and drain to the east of the site	Compound, Discount Gas Supplies, Sandtoft Industrial Estate Road 1, Sandtoft Industrial Estate, Belton, DN9 1PN	21/12/2017
PA/2016/1936	C Minor	Industry, Storage, Warehousing	Planning permission to retain palisade fencing and hard standing and to change use of land to land used for the storage/parking of commercial vehicles and plant associated with the business of Owen Plant Repairs Ltd and to form woodland area bund and drain to east of site	Owen Plant Repairs, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	21/12/2017
PA/2016/1931	C Minor	Industry, Storage, Warehousing	Planning permission to retain existing hard standing and palisade fencing and change of use of land for the general industrial use associated with the business of Addlesee Timber and Haulage Ltd and to form woodland area bund and drain	Addlesee Timber And Haulage, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	21/12/2017
PA/2016/1938	C Minor	Industry, Storage, Warehousing	Planning permission to retain palisade fencing, hard standing and to change use of land for the parking and storage of vehicles associated with the business of Axholme Car Company and to form woodland area bund and drain to the east of the site	Unit 4, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	21/12/2017
PA/2016/1934	C Minor	Industry, Storage, Warehousing	Planning permission for the retention of existing palisade fencing and hard standing with change of use of land to land used for the storage of HGVs and trailers associated with the business of Bradwell Transport Ltd and to form woodland area bund and drain to east of site	Bradwell Transport, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	21/12/2017
PA/2016/177	C Minor	Industry, Storage, Warehousing	Planning permission to retain palisade fencing and hard standing and to change the use of land to land used for general storage associated with M & D Concrete Ltd	M R Concrete, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	21/12/2017
PA/2017/1848	C Minor	Industry, Storage, Warehousing	Planning permission to erect warehouse with office, mess room and toilet facilities, car & lorry parking, retain perimeter palisade fencing and gates, and install new road crossing	Land South Of, Europa Way, Brigg	11/01/2018

Planning Application	NL All PS Scales	NL All PS Types	Proposal	Site Address	Decision Date
PA/2017/463	A Large Scale	Industry, Storage, Warehousing	Hybrid application for full planning permission for land raising; and outline planning permission with all matters reserved for an industrial park	Singleton Birch, Brigg Road, Melton Ross, DN38 6AE	23/02/2018
PA/2017/1520	A Large Scale	Industry, Storage, Warehousing	Planning permission for change of use of five (5) no. vacant former MOD buildings to B8 use (excluding open storage), ancillary B1 uses, and agricultural storage	Raf Kirton In Lindsey, B1400 From B1398 To B1205, Kirton In Lindsey, DN21 4HZ	10/04/2018
PA/2018/449	C Minor	Industry, Storage, Warehousing	Planning permission to erect a portal framed industrial unit and conversion of an existing brick pump house into staff changing facility	Plot 7, Atkinsons Way, Scunthorpe, DN15 8QJ	27/04/2018
PA/2018/448	B Small Scale	Industry, Storage, Warehousing	Planning permission to erect a new steel portal-framed warehouse incorporating office, tearoom and wc and with a canopy roof to existing warehouse	Plot 6, The Flarepath, Elsham, DN20 0SP	27/04/2018
PA/2018/402	C Minor	Industry, Storage, Warehousing	Planning permission to erect a steel framed extension for general storage	Depot, Station Road, Epworth, DN9 1JU	30/04/2018
PA/2018/90	C Minor	Industry, Storage, Warehousing	Planning permission to erect ten business start-up units for B1 and B8 use.	North Lincolnshire Council Depot, Northampton Road, Scunthorpe, DN16 1UJ	28/08/2018
PA/2018/1345	B Small Scale	Industry, Storage, Warehousing	Planning permission to erect a commercial building for metal recycling (Use Classes B2 & B8) - Flood Risk Assessment Submitted	Addlesee Timber And Haulage, Sandtoft Industrial Estate Road 1, Belton, DN9 1PN	15/11/2018
PA/2018/2049	C Minor	Offices, R+D, Light Industry	Planning permission for change of use to form haulage yard, including demolition of existing buildings and the erection of single storey office with associated works	Land North, Haven Road, North Killingholme	07/12/2018
PA/2018/1696	C Minor	Offices, R+D, Light Industry	Planning permission to erect 8 light industrial storage/office units	Sub Station, Hargreaves Way, Scunthorpe	22/01/2019
PA/2019/487	C Minor	Industry, Storage, Warehousing	Planning permission to retain a change of use of land from storage & distribution (Use Class B8) to container storage facility	Commercial Unit, East Common Lane, Scunthorpe, DN16 1DA	09/05/2019
PA/2019/574	B Small Scale	Industry, Storage, Warehousing	Planning permission to retain the change of Use from B2 (General Industrial) to B2 (General Industrial) & B8 (Storage & Distribution) of Steel	Former Site Of Pet Polymers Ltd, Stather Road, Flixborough, DN15 8RR	21/06/2019

## LOSSES OF EMPLOYMENT LAND TO OTHER USE CLASSES

- 9.5 Whilst planning permission for employment use will usually result in net 'gain', permission can also be granted for development that results in the loss of employment land. For example, approval may be given to a proposal that involves the change of use of an existing employment site or building, or the development of land allocated for employment use for another purpose.
- 9.6 It is reasonable to expect that over time as circumstances in the market change, supply and demand for land or premises will fluctuate depending on the employment sector/use class and the location of suitable land or floorspace. Over the previous 10 years, only small number of employment uses have been re-developed for non-employment related uses. Therefore, it is fair to conclude that the encroachment of other types of development onto former/allocated employment sites is not a significant issue in North Lincolnshire and can generally be attributed to the normal operation of the local market. The most frequent incidence of loss was from business use equally to shops, assembly and leisure and dwellings.

## FLOOD RISK

- 9.7 Flooding is of particular relevance to North Lincolnshire as substantial parts of the area are at risk. To address flood risk the council produced a joint Strategic Flood Risk Assessment (SFRA) with North East Lincolnshire Council that has been subject to a number of updates with the latest being adopted in August 2012. This version included the addition of guidance as follows: Appendices D (Critical Flood Levels); Appendix E (Local Planning Guidance) and Appendix F (Flood Mitigation Measures).
- 9.8 The SFRA was produced in accordance with the then guidance set out in Planning Policy Statement 25 (PPS25) which has been replaced by the NPPF. It is noted that the PPS25 Practice Guide was withdrawn during March 2014.
- 9.9 The 2012 SFRA takes into account the effect of climate change up to 2115, and this has been built into the assessment. Within the SFRA the Flood Zones are classified as:
- Zone 1
  - Zone 2/3a
  - Zone 3b
- 9.10 Flood Zone Maps produced by the Environment Agency are regularly reviewed and updated with improved flood risk mapping information. Therefore, the understanding of flood risk issues within the area is constantly refined. However, it should be noted that the Environment Agency flood zone mapping does not take into account the effects of climate change and hazard mapping. The SFRA is considered by all parties to be a "live document" and will be subject to change should annual monitoring reveal a need to do so. Should information come forward affecting the main assessment it is likely to trigger a minor or major review of the document depending on the reasons given at the time. Therefore, North Lincolnshire Council, North East Lincolnshire Council and the Environment Agency consider the SFRA a much more robust document.
- 9.11 The North Lincolnshire SFRA has been used to identify which flood risk zone each Employment Land Review site is located within. Within the individual site assessments the flood risk zones from the SFRA have been used.

## ALLOCATED SITES

9.12 The sites listed in the following table (gross area) are allocated in the Housing and Employment Land Allocations (DPD) for employment uses. However, these sites have yet to be fully developed and currently still have vacant land available. The Employment Land Review presents the opportunity to reconsider these sites and determine their continued suitability for future employment use. This level of suitability is dependent upon the anticipated future requirements for employment land and business premises (size, location and quality), and the extent to which these allocated sites can potentially meet such requirements.

## SUMMARY OF OUTSTANDING LOCAL PLAN EMPLOYMENT LAND ALLOCATIONS

### ALLOCATED EMPLOYMENT SITES - HOUSING AND EMPLOYMENT LAND ALLOCATION DPD

Final Policy Reference	Previous References	Location	Policy Name	Use	Site Area ha	Development suitability	Recommendation
SHBE-1	IN1-1, 57-1	South Humber Bank	South Humber Bank	B1, B2, B8 Estuary Related	900	Regionally significant estuary related employment site with huge potential for future development to become the global gateway for the north of England	Allocate
NKAE-1	IN1-2, 31-1	North Killingholme	North Killingholme Airfield	B1, B8	138.21	North Killingholme Airfield is strategically located close to the regionally significant South Humber Gateway employment allocation. Development of the brownfield site would broaden North Lincolnshire's potential for future employment use and promote economic diversity. It also has scope to displace some land-intensive uses from the South Humber Gateway area (for example car storage) and free up that area for estuary-related uses. Includes two parcels of land (4.4ha) to the north and south of Lancaster Approach	Allocate but include B2 uses which would allow for North Killingholme Airfield to be used for energy generation (such as energy from waste) related uses depending on the scale and impact of the proposal.
SCUE-1	IN1-3, 36-70	Scunthorpe	Normanby Enterprise Park	B1,B2, B8	35.10	The site has a number of unimplemented planning permissions that are yet to be implemented. The most suitable types of development for this site are light industrial and storage and distribution. It is a good strategic site that should be safeguarded for future employment use.	Allocate
SCUE-2	36-66	Scunthorpe	Mortal Ash Hill	B1	15.48	Good strategic site that is suitable for B1 employment use. Interest has been shown for the land to the west of Bottesford Beck whilst the former transport depot site to the east has proven to be more challenging in terms of bringing it forward for employment uses.	De-allocate but retain land to the west of Bottesford Beck within an amended development limit
HUME-1	IN1-12, CIN9	Kirmington	Humberside Airport	B1, B8	9.4	This site forms the remaining area of the Airport Business Park. It is good strategic site that should be safeguarded for future employment use. A business park allocation could also safeguard the airport's future operation	Allocate

Final Policy Reference	Previous References	Location	Policy Name	Use	Site Area ha	Development suitability	Recommendation
HUME-1a		Kirmington	Humberside Airport	B1, B8	12	Good strategic site that should be safeguarded for future employment use. It is adjacent to Humberside Airport that offers excellent air freight opportunities and good strategic access via the A18 and M180. It forms an ideal site for B1 (Business/ Light Industrial) and B8 (Storage and Distribution) uses, particularly those associated with air freight or training operations.	Allocate
HUME-2		Kirmington	Humberside Airport	B1, B8	7.8	Good strategic site benefitting from outline planning permission that should be safeguarded for future employment use. It is adjacent to Humberside Airport that offers excellent air freight opportunities and good strategic access via the A18 and M180. It forms an ideal site for B1 (Business/ Light Industrial) and B8 (Storage and Distribution) uses, particularly those associated with air freight or training operations.	Allocate
SANE-1	IN1-13, 56-1	Sandtoft	Sandtoft Business Park	B1, B8	55.3	Sandtoft Airfield is strategically located adjacent to the M180 motorway. It is comprised of a mix of brownfield and Greenfield land that, if developed, would broaden North Lincolnshire's economic diversity. The scope for a major distribution centre/business park alongside the M180/A180 corridor would optimise this location. The site was allocated in the Housing and Employment Land Allocations DPD with a requirement identified in the Core Strategy	Allocate
BRIE-1	IN1-9, 10-19	Brigg	Brigg Sugar	B1, B2, B8	20.5	The site is suitable for B1 (Offices and Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses. It is comprised of the former Brigg Sugar site which has been subject to recent site clearance. There are still substantial areas of concrete hardstanding on site	De-allocate but retain in an amended development limit.
BARE-1	IN1-11, CIN-6, 7-17	Barton upon Humber	Humber Bridge Industrial Estate	B1, B2, B8	7.15	An attractive employment location for light industrial use, which could see a large proportion of the vacant land developed in the next five years if outstanding planning applications are implemented.	De-allocate but retain in the development limit.
NEWE-1	CIN-12	New Holland	New Holland Industrial Estate	B1, B2, B8	21.47	Although uptake of land at the site has been slow to date, the main road infrastructure is in place and individual plots may be developed. If environmental and flood risk issues can be overcome, the site is suitable for B1, B2 and B8 uses.	De-allocate but identify as an existing employment area.

Final Policy Reference	Previous References	Location	Policy Name	Use	Site Area ha	Development suitability	Recommendation
EAL-1	CIN-16, 14-5	Ealand	Spen Lane	B1,B2, B8	3.2	This site has a number of residential permissions on the land to the north. Given the recent residential history it is unlikely that the remaining land will come forward for employment uses and it is therefore considered that this site should be de-allocated.	De-allocate
EAL-2	IN1-14	Ealand	South of Railway	B1,B2, B8	6.0	The site is a large area of allocated land with reasonable access to the strategic highway network. It has existing employment uses on site and there are no apparent adjacent land use conflicts. If environmental and flooding issues can be overcome then the site should be taken forward as an employment site either through a specific allocation or being reclassified as an existing employment area.	De-allocate but identify as an existing employment area.
					1,231.61		
			Not including SHBE-1 and NKAE-1		193.40		

## Additional Sites

- 9.13 Additional sites, which are not allocated in the Housing and Employment Land Allocations DPD, have also been proposed in this study. These are greenfield (or predominantly greenfield) sites which have been identified as being in sustainable locations with the potential for employment development and have been identified through the 2017 and 2018 call for Sites exercises that formed part of earlier consultation periods on the North Lincolnshire Local Plan. The following table lists the additional sites and highlights their suitability for development with a site specific recommendation. The ELR cannot allocate employment sites but it can make recommendations for the North Lincolnshire Local Plan.

## ADDITIONAL SITES CONSIDERED SUITABLE FOR EMPLOYMENT USES

2019 ELR Refs	New site	Location	Size (Ha)	Use	Development Suitability	Site Recommendation
ELR35	Yes	Land to the north of Tesco's, Scunthorpe	39.96	B1, B8	<p>Site is located in Flood Zone 2/3(a) Tidal and is grade 2 agricultural land. The land may have ecological interest.</p> <p>The site is currently allocated for housing (SCUH-8) but offers good access to the strategic highway network. Subject to satisfying the built and green environmental and access criteria in this policy the land would be suitable for B1 and B2 employment related uses</p>	Allocate
ELR36	Yes	Land to the north west of the A15 Barton Interchange	15	B1, B2, B8	<p>The site is Grade 1 agricultural land and falls within SFRA Flood Zone 1. This is a significant area of land located in the open countryside and is comprised of the best and most versatile agricultural land. It lies adjacent to Barton Wolds LNR. The site offers good access to the strategic highway network via the A1077 and is a prominent location. Site access would need to be achieved off Gravel Pit Lane.</p>	Allocate
ELR37	Yes	Land to the south of Barnetby Top Interchange and to the west of the A18.	6.14	Service Station and lorry park	<p>The site is Grade 2 agricultural land and falls within SFRA Flood Zone 1. This is a significant area of land located in the open countryside and is comprised of good quality agricultural land.</p> <p>The site offers good access to the strategic road network and is located close to the village of Barnetby which offers a railway station and other services. It is considered that the site is ideally located adjacent to the strategic highways network and is suitable for a lorry park and associated services.</p>	Allocate
ELR38	Yes	Land to the south of Barnetby Top Interchange and to the east of the A18	10	B1, B2, B8	<p>The site is Grade 2 agricultural land and falls within SFRA Flood Zone 1. This is a significant area of land located in the open countryside and is comprised of good quality agricultural land.</p> <p>The site offers good access to the strategic road network and is located close to the village of Barnetby which offers a railway station and other services. It is considered that the site is ideally located adjacent to the strategic highways network and is suitable for a business park.</p>	Allocate
ELR39	Yes	Land to the south of Crowle gyratory	5	B1, B8	<p>The site is a large area of greenfield agricultural land with good access to the strategic highway network. It is located within the wider Area of Great Landscape Importance and is located within an area of high flood risk.</p> <p>If environmental and flooding issues can be overcome then the site offers a well located employment site that is suitable for B1 and B2 uses.</p>	Allocate

## SUMMARY OF EXISTING EMPLOYMENT AREAS

- 9.14 The following paragraphs discuss the existing main employment areas in North Lincolnshire, taking into consideration location, quality, current status, future potential and their position within the area's employment hierarchy.

### SOUTH HUMBER GATEWAY (SHG)

- 9.15 The South Humber Gateway (also known as the South Humber Bank) is an expansive area of vacant flat land located on the southern bank of the Humber Estuary and is strategically the most important employment site in the Humber Sub Region (see also Chapter 2 Setting The Scene). The SHG is part of a larger cluster of port-related activity along the south bank of the Humber, which includes the ports of Grimsby and Immingham - the UK's busiest port complex. Located here are two of the country's largest oil refineries providing 27% of the UK's refinery capacity, three energy plants and various other port-related activity. Able UK are seeking to develop a Marine Energy Park on 248 hectares of land at Killingholme Marshes, south of the Humber Sea Terminal, providing a new deep water port facility including new deep water quays stretching for 1.6km between the Humber Sea Terminal and the Port of Immingham.
- 9.16 This employment site has distinct and unique features, making it particularly significant in terms of both the local and regional economies. It includes the UK's largest undeveloped employment land allocation fronting a deep-water channel, ideally located for the extension of existing port-related industries and the creation of a new port along the bank between the Humber Sea Terminal and Immingham Port to the east.
- 9.17 However, it is important to remember that in contrast this area is also regionally significant in environmental terms and is home to sensitive estuary and wetland habitats and some important bird species. There is a designated Site of Special Scientific Interest in the centre of the SHG employment area, together with three sites of importance for nature conservation and a local nature reserve. Directly to the north is a Ramsar/SPA (Special Protection Area) site. Any future development here must respect the international, national and local nature conservation areas designated within and adjacent to the site.
- 9.18 Nevertheless, it will be possible to take advantage of the SHG's unique potential and further develop this area for employment uses. Development can be successfully achieved alongside the preservation of existing nature conservation areas, wildlife habitats and species by ensuring it has no adverse impact on the sensitive local environment. Each proposed development will be assessed to determine whether an Environmental Impact Assessment and Appropriate Assessment (in compliance with the EU Habitat Regulations) are required. In cases where significant impacts are identified, avoidance, mitigation and compensation measures should be put in place and assessed by regular monitoring. Furthermore biodiversity enhancements and habitat network connections should be sought where possible.
- 9.19 The South Humber Bank Mitigation Strategy will help to achieve sustainable development at a strategic level. This Mitigation Strategy will help by establishing ecological functioning habitat areas as compensation for habitat loss in relation to habitat displacement from proposed industrial development in compliance with the Habitat Regulations. However, it only relates to water birds using the Estuary at a strategic level in relation to the Habitat Regulations. This area is also important for other species such as bats, great crested newts, water voles and important hedgerows. Therefore, significant areas of land must be protected and enhanced to provide for these species. Furthermore, it is envisaged that developers will be required to contribute by establishing buffer areas around new development, providing high quality landscaping



to screen industrial development and the provision of new habitats and local green networks between and around industrial areas. Such measures will help to minimise any potential negative effects inflicted on the natural environment by future industrial development.

- 9.20 Improvements to the accessibility and infrastructure of the SHG area are crucial to the successful achievement of its future development potential. Such schemes include the upgrade of the main SHG transport route - the A160 Improvement Scheme which has recently been completed. The Killingholme Loop railway proposal will provide a continuous rail route in and out of the South Humber Ports area - offering a more sustainable way to transport freight. The South Humber Bank Transport Strategy requires any proposed development in the SHG area to have a Transport Assessment and provisions to be made for sustainable links (including cycling and walking routes) between the SHG and nearby settlements.
- 9.21 Further necessary infrastructure improvements to facilitate future development of the SHG include the need to increase sewage capacity in the area by way of a new pumping station and trunk sewer to serve the whole site, and the upgrade of the water works serving the site, increasing water supply by 33 percent. Development may also have implications for surface water flows both on the site and in the surrounding area, which should be taken into consideration and a management strategy put in place where necessary. Furthermore, the majority of the site is within Flood Risk Zone 2/3a and Zone 1, and therefore Flood Risk Assessments will be required for proposed developments. Land to the north of the Humber Sea Terminal also requires a flood defence enhancement scheme to be adopted.
- 9.22 The delivery of the South Humber Gateway will be achieved through the following Plans, Boards and Delivery Groups:
- South Humber Bank Mitigation Strategy 2015 (currently being updated)
  - South Humber Bank Transport Strategy 2008 (updated in 2010) and any revisions / updates
  - South Humber Gateway Framework Travel Plan
  - South Humber Bank Landscaping Initiative (SHBLI)
  - Outline Water Cycle Strategy (WCS)
  - South Humber Bank Master Plan (2004)
  - Individual South Humber Bank Infrastructure, Economic and Environmental Studies that update the South Humber Bank Master Plan where relevant
  - South Humber Bank Gateway Delivery Group and its South Humber Bank Ecology Sub-Group
  - The Highways Agency A160 Road Improvement Scheme
  - Killingholme Drainage Scheme
  - Humber Flood Risk Management Strategy, March 2008 and any revisions/ updates
  - Strategic Flood Risk Assessment 2012 and any revisions/ updates
- 9.23 This collaborative framework will ensure the successful large-scale future development of the South Humber Gateway, help to overcome existing constraints, and harmonise potential conflict between economic development and the environment; thus achieving sustainable development objectives.
- 9.24 In 2009 approval was given for branding the area as the 'South Humber Gateway' (see Chapter 2 Setting the Scene). This will help to improve the marketing potential of the area and increase the amount of inward investment. Approval was also given at the time for establishment of a South Humber Bank Gateway Board which will guide the work of officers who are responsible for helping the area achieve its potential of attracting a minimum of £2 billion in investment and creating at least 10,000 jobs.

- 9.25 The quality of the area in terms of future industrial development is excellent and there is considerable scope for future employment growth. This site is perfectly appointed for all forms of port or estuary-related industrial development and is considered to be a premier location for employment, with the potential to become one of the region's most thriving employment areas and the north of England's 'Global Gateway'.

## **NORTH KILLINGHOLME AIRFIELD**

- 9.26 This site covers a large flat area of land located in the open countryside to the west of North Killingholme village and the South Humber Bank. It has a long history as an employment location and was initially designated in the 1970's to bring the derelict airfield back into use, as the former runway made a return to agricultural use unfeasible.
- 9.27 Although there is no direct access to the strategic road network from this area at present, it is in close proximity to the strategic South Humber Gateway employment area. As such, North Killingholme Airfield is well placed as a location for businesses and facilities that support the estuary/port related industries sited on the South Humber Bank. This type of development should be encouraged to continue to locate here in the future, thereby reserving available land at the South Humber Bank for key estuary and port-related industries only.
- 9.28 However, development here has accrued in a piecemeal and ad-hoc fashion. There is also an issue with access and infrastructure on the site, with the water/sewage system and road network dating back to the time when the airfield was first developed in 1942.
- 9.29 Despite this, North Killingholme Airfield is considered to be an ideal location for employment uses; particularly the warehousing, distribution, haulage and depot facilities associated with the existing and future estuary and port-related industries at the nearby South Humber Bank. The availability of suitable land here means that there is scope for the relocation of some land-intensive uses (such as vehicle storage) away from the South Humber Bank, freeing up more land there for high-end estuary and port-related uses.
- 9.30 At present, the quality of existing premises is mixed due to the way in which development has amassed over many years. However, a 138 hectare site (NKA-E-1) at North Killingholme Airfield is allocated for employment use in the Housing and Employment Land Allocations DPD and the majority of the site remains vacant. Therefore, if safeguarded it has considerable scope as an area for future specialised employment development such as storage and logistics supporting the SHG industries.
- 9.31 The continuation of this area as an employment location presents the opportunity to improve the quality of future development and the appearance and servicing of the site as a whole. New planning policies will be formulated to ensure that the most suitable types of employment uses locate here and that new development is well designed and contributes to the appearance and functionality of the whole site. If the site is developed more comprehensively in the future then improvements and upgrades to the infrastructure will ensue, thereby enhancing North Killingholme Airfield as an employment location and enabling it to complement and support development at the South Humber Gateway.

## **HUMBERSIDE AIRPORT**

- 9.32 Humberside Airport is another strategically important site located in the open countryside approximately 20 kilometres east of Scunthorpe near the village of Kirmington. The presence of an international airport in North Lincolnshire has provided the opportunity to develop the surrounding area for employment uses. It is best placed to

serve as a location for airport-related businesses, with convenient access to the rest of the country and to Europe. This prime site is now occupied by a well-established business park and is the base for companies, import and export companies, aviation-related enterprises, and those with close airport links such as car hire and other businesses in the tourism sector. The remaining parts of the 2003 Local Plan sites CIN9 and IN1-12 form site HUME-1 in the Housing and Employment Land Allocations DPD with two further sites, HUME1a (12ha) and HUME-2 (7.8ha) allocated to the immediate north west and west of the Airport business park site.

- 9.33 With its direct access to air-freight opportunities and reasonable proximity to the strategic road network, the airport is considered to be a desirable location for business development - especially when considering anticipated future growth sectors.
- 9.34 The expansion of the Airport Business Park will broaden employment opportunity and choice in North Lincolnshire and will conversely help to support the future growth and success of the airport. However, any future development in this location would also need to take account of the need to protect the character and landscape of the local countryside.

## SANDTOFT AIRFIELD

- 9.35 Sandtoft Airfield is located in the Isle of Axholme to the west of the village of Belton and to the north west of Epworth. This flat expanse of land is a former World War II airfield that, like North Killingholme Airfield, has subsequently been promoted as a suitable location for industrial and business development. It is considered to be a significant employment site with the potential to support the economies of both the South Humber Bank and Doncaster Robin Hood/Humberside Airports, promoting North Lincolnshire's aspiration to become the north of England's 'Global Gateway'.
- 9.36 Presently, almost half the airfield is developed with businesses generally clustered along the Sandtoft Road/Beltoft Road frontage and on the surviving runways and taxiways of the former airfield. The development that has accrued on this site over the years has taken place in an unplanned and piecemeal way, in a similar way to development at North Killingholme Airfield.
- 9.37 The strategic importance of the site and the inadequacy of existing access to the site for the scale of future development envisaged resulted in a study commissioned by the North Lincolnshire Highway Alliance (NLHA) and subsequently led to the site being identified and then allocated through the LDF's Core Strategy and the Housing and Employment Land Allocations DPD as the 55.3ha SANE-1 Employment site suitable for a B1 (former Use Class Classification) and B8 logistics park use.
- 9.38 Evidence produced at the time of the Core Strategy's examination included: -
- Sandtoft evidence base (Pell Frischmann, July 2009)
  - Sandtoft: Planning Evidence Base (WYG Planning and Design, 2010)
  - Sandtoft: Ecological Walkover Survey (WYG Environmental, 2010)
  - Sandtoft: Geo-Environmental Desk Study (WYG Environmental, 2010)
  - Sandtoft: Highways Evidence Base (WYG Transport Planning, 2010)
  - Sandtoft: Framework Travel Plan (WYG Transport Planning, 2010)
  - Sandtoft: Flood Risk Assessment (WYG Engineering, 2010)
  - Sandtoft: Archaeology and Cultural Heritage Statement (WYG Environmental, 2010)
  - Sandtoft: Landscape Appraisal (WYG Environmental, 2010)
  - Sandtoft: Market Demand Appraisal (CB Richard Ellis, 2010)

- 9.39 Research presented in the evidence base considers the merits of the site from a variety of perspectives, including:
- Consistency with national, regional and local transport and planning policy;
  - The options for improving access to the site;
  - Competing development in the area;
  - The local economy;
  - Sustainable access;
  - Employment land demand;
  - The views of potential operators and business;
  - The benefits in economic terms; and,
  - Opportunities for funding.
- 9.40 The location and amount of land offered are of a sufficient size that is likely to attract potential businesses, creating a number of jobs for local people. Indeed, an appraisal of the costs of potential transport infrastructure improvements against the resultant economic benefits in terms of job creation shows that the development has the potential to deliver the access options considered. Despite the fact that existing development on this site lacks coherence, there is still a considerable amount of market interest in this area as a business location. Approved development here is for a range of industrial uses including offices, transport and haulage, warehousing and distribution, waste recycling and manufacturing.
- 9.41 Sandtoft Airfield is considered to be a valuable economic development opportunity that will subsequently help to underpin other sectors both in North Lincolnshire and in neighbouring local authorities. It is envisaged that in the future the location of this site should be exploited and the airfield comprehensively developed as a logistics/business park, thereby broadening the economic diversity of the area. Therefore, it is proposed that the 55.3 ha SANE-1 allocation in the Housing and Employment Land Allocations DPD is retained.

## SCUNTHORPE LOCATIONS

- 9.42 Scunthorpe and Bottesford form the principal urban area in North Lincolnshire, which is home to almost half the authority's population. Consequently, Scunthorpe is where the majority of services and facilities are based and is also the location for a number of industrial estates, business parks, and a range of other employment sites.
- 9.43 Sawcliffe Industrial Park is located at the north-eastern edge of Scunthorpe, approximately 1.3 kilometres from the town centre. This industrial park is situated within an area dominated by various industrial and business uses and is separated from the town's principal residential areas by the main road network. The site comprises a diverse mix of uses including B1, B2 and B8 businesses together with some A1 and SG uses (DIY stores and car showrooms). It is considered that this site will continue to be suitable for this range of uses in the future.
- 9.44 It is well located to attract a range of employment uses for businesses seeking to locate within an urban area close to the town centre and, therefore, is considered to be a significant employment site. Future employment land provision is catered for by the site and recent planning permissions granted for employment uses. In total there is still over 23 hectares of land that remain vacant.
- 9.45 South Park Industrial Estate is located at the south-western edge of Bottesford. This industrial estate is large, well established and is occupied by a mix of offices, workshops, depots and other B1 and B8 businesses and is surrounded by residential uses. Access to

the site itself is very good but its location is not as convenient in terms of access to the strategic road network but will improve with the highway works associated with the Lincolnshire Lakes urban extension. Car parking within the industrial estate is also very limited and is a recognised constraint, causing problems with heavy on street parking in the locality.

- 9.46 Thus, South Park Industrial Estate is less attractive than other places in Scunthorpe to firms looking to locate in the town. Although this site is better placed to provide sites/premises for the expansion of existing occupiers and other indigenous growth, its location means that this area is not considered to be the best to meet future employment needs and is only suitable to meet smaller-scale local demand.
- 9.47 Normanby Enterprise Park is located on the northern periphery of Scunthorpe, reasonably situated in strategic terms and offers good access to the strategic road network. The site is currently occupied by a few quality larger-scale business premises, including office accommodation, light industrial, and storage and distribution uses; but there are still areas of vacant land within the enterprise park. Access to the strategic road network is fairly convenient with the M181 only five kilometres away. The site is well serviced by existing infrastructure and has been purposefully planned to create a quality business park with a low plot density, consistency of buildings and soft landscaping to create a pleasant working environment.
- 9.48 Considering the enterprise park's location and future potential to attract quality business developments, it is recommended that this site be safeguarded as an area for future employment growth. Over 35 ha of employment land still remains and has been allocated as site SCUE-1 in the Housing and Employment Land Allocations DPD. Permission has been granted for development including offices, light industrial and storage and distribution uses. This demonstrates that there is interest in continued business development and investment in this location.
- 9.49 Midland Industrial Estate is located in central Scunthorpe and accessed off Brigg Road, less than two kilometres to the south east of the town centre. There is a variety of industrial, storage and distribution, retail and other business uses occupying the estate. It is well located with direct access to the strategic road network (M180 via Brigg Road and the A18); hence this area is well used and attractive to businesses looking to locate in Scunthorpe.
- 9.50 Although this industrial estate is well established, there is no land allocated here for employment use in the Development Plan. However, it is envisaged that this area will continue as a popular location for a wide variety of industrial and other commercial uses. This demonstrates the versatility of the premises on this industrial estate and the way in which its location accommodates a diversity of uses whilst encouraging continued investment. This industrial estate is an attractive location for businesses, but there is very little vacant land remaining and, therefore, restricted opportunities for new development or for existing firms to extend.
- 9.51 Queensway Industrial Estate/Eastgate Park is located in south-east Scunthorpe and also accessed off Brigg Road. This employment area is slightly further from the town centre than Midland Industrial Estate but is more convenient for links to the strategic road network. The quality of the area is good with a prevalence of modern purpose built office accommodation with landscaped surroundings alongside a variety of industrial, storage and distribution, and other business uses. It is well located with direct access to the strategic road network (M180 via Brigg Road and the A18); hence this area is well used and attractive to businesses looking to locate in Scunthorpe.
- 9.52 This industrial estate is fully developed and there is no land available for further expansion. However, it is recognised that this industrial estate will remain a desirable location for a range of industrial and other business uses. In recent years planning

permission has been granted for development involving the change of use of a car sales unit to wholesale distribution and the erection of four industrial units on the site of another former car sales unit. It shows that whilst some sectors may be suffering as a result of the current economic downturn, there is still market interest and investment in this location.

- 9.53 In a similar way to the Midland Industrial Estate, this area is an attractive location for businesses, but there is very little vacant land remaining and, therefore, prospects for new development or for existing firms to extend are more limited.

## STEELWORKS SITE (SCUNTHORPE)

- 9.54 The steelworks site is located to the immediate east of Scunthorpe and is comprised of a number of operations that form the integrated works. The Scunthorpe site covers a total area of 2,800 acres, embracing the current steel making operations which produce 2.8 million tonnes of liquid steel per annum. The majority of the land is either required for ongoing British Steel or third party operations or is unsuitable for development. Due to changing business requirements the site footprint has potential opportunities to use large areas of existing land or building including buildings formerly housing the Bloom & Billet Mill, and the Heavy Section Mill Plate Mill site. However, there are still uncertainties whether this land can be brought forward and whether there is a demand for large employment sites in this location. Furthermore, due to previous works on site it is likely that some of this land will be contaminated. The three sites identified off Dawes Lane in this study that were previously allocated in the 2003 Local Plan (IN1-5, IN1-6 and IN1-7), due to their peripheral location close to the site's boundary offer greater short term opportunities for development.
- 9.55 Flixborough Industrial Estate is located approximately three and a half kilometres North West of Scunthorpe, adjacent to the River Trent. The area comprises a mix of light and general industrial, haulage and office premises and has reasonable access to the strategic road network - M181/M180 via Ferry Road West (B1216) and the A1077. This industrial estate also has the advantage of close proximity to the wharf facilities on the River Trent.
- 9.56 The industrial estate is well established with only one small site remaining. Since 2003 there have been a number of planning permissions granted for development which has resulted in most of site being developed. Consents have been for general industrial and storage uses and a green waste composting facility.
- 9.57 It is acknowledged that this industrial estate will continue to be a popular location for a variety of companies in the business and industrial sectors; especially those who may want to take advantage of the estate's wharf facilities.

## SITE ASSESSMENTS (SEE APPENDICES)

- 9.58 The Appendices to this study include assessments of sites in the following categories:
- Strategic Sites
  - Scunthorpe
  - Humberside airport
  - Barton Upon Humber
  - Brigg
  - Other Locations
  - Additional sites

## CONSIDERATION OF SITES

- 9.59 A consultation process was undertaken which invited the comments of statutory undertakers and various North Lincolnshire Council departments. Whilst specific, site-related comments have been added to the site assessments in the Appendices, the following general comments were received which should also be considered:

## ENVIRONMENTAL PROTECTION

### MIXED EMPLOYMENT AND RESIDENTIAL USES AND SITES WHERE EMPLOYMENT USE IS PROPOSED CLOSE TO EXISTING RESIDENTIAL AREAS

- 9.60 These sites should either have an employment use that is compatible with residential use, or there should be an adequate separation distance and/or control measures in place between the employment and residential use to prevent nuisance from noise/dust/odour/light. This needs to be considered at the outset to avoid loss of residential amenity and to maintain viability of employment use. Planning applications may require impact assessments for noise/odour/light/dust.

## CONTAMINATED LAND

- 9.61 Where the comment "Contamination conditions unknown" appears in the site assessments there is no record of any contaminated land issues that would act as a constraint to prevent allocation for employment use. However, it may still be necessary for a contaminated land investigation to be carried out through the planning application process.

## AIR QUALITY MANAGEMENT AREA (AQMA)

- 9.62 The council has declared Air Quality Management Areas on the eastern side of Scunthorpe. The AQMAs have been designated due to breaches in statutory guideline values known as "air quality objectives" for particulate matter less than 10 micrometres in diameter (PM10). North Lincolnshire Council has a statutory duty to produce an Air Quality Action Plan that includes a requirement to address the impact of development on air quality. To limit exposure to high levels of PM10 the council needs to minimise the introduction of new receptors (residents) into the AQMA and to minimise/control the introduction of new sources of PM10 in and around the AQMA.

## SURFACE WATER AND WASTE WATER

- 9.63 In general, due to topography and history of local flooding in some areas, it is likely that hydraulic modelling for each site will be necessary. The demand on the waste water network and treatment capacity depends very much on the nature of the business occupying the site. No account has been taken for industry using water in any large quantities.

## WASTE MANAGEMENT

- 9.64 Historically, there has been a correlation between the amount of waste generated and Gross Domestic Product (GDP).
- 9.65 North Lincolnshire Council is a statutory Waste Collection and Disposal Authority with responsibilities for managing the household waste stream. Commercial waste is also collected, on demand, mainly from small and medium-sized enterprises.
- 9.66 Any allocation of employment land has the potential to increase the volumes of household, commercial, industrial and hazardous wastes which should be reflected in the new North Lincolnshire Local Plan. Data on the volumes and types of waste, other than municipal wastes managed by the Authority, is in short supply. Consequently, it is difficult to predict future waste treatment capacity requirements. Opportunities for landfill waste disposal within North Lincolnshire, including hazardous waste landfill, are abundant.
- 9.67 Revisions of the European Waste Framework Directive, have confirmed that the waste hierarchy of prevention, preparation for reuse, recycling, recovery and disposal is now a priority order which must be reflected in all waste strategy and policy development. This will influence how waste producers (employers and employees) manage their waste outputs in future.

## FOUL DRAINAGE, POTENTIAL LAND CONTAMINATION, AND FLOOD RISK

### FOUL DRAINAGE

- 9.68 The Housing and Employment Land Allocations Development Plan Document will need to be supported by a robust and credible evidence base on water infrastructure. The evidence base is crucial to demonstrate there is a reasonable prospect that the necessary infrastructure can be delivered to ensure that the proposals are both realistic and viable.
- 9.69 As part of this evidence base the relevant Sewerage Undertakers will need to confirm that there will be plans in place to cope with any extra flows generated by proposed development. The plans will have to ensure that there will be no deterioration in water quality or deterioration in the operation of combined sewer overflows.

### POTENTIAL LAND CONTAMINATION

- 9.70 The Environment Agency promotes the appropriate reuse of brownfield land for redevelopment. For several of the brownfield sites identified for potential employment use, land contamination is a constraint. However, there is a potential for all brownfield sites to need a land contamination assessment, depending on historical usage. If contamination is present on a site then there may be some restrictions on the use of soakaways.

### FLOOD RISK

- 9.71 Prior to allocating sites the Sequential Test should be updated to take account of any changes to the availability of employment sites identified by this review, incorporating



the findings of the most up to date SFRA. The SFRA is currently being reviewed and will provide more precise information on the risk of flooding and will also identify if the sites are at risk from other sources, such as surface water flooding.

- 9.72 The new Local Plan will also need to have regard to the Humber Flood Risk Management Strategy and any subsequent revisions. The Humber Strategy provides details on the Environment Agency's vision for managing the risk of flooding from the Humber Estuary as the climate changes and sea levels rise.

## SUMMARY

- 9.73 In conclusion, Scunthorpe represents an important location for future employment provision for businesses seeking to locate on a business park/industrial estate either close to a town centre or within an urban area. A large proportion of the sites proposed in this document are contained within and around the Scunthorpe urban area. Although this document only refers to employment sites, if all the proposed residential and industrial proposals are developed this will have a significant impact on the existing infrastructure, which is already at or approaching saturation point in places.
- 9.74 The premier locations for employment growth in Scunthorpe are considered to be Sawcliffe Industrial Park and Normanby Enterprise Park, reflected in higher land values and higher rents for premises. Both areas are able to provide flexibility in development opportunities with land and premises currently available, although issues with the topography of each site will need to be addressed.
- 9.75 It has been determined that Midland Industrial Estate, Queensway Industrial Estate/ Eastgate Park and Flixborough Industrial Estate offer a secondary Scunthorpe location. These older areas are ideally located, with a mixed quality of small and medium sized premises and more limited opportunities for site expansion. This is reflected in lower rental values for premises in these areas. South Park Industrial Estate also fulfils this role but its location is not ideal, which is reflected in a reduced demand for premises here.
- 9.76 Future employment land distribution should seek to maximise accessibility by public transport. Focused growth on existing major employment areas will catalyse the provision of convenient public transport and, together with increased housing growth, will potentially lead to increased levels of sustainability. The South Humber Gateway and North Killingholme Airfield, Sandtoft Airfield, Humberside Airport and Scunthorpe sites present a range of opportunities to secure a greater level of quality, self-contained, well serviced and accessible employment destinations.
- 9.77 Only the principal employment areas in North Lincolnshire are discussed in this chapter, but there are other smaller employment areas distributed across North Lincolnshire, such as smaller-scale industrial estates in the market towns of Barton-upon-Humber and Brigg. These areas are equally as valuable to their local economy and employment offer as they provide the important local employment base across the rural areas of North Lincolnshire. Providing diverse employment opportunities dispersed across the authority area not only broadens the market choice but also enables people to live and work in closer proximity, thereby giving people the choice to travel to work in a more sustainable way and potentially reduce the frequency and length of journeys made by private car.
- 9.78 These existing rural sites should be safeguarded alongside the larger, more strategic sites. The council will develop policies to protect them from redevelopment for alternative uses. The loss of these sites may lead to an increase in the level of commuting out of North Lincolnshire to other parts of the region and increase the pressure for areas of new employment land to be designated.

- 9.79 Existing and future employment sites should be distributed in such a way that balances the promotion of focused employment growth at existing strategic sites with the preservation of smaller employment sites in other more rural locations. It is considered that the provision of this range of choice and opportunity will be more attractive to the market, derive the maximum benefit from ensuing public transport initiatives and maintain or improve levels of sustainability across North Lincolnshire. Understanding travel to work patterns within the context of employment distribution should be considered as part of the monitoring framework on which the impacts and relative success of relevant planning policies are measured.

# 10 Future Demand for Employment Land

- 10.1 Government policy in the superseded PPS4 endorsed the core approach of the revoked Yorkshire and Humber Plan in planning for economic land uses. Based on those strategic policies and on regional analysis, the Roger Tym and Partners' recommended approach for local planning authorities in the region was as follows:

## SECTOR TO LAND USE

- Planning authorities should base their employment land provision on employment growth targets as set out in the Yorkshire and Humber Plan (See below)
- To translate these employment targets into land requirements employment change by industrial sector should be translated into employment change by land use to produce future employment numbers for offices and for industry/warehousing

## JOBS TO LAND

- 10.2 To translate these future jobs into floorspace requirements authorities should assume floorspace per worker of:
- 16 m<sup>2</sup> (net internal) for offices
  - 57 m<sup>2</sup> (gross internal) for industry and warehousing (though these standard ratios may be replaced by more specific assumptions based on local circumstances/knowledge)
  - To translate floorspace into site area, default assumptions should be 3,500-4,000 m<sup>2</sup> per hectare for industry, warehousing and out-of-town offices.

## MARGINS

- Net change should be translated into a gross provision target showing how much land should be allocated for B-class development (adding an allowance to compensate for any existing employment sites that may be lost in future - 'churn')
  - A further allowance should be added for land in the planning and development pipeline (for choice, competition and uncertainty)
- 10.3 Given the robustness of the Roger Tym and Partners' work it is still considered to be the most up to date approach and hence it has been carried forward as a starting point in the preparation of this Employment Land Review.
- 10.4 The North Lincolnshire Economic Development Strategy set out an economic vision for the area. Its overarching goal is to create an economy that is diverse, dynamic and competitive, and which reflects the needs of the 21<sup>st</sup> Century. This means encouraging long-term investment in new industries, developing local enterprises, making the most of our local assets and developing urban and rural economies.
- 10.5 To facilitate economic development within North Lincolnshire the Employment Land Review (ELR) needs to predict how particular sectors will grow. Analysis has been undertaken using information on past economic trends, the latest labour market information from central government (NOMIS) and the Yorkshire Futures Regional

Economic Model (REM). Work has focused on the growth sectors identified by North Lincolnshire's Economic Development Strategy, as meeting the land requirements of these sectors is a key element of the ELR.

- 10.6 These economic growth scenarios have built on studies previously conducted for the Lincolnshire Lakes Area Action Plan, the South Humber Bank Master Plan, Core Strategy and Housing and Employment Land Allocations DPD studies. All these studies indicate that there has been a significant amount of employment land developed in recent years, but that this has not been accompanied by significant population growth.

## REGIONAL FORECASTING MODEL

- 10.7 The Regional Forecasting Model is the data source for the analysis of North Lincolnshire Council's Employment Land Review. This model has been developed by Oxford Economics and looks at projected changes in the economy and particularly the employment structure over time. The model uses inputs from historical employment trends, economic output and productivity, population estimates and forecasts, and other labour market information to produce historically based forecasts and datasets for 38 industrial sectors covering the period from 2020 to 2038.
- 10.8 In addition this model took into account inward investment projects supplied by the Council's Economy & Growth team
- 10.9 The model provides a qualitative breakdown of standard economic and employment forecasts for North Lincolnshire over the period 2018 to 2038. As these datasets are based on the Standard Industrial Classification (SIC) system, the likely growth and decline of several key commercial and industrial sectors can be understood in more detail.
- 10.10 Using this model, employment growth forecasts have been translated into employment land projections for E (office and light industrial), B2 (general industrial) and B8 (storage and distribution) uses to assess the likely future demand for sites in North Lincolnshire.

## ISSUES WITH USING THIS MODEL

- 10.11 The key issues associated with using this model in employment land modelling, are as follows:
- It is based on FTE projections rather than total employees, and captures both full and part time employees. FTE data is calculated by converting actual job numbers to FTE, which can inflict a dampening effect on econometric projections.
  - It is based on both historic and forecast changes to full time employment/equivalent figures, which can result in misleading negative trends in some sectors where productivity is actually increasing.
  - Various assumptions are applied to convert full time employment/equivalent data to an employment land area requirement. However, there is no definitive set of assumptions agreed on to calculate this and are often based on best practice.
- 10.12 However, the advantage of using this model is that it provides a consistent view of employment change across the region which can be influenced by a variety of inputs and other considerations. The range of inputs and the complexity of modelling mean that it is more robust compared to other models used to forecast employment land requirements.
- 10.13 In this report demand for employment land is shown in gross figures. This means the difference between the amount of employment land required from 2018 to 2038 only

considers the positive gains in FTE and related employment land demand. Gross figures have been used to take account of the high levels of recycling of employment land supply and to enable local flexibility and choice.

## THE GROWTH SECTORS

10.14 The Economic Growth Plan and the Local Economic Assessment for North Lincolnshire has identified the following growth sectors:

- Renewables
- Land Transport, Storage & Post
- Accommodation & Food Services
- Administrative & Supportive Service Activities
- Health
- Residential Care & Social Work
- Professional Services
- Recreation
- Utilities

### Machinery & Equipment

## FUTURE ECONOMIC DRIVERS

10.15 Oxford Economics was appointed by the Council during mid 2020 to prepare an economic forecast that evaluated the extent of anticipated job growth over the plan period up to 2038.

10.16 The Experian modelling, provides forecasts of 'full-time equivalent' (FTE) employment for 38 industry sectors. The dependency on manufacturing makes North Lincolnshire particularly vulnerable to future employment losses, and the area has relatively few jobs in established growth sectors, though it is not particularly dependent upon public sector jobs in threatened industries.

10.17 The Model forecasts that between 2017 and 2038 manufacturing will decrease with a reduction of the number of people it employs. These forecasts do not, however, take into account the major opportunities that the renewable energy sector presents. The expansion of electricity generation from offshore wind in particular represents a massive long term investment opportunity which has the potential to generate thousands of jobs in the local area and the UK, as well as securing a marine renewable electricity source. Indeed, the SHG is of strategic economic importance not only for the Humber but also for the whole country.

10.18 The SHG has the potential to attract major wind turbine manufacturers and their supply chain which would create thousands of jobs in the manufacture, installation and maintenance of Round 3 Offshore Wind farms.

## RENEWABLE ENERGY

10.19 In 2008, the Climate Change Act set a legally binding target of at least an 80 percent cut in greenhouse gas emissions by 2050, to be achieved through action in the UK and abroad and a reduction in emissions of at least 34 percent by 2020 set against a 1990 baseline.

- 10.20 The Energy sector contributes significantly to the generation of GHG emissions. The Energy Act (2008) further supported the reduction in GHG emissions from this area through the strengthening of the Renewables obligation to increase the diversity of our electricity mix, improve the reliability of our energy supplies and help lower carbon emissions from the electricity sector. It also created regulation that enables private sector investment in Carbon Capture and Storage (CCS) projects. CCS has the potential to reduce the carbon emissions from fossil fuel power stations by up to 90 percent.
- 10.21 The proposed expansion of offshore wind by Central Government represents a significant economic opportunity for the UK in terms of manufacturing and jobs, with the Carbon Trust suggesting that up to 70,000 jobs could be created by 2020 in this sector from offshore wind deployment in the UK and exports overseas. The Round 3 offshore wind farms will provide 20-year programme requiring infrastructure support for installation, servicing and maintenance.
- 10.22 Other renewable energy sources are also being promoted including solar, wave, tidal, hydro power and biofuels/biomass.

## **SOUTH HUMBER GATEWAY**

- 10.23 The South Humber Gateway (SHG) is the largest available development site suitable for inward investment and job creation in the Yorkshire and Humber region. Besides its obvious size, what makes the SHG so attractive for investment is that it is the last strategic development site fronting a deep-water estuary in the UK.
- 10.24 The greatest opportunity for the South Humber Gateway is the potential to attract major wind turbine manufacturers and their supply chain. The site is in close proximity to the Round 3 Offshore Wind sites and has land available to support this, as well as access to the Deep Water Estuary required for transporting the turbines out to sea.
- 10.25 Able UK has ambitious plans for a Marine Energy Park that comprises the construction of a new quay approximately 1,320 m long together with associated onshore facilities accommodating wind turbine manufacture, assembly and commissioning covering a site of approximately 245 ha of existing terrestrial land and 55 ha of the existing estuary.

## **EMPLOYMENT OPPORTUNITIES**

- 10.26 Potential employment opportunities relating to the offshore wind sector and other developments on the South Humber Gateway are significant and it is believed that around 10,000 new jobs could be created over the next 10 years.
- 10.27 Employment opportunities created through the offshore wind sector will be in a number of areas including the manufacture of turbines, supply chain companies including both onshore and offshore services, as well as operations and maintenance. The following outlines the types of activities:
- Factory-based manufacture
  - On shore Services
  - Offshore new build Services
  - Offshore Operations and Maintenance
  - It is likely that the majority of jobs created within the manufacturing element will be semi-skilled including:
  - Blade and Canopy Manufacture

- Generator Manufacture
- A number of professional services jobs will also be required including:
- Environmental Impact Assessment
- Consulting Engineers
- Project Planning

10.28 Further service-related jobs will also be required in Vessel Installation and Operations and Maintenance. Grimsby currently services a number of offshore wind turbines and there is potential to substantially increase the employment in this field in northern Lincolnshire. Potential areas include:

- Crew operation, anchor handling
- Rigging, cable laying and pulling
- Divers, electrical jointers
- Pile operators, seabed grouting
- Crew transfer, commissioning
- Operations and maintenance
- Fault-finding technicians

## GROSS VALUE ADDED AND FULL TIME EQUIVALENT

10.29 In order to understand future employment land demands, it is important to compare the productivity of various sectors (GVA) against FTE. It is essential that productivity forecasts for North Lincolnshire are understood, as FTE-based employment land demands could lead to low projections and consequently reduce flexibility and choice for those productive sectors seeking a steady supply of suitable sites.

### TOP 5 SECTORS WITH THE HIGHEST PROJECTED GVA IN NORTH LINCOLNSHIRE IN 2020

Sector	GVA (£m)	FTE ('000s)
Business Services	360.8	6.2
Transport	301.4	6.1
Construction	286.2	7.5
Health	254.9	7.7
Wholesaling	245.9	4.8

### TOP 5 SECTORS WITH THE HIGHEST PROJECTED FTE IN NORTH LINCOLNSHIRE IN 2020

Sector	FTE ('000s)
Health	7.7
Construction	7.5
Business Services	6.2
Transport	6.1
Retailing	5.0

10.30 Tables 7.1 and 7.2 compare the top five sectors in terms of GVA and FTE in North Lincolnshire in 2020 - those sectors that are expected to be of the greatest importance to the local economy. In terms of GVA, the most productive sectors are Business Services and Transport. In contrast, the sectors with the highest projected FTE figures are Health and Construction. This demonstrates the discrepancies that may result when using either GVA or FTE to project future employment land trends, particularly for the wholesale and

retail sectors classified as B8 and A1 uses under the Town and Country Planning (Uses Classes) Order 1987 (As Amended).

## BOTTOM 5 SECTORS WITH PROJECTED DECLINES IN FTE BETWEEN 2006 AND 2020

	FTE Change ('000s)	GVA Change (£m)
Metals	-1,690	-42,185
Fuel Refining	-573	-58,645
Construction	-438	+53,061
Agriculture, Forestry and Fishing	-378	-12,234
WoodSector and Wood Products	-335	-7,974

- 10.31 Table 7.3 shows the sectors that are expected to experience a decline in FTE between 2006 and 2020. When compared to relative change in GVA, this demonstrates the extent to which sectors in North Lincolnshire are changing to become more productive and efficient operations and less labour intensive.
- 10.32 This analysis highlights the importance of using a range of factors to inform the assumptions for the employment land forecasting. If the conversion of FTE figures to employment land demands did not also apply assumptions taking account of productivity and economic change specific to North Lincolnshire, then land demand forecasts may not satisfy the future requirements of sectors such as Transport or Chemicals. To illustrate, the Construction sector is projected to be one of the top five industries in terms of growth in productivity between 2006 and 2020, but is also in the bottom three sectors in terms of declining numbers of jobs.
- 10.33 GVA figures provide a broad industry breakdown which shows the sectors of the economy responsible for growth locally. It is presented on a workplace basis, as such GVA is allocated to the location where the economic activity takes place. It is available at industry sector level and there are ten classifications of industry sector. On the whole the percentage of GVA per sector in North and North East Lincolnshire follows the regional and national averages.

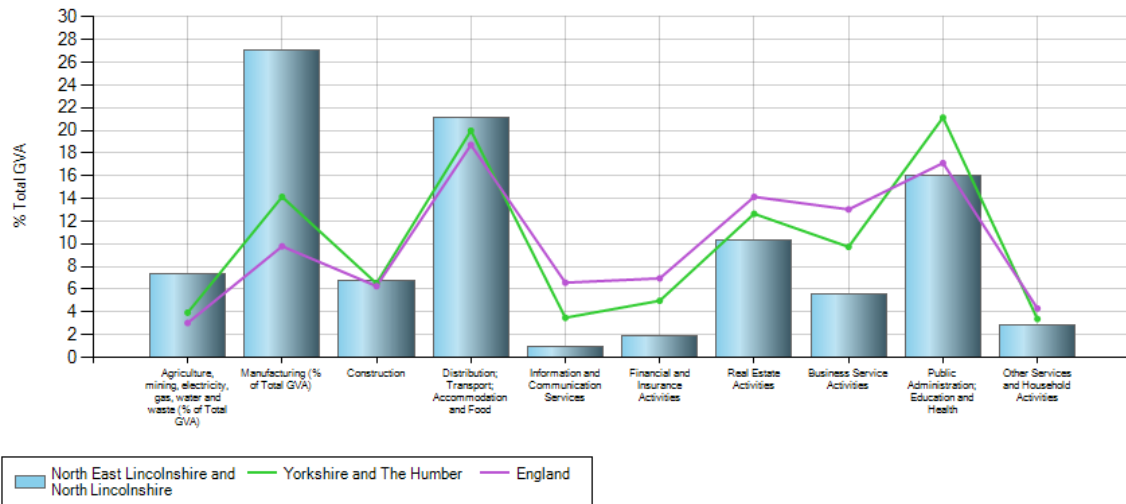
## GROSS VALUE ADDED (GVA)

- 10.34 Gross value added (GVA) is a measure of the increase in the value of the economy due to the production of goods and services. GVA is available at three geographic areas based on population size, the lowest geography reports GVA for North and North East Lincolnshire together.
- 10.35 North and North East Lincolnshire contributed £7,366m to the regional and national economy in 2016. Latest figures show that locally, GVA per Head has risen to pre-recession levels and, at £22,326 per head, and is now higher than the regional average of £21,285 per head, but remains lower than the national average of £27,060.
- 10.36 Unlike regionally and nationally, the Manufacturing sector is still the largest sector in terms of GVA in North and North East Lincolnshire. In 2016, £1,992m (representing 27.0% of the local economy's GVA) was generated in this sector, considerably higher than the regional figure of 14.1% and the national figure of 9.8%.
- 10.37 Of the ten industry sectors, three produced 55.0% of the GVA generated in North and North East Lincolnshire. These industry sectors are Manufacturing; Distribution,



transport, accommodation and food; and Construction, with these forming part of our key existing and emerging sectors.

## GVA PER INDUSTRY SECTOR (2016)



## SUMMARY

- 10.38 It is anticipated that the nature of work in North Lincolnshire will continue to change, with increased flexibility in relation to the division of labour between men and women, and between full and part-time work. Whilst the dependency on manufacturing makes North Lincolnshire particularly vulnerable to future employment losses the trend towards increased home working in connection with the substantial advances in Information Technology is a striking example of the changing work pattern.
- 10.39 Whilst it is forecast that manufacturing will reduce in terms of the number of people it employs, these forecasts do not take into account the major opportunities that the renewable energy sector presents. Indeed, the SHG has the potential to attract major wind turbine manufacturers and their supply chain, which would create thousands of jobs in the manufacture, installation and maintenance of offshore wind farms.
- 10.40 Key priorities that must be addressed in order to sustain the long-term viability of North Lincolnshire's economy are to:
- Increase the skill levels of local workers;
  - Encourage businesses in the area to stay in North Lincolnshire;
  - Attract a more diverse range of businesses to the area that can benefit from the advantages North Lincolnshire's location and increased skills levels can offer; and
  - Maximise the potential presented by the renewable energy sector, especially at the South Humber Gateway.

# 11 Translating Future Job Growth into Land and Floorspace Requirements

- 11.1 Translating projected employment job growth into employment land requirements involves several assumptions being applied to each employment sector regarding location, type of premises, plot ratios and floorspace requirements.
- 11.2 The locations listed in the table below have been identified by analysing existing employment sectors by their geographical location. It shows the general sites preferred by each sector, assumptions on the level of future employment growth that could/should occur in each location, and the likely type of premises that would be required.

## LOCATIONAL PREFERENCES

Sector	Locational Preferences	Locational Split (%)	Likely premises requirement
Manufacturing	Scunthorpe Sandtoft	70 30	Low-rise industrial, flexible small to large size units.
Business Service	Scunthorpe Humberside Airport	80 20	High-or low-rise office.
Transport, Storage and Communications	South Humber Gateway Sandtoft Scunthorpe	40 40 20	Low-rise industrial units, storage yards and depots, low-or high-rise office.
Environmental Technologies	South Humber Gateway Scunthorpe/Western Urban Extension to Scunthorpe	80 20	Low-rise industrial units.
Chemical	South Humber Gateway	100	Low-rise industrial units, chemical storage/ processing infrastructure.
Construction	North Lincolnshire-wide	100	Storage yards and depots, low-rise industrial units.
Computers and Research and Development	Scunthorpe/Western Urban Extension to Scunthorpe	100	High-or low-rise office.
Other Services	North Lincolnshire-wide	100	High- or low-rise office.

- 11.3 This geographical analysis demonstrates that commonly there is a split between locational preferences within sectors, for example, business services requiring both town centre and business park locations. Determining the most appropriate spatial distribution is not straightforward, and the proportions identified in the table above have been informed by the location of existing businesses and analysis of the locational benefits for certain sites. These factors have led to what is considered to be an appropriate spatial distribution to meet future employment land requirements and to enable economic growth.

## FLOORSPACE PER WORKER AND PLOT RATIO

- 11.4 Roger Tym and Partners developed a regionally-specific standard set of floorspace per head ratios for local authorities in Yorkshire and the Humber to use as a starting point

when planning for offices, factories and warehouses. Based on their business survey, they recommend the following general assumptions:

- Offices 15.7 m<sup>2</sup> (net internal area) per worker;
- Industrial and Warehouse 67 m<sup>2</sup> (gross internal area) per worker.

11.5 Employment densities vary hugely between individual units, especially in industrial/warehouse space, in ways that research cannot capture. Consequently, there is scope to adjust the default densities to more accurately reflect local circumstances which is particularly appropriate when planning for small areas or individual developments. Assumptions have been used to calculate employment land densities and plot ratios to facilitate transformational change in North Lincolnshire. Locally adjusted ratios have, therefore, been applied to the employment land scenarios for North Lincolnshire as follows (see table below for Use Class definitions):

- E (former use B1a, B1b and B1c only) - Business/ Office: 19 m<sup>2</sup> per worker (gross internal floorspace);
- B2 - Industrial: 50 m<sup>2</sup> per worker (gross internal floorspace); and
- B8 - Storage or Distribution: 80 m<sup>2</sup> per worker (gross external floorspace).

## USE CLASSES ORDER

TCPA Use Classes Order	Use/ Description of Development
E (former use B1a, B1b and B1c only)	Offices, Research and development of products or processes Light industry.
B2: General Industrial	General Industry: use for the carrying out of an industrial process other than one falling in class B1
B8: Storage and Distribution	Use for storage or distribution centre

11.6 The employment densities quoted for E (former use B1a, B1b and B1c only) above equate to the recommended densities in the ODPM Employment Land Review Guidance for 'general purpose built offices'. The figures determined for B2 and B8 uses reflect the structural changes occurring within these sectors - a decline in FTE workforce due to greater efficiency in operations, which means that manufacturing output is not projected to decline in proportion to the number of employees.

11.7 The higher local employee density ratios reflect demand from B2 and B8 uses for larger sites. The B2 density figure is derived from trends showing a decline in FTE combined with an increase in productivity. The B8 density figure is taken from the range used to calculate gross internal floorspace for the neighbouring East Riding Employment Land Review. These figures represent average employment densities for large-scale warehousing which is applicable to North Lincolnshire and particularly the Humber port-related activities. Although B2 and B8 uses are less labour-intensive there is still a need to provide quality manufacturing space to support productivity and avoid stagnation in the market. This is necessary in continuing the shift towards higher value manufacturing and value added distribution in North Lincolnshire.

11.8 It is usual to apply a standard plot ratio of 0.40 (or 40%) to the employment land scenarios for office, industrial and storage or distribution uses. The general assumption is that in terms of employment land a building occupies 40% of the total site area, with the rest given over to car parking, landscaping and other ancillary uses. Such an assumption accords with the ratios referenced in the Government's ELR Guidance. The following table provides a summary of the assumptions used to model the gross employment land demand projections up to 2036 in North Lincolnshire.

## SUMMARY OF ASSUMPTIONS - EMPLOYEE DENSITIES AND PLOT RATIOS

Assumptions	Details	E Former use B1a	E former use B1b and B1c, B2	B8
Standard non-localised assumptions	Plot ratio Employee densities	40% 19 m <sup>2</sup> /employee	40% 34 m <sup>2</sup> /employee	40% 50 m <sup>2</sup> /employee
Localised for North Lincolnshire ELR	Plot ratio Employee densities	40% 19 m <sup>2</sup> /employee	40% 50 m <sup>2</sup> /employee	40% 80 m <sup>2</sup> /employee

## PROJECTED EMPLOYMENT LAND DEMANDS 2017-2038

- 11.9 The assessment of need for employment land is derived from the forecasts of job estimates anticipated to be achieved throughout the Plan period, which is then utilised to inform the land requirements based on floorspace densities. An economic forecast has been generated by Oxford Economics to assess the extent of job growth that can be anticipated over the plan period up to 2038. The Oxford Economics which was run during January 2019 considers a range of factors along with economic activity trends, including population growth, and is, in effect, a labour market supply-led model. The latest application of the model forecasts approximately 10,300 jobs being generated over the plan period. It is specifically noted that the inputs into the model had been updated to the start of 2020, which reflected the establishment of the economic recovery specifically, current anticipated economic growth in North Lincolnshire as well as the latest population projections.
- 11.10 A labour demand-led approach has been taken that analyses the potential for growth by considering the current state of businesses within the area (derived from local business surveys), and considers a range of growth rates in order to ascertain the potential requirement for jobs from a business-led perspective. It also captures the extent of known projects and the impact of an economic development strategy in the forecasting calculations. Table 1 'Employment growth forecast by SIC code' shows the spread of the predicted 10,300 (2017 – 2038) jobs across the whole economy, covering not just North Lincolnshire's key employment sectors. However, it should be noted that the standard industrial classification (SIC) codes are not directly compatible with the nature of local industries. For example, food processing figures are incorporated largely within the manufacturing sector, but also feature in the wholesale retail, and, potentially, transportation and storage predictions.

**TABLE 1 EMPLOYMENT GROWTH FORECAST BY SIC CODE FOR NORTH LINCOLNSHIRE**

	Land Use Class	2017	2020	2038	Change 17/38	E (former B1a and B1b)	E (former B1b) and B2	B8	Change 2020- 2038
Agriculture, Forestry & Fishing		1.3	1.4	1.1	-0.2				-0.3
Extraction & Mining	B2 (Coal) Petroleum (SG) Silica (SG)	0.1	0.3	0.2	0.2	0.1	0.1		-0.1
Food, Drink & Tobacco	B2	4.0	4.0	2.7	-1.3		-1.3		-1.3
Textiles & Clothing	B2	0.0	0.1	0.0	0		0		-0.1
Wood & Paper	B2	0.5	0.7	0.7	0.2		0.2		0.2
Printing and Reproduction of Recorded Media	E (former B1c Light industry)	0.0	0.0	0.0	0		0		0
Fuel Refining	B2	1.4	1.3	1.1	-0.3		-0.3		-0.2
Chemicals	B2	0.4	0.4	0.2	-0.2		-0.2		-0.2
Pharmaceuticals	B2	0.0	0.0	0.0	0		0		0
Rubber, Plastic and Other Non-Metallic Mineral Products	B2	2.1	2.4	2.1	0		0		-0.3
Metal Products	B2	4.8	4.7	2.9	-1.9		-1.9		-1.8
Computer & Electronic Products	B2 (major factory), E (former B1C Light industry)	0.2	0.2	0.1	-0.1		-0.1		-0.1
Machinery & Equipment	B2	0.2	0.1	0.1	-0.1		-0.1		0
Machinery & Equipment	B2	0.1	0.2	0.4	0.3		0.3		0.2
Other Manufacturing	B2 (major factory), E (former B1C Light industry)	3.5	3.0	2.3	-1.2		-1.2		-0.7
Utilities	SG (Services - supply and waste disposal)	1.1	1.3	1.5	0.4				0.2
Construction of Buildings	E (former B1a)	1.2	0.7	0.8	-0.4	-0.4			0.1
Civil Engineering	E (former B1a)	2.0	1.4	1.5	-0.5	-0.5			0.1
Specialised Construction Activities	E (former B1C Light industry) B2 (Manufacturing)	4.9	5.1	5.3	0.4		0.4		0.2
Wholesale	E (former A1 Retail) - Cash&Carry/ Builders Merchants) B8 (Warehousing)	4.5	4.2	4.3	-0.2				0.1
Retail	E (former A1)	7.0	6.5	6.8	-0.2				0.5
Land Transport, Storage & Post	B8	7.2	7.6	11.4	4.2			4.2	3.8
Air & Water Transport	SG	0.3	0.3	0.4	0.1				0.1
Accommodation & Food Services	C1 (Hotels) A3 (Restaurant) A5(Takeaway)	4.8	4.7	5.9	1.1				1.2
Recreation	D1 (Museum, Library) D2 (Cinema, Sports etc.) SG (Gambling)	1.2	1.1	1.6	0.4				0.5
Media Activities	E (former B1a)	0.1	0.1	0.2	0.1	0.1			0.1
Telecoms	E (former B1a)	0.2	0.1	0.2	0	0			0.1
Computing & Information Services	E (former B1a)	0.3	0.5	0.6	0.3	0.3			0.2
Finance	A2	0.5	0.5	0.5	0				0

	Land Use Class	2017	2020	2038	Change 17/38	E (former B1a and B1b)	E (former B1b and B2)	B8	Change 2020-2038
Insurance & Pensions	A2	0.0	0.0	0.0	0				0
Real Estate	A2	0.6	0.7	0.9	0.3				0.2
Professional Services	A2	2.9	2.8	3.3	0.4				0.5
Administrative & Supportive Service Activities	E (former B1a)	5.3	5.9	6.9	1.6	1.6			1
Other Private Services	E (former B1a)	1.4	1.2	1.3	-0.1	-0.1			0.1
Public Administration & Defence	E (former B1a)	2.5	2.5	2.3	-0.2	-0.2			-0.2
Education	D1 (Non-residential Education)	5.8	6.5	6.5	0.7				0
Health	D1 (Clinics, Health Centre)	4.9	6.3	7.1	2.2				0.8
Residential Care & Social Work	C2	4.1	4.2	4.9	0.8				0.7
Renewables	E (former B1C Light industry) B2 (Manufacturing)		0.1	3.8	3.7		3.7		3.7
<b>Total</b>		<b>81.3</b>	<b>83.1</b>	<b>91.6</b>		<b>0.8</b>	<b>-0.4</b>	<b>4.2</b>	

- 11.11 To determine the employment land requirement, the business operations, defined by the SIC codes in Table 1 'Employment growth forecast by SIC code', have been apportioned to Planning Use Classes. Traditionally, employment land has related to Use Class E (former uses B1, B2) and B8. The latest Oxford Economic forecasts indicates that the number of jobs predicted to be generated within these industrial classifications relates to be 48% of the total jobs growth for North Lincolnshire. This is due to the fact that jobs growth in other parts of the economy, such as Wholesale and Retail Trade, Health Care and Education, do not fall within E (Former B1 and B2) and B8 use classes and, therefore, is not considered as part of the Employment Land Supply. Up to 2038 it forecast that 50000 jobs will be created under Use Class E (Former B1 and B2) and B8 categories. The outputs anticipated in the table show the recent trends towards growth in the service sector such as Accommodation and Food, Health Care, Public and Private services, and shows relative decline in other sectors aside from Metal products. It is specifically noted that of the jobs growth identified, over 52% is forecast to be generated from the Public Services sector and other non E (Former B1 and B2) and B8 uses. It should be noted that the strict adherence to the output from such models, despite being an accepted and established method for future employment growth, should be treated with some caution and can be only classed as a best fit prediction. The 2020 Oxford Economic forecasts approach took a "bottom up" approach, having regard to the dynamic changes taking place within the North Lincolnshire economy, key policy drivers generated specifically by investment plans of the Local Enterprise Partnerships, known/identified investment projects, as well as business enquiries establish the potential for growth going forward.
- 11.12 It is noted that a dramatic downturn in the manufacturing sector (former B1c and B2 uses) is forecast up to 2038 with no growth in this sector. However, the council is acutely aware of the importance of manufacturing to the area's economic growth and the turnaround of key development sites, such as the South Humber Bank, will have on that sector. It is therefore considered essential that land will still be allocated for E (former B1c) and B2 uses in the new North Lincolnshire Local Plan.
- 11.13 In order to ensure that the most appropriate amount of land is allocated for employment uses over the next 15 years and to drive the economy of North Lincolnshire forward, the

scenarios applying the localised assumptions will be carried forward to the next stage of the forecasting process. The localised assumptions provide a more accurate indication of the plot ratios and densities per employee currently being achieved within North Lincolnshire.

## APPLYING A MARGIN OF CHOICE

- 11.14 It is important that a margin of choice is taken into consideration to give businesses flexibility regarding locational choice and to bolster the projections for future employment land demand. Despite any risks of demand decreasing, there should always be some new development coming forward to assist with modernisation and to avoid stagnation and decline in the market.
- 11.15 It is advantageous to allocate a flexible supply of land, as some (such as sites carried over from a previous plan period and those with significant constraints) may not come forward for development in the short to medium term. Therefore, it is good practice to allow for a degree of flexibility or 'margin of choice' by factoring this consideration into the land demand forecast calculation.
- 11.16 Determining a robust figure for margin of choice is not an exact science and will always be open to a degree of subjectivity. Previous studies have used a range of figures to represent this degree of flexibility. QELS (Quality of Employment Land Study), for example, states that to allow for a margin of choice, variety and uncertainty a crude margin could equate to 50%, thereby suggesting that for a 10-year planning period there should be a 15-year supply of employment land. The Northamptonshire ELR determines that a margin of safety between the expected demand and identified supply should factor in a 50% margin. It went on to state that this would only apply where the forecast demand is positive. Where expected demand is negative, the report recommends that the expected loss be reduced by one third.
- 11.17 The North Lincolnshire scenarios model is based on gross estimates which anticipate positive increases in employment land demand. Based on best practice from previous studies such as the North East Lincolnshire ELR the North Lincolnshire ELR will similarly apply a 50% margin of choice to the employment land projections.

### GROSS EMPLOYMENT LAND DEMAND BETWEEN 2017 AND 2038 FOR NORTH LINCOLNSHIRE USING LOCALISED ASSUMPTIONS WITH ADDED 50% 'MARGIN OF CHOICE'

Localised Assumption	North Lincolnshire Oxford Economics Forecast (ha) after local Job Density assumption	50% margin of Choice (ha)
E (formerB1a/B1b)	3.8	5.7
E (formerB1c) and B2	0	0
B8	84	126
Total	87.8	131.7

- 11.18 The table above shows the gross employment land requirement applying the localised assumption scenarios and factoring in a 50% margin of choice.

EMPLOYMENT LAND MONITORING RETURNS

- 11.19 It is recommended that a range of procedures is used to compare projected employment land demand, including the use of past employment land monitoring returns to predict future demand. It should be noted that whilst using employment land monitoring records to predict future demand has the clear advantage of illustrating past trends (such as the annual levels of employment land take up in the area), it also has two very clear limitations. The first of these relates to the take up figures themselves - for certain period's data only represents average annual take up rates across the year and not the actual site areas developed. The second limitation relates to the fact that this approach does not consider the loss of employment land - either land previously in employment use that has changed to another land use class through redevelopment or the development of designated employment sites for non-employment purposes. Historic take up of employment land over the last 10 years has shown an average of approx. 5 ha per year over the traditional B1, B2 and B8 employment uses.
- 11.20 If past trends were used to forecast future employment land requirements, North Lincolnshire would require an allocation of approximately 105 ha of land up to 2038. However, it is important to remember that North Lincolnshire did not escape the recent global economic slump and clearly recent development rates have slowed, impacting on the average annual take up rate and affecting vacancy rates locally.

OVERALL PROJECTED EMPLOYMENT REQUIREMENT 2017–2038 (HA) USING PAST DEVELOPMENT TRENDS

Use Class Category	2017- 2036
B1, B2, B8	105

- 11.21 It is clear that the Oxford Economics forecast figures and the current rate of employment land take up which demonstrates a reasonable level of consistency. Given the consistent approach it is considered that the Oxford Economics forecasting figures represents a more up to date and progressive method of determining North Lincolnshire's employment land requirements up to 2038. This will enable North Lincolnshire the flexibility to maximise its economic offer whilst at the same time bolstering and broadening its economic base. Therefore, the amount of employment land that should be provided in North Lincolnshire up to 2038 is approximately 131.7 hectares.



## 12 Supply Against Demand

- 12.1 The overall quantity of employment land in North Lincolnshire is high when compared with the take-up rate over the past few years. The reasons for this are historical, coupled with the considerable size of the regionally significant employment allocation at the South Humber Bank and the nearby North Killingholme Airfield employment site, which are directly related to port activities.
- 12.2 Under the policy direction of the 2011 Core Strategy the 2016 Housing and Employment Land Allocations DPD allocated 1,231.61ha of employment land over 13 separate sites. The Core Strategy's growth strategy for employment land south to: -
- Maximise new employment land in the main population centres of Scunthorpe, Brigg and Barton;
  - Develop sites with a special locational advantage, or are suitable for particular strategic uses such as storage and distribution and are particularly accessible by water, rail or air transport; and
  - Provide small-scale employment sites in and around rural settlements in order to provide employment opportunities for the rural population.
- 12.3 These allocated sites included the regionally significant site at the South Humber Bank (SHB). This employment site has been continually allocated as a port-related employment site since the 1950's and was retained because of the national importance of the nearby oil refineries, power generation and food production (adjacent to the fertile food producing farmland of Lincolnshire). This reason still applies today. The SHB employment site allocation is a large expanse of land adjacent to the deep-water channel of the River Humber and the busiest ports complex (Immingham and Grimsby) by tonnage of cargo handled in the UK. For many years the area of land to the west of the ports of Grimsby-Immingham has been identified as having potential for development, and it is now the only undeveloped strategic employment site fronting a deep-water estuary in the country.
- 12.4 The SHB employment site is, therefore, classified as special in terms of its potential for national, regional and local employment significance and must be safeguarded for the future.
- 12.5 It is essential that the SHB employment site only attracts port-related development and in this context, it is considered a very specific long-term allocation making it difficult to predict future land take up. Any approaches to North Lincolnshire Council to develop land here for any use other than port related development and energy generation uses have and will continue to be discouraged and refused if necessary. It is therefore, reasonable to take the decision to exclude the SHB employment sites from future employment land calculations. The overall projection of employment land take up will, therefore be based on sites that can accommodate employment uses based on the normal land use classifications.
- 12.6 As part of the wider South Humber Bank allocation the North Killingholme Airfield employment site has a significant role to play in terms of accommodating development that supports the continued development of land at the SHB. It was considered that this employment site lacked the necessary infrastructure but that its continued allocation would lead to comprehensive development, including the provision of appropriate infrastructure. This position has not changed. The North Killingholme Airfield employment site is located inland to the west of the SHB employment site and is viewed as an important extension to the port-related uses. The 2016 Housing and Employment Land Allocations DPD allocated this site for employment uses which support the port-related activities at the SHB. The North Killingholme Airfield employment site (like the

SHB site) is therefore classified as a special site and is excluded from future employment land take-up projections.

- 12.7 The key issue is to ensure that the appropriate amount of employment land is provided in the right locations to meet projected employment land needs. Therefore, the focus of this chapter is to manage the employment land supply in North Lincolnshire to ensure the aspirations within the council's economic based strategies contained within The Economic Growth Plan and the Local Economic Assessment.
- 12.8 To set the possible employment land distribution identified in the Economic Growth Plan against the future land requirement identified in Chapter 8, outstanding employment land allocations have been grouped into the following categories:
- Sites located in Scunthorpe;
  - Sandtoft Airfield;
  - Humberside Airport; and
  - Sites in other locations in North Lincolnshire.
- 12.9 With the level of employment land demand for North Lincolnshire established, it is critical to assess the existing supply against anticipated future demands. The following table subtracts the undeveloped/vacant element of the allocated employment sites in the 2016 Housing and Employment Land Allocations DPD from the projected future employment land requirement and sets out the existing level of commitment in these broad strategic locations and assesses the required future provision against this.

#### COMMITMENT AT 2016 BY LOCATION

	Future Land Requirement up to 2038 (Ha)	Allocated Housing and Employment Land Allocations DPD (Ha)	Residual (Ha)
Scunthorpe		50.58	
Sandtoft Airfield		55.3	
Humberside Airport		29.2	
Other North Lincolnshire-wide locations*		9.2	
	131.7	135.08	-3.38

- 12.10 Figures exclude the SHB and North Killingholme Airfield strategic employment sites
- 12.11 Considering the employment sites currently allocated and still available for development, the table above demonstrates an over-supply of approximately 3.5 hectares of employment land across North Lincolnshire-wide locations. With an over-supply of employment land it is important that sites considered unsuitable or less suitable to meet future employment land requirements are released and do not count towards the quantity of land identified as readily available. It is also essential that those sites which will continue to provide for future employment needs are retained and safeguarded for the future.

#### MANAGING FUTURE PROVISION

- 12.12 Existing employment land commitments and their ability to satisfy future land requirements are considered by broad location in the following section. This assessment includes a recommendation of whether each site should be retained for future allocation for employment use or be de-allocated and released, possibly for an alternative more suitable use.

## MANAGING THE SCUNTHORPE SITES

- 12.13 The two premier employment locations in Scunthorpe are Normanby Enterprise Park and Sawcliffe Industrial Park. These two sites will supply the majority of Scunthorpe's future employment land. However, it is important that this provision is managed over the period and that other sites are also made available alongside these two strategic sites.
- 12.14 The table below lists the sites that are currently allocated/available for employment related development in Scunthorpe. A recommendation about whether land should be retained for employment uses or allocated/de-allocated is given for each site to ensure that future employment land requirements are met satisfactorily. The Table shows that of the land identified for employment use in the Scunthorpe area is to be retained aside from the eastern section of site ELR5 with ELR3 continued to be allocated in the new Local Plan.

### REMAINING EMPLOYMENT SITES/ALLOCATIONS IN SCUNTHORPE

Scunthorpe							
2019 ELR Ref	Allocated in 2016 Housing and Employment Land Allocations DPD	2003 Local Plan site Ref/2014 ELR Ref	Location	Size (Ha)	Use	Development Suitability	Site Recommendation
ELR3	SCUE-1	IN1-3	Normanby Enterprise Park, Scunthorpe	35.10	E (former B1 Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses	The site has a number of unimplemented planning permissions that are yet to be implemented. The most suitable types of development for this site are light industrial and storage and distribution. It is a good strategic site that should be safeguarded for future employment use.	Allocate
ELR4		A1	Conesby Farm, off Normanby Road, Scunthorpe	4.00	Suitable for E (former B1 Offices/Light Industrial), and B8 (Storage and Distribution) uses.	Good strategic site located within existing employment area next to Normanby Enterprise Park. P Suitable for employment use rather than mixed residential/employment.	Retain
ELR5	SCUE-2	A3	Land off Mortal Ash Hill	15.48	E (former B1 Offices/Light Industrial),	Good strategic site that is suitable for B1 employment use. Interest has been shown for the land to the west of Bottesford Beck whilst the former transport depot site to the east has proven to be more challenging in terms of bringing it forward for employment uses.	De-allocate but retain land to the west of Bottesford Beck within an amended development limit
ELR6		CIN2	Sawcliffe Industrial Park, Scunthorpe	20.19	E (former B1 Offices/Light Industrial), B2 and B8 (Storage and Distribution) uses	A good strategic site which has become popular with the development of light industrial units. The most suitable type of development for this site is light industrial.	Retain
ELR7		CIN4	South Park Industrial Estate, Scunthorpe	1.65	E (former B1 Offices/Light Industrial), and B8 (Storage and Distribution) uses	The area is currently well developed with a mix of light industrial and office units. It is suitable for light industrial, distribution, car sales and should be safeguarded for future employment use.	Retain

Scunthorpe							
2019 ELR Ref	Allocated in 2016 Housing and Employment Land Allocations DPD	2003 Local Plan site Ref/2014 ELR Ref	Location	Size (Ha)	Use	Development Suitability	Site Recommendation
ELR8		CIN5	Hebden Road Industrial Estate, Scunthorpe	0.30	E (former B1 Offices/Light Industrial),	Recent and proposed residential development in the vicinity constrains future uses on this site. The site is therefore more appropriate for housing than employment use but could still be developed for employment uses if an appropriate scheme came forward.	Retain
ELR9		IN1-4	Normanby Road, Scunthorpe	4.00	B2 (General Industrial) and B8 (Storage and Distribution) uses	Good strategic site located adjacent to Normanby Enterprise Park. It is suitable for B1 and B8 uses and should, therefore, be safeguarded for future employment use.	Retain
ELR10		IN1-5	Railway land south of Trent Remine, Scunthorpe	6.65	B2 (General Industrial) and B8 (Storage and Distribution) uses	The site is located within the wider British Steel site. It has location, probable ground contamination issues and access constraints that need resolving before it can come forward.	Retain
ELR11		IN1-6	Trent Remine, Scunthorpe	17.59	B2 (General Industrial) and B8 (Storage and Distribution) uses	The site is located within the wider British Steel site. It has location, probable ground contamination issues and access constraints that need resolving before it can come forward.	Retain
ELR12		IN1-7	Dawes Lane, Scunthorpe	3.21	B2 (General Industrial) and B8 (Storage and Distribution) uses	The site is located within the wider British Steel site. It has location, probable ground contamination issues and access constraints that need resolving before it can come forward.	Retain
ELR13		IN1-8	Orbital Park (Dragonby Vale), Scunthorpe	7.07	E (former B1 Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses	Good strategic site that should be safeguarded for future employment use for distribution and light industrial units.	Retain
ELR14		V1	Land adjacent to Gala Bingo Club, Winterton Road, Scunthorpe	1.16	E (former B1 Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses.	Well located brownfield site with the potential for employment use.	Retain
ELR15		V2	Land south of East Common Lane, West of Grange Lane North, Scunthorpe	0.61	E (former B1 Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses.	Well located site, easily accessible and available or development. Should be safeguarded for future employment use.	Retain

Scunthorpe							
2019 ELR Ref	Allocated in 2016 Housing and Employment Land Allocations DPD	2003 Local Plan site Ref/2014 ELR Ref	Location	Size (Ha)	Use	Development Suitability	Site Recommendation
ELR16		A7	Western urban extension to Scunthorpe	20.00	Suitable for E (former B1 Offices/Light Industrial) uses business park and B2 (advanced manufacturing Park)	A 20ha B1 and B2 (advanced manufacturing Park) business park has been established through the Lincolnshire Lakes Area Action Plan as part of the Lincolnshire Lakes housing development.	Retain
Totals				137.01			

## MANAGING THE SANDTOFT AIRFIELD SITE

- 12.15 Sandtoft Airfield is located in the Isle of Axholme to the west of the village of Belton and to the north-west of Epworth with businesses generally clustered along the Sandtoft Road/Beltoft Road frontage and on the remaining runways and taxiways of the former World War II airfield. The area identified in the 2003 Local Plan at Sandtoft (IN1-13) is now developed for employment uses and has been removed from this study. In line with the adopted Core Strategy a 55.3ha site was allocated for a logistics park in the 2016 Housing and Employment Land Allocations DPD. The site at Sandtoft provides potential for a business park that would maximise its proximity to the M180 motorway. A logistics park in this location will support the wider growth of North Lincolnshire's economy and the South Humber Bank ports by providing a suitable location for storage and distribution of goods.

## REMAINING EMPLOYMENT SITES/ALLOCATIONS AT SANDTOFT

## MANAGING THE HUMBERSIDE AIRPORT SITES

- 12.16 Humberside Airport is another strategically important site, located in the open countryside approximately 20 kilometres east of Scunthorpe near the village of Kirmington. There are currently three allocated sites ELR17, ELR18 and ELR19 at the airport, which together form approximately 29.2 hectares of employment land, part of which is now occupied by the Airport Business Park. With direct access to air freight opportunities and good proximity to the strategic road network, the airport is considered to be a desirable location for future business development. The airport has established air traffic associated with the off-shore gas production and exploration and UK domestic and European flights. In addition there a number of charter flights with the number being seasonally influenced. The airport has also been the subject of significant investment in recent years. It is one of the largest helicopter bases in the UK for the off-shore oil and gas industry in the southern North Sea, a role and a market segment which is continuing to grow. Other recent investments include a new £5m national training academy for BAE Systems providing up to 60 apprentice opportunities every year, and is home to two hotels. From 2015, it became home to one of the country's 10 bases for Air Sea Search & Rescue operations. Recent improvements have recently taken place that have improved the airport's access to the strategic road network.

## REMAINING EMPLOYMENT SITES/ALLOCATIONS AT HUMBERSIDE AIRPORT

Humberside Airport							
2019 ELR Ref	Allocated in 2016 Housing and Employment Land Allocations DPD	2003 Local Plan site Ref/2014 ELR Ref	Location	Size (Ha)	Use	Development Suitability	Site Recommendation
ELR17	HUME1	CIN9 IN1-12	Kirmington, Humberside Airport	9.4	Suitable for E (former B1 Offices/Light Industrial) and B8 (Storage and Distribution) uses.	This site forms the remaining area of the Airport Business Park. It is good strategic site that should be safeguarded for future employment use. A business park allocation could also safeguard the airport's future operation	Allocate
ELR18	HUME-1a		Kirmington, Humberside Airport	12	Suitable for E (former B1 Offices/Light Industrial) and B8 (Storage and Distribution) uses.	Good strategic site that should be safeguarded for future employment use. It is adjacent to Humberside Airport that offers excellent air freight opportunities and good strategic access via the A18 and M180. It forms an ideal site for B1 (Business/Light Industrial) and B8 (Storage and Distribution) uses, particularly those associated with air freight or training operations.	Allocate
ELR19	HUME-2	A11	Kirmington, Humberside Airport	7.8	Suitable for E (former B1 Offices/Light Industrial) and B8 (Storage and Distribution) uses.	Good strategic site benefitting from outline planning permission that should be safeguarded for future employment use. It is adjacent to Humberside Airport that offers excellent air freight opportunities and good strategic access via the A18 and M180. It forms an ideal site for B1 (Business/Light Industrial) and B8 (Storage and Distribution) uses, particularly those associated with air freight or training operations.	Allocate
Totals				29.2			

## MANAGING OTHER LOCATIONS IN NORTH LINCOLNSHIRE

- 12.17 Although the majority of North Lincolnshire's employment land is focused at the South Humber Bank, Humberside Airport, Sandtoft Airfield and Scunthorpe, there remains a necessity to distribute the provision of employment land throughout the area in order to support the rural economy and to sustain rural communities. This is in line with the NPPF, which supports the creation of sustainable economic development in rural locations to facilitate regeneration.
- 12.18 The table below the vacant element of those outstanding sites that are either allocated or are suitable for employment uses at other locations in North Lincolnshire. Recommendations are provided about which sites should be retained and which discarded to ensure that future employment land requirements are met. Some employment allocations have been recommended for de-allocation. These sites tend to

be historic allocations that have shown limited developer interest and/or are sited in unsustainable locations in the open countryside.

## REMAINING EMPLOYMENT SITES/ALLOCATIONS AT BARTON UPON HUMBER, BRIGG AND OTHER LOCATIONS

Barton Upon Humber							
ELR20		IN1-11/ CIN6	Humber Bridge Industrial Estate, Barton-upon-Humber	7.15	Suitable for E (former B1 Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses	An attractive employment location for light industrial use, which could see a large proportion of the vacant land developed in the next five years if outstanding planning applications are implemented.	De-allocate but retain in the development limit.
ELR21		CIN7	Humber Road, Barton-upon-Humber	0.80	Suitable for E (former B1 Offices/Light Industrial) and B8 (Storage and Distribution) uses	If flooding issues can be overcome it is a well located small site in an existing employment area that should be safeguarded for future development.	Retain
ELR22		A8	Land east of Falkland Way, Barton-upon-Humber	63.00	Suitable for E (former B1 Offices/Light Industrial) B2 (General Industrial) and B8 (Storage and Distribution) uses.	Site benefits from an extant planning permission. There are transport/access issues impacting on Falkland Way that require reconciling.	Retain
ELR23		V5	Land west of Humber Road, Barton-upon-Humber	0.91	Potentially Suitable for E (former B1 Offices/Light Industrial) (Offices/Light Industrial) and B8 (Storage and Distribution) uses.	A good small site in an existing employment area that should be safeguarded for future development.	Retain
Brigg							
ELR24		CIN8	Ancholme Business Park, Brigg	1	E (former B1 Offices/Light Industrial) and B8 (Storage and Distribution) uses	The site is in a good strategic location just off the A18 in Brigg which is nearing completion.	Retain, only a small part of the overall site remains. .
ELR25	BRIE-1	IN1-9	Former British Sugar Site, Brigg	20.50	E (former B1 Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses	The site is suitable for B1 (Offices and Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses. It is comprised of the former Brigg Sugar site which has been subject to recent site clearance. There are still substantial areas of concrete hardstanding on site.	De-allocate but retain in an amended development limit.
Other Locations							
ELR27	NEWE-1	CIN12	New Holland Industrial Estate	21.47	E (former B1 Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses	Although uptake of land at the site has been slow to date, the main road infrastructure is in place and individual plots may be developed. If environmental and flood risk issues can be overcome, the site is suitable for B1, B2 and B8 uses.	De-allocate but identify as an existing employment area.

Other Locations							
ELR28	EAL-2	IN1-14	South of Railway, Ealand	6.00	E (former B1 Offices/Light Industrial)	The site is a large area of allocated land with reasonable access to the strategic highway network. It has existing employment uses on site and there are no apparent adjacent land use conflicts. If environmental and flooding issues can be overcome then the site should be taken forward as an employment site either through a specific allocation or being reclassified as an existing employment area.	De-allocate but identify as an existing employment area.
ELR29		CIN10	Flixborough Industrial Estate	0.36	E (former B1 Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses	It is a well located employment related site that should be safeguarded for future similar use. If known constraints can be overcome it has potential for future employment and is suitable for B1 (Offices/Light Industrial) and B8 (Storage and Distribution) uses.	Retain
ELR30		CIN15	Roxby Road Industrial Estate, Winterton	0.24	E (former B1 Offices/Light Industrial)	Although demand is uncertain in this location the site is adjacent to a small-scale industrial estate and, therefore, suitable for B1 (Offices/Light Industrial) use.	Retain
ELR31		IN1-17	Station Yard, Off Victoria Road, Barnetby le Wold	8.00	E (former B1 Offices/Light Industrial)	Currently being used for the storage of railway steel, the site is in poor condition and unlikely to be developed due to issues of deliverability.	Retain
ELR32		IN1-19	Soff Lane, Goxhill	2.50	E (former B1 Offices/Light Industrial)	Given the lack of new on-site development following inclusion in the Local Plan, the isolated but established employment site is unlikely to be developed in the current economic climate.	Retain
ELR33		IN1-20	Railway Station, Ulceby Skitter	1.00	E (former B1 Offices/Light Industrial)	Despite the small isolated site being suitable for B1 (Offices and Light Industrial) use, it is unlikely to be developed in the short term.	Retain
ELR34		IN1-21	Land south of Railway, Keadby	1.64	E (former B1 Offices/Light Industrial)	A previously allocated site with reasonable access to the strategic highway network. However, it has location and access constraints. Part of the site has consent for residential development. It is still considered that employment is a preferred use	Retain
ELR34A			Land at Elsham Wolds Industrial Estate	16.2	E (former B1 Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses	Elsham Wolds Industrial Estate remains a popular site for employment related development proposals. The Housing and Employment Land Allocation DPD made provisions for this demand by amending the site's development limit to allow for future expansion.  If environmental and infrastructure related issues can be overcome, the site is suitable for B1, B2 and B8 uses.	Retain
Totals				150.77			



## ADDITIONAL SITES

- 12.19 One of the main objectives of this review is to focus on ensuring that all employment sectors have been adequately provided for in terms of location and land quantity and quality. With the existing supply having now been assessed against future employment land requirements, additional site searches and assessments have been carried out in order to identify further suitable sites to fulfil the identified future employment land requirement, and the following vacant sites have been identified. The following table outlines 39.96 ha of additional land in Scunthorpe, 15 ha at Barton upon Humber, 16.4 ha of land at Barnetby Top and 5 ha at Crowle. These are all new sites and have not been previously allocated for employment uses.

### RECOMMENDED ADDITIONAL SITES

2019 ELR Refs	New site	Location	Size (Ha)	Use	Development Suitability	Site Recommendation
ELR35	Yes	Land to the north of Tesco, Scunthorpe	39.96	E (former B1 Offices/Light Industrial), B8	The site is suitable to be developed as a Business Park	Allocate
ELR36	Yes	Land to the north west of the A15 Barton Interchange	15	E (former B1 Offices/Light Industrial), B2, B8	The site is suitable to be developed as a Business Park	Allocate
ELR37	Yes	Land to the south of Barnetby Top Interchange and to the west of the A18	6.14	Service Station and lorry park	The site is ideally located adjacent to the strategic highways network and is suitable for a lorry park and associated services.	Allocate
ELR38	Yes	Land to the south of Barnetby Top Interchange and to the east of the A18	10	E (former B1 Offices/Light Industrial), B2, B8	The site is suitable to be developed for a Business Park and is located to the east of the A18 at Barnetby Top	Allocate
ELR39	Yes	Land to the south of Crowle gyratory	5	E (former B1 Offices/Light Industrial), B8	The site is suitable to be developed for a Business Park and is located just south of the Crowle gyratory.	Allocate
Total			76.1			

- 12.20 It is essential that consideration is given to the safeguarding of further employment land at the key strategic locations to ensure that there is sufficient land to meet present and future employment land needs. This is essential to support the continued growth and diversification of North Lincolnshire's economy.
- 12.21 The continued growth of Scunthorpe will reflect the town's status as a Sub-Regional Town. This is closely linked to future housing growth, which is a central element in the new Local Plan's growth strategy. With this in mind, site ELR35, land to the north of Tesco, has been identified as being suitable for a business park type development. All of the remaining sites in Scunthorpe are located in existing employment areas on good transport links out of the town.
- 12.22 At Barton upon Humber, the 15ha ELR36 is suitable for business park type development and is strategically located adjacent to the A15 Barton Interchange. This sites offers the opportunity for a high class business park with excellent local connectivity to Barton and then wider to the Humber Bridge to the north and the M180/A180 via the A15 to the south.
- 12.23 At Barnetby Top two sites have been recommended, both south of the M180/A180 Interchange they are ideally located to take advantage of this strategic junction. The land

to the west of the A18 is suitable for a lorry park/service station, whilst the land to the east of the A18 is suitable for a business park.

- 12.24 Land has also been identified south of the gyratory at Crowle as a high quality business park. This 5ha site is relatively small but has the scope to expand once the original site has been developed.

#### EMPLOYMENT LAND SUMMARY

	Future Land Requirement up to 2036 (Ha)	Proposed Retained Sites (Ha)	Proposed Additional sites (Ha)	Total (Ha)
Scunthorpe		137.01	39.96	176.97
Sandtoft Airfield		55.3		55.3
Humberside Airport		29.2		29.2
Other North Lincolnshire-wide locations**		150.77	76.1	226.87
Total		372.28	116.06	488.34
	131.7			

- 12.25 Following assessment of existing and proposed employment sites across North Lincolnshire, when considering the requirement for 131.7 ha of new land up to 2036 which equates to an over-supply of just under 357 hectares. This total excludes the regionally important proposals for new employment at the South Humber Bank (which is a long-term allocation), making it difficult to predict future land take up, and at North Killingholme Airfield, which will accommodate port-related uses.
- 12.26 This surplus results from the retention of vacant employment sites that are considered developable, the de-allocation of allocated sites that are considered unsustainable and not developable, and the introduction of new sites that benefit from planning permission and/or that have been identified on their own merit.
- 12.27 Approximately 226.87 ha of surplus land is also proposed across other North Lincolnshire-wide locations, including the large Falkland Way site in Barton. Although this site benefits from an implemented planning permission, other than the construction of an access road no other development has been undertaken. It is, therefore, not certain that this site will contribute to the long-term employment land portfolio.

# 13 Conclusion

## POLICY DEVELOPMENT

- 13.1 The council will take forward the findings of the study to positively inform the development of the new North Lincolnshire Local Plan. There are broad strategic issues that need to be addressed as well as specific objectives that have to be achieved by including new policies in the Development Plan.
- 13.2 The strategic issues that will need to be considered as a result of this report include:
- Identification of growth areas and strategic locations;
  - Management and phasing of land release; and
  - Mixed-use sites and linking new housing with employment.
- The specific policy issues that will need to be addressed include the:
- De-allocation of employment sites;
  - Safeguarding of sites for employment uses;
  - Linking employment and housing at urban extension sites using phasing and management policy tools at Scunthorpe;
  - Use compulsory purchase powers;
  - Use of and requirement for developer contributions;
  - Protection of employment sites;
  - Reuse of surplus employment sites;
  - Restriction on uses at certain sites to cater for specific growth sectors; and
  - Proposals for the use of vacant and redundant land.
- 13.3 This employment land survey co-ordinates with other retail and housing research that have been undertaken as part of the Local Plan and should identify any gaps in understanding where it is necessary to undertake further work.
- 13.4 Tackling the oversupply of employment land whilst stimulating economic activity in the priority sectors for growth is a complex task. An important aspect of delivering the right growth within North Lincolnshire will be to encourage and support appropriate types of new and alternative development at the right locations across the area.
- 13.5 The consideration of a development proposal that would result in the loss of a site currently or previously used or allocated for employment must be made according to policies that are to progress the overall economic development strategy. This means that proposals that would lead to the loss of employment areas are no longer dealt with on a piecemeal basis but relate to a wider context. Appropriate policies for the Local Plan could, therefore:
- Provide for decisions to be made in the context of the Economic Growth Plan which set out to deliver what potential appeared to exist; which recognised the role of land and premises as part of the delivery of that strategy; and recognised the role of smaller as well as larger sites;
  - Include an accessibility test that examines the relationship between employment opportunities and existing/proposed residential areas; and
  - Require a variety of types of sites to be part of the overall portfolio, including sites suitable for lower cost base operations.

- 13.6 The use of phasing and managed release mechanisms can offer a valuable tool in achieving coordinated and sustainable development. This process of identifying, controlling and linking the development of land offers the ability to manage the process and achieve outcomes which are directly related to the strategic objectives and essential targets.

## SUMMARY

- 13.7 A key consideration of the Employment Land Review is that the future requirements of all employment sectors are met. In considering which of the existing allocations will be carried forward and subsequently adopted and which will be de-allocated and perhaps designated for an alternative use, the location and sustainability of the site has been as important as the size of the site and the contribution it makes to meet the future employment land requirement.
- 13.8 Future employment land allocations should facilitate the continued growth and development of strategic employment sites whilst at the same time supporting rural economies and increase economic diversity and opportunity. To this end, the available employment land stock in North Lincolnshire has been considered alongside land requirements, economic forecasts, and new potential employment sites.
- 13.9 This has led to those sites which are seen to best meet predicted future demands for employment land to be recommended to be considered for inclusion in the LDF, and sites which are seen to be unsuitable or surplus to anticipated requirements to be recommended for de-allocation or not included.
- 13.10 North Lincolnshire is unique in that it includes large areas of strategically important employment land with the South Humber Bank being a key sub regional employment site adjacent to the last major undeveloped deep-water estuary in the country. Similarly, North Killingholme Airfield has a long history as a key employment location and is well located for businesses and facilities that support the estuary/port-related industries sites at the South Humber Bank.
- 13.11 Scunthorpe represents an important location for future employment provision for businesses seeking to locate on a business park/industrial estate either close to a town centre or within North Lincolnshire's main urban area. However, providing diverse employment opportunities across North Lincolnshire is vital to enable people to live nearer to their place of work and to provide market choice. In addition to the principal employment locations there are smaller employment sites distributed across North Lincolnshire, such as smaller-scale industrial estates in the market towns of Barton-upon-Humber and Brigg.
- 13.12 Overall employment land distribution seeks to improve accessibility by public transport. Focusing growth on existing major employment areas will catalyse the provision of quality public transport and, together with increased housing growth, may potentially lead to increased levels of sustainability.
- 13.13 It is intended that existing and future employment land should be distributed in such a way that balances the provision of focused employment growth at existing strategic sites with the preservation of smaller employment sites in other locations. Provision of choice and opportunity will be more attractive to the market, encourage the maximum benefit from public transport initiatives, and maintain or improve sustainability levels across North Lincolnshire.
- 13.14 Whilst this Employment Land Review provides a portfolio of employment land available for development, sites will be allocated for employment uses in the new North

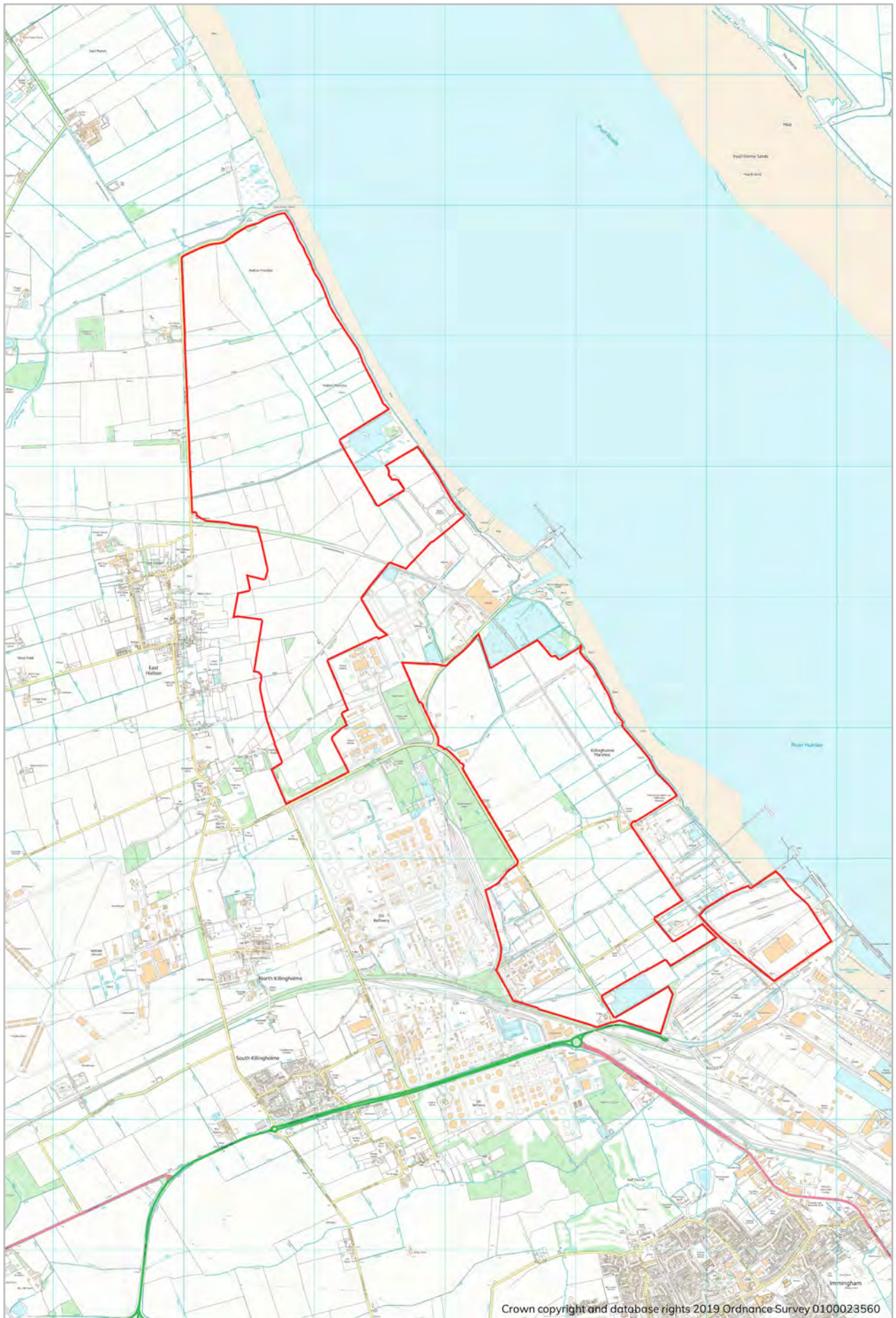
Lincolnshire Local Plan based on the future land requirement. The Local Plan will also provide guidelines on how and when sites should be developed.

# 14 Appendix 1 - Sites Assessments

South Humber Gateway - ELR1	
<b>Site Reference</b>	ELR1 Allocated as SHBE-1 (Housing and Employment Land Allocations DPD) Previous allocated in Local Plan as Ref IN1-1 and CIN1
<b>Site Address</b>	Chase Hill Road/Rosper Road/Haven Road, North Killingholme and East Halton
<b>Area (Ha)</b>	900Ha
<b>Existing Land Use(s)</b>	Agriculture and Industry
<b>Description of site and surrounding area</b>	<ul style="list-style-type: none"> <li>• Expansive area of flat land located on the southern bank of the Humber Estuary, to the east of North Killingholme and East Halton.</li> <li>• The southern part of the site has partly been developed for port-related uses, power generation uses, and chemical companies.</li> <li>• The northern part of site is currently used for agriculture.</li> <li>• Significant planning application approved (Able Logistics Park) covering an area of 379.9 hectares to erect buildings and use land for purposes within Use Classes A3, C1, B1, B2 and B8 for port related storage and associated facilities.</li> <li>• The Able Marine Energy Park (AMEP) (300 Hectares with Deep Water frontage) is comprised of a development for the manufacturing, commissioning, installation and recycling of offshore wind turbines and also to produce renewable energy from biomass products. It is subject to The Able Marine Energy Park Development Consent Order 2014.</li> <li>• The two Able sites also form part of the Humber Enterprise Zone (EZ), the largest in the UK with the EZ supporting growth in ports, logistics and renewables and the region's ambition to become a leading national and international centre for the renewables sector.</li> </ul>
<b>Land Status</b>	Greenfield/Brownfield
<b>Strategic Access</b>	Access to the A180/M180 via the A160, national rail network and port facilities. The A160, from the junction with the A180 at Brocklesby Interchange to the Port of Immingham has been subject to the £96.6M Highways England's improvement scheme. Included within the project was the upgrade of the single carriageway section of the A160 to a dual carriageway and construction of a new road bridge at Town Street to enhance access to South Killingholme village. Improvements have also been made to the Brocklesby Interchange and Habrough Road roundabout, as well as construction of a gyratory at the entrance to the Port. Work was completed by Spring 2017.
<b>Site Access</b>	Access to the southern part of the site via Eastfield Road, Rosper Road, Chase Hill Road, Haven Road and Humber Road. The northern part of the site accessed via Skitter Road.
<b>Current Development Plan Designation</b>	Allocated for Estuary related B1 (Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses (Housing and Employment Land Allocations DPD 2016).
<b>Ownership</b>	A number of owners but, the majority of site under ownership of Able UK.

Availability	<b>Opportunities</b>	
	<b>Planning Obligations</b>	No known issues
	<b>Other</b>	N/A
	<b>Constraints</b>	
	<b>Demolition</b>	N/A
	<b>Ground Conditions</b>	N/A
	<b>Contamination</b>	<ul style="list-style-type: none"> <li>Contaminated land issues will need to be addressed prior to any development.</li> <li>Contaminated Land Assessment may be required.</li> </ul>
	<b>Flood Risk Mitigation</b>	<ul style="list-style-type: none"> <li>Large area of the site is within SFRA 2/3a Tidal. Smaller part of site is located in SFRA1 (2011). Therefore, development of this site will require a reliable and robust Flood Risk Assessment, which demonstrates that flood risk can be adequately managed.</li> <li>Land to the north of the Humber Sea Terminal will require a flood defence enhancement scheme.</li> </ul>
	<b>Environmental</b>	<ul style="list-style-type: none"> <li>Situated in the middle of the site is a Site of Special Scientific Interest (SSSI).</li> <li>Development would have a Likely Significant Effect (LSE) on the Humber Estuary SAC, SPA and Ramsar site. <ul style="list-style-type: none"> <li>Potential hazards to the features of the International Nature Conservation Site are as follows</li> <li>Construction noise and visual disturbance of SPA qualifying species.</li> <li>Ongoing noise and visual disturbance of SPA qualifying species.</li> <li>Ongoing external lighting with associated effects on the behaviour of SPA qualifying species.</li> <li>Surface water drainage and potential pollution of waterbodies and reedbeds in the SPA/Ramsar site and of SAC intertidal habitat.</li> <li>Loss of high tide roosts.</li> <li>Loss of intertidal habitat due to the need to upgrade floodbanks.</li> </ul> </li> <li>In terms of LSE guidance, the above impacts are highly probable. Therefore, an Appropriate Assessment is required.</li> <li>Humber INCA survey data shows significant numbers of waterbird species using the site for feeding, roosting and loafing.</li> <li>Need to remove any adverse effect on the integrity of the International Nature Conservation Sites. The South Humber Gateway Ecology Group is currently developing strategic mitigation proposals for SPA waterbirds. Some of the site should be managed as wet grassland in order for proposals to comply with the Habitats Regulations.</li> <li>The site is important for badgers, bats, great crested newts, palmate newts, farmland birds, water voles and Important Hedgerows. Land will need to be set aside and enhanced to provide for these species.</li> <li>Development would directly affect, indirectly affect and/or isolate a number of Local Wildlife Sites, including Chase Hill Wood proposed LNR, Burkinshaw's Covert, Station Road Field and Rosper Road Pools.</li> <li>Habitat enhancements and habitat network connections will be required.</li> <li>Landscape impacts and light pollution will also need to be addressed.</li> <li>Development proposals require Habitat Regulations Assessment (HRA).</li> <li>Environmental Impact Assessment (EIA) required for each development proposal.</li> </ul>
	<b>Planning Obligations</b>	<ul style="list-style-type: none"> <li>Noise and Air Quality Assessments may be required.</li> <li>There is potential for currently unrecorded heritage assets to be present within the site and these will need to be identified in a pre-application assessment. Planning applications should be accompanied by a Heritage Assessment comprising desk-based and field evaluation surveys and detailed mitigation proposals, as appropriate.</li> </ul>
	<b>Other</b>	<ul style="list-style-type: none"> <li>Any future development must take account of the nearby existing residential areas by ensuring appropriate type of employment use and/or control measures to buffer the employment and residential uses to prevent nuisance caused by noise/dust/odour/light.</li> <li>Particular attention is required regarding the close proximity of a small number of dwellings that would become surrounded by any development. Measures may be needed to address the loss of amenity of existing residents (IN1-1).</li> <li>Designated heritage assets including several scheduled monuments and listed buildings are located along the western margin of the site. Listed lighthouse buildings are located a short distance north of CIN1 and southeast of IN1-1. Within site IN1-1 historic landscape features and important historic hedgerows are present, as well as numerous other heritage assets recorded within the site. There is potential for further unrecorded heritage assets to be present. The impact of the development on these assets and their settings will need to be considered.</li> <li>Preliminary field evaluation has been undertaken across significant areas of the site in connection with existing planning applications; detailed mitigation measures have yet to be proposed.</li> </ul>







Planning History	
Suitability	<b>Applications</b> <ul style="list-style-type: none"> <li>PA/2006/0039 – Permission to change use of land to port related storage.</li> <li>PA/2007/0101 – Permission to tarmac site for port related storage.</li> <li>PA/2008/0988 – Permission to erect glass wool insulation manufacturing plant.</li> <li>PA/2009/0600 – Permission to erect buildings and use land for purposes within Use Classes A3, C1, B1, B2 and B8 for port-related storage and associated service facilities together with amenity landscaping and habitat creation, including flood defences, new railway siding, estate roads.(PA/2017/42 discharge of conditions)</li> <li>PA/2009/1269 – Permission to construct 290MW biomass electricity generating station.</li> <li>PA/2010/0325 – Permission to erect bioethanol and Combined Heat and Power plant.</li> <li><u>PA/2014/0512</u> - Planning permission to undertake enabling works in support of the AMEP project which will comprise site clearance, ground raising works, felling of a copse, creation of a footpath, removal offsite of the topsoil layer, importation spreading and compaction</li> <li><u>PA/2016/1654</u> - Planning permission to erect a new two-storey PDI (pre-delivery inspection) vehicle facility, with associated separate ancillary facilities including a fuel station, security cabin, driver welfare, propane tanks, staff car parking facilities and addition...</li> <li>PA/2017/189 - Application for prior approval for demolition of Killingholme A Power Station</li> <li>PA/2017/27 – Planning permission for temporary use of land for car storage, erection of lighting and fencing and positioning of office.</li> <li>PA/2018/114 - Planning permission to change the use of land for car storage and distribution for a temporary period, the construction and operation of an electricity substation and the construction of new access along Station Road, including a new junction with Rosper Road.</li> <li>PA/2018/1416 - Planning permission to construct new railway siding parallel to existing railway including loading and unloading ramps.</li> <li>PA/2018/918 - Planning permission to construct a new gas-fired power station with a gross electrical output of up to 49.9 megawatts.</li> <li>PA/2018/918 - Planning permission to construct a new gas-fired power station with a gross electrical output of up to 49.9 megawatts</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b> <ul style="list-style-type: none"> <li>South Humber Gateway Conservation Mitigation Strategy Delivery Plan</li> <li>South Humber Bank Transport Strategy 2008</li> <li>South Humber Bank Landscaping Initiative (SHBLI)</li> <li>Outline Water Cycle Strategy (WCS)</li> <li>South Humber Bank Master Plan (2004)</li> </ul>
Viability	<b>Opportunities</b>
	<b>Infrastructure/Utilities</b> N/A
	<b>Access</b> <ul style="list-style-type: none"> <li>Excellent strategic access to A180/M180 via the A160. (Refer to Strategic Access above)</li> <li>Excellent port facilities and national rail network.</li> <li>Good access to southern area of the site.</li> </ul>
	<b>Other</b> N/A
	<b>Constraints</b>
	<b>Infrastructure/Utilities</b> <ul style="list-style-type: none"> <li>Development of the South Humber Bank area will have a considerable impact with regards to water supply, sewerage and waste water treatment. Anglian Water is working with North Lincolnshire Council and the developers to ensure manageable growth in parallel with the necessary upgrades to the water infrastructure. Anglian Water will guide developers to establish the programme of works required.</li> <li>Significant improvements to existing internal infrastructure required.</li> </ul>
	<b>Access</b> <ul style="list-style-type: none"> <li>Whilst access to the southern part of the site is good, improvements are needed in order for the northern part of the site to be accessed.</li> <li>Public transport serving the site is currently limited and will need improvement.</li> <li>Improvements to the A160 and A180 will be required. (Refer to Strategic Access above)</li> <li>Improvements to Rosper, Chase Hill, Eastfield and Humber Roads.</li> <li>Railway improvements needed to connect with strategic national rail network.</li> <li>Public Right Of Way (PROW) affected by proposed development. Public footpaths should be retained as a minimum 2 metre wide path in a minimum 5 metre wide corridor.</li> </ul>
	<b>Other</b> <ul style="list-style-type: none"> <li>Close proximity to two settlements, East Halton and North Killingholme.</li> </ul>
<b>Summary</b> Regionally significant employment site with a realistic potential for future development to become the global gateway for the north of England. It is most suitable for port-related, chemical and energy generation uses and has the potential to attract major wind turbine manufacturers and their supply chains.	

North Killingholme Airfield - ELR2	
<b>Site Reference</b>	ELR2 NKA-E-1 (Housing and Employment Land Allocations DPD) Identified in 2003 Local Plan as IN1-2
<b>Site Address</b>	Lancaster Approach, North Killingholme
<b>Area (Ha)</b>	138.21
<b>Existing Land Use(s)</b>	Employment land. Former airfield with hardstanding and agricultural land.
<b>Description of site and surrounding area</b>	<p>The site is located to the west of North and South Killingholme and north of the A160. To the east is the partially developed South Humber Gateway employment allocation. This allocation is regionally significant and has major development opportunities.</p> <p>Former WWII airfield with large area of undeveloped agricultural land. There are a significant number of existing businesses that have developed along Lancaster Approach and along former runways/service strips.</p> <p>Agricultural land to the north, south and west.</p>
<b>Land Status</b>	Brownfield
<b>Strategic Access</b>	Access to the A180/M180 via the A160, national rail network and port facilities.
<b>Site Access</b>	Route linking East Halton, North and South Killingholme.
<b>Current Development Plan Designation</b>	Allocated for B1 (Offices/Light Industrial) and B8 (Storage and Distribution) uses
<b>Ownership</b>	Private



Availability	<b>Opportunities</b>	
	<b>Planning Obligations</b>	N/A
	<b>Other</b>	N/A
	<b>Constraints</b>	
	<b>Demolition</b>	N/A
	<b>Ground Conditions</b>	N/A
	<b>Contamination</b>	Previous airfield and industrial uses on the site means that a Contaminated Land Assessment may be required. If identified, there may be restrictions on the use of soakaways.
	<b>Flood Risk Mitigation</b>	<p>Small section of northern tip in SFRA Flood Zone 2/3 (a) Tidal, remaining site in SFRA Flood Zone 1. Therefore, development of this site will require a robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</p> <p>Parts of site are at risk of surface water flooding in a 1 in 30 year rainfall event.</p>
	<b>Environmental</b>	<p>Existing buildings might require a bat survey before any application can be determined.</p> <p>Existing mature trees may be worthy of retention.</p> <p>The arable land could potentially support barn owl, bats, UK BAP listed species or roosting birds listed in the Humber Estuary SPA citation.</p> <p>The whole area requires an extended phase 1 survey with target notes.</p> <p>This site would have a Likely Significant Effect (LSE) on the Humber Estuary SPA and Ramsar site, specifically the loss of high tide roosts.</p> <p>Biodiversity enhancement should be encouraged in terms of open space, habitat enhancement and provision of bat roosts in accordance with associated guidance.</p>
	<b>Planning Obligations</b>	N/A
	<b>Other</b>	<p>Planning applications should be accompanied by a Heritage Assessment comprising desk-based and field evaluation surveys and detailed mitigation proposals.</p> <p>The impact of any future development on designated heritage assets and their settings in nearby North Killingholme and East Halton villages should be considered.</p> <p>Archaeologically significant assets are recorded within the site.</p> <p>Further unrecorded assets may be present within the site, which should be identified prior to any development.</p>

Planning History		
Suitability	Applications	<ul style="list-style-type: none"> <li>PA/2009/0138 – Planning permission to erect 2 buildings.</li> <li>PA/2009/0562 – Planning permission to erect extensions to existing building.</li> <li>PA/2009/1112 – Vary condition 1 &amp; 2 of PA/2001/0396 relating to height of storage and particle size.</li> <li>PA/2012/0747 – Outline application for erection of 4 x Industrial Units and extension to existing unit and a new access.</li> <li>PA/2014/0832 - Planning permission to erect a single-storey extension to form store</li> <li>PA/2016/0009 - Planning permission for change of use to self-storage, plant hire and sales office, the retention of a security cabin and WC, the erection of cabins for office accommodation and wash room and for the installation of a vehicle wash facility</li> <li>PA/2017/224 - Planning permission to erect a pre-fabricated single storey office building, workshop and siting of steel containers and to install a propriety bunded fuel tank</li> <li>PA/2018/1331 - Planning permission to retain a single-storey workshop building</li> </ul>
	Other Development Studies, Plans, Strategies, Assessments	N/A
Opportunities		
Viability	Infrastructure/Utilities	N/A
	Access	N/A
	Other	<ul style="list-style-type: none"> <li>The site is approximately 3km from Ulceby Railway Station.</li> </ul>
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>Local pumping station for surface water drainage is at capacity and new development will necessitate an upgrade to this facility.</li> <li>Foul flows will be served by South Killingholme Sewage Treatment Works (STW) which has limited capacity – an infrastructure upgrade may be required.</li> <li>Anglian Water should be able to provide water to meet the future demand of proposed employment sites, though local reinforcements may be required. Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</li> <li>The historically ad-hoc development of the site and the traffic generation associated with it has caused a number of issues.</li> <li>Significant improvements to existing internal infrastructure required including the construction of new roads.</li> </ul>
Viability	Access	<ul style="list-style-type: none"> <li>Site access is inadequate for the scale of development proposed. Alternative access into the site instead of C131 Top Road, South Killingholme should be investigated due to complaints received from residents.</li> <li>Existing roadways date back from the airfield's development in 1942 and have not been significantly improved since. Onsite highways are not adopted and have deteriorated due to lack of maintenance.</li> <li>Road leading west from East Halton Road is a PROW to a width of 60 ft.</li> </ul>
	Other	<ul style="list-style-type: none"> <li>N/A</li> </ul>
Summary		<p>North Killingholme Airfield is strategically located close to the regionally significant South Humber Gateway employment allocation. Development of the brownfield site would broaden North Lincolnshire's potential for future employment development and promote economic diversity. It also has scope to displace some land-intensive uses from the South Humber Gateway area (for example car storage) and free up that area for estuary-related uses and for the massive potential presented by the renewable energy sector. Other suitable uses for North Killingholme Airfield include energy generation (such as energy from waste) related depending on the scale and impact of the proposal.</p>

Normanby Enterprise Park - ELR3	
Site Reference	ELR3 SCUE-1 (Housing and Employment Land Allocations DPD) Allocated in 2003 Local Plan as IN1-3
Site Address	Park Farm Road/Nisa Way/Lysaghts Way, Scunthorpe
Local Plan Area (Ha)	68.10
Vacant Area	35.10
Existing Land Use(s)	Vacant reclaimed land
Description of site and surrounding area	<ul style="list-style-type: none"> <li>Normanby Enterprise Park is located on the northern outskirts of Scunthorpe and west of Normanby Road (B1430).</li> <li>The wider site was formerly Normanby Park Steel Works, which closed in 1981. Since then progressive land reclamation has been undertaken.</li> <li>It is partly developed and there are no adjacent land use conflicts.</li> </ul>
Land Status	Brownfield
Strategic Access	Close proximity to the north of the A1077 and 5km from the M181.
Site Access	Access from Lysaghts Way/Bloom Lane/Nisa Way/Waldo Way
Current Development Plan Designation	B1 (Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses.
Ownership	North Lincolnshire Council

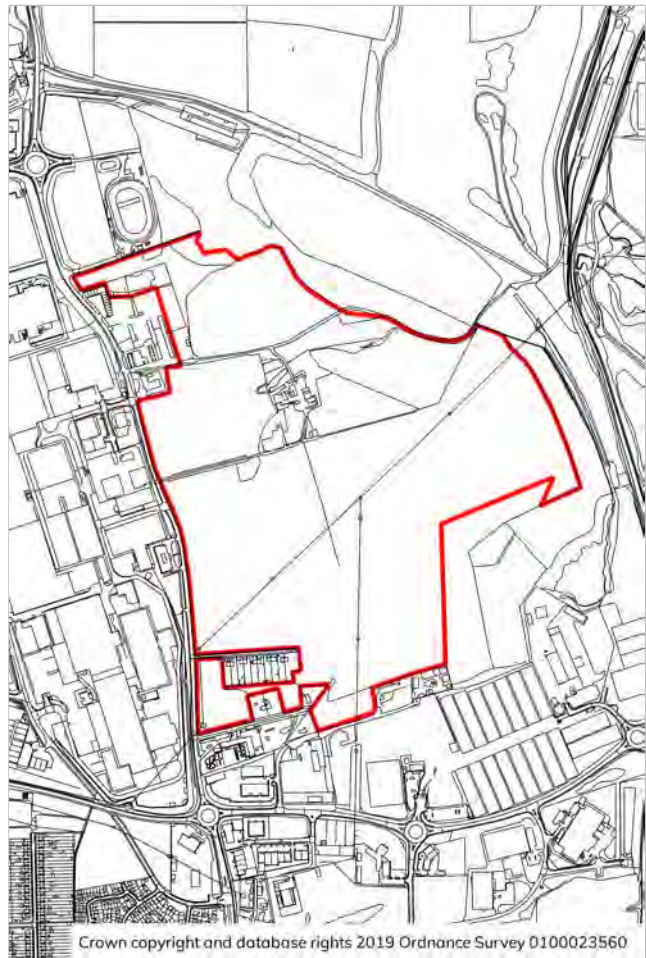


Availability	Opportunities	
	Planning Obligations	<ul style="list-style-type: none"> <li>As the site develops, contributions from developers may be sought for improvements to Normanby Road and the Normanby Road/Mannaberg Way roundabout.</li> </ul>
	Other	<ul style="list-style-type: none"> <li>There is an existing light industrial use within the proposed allocated land boundary.</li> </ul>
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	<ul style="list-style-type: none"> <li>Previous industrial use of the site means that a Contaminated Land Assessment may be required. If identified, there may be restrictions on the use of soakaways.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1. This indicates it is in a low flood risk area. Development of this site will require a Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>The south-western corner of this proposal encroaches onto Phoenix Parkway Local Nature Reserve.</li> <li>The eastern side of the proposal encroaches onto an area of public open space (informally known as the "Blue Lagoon") that has been landscaped as a land reclamation project.</li> <li>The whole area requires an extended phase 1 survey, with target notes.</li> <li>There will need to be significant landscaping, open space provision and provision of habitat networks.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>A Heritage asset of archaeological significance is located within the site - North Conesby medieval moat. Not currently designated as a Scheduled Monument but of equivalent significance, the impact of development on the monument and its setting should therefore be considered.</li> <li>The designated Scheduled Monument of Flixborough Anglo-Saxon settlement lies just below the west side of NEP near the moat.</li> <li>Planning applications should be accompanied by a Heritage Assessment comprising desk-based and field evaluation surveys and detailed mitigation proposals.</li> <li>The topography of the sloping site presents a barrier to development.</li> <li>There is an existing light industrial use within the proposed allocated land boundary.</li> </ul>

Suitability	<b>Planning History</b>	
	<b>Applications</b>	<ul style="list-style-type: none"> <li>PA/2007/1748 - Planning permission to erect 10 two-storey offices and associated roads, parking and service.</li> <li>PA/2011/0054 - Planning permission for minor material amendment to application WD/2010/0635 to amend site layout, elevations and hours of operation.</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b>	N/A
Viability	<b>Opportunities</b>	
	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>Generally the internal infrastructure serving the development is in place, it is likely that it will form part of the adopted highway.</li> </ul>
	<b>Access</b>	<ul style="list-style-type: none"> <li>Very good strategic and site access.</li> </ul>
	<b>Other</b>	<ul style="list-style-type: none"> <li>The moat is located within Normanby Enterprise Park's (NEP's) open green space and should be seen as an asset for green tourism and a unique marketing asset for the NEP rather than a constraint.</li> </ul>
	<b>Constraints</b>	
	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>Anglian Water should be able to provide water to meet the future need of the proposed employment sites, though local reinforcements may be required. Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</li> <li>It is not thought that an increase in flow will present treatment issues provided that surface water is separated from waste water.</li> <li>As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem, particularly as the site covers a large area.</li> <li>Development will impact on the local sewerage system and may necessitate an infrastructure upgrade.</li> </ul>
	<b>Access</b>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
	<b>Other</b>	<ul style="list-style-type: none"> <li>Planning consent has been granted in the north east corner of the site for the development of a Mechanical Biological Treatment (MBT) facility which will receive and process residual municipal waste commencing circa April 2013.</li> <li>There is an existing light industrial use within the proposed allocated land boundary.</li> </ul>
<b>Summary</b>		Over the past five years the site has become popular with the development of a number of light industrial units. With the number of recent planning permissions granted, the site could be fully developed over the next 5-10 years. The most suitable types of development for this site are, light industrial and storage and distribution. It is, therefore, a good strategic site that should be safeguarded for future employment use.



Conesby Farm - ELR4	
Site Reference	ELR4 A1 (2014 ELR)
Site Address	Land off Normanby Road, Scunthorpe
Local Plan Area (Ha)	N/A
Vacant Area	4.00
Existing Land Use(s)	Agriculture
Description of site and surrounding area	<p>Expansive area of land to the north of Scunthorpe and east of Normanby Road (B1430).</p> <p>Land to the south consists of existing employment uses and a number of residential properties.</p> <p>Site located in close proximity to industrial and commercial areas.</p> <p>To the north of the site is Scunthorpe Speedway and to the west Normanby Enterprise Park, which has been developed for a mixture of B1 (Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses.</p>
Land Status	Greenfield/Brownfield
Strategic Access	Approximately 5km from the M181, just off the A1077.
Site Access	Site access off Normanby Road (B1430).
Current Development Plan Designation	N/A
Ownership	Private – single owner



Availability	Opportunities	
	Planning Obligations	<ul style="list-style-type: none"> <li>Developer contributions may be required for improvements to Normanby Road and also Normanby Road/Mannaberg Way roundabout.</li> </ul>
	Other	<ul style="list-style-type: none"> <li>Any future development must take account of the nearby existing residential area close to the eastern site boundary. Ensuring appropriate types of employment use and/or control measures to buffer the employment and residential uses will prevent nuisance caused by noise/dust/odour/light.</li> </ul>
	Constraints	
	Demolition	N/A
	Ground Conditions	<ul style="list-style-type: none"> <li>No knowledge of any significant surface water or groundwater risk.</li> </ul>
	Contamination	<ul style="list-style-type: none"> <li>Parts of the site and adjacent land have a history of contaminative uses including landfill, therefore, contaminated land issues will need to be addressed through site investigation and appropriate remediation prior to any development.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1. This indicates little or no flood risk. Therefore, development of this site will require a Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>The whole area requires an extended Phase 1 survey, with target notes.</li> <li>Existing buildings may require bat surveys before any application can be determined.</li> <li>There will need to be significant landscaping, open space provision and provision of habitat networks for species, such as the Grayling butterfly (a UK BAP species with a concentration of unconnected sites in the north and east of Scunthorpe).</li> <li>A survey of existing trees and hedgerows should be undertaken.</li> </ul>
	Planning Obligations	<ul style="list-style-type: none"> <li>Planning applications should be accompanied by a Heritage Assessment comprising desk-based and field evaluation surveys and detailed mitigation proposals, as appropriate.</li> <li>Further information (such as noise and dust impact assessments) would be required to assess whether this allocation is suitable.</li> </ul>
	Other	<ul style="list-style-type: none"> <li>Heritage assets of archaeological significance are recorded within the site. There is potential for further currently unrecorded heritage assets to be present within the site and these will need to be identified in a pre-application assessment.</li> <li>Nuisance/residential amenity: There is a history of noise, dust and odour complaints associated with the existing nearby industrial and commercial areas (e.g. noise, dust, odour etc.) and noise from the Speedway track.</li> </ul>

Suitability	<b>Planning History</b>	
	<b>Applications</b>	<ul style="list-style-type: none"> <li>PA/2006/1274 – North of site – Planning permission to change the use of vacant land for storage.</li> <li>PA/2009/1098 – South of site – Planning permission to retain change of use of land for storage of Lorries.</li> <li>PA/2018/2140 - Planning permission for the installation of a renewable led energy scheme comprising ground mounted photovoltaic solar arrays and battery-based electricity storage containers together with substations; transformer stations; access; internal access track; landscaping; security fencing; security measures; access gate; and ancillary infrastructure.</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b>	N/A
Viability	<b>Opportunities</b>	
	<b>Infrastructure/Utilities</b>	N/A
	<b>Access</b>	<ul style="list-style-type: none"> <li>The positioning, type and number of accesses to the site need careful consideration.</li> <li>No PROW issues.</li> </ul>
	<b>Other</b>	N/A
	<b>Constraints</b>	
Viability	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>Anglian Water should be able to provide water to meet the proposed employment sites, though local reinforcements may be required. Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</li> <li>It is not thought that an increase in flow will present treatment issues, provided that surface water is separated from waste water.</li> <li>As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem.</li> <li>Electricity pylons and 132Kv overhead power lines cross the site.</li> </ul>
	<b>Access</b>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
	<b>Other</b>	<ul style="list-style-type: none"> <li>Mixed-use with housing will require sympathetic employment uses.</li> </ul>
<b>Summary</b>		Good strategic site located adjacent to existing employment area next to Normanby Enterprise Park. Suitable for B1 (Offices/Light Industrial) and B8 (Storage and Distribution) uses. Given the constraints associated with the conflict between existing and proposed uses, this site is more suitable for employment use than mixed residential/employment. The wider site has permission for photovoltaic solar arrays which if implemented will sterilise the site for employment purposes.

Land off Mortal Ash Hill - ELR5	
Site Reference	ELR5 Allocated as SCUE-2 in the Housing and Employment Land Allocations DPD Former Ref - A3 (2014 ELR)
Site Address	A18, Scunthorpe
Local Plan Area (Ha)	N/A
Vacant Area	15.48
Existing Land Use(s)	Existing employment use to the east and agricultural land/scrubland/grassland to the west.
Description of site and surrounding area	The site is located to the south of the A18 approximately 0.5km from the Ashby Ville roundabout. Adjacent land uses consist of British Steel steelworks to the north of the A18, Ashby Ville pond abutting the site to the west, with further agricultural land to the south and east.
Land Status	Greenfield/Brownfield
Strategic Access	Access to the A18 and M180.
Site Access	Site access directly off A18 via a new roundabout that also serves British Steel's Mortal Ash access.
Current Development Plan Designation	Allocated for B1 (Offices/Light Industrial) uses
Ownership	North Lincolnshire Council and Private Owner

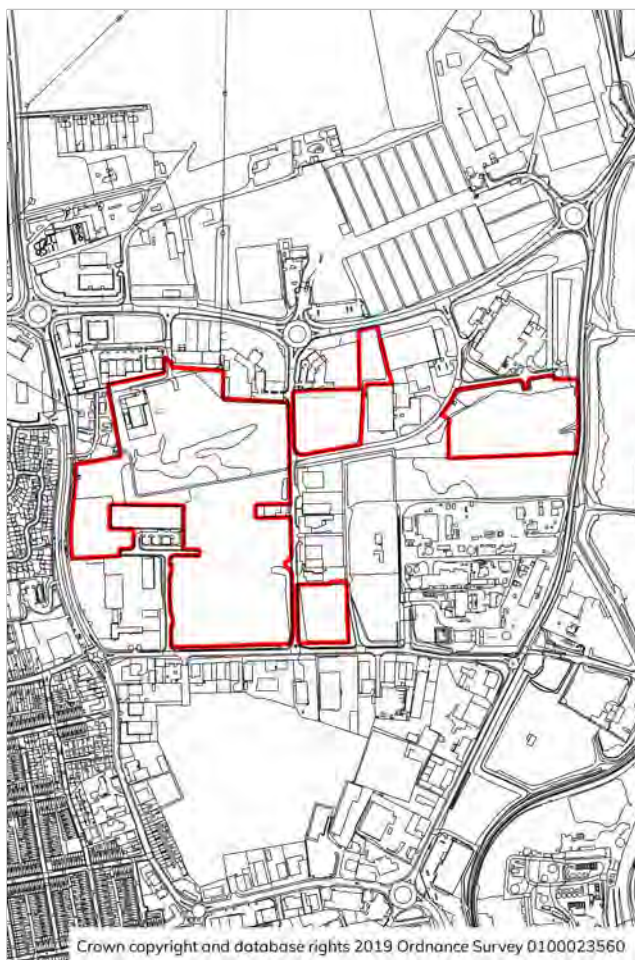


Availability	Opportunities	
	Planning Obligations	
	Other	N/A
	Constraints	
	Demolition	<ul style="list-style-type: none"> <li>Demolition of existing buildings on the site is required to enable comprehensive redevelopment.</li> </ul>
	Ground Conditions	<ul style="list-style-type: none"> <li>Site is currently located within the open countryside and the ground conditions are unknown.</li> <li>The possibility of groundwater emanating from the scarp slope to the east should be considered.</li> </ul>
	Contamination	<ul style="list-style-type: none"> <li>Previous garage and road haulage use of the site means that a Contaminated Land Assessment may be required. If identified, there may be restrictions on the use of soakaways.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1. This indicates little or no flood risk. Development of this site will require a Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> <li>Some risk of mainly shallow surface water flooding on the site and mitigation may be necessary</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>The two fields east of Ashby Ville Lake qualify as part of a Local Wildlife Site, though part of the site has now been ploughed and converted to arable cropping.</li> <li>Bottesford Beck is important for roosting and foraging bats - European Protected Species. A full survey should be secured as part of any planning application.</li> <li>Sweeting Thorns is a Local Wildlife Site. It is a mixture of woodland, wetland and lowland acid grassland with a number of plants that are Ancient Woodland indicators. It would need to be assessed prior to allocation to see whether it qualifies as Ancient Woodland.</li> <li>The proposal would have an indirect effect on the proposed Ashby Ville Local Nature Reserve, leading to light pollution, visitor pressure and potential exclusion of sensitive birds.</li> <li>Development of this site would also present a significant incursion into a Biodiversity Opportunity Area identified by the Yorkshire and Humber Biodiversity Forum.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>Designated Heritage Asset, Raventhorpe medieval settlement, is within 500m of the site. The impact of the development will need to be considered. There is potential for heritage assets to be present within site and these will need to be identified in a pre-application assessment.</li> <li>Planning applications should be accompanied by a Heritage Assessment comprising desk-based and field evaluation surveys and detailed mitigation proposals, as appropriate.</li> </ul>



Suitability	Planning History	
	Applications	<ul style="list-style-type: none"> <li>PA/2015/0588 Advertisement consent to display advertising boards on the new A18 roundabout on Mortal Ash Hill including NLC logo</li> </ul>
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>Excellent access to strategic road network.</li> <li>Site is within good proximity to a public transport route.</li> </ul>
	Other	N/A
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>Anglian Water should be able to provide water to meet the proposed employment sites, though local reinforcements may be required. Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</li> <li>It is not thought that an increase in flow will present treatment issues provided that surface water is separated from waste water.</li> <li>As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem. As the site is quite large there is an increase in the possibility for sewerage pumping downstream.</li> <li>Developing any of the adjacent land will require significant highway works.</li> <li>The site is impacted by a significant number of drainage channels which will need to be appropriately incorporated into any development proposal.</li> </ul>
	Access	<ul style="list-style-type: none"> <li>Site access improvements required.</li> <li>Public Footpath FP211 runs south from Emanuel Bridge.</li> <li>The site is within good proximity to a public transport route, but buses would need to be diverted into the site. There are no bus stops on Mortal Ash Hill and buses would not be allowed to pick up/drop off passengers on Mortal Ash Hill as it would present a significant safety issue.</li> </ul>
	Other	<ul style="list-style-type: none"> <li>Western part of site is located within AQMA. Controls/conditions would be required for any future development to limit the impact of the proposed use on air quality and minimise any potential increase in PM10 (dangerous airborne particles).</li> </ul>
Summary		Good strategic site that is suitable for employment use. Ecological considerations will need to be addressed sympathetically and site access will need to be reconciled. The site would be suitable for B1 (Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses or other leisure based uses. Given the lack of interest in bringing forward the transport depot land (east of Bottesford Beck) it is proposed that this part is de-allocated and the remaining area that falls to the west of Bottesford Beck is incorporated into an amended development limit without any specific allocation.

Sawcliffe Industrial Park - ELR6	
Site Reference	ELR6
Site Address	Identified in 2003 Local Plan as CIN2
Site Address	Bessemer Way/Hargreaves Way,
Local Plan Area (Ha)	28.20
Vacant Area	23.18
Existing Land Use(s)	Vacant scrubland/grassland
Description of site and surrounding area	<p>Situated on the northern edge of Scunthorpe. The site is north of Warren Road, east of Normanby Road, west of Winterton Road and south of Mannaberg Way (A1077).</p> <p>The wider site is partially developed with a mixed variety of units incorporating B1a, B2, B8, A1 and SG (DIY stores, offices, car showroom and distribution). Land available for development is mainly located in the central and southern parts of the site.</p> <p>The site is surrounded by light industrial and retail uses, so no conflict is envisaged.</p>
Land Status	Brownfield
Strategic Access	Approximately 4km from the M181 via Mannaberg Way (A1077).
Site Access	Two access points on the A1077 and two on Warren Road.
Current Development Plan Designation	N/A
Ownership	Multiple owners. North Lincolnshire Council owns part of the site.



Availability	Opportunities	
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>Crosby Conservation Area located to the southwest of the site. The site is within an area of a former opencast ironstone quarry, therefore the presence of other heritage assets is not considered an issue.</li> </ul>
	Constraints	
	Demolition	N/A
	Ground Conditions	<ul style="list-style-type: none"> <li>No known drainage issues.</li> </ul>
	Contamination	<ul style="list-style-type: none"> <li>Previous use of the site for landfill means that a Contaminated Land Assessment may be required. If identified, there may be restrictions on the use of soakaways.</li> <li>Problem with emissions on the site due to former landfill use. EA currently carrying out work to try to resolve this issue.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1. This indicates little or no flood risk. Development of this site will require a Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>1.2 hectare site off Bessemer Way is known to be of Local Wildlife Site quality.</li> <li>Much of the rest of the site requires ecological survey and mitigation, with particular reference to the UK BAP Priority Habitat "Open Mosaic Habitats on Previously Developed Land" and the UK BAP priority species Grayling Butterfly.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>The topography of the sloping land represents a barrier to development.</li> <li>Any future development must take account of the nearby existing residential areas close to parts of the site through ensuring appropriate types of employment use and/or control measures to buffer the employment and residential uses to prevent nuisance caused by noise/dust/odour/light.</li> </ul>

Suitability	<b>Planning History</b>	
	<b>Applications</b>	<ul style="list-style-type: none"> <li>PA/2005/1335 – Planning permission to erect industrial building (B1, B2 &amp; B8) to form Industrial estate including landfill to achieve proposed levels.</li> <li>PA/2005/2044 – Planning permission to erect an industrial unit.</li> <li>PA/2007/1321 – Planning permission to erect 19 units for B1 offices.</li> <li>PA/2008/0507 – Planning permission to erect industrial building.</li> <li>PA/2010/0521 – Planning permission to replace extant permission to erect 19 units for B1 offices.</li> <li>PA/2010/1370 – Planning permission for material recycling facility.</li> <li>PA/2015/0421 - Planning permission for change of use to a mixed use of B2 (General Industry) and B8 (Storage and Distribution)</li> <li>PA/2015/0821 - Planning permission to erect 3 units for B1, B2, B8 development with trade counter including associated external works, perimeter fencing, lighting columns and landscaping</li> <li>PA/2018/2279 - Planning application to vary condition 2 of PA/2015/1371 to amend the layout of unit 19 to subdivide into three units and associated external alterations</li> <li>PA/2015/1371 - Planning permission to erect four warehouses B1/B2/B8 with trade counter, associated external works, perimeter fencing, lighting columns and landscaping</li> <li>PA/2016/220 - Planning permission to erect proposed office building and welfare facility building on site of existing workshop facilities to be retained with adapted car parking, new boundary and creation of access</li> <li>PA/2017/1919 - Planning permission to erect a car showroom with adjacent workshops</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b>	N/A
Viability	<b>Opportunities</b>	
	<b>Infrastructure/Utilities</b>	N/A
	<b>Access</b>	<ul style="list-style-type: none"> <li>No major highways issues with this site. There is potential to develop pedestrian/cycle links to the town centre and surrounding residential areas.</li> <li>The site has good public transport links with a half-hourly bus service throughout the normal working day.</li> <li>No PROW issues.</li> </ul>
	<b>Other</b>	N/A
	<b>Constraints</b>	
	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>Anglian Water should be able to provide water to meet the proposed employment sites though local reinforcements may be required. Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</li> <li>It is not thought that an increase in flow will present treatment issues provided that surface water is separated from waste water.</li> <li>As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem, particularly as the site covers a large area.</li> </ul>
	<b>Access</b>	N/A
	<b>Other</b>	N/A
<b>Summary</b>		A good strategic site which over the past five years has become popular with the development of light industrial units. The number of recent planning permissions that have been granted suggests that the site could be fully developed over the next ten years. Suitable uses for this site are light industrial, storage and distribution, trade counter retail and car sales.

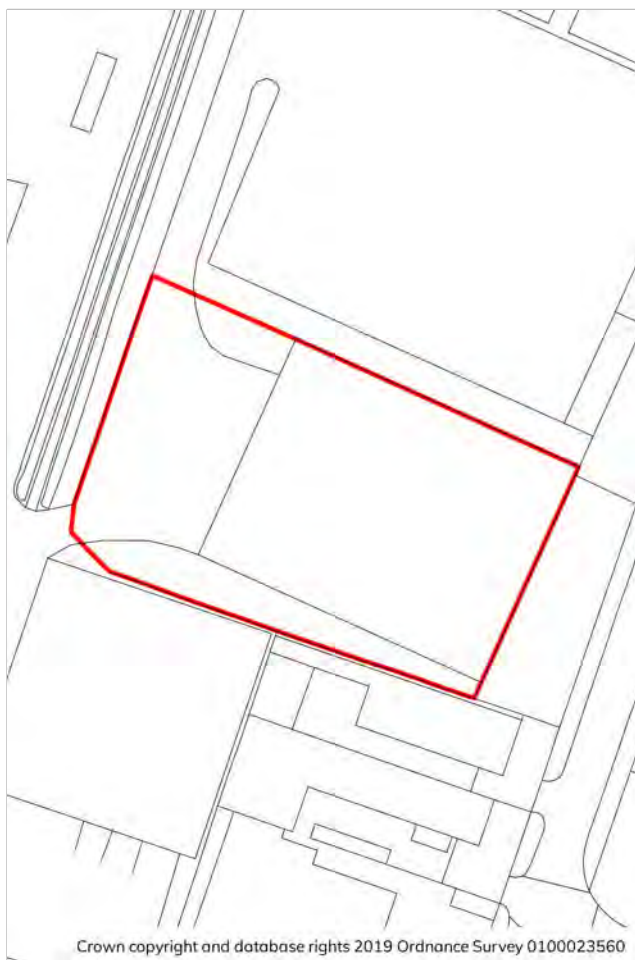
South Park Industrial Estate ELR7	
Site Reference	ELR7 Identified in 2003 Local Plan as CIN4
Site Address	Hoylake Road/Wentworth Road, Scunthorpe
Local Plan Area (Ha)	2.80
Vacant Area	0.86
Existing Land Use(s)	Scrubland/waste ground
Description of site and surrounding area	The site is located in the southern part of Scunthorpe to the east of Scotter Road South and west of Hoylake Road. The site is surrounded by existing employment uses. Part of the site has planning permission for open storage.
Land Status	Brownfield
Strategic Access	Access via Scotter Road South to the A18 and M181.
Site Access	Site access via Wentworth Road, off Hoylake Road.
Current Development Plan Designation	N/A
Ownership	Private



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	<ul style="list-style-type: none"> <li>Contaminated Land Assessment may be required. If identified, there may be restrictions on the use of soakaways.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 2/3(a). Therefore, development of this site will require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> <li>Slight risk of shallow flooding in a 1 in 30 rainfall event, therefore some flood mitigation measures are required.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>Landscaping and habitat creation should be incorporated into the scheme</li> <li>An ecological survey should be carried out which will mitigate for ecological interest.</li> </ul>
	Planning Obligations	<ul style="list-style-type: none"> <li>Developer contributions for improvements to the Scotter Road/South Park Road junction may be required.</li> </ul>
	Other	N/A

Suitability	<b>Planning History</b>	
	<b>Applications</b>	<ul style="list-style-type: none"> <li>• PA/2007/1537 – Planning permission to change the use of land to open storage.</li> <li>• PA/2008/0206 – Planning permission to remove condition on PA/2007/1537.</li> <li>• PA/2008/0219 - Planning permission to remove condition on PA/2007/1537.</li> <li>• PA/2012/0113 – Planning permission to Change of Use of land to open storage and erection of fencing and installation of new access and bunding.</li> <li>• PA/2013/1526 - Planning permission for the creation of a secure, compacted hardcore compound for the purpose of storing machinery, building materials and loose aggregates, construct new vehicular access and retain 2.4 metre palisade fence.</li> <li>• PA/2016/1645 - Planning permission to retain change of use of land from storage of aggregate materials to crushing and processing/washing of aggregates.</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b>	N/A
Viability	<b>Opportunities</b>	
	<b>Infrastructure/Utilities</b>	N/A
	<b>Access</b>	<ul style="list-style-type: none"> <li>• No major highways issues.</li> <li>• Bus route serves the site.</li> <li>• No PROW issues.</li> </ul>
	<b>Other</b>	<ul style="list-style-type: none"> <li>• Heritage assets are not considered an issue at this point in time.</li> </ul>
	<b>Constraints</b>	
	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>• Anglian Water should be able to provide water to meet the proposed employment sites, though local reinforcements may be required. Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</li> <li>• It is not thought that an increase in flow will present treatment issues provided that surface water is separated from waste water.</li> <li>• As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem.</li> </ul>
	<b>Access</b>	<ul style="list-style-type: none"> <li>• No direct access onto Scotter Road South would be permitted.</li> <li>• Junction improvements to South Park Road/Scotter Road South may be required.</li> </ul>
	<b>Other</b>	N/A
<b>Summary</b>		The area is currently well developed with a mix of light industrial and office units. It is suitable for light industrial, distribution, trade retail and car sales and should be safeguarded for future employment use.

Hebden Road Industrial Estate ELR8	
Site Reference	ELR8 Identified in 2003 Local Plan as CIN5
Site Address	Hebden Road, Scunthorpe
Local Plan Area (Ha)	0.80
Vacant Area	0.30
Existing Land Use(s)	Vacant building
Description of site and surrounding area	Located on the north-western edge of Scunthorpe, west of Scotter Road and east of the A1077. Located in an existing employment area close to residential properties.
Land Status	Brownfield
Strategic Access	Access via the A1077 to the M181/M180.
Site Access	Site access off Hebden Road.
Current Development Plan Designation	N/A
Ownership	Not known



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	Heritage assets not considered an issue at this point in time.
	Ground Conditions	N/A
	Contamination	N/A
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 2/3(a). This indicates high flood risk probability.</li> <li>Development of this site will require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> <li>No significant drainage risks associated with this site.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>Previous use of the site means that contaminated land issues will need to be addressed prior to any development.</li> <li>There is potential for this brownfield site to need a land contamination assessment depending on historical usage. If contamination is present on the site then there may be some restrictions on the use of soakaways.</li> </ul>
	Planning Obligations	N/A
	Other	The site would benefit from significant landscape and biodiversity enhancement.

Suitability	Planning History	
	Applications	N/A
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>There are no major issues with this site.</li> <li>The site has good public transport links and is located approximately 2.5km from Scunthorpe Railway Station.</li> <li>No PROW issues.</li> </ul>
	Other	N/A
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>Anglian Water should be able to provide water to meet the proposed employment sites though local reinforcements may be required. Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</li> <li>It is not thought that an increase in flow will present treatment issues provided that surface water is separated from waste water.</li> <li>As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem.</li> <li>Consideration should also be given to the sewerage required for the Western Urban Extension (A7).</li> </ul>
	Access	N/A
	Other	<ul style="list-style-type: none"> <li>Proximity to residential properties may constrain particular types of future development.</li> </ul>
Summary		Recent and proposed residential development in the vicinity constrains future uses on site. Site more appropriate for housing than employment use.



Normanby Road ELR9	
Site Reference	ELR9 Identified in 2003 Local Plan as IN1-4
Site Address	Normanby Road, Scunthorpe
Local Plan Area (Ha)	4.1
Vacant Area	4
Existing Land Use(s)	Vacant grassland/scrubland
Description of site and surrounding area	Flat undeveloped site lying north and south of the road serving Scunthorpe Speedway. Situated to the north of Scunthorpe, east of Normanby Road (B1430) and Normanby Enterprise Park. Land to the south of the site consists of existing employment uses. To the east is Scunthorpe Speedway.
Land Status	Brownfield
Strategic Access	Access to the M181/M180 via the A1077.
Site Access	Access from Normanby Road (B1430) from an extension to the eastern leg of the existing roundabout.
Current Development Plan Designation	N/A
Ownership	North Lincolnshire Council

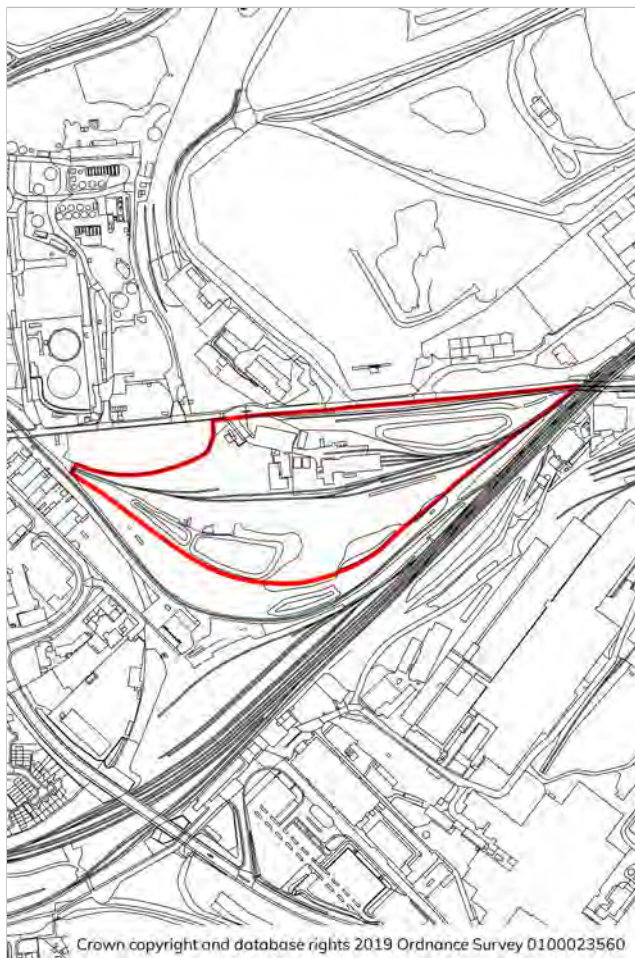


Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	N/A
	Ground Conditions	<ul style="list-style-type: none"> <li>No drainage issues associated with this site.</li> </ul>
	Contamination	<ul style="list-style-type: none"> <li>Previous industrial use of the site means that contaminated land issues will need to be addressed prior to any development.</li> <li>Contaminated Land Assessment may be required. If identified there may be restrictions on the use of soakaways.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1. This indicates it is in a low flood risk area. Therefore, development of this site will require a robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>No known ecological interest on site but an ecological survey should be carried out which should mitigate for ecological interest.</li> <li>Grayling butterflies (a UK BAP species) are recorded on adjacent land.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>Heritage assets are present in the wider vicinity surrounding the site and there is potential for currently unrecorded heritage assets to be present within the site.</li> <li>Planning applications should be accompanied by a Heritage Assessment comprising desk-based and field evaluation surveys and detailed mitigation proposals, as appropriate.</li> <li>Landscaping and habitat creation should be incorporated into any future development proposals.</li> </ul>



Suitability	<b>Planning History</b>	
	<b>Applications</b>	<ul style="list-style-type: none"> <li>PA/2004/1907 – Planning application to erect a light industrial development</li> <li>PA/2019/402 - Planning permission to erect single storey office block and industrial shed for aluminium recycling</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b>	N/A
Viability	<b>Opportunities</b>	
	<b>Infrastructure/Utilities</b>	N/A
	<b>Access</b>	<ul style="list-style-type: none"> <li>No PROW issues.</li> </ul>
	<b>Other</b>	N/A
	<b>Constraints</b>	
	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>Anglian Water should be able to provide water to meet the future demand of proposed employment sites, though local reinforcements may be required.</li> <li>Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</li> </ul>
	<b>Access</b>	<ul style="list-style-type: none"> <li>No individual accesses onto Normanby Road will be permitted.</li> </ul>
	<b>Other</b>	<ul style="list-style-type: none"> <li>Heritage assets exist in the wider vicinity so any unrecorded assets present within the site should be identified prior to any development.</li> </ul>
<b>Summary</b>		Good strategic site located adjacent to Normanby Enterprise Park. It is suitable for B1, B2 and B8 uses and should, therefore, be safeguarded for future employment use.

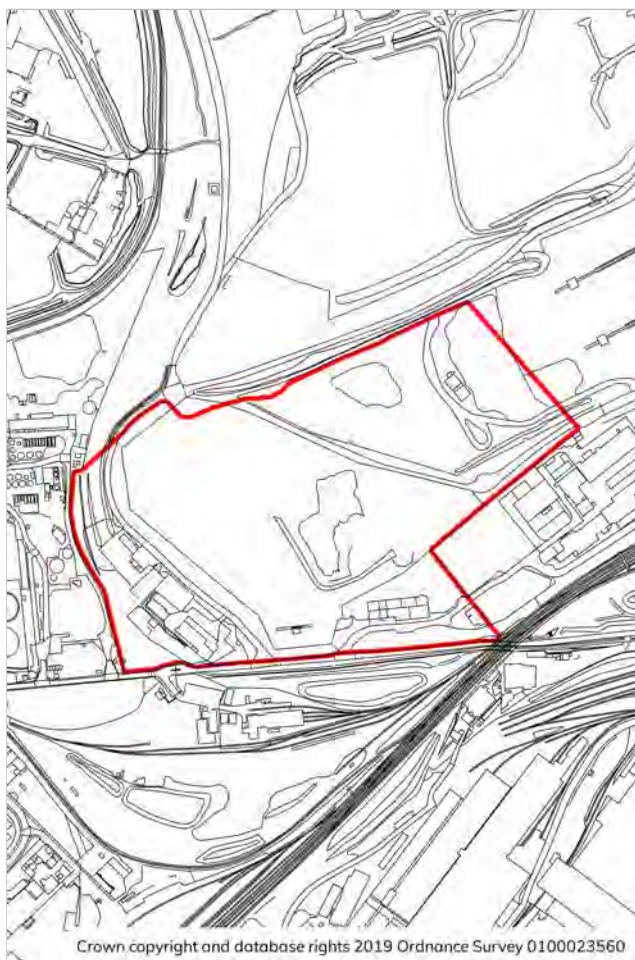
South of Trent Remine ELR10	
Site Reference	ELR10 Identified in 2003 Local Plan as IN1-5
Site Address	South of Trent Remine, Scunthorpe
Local Plan Area (Ha)	6.65
Vacant Area	The majority of the site is vacant
Existing Land Use(s)	Railway yard
Description of site and surrounding area	Located within established employment area south of Dawes Lane on the eastern outskirts of Scunthorpe. The site is functioning as a rail yard and is located adjacent to the steelworks.
Land Status	Brownfield
Strategic Access	Brigg Road (A1029) links to A1077 and A18.
Site Access	Access from Dawes Lane.
Current Development Plan Designation	N/A
Ownership	Not known



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	<ul style="list-style-type: none"> <li>The site is within area of former opencast ironstone quarry therefore presence of heritage assets not considered an issue.</li> </ul>
	Ground Conditions	<ul style="list-style-type: none"> <li>N/A</li> </ul>
	Contamination	<ul style="list-style-type: none"> <li>N/A</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site lies within SFRA Flood Zone 1. This indicates little or no flood risk.</li> <li>No known drainage issues for this site.</li> <li>A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>Previous railway and industrial use of the site means that a Contaminated Land Assessment is required prior to any development.</li> <li>If contamination is present on the site then there may be some restrictions on the use of soakaways.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>The whole area requires an extended phase 1 survey, with target notes.</li> <li>Surveys and biodiversity enhancement also need to take into account the UK Biodiversity Action Plan Priority species grayling butterfly, other invertebrates and the UKBAP Priority Habitat.</li> <li>Significant landscaping, open space provision and the provision of habitat networks will be required.</li> </ul>

Suitability	Planning History	
	Applications	N/A
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>The site has good public transport links and is located 1km from Scunthorpe Railway Station.</li> <li>No PROW issues.</li> </ul>
	Other	N/A
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>Anglian Water should be able to provide water to meet the proposed employment sites though local reinforcements may be required. Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</li> <li>It is not thought that an increase in flow will present treatment issues provided that surface water is separated from waste water.</li> <li>As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem.</li> </ul>
	Access	<ul style="list-style-type: none"> <li>The location of the main access onto Brigg Road would need careful consideration.</li> <li>Possible access constraints due to location between railway lines and other industrial uses.</li> <li>Internal improvements to Dawes Lane may be required.</li> </ul>
	Other	<ul style="list-style-type: none"> <li>Site is located within AQMA. Controls/conditions would be required for any future development to limit the impact of the proposed use on air quality and minimise any potential increase in PM10 (dangerous airborne particles).</li> </ul>
Summary		The site is located within the wider British Steel site. It has location, probable ground contamination issues and access constraints that need resolving before it can come forward.

Trent Remine ELR11	
Site Reference	ELR11 Identified in 2003 Local Plan as IN1-6
Site Address	Land north of Dawes Lane, Scunthorpe
Local Plan Area (Ha)	17.59
Vacant Area	The majority of the site is vacant
Existing Land Use(s)	Vacant land
Description of site and surrounding area	<p>Located within an established employment area on the eastern outskirts of Scunthorpe urban area and north of Dawes Lane. The land is adjacent to the steelworks and has spoil stored in a number of locations within it.</p> <p>Part of the site is currently used for the recovery and recycling of inert (Building and Construction) waste by a private company. This includes inert materials recovered by North Lincolnshire Council through its network of Household Recycling Centres.</p>
Land Status	Brownfield
Strategic Access	Brigg Road (A1029) links to A1077 and A18.
Site Access	Access from Dawes Lane.
Current Development Plan Designation	N/A
Ownership	Not known

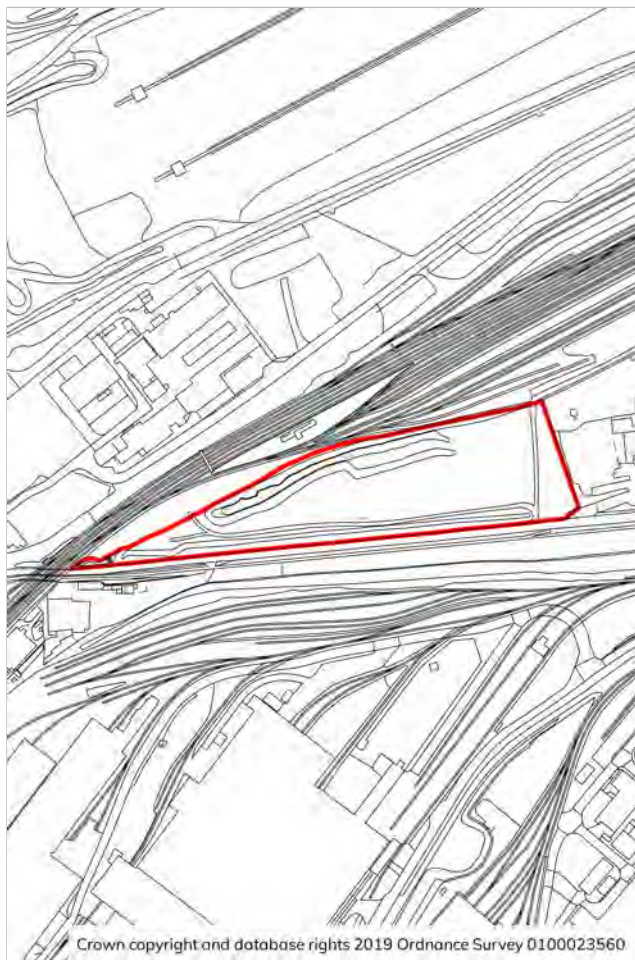


Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	<ul style="list-style-type: none"> <li>The site is within an area of a former opencast ironstone quarry, therefore the presence of heritage assets is not considered an issue.</li> </ul>
	Ground Conditions	N/A
	Contamination	N/A
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1. This indicates a low probability of flood risk.</li> <li>Eastern part of the site is at risk of surface water flooding in a 1 in 30 year rainfall event; therefore flood mitigation measures are necessary.</li> <li>A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>There is potential for this brownfield site to need a Contaminated Land Assessment.</li> <li>If contamination is present on the site then there may be some restrictions on the use of soakaways.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>The whole area requires an extended phase 1 survey, with target notes.</li> <li>There are ponds which will need to be surveyed for great crested newts.</li> <li>Surveys and biodiversity enhancement will also need to take into account the UK Biodiversity Action Plan Priority species grayling butterfly, other invertebrates and the UKBAP Priority Habitat.</li> <li>Significant landscaping, open space provision and the provision of habitat networks will be required.</li> </ul>

Suitability	Planning History	
	Applications	<ul style="list-style-type: none"> <li>• WD/2006/1650 – Planning permission to construct an inert waste and soil recycling facility.</li> <li>• PA/2008/1154 – Planning permission to erect single storey extension.</li> </ul>
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>• Good public transport links.</li> <li>• Located 1km from Scunthorpe Railway Station.</li> <li>• No PROW issues.</li> </ul>
	Other	N/A
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>• Anglian Water should be able to provide water to meet the proposed employment sites though local reinforcements may be required. Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</li> <li>• It is not thought that an increase in flow will present treatment issues provided that surface water is separated from waste water.</li> <li>• As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem, particularly as the site covers a large area.</li> </ul>
	Access	<ul style="list-style-type: none"> <li>• Possible access constraints. The location of the main access onto Brigg Road would need careful consideration.</li> <li>• Internal improvements to Dawes Lane may be required.</li> </ul>
	Other	N/A
Summary		The site is located within the wider British Steel site. It has location, probable ground contamination issues and access constraints that need resolving before it can come forward.



Land north of Dawes Lane ELR12	
Site Reference	ELR12 Identified in 2003 Local Plan as IN1-7
Site Address	Scunthorpe
Local Plan Area (Ha)	3.21
Vacant Area	3.21
Existing Land Use(s)	Vacant land
Description of site and surrounding area	Located on a slightly raised site north of Dawes Lane. Within an established employment area adjacent to the steelworks on the eastern outskirts of Scunthorpe. Recently used to store spoil from nearby pipeline work, now cleared.
Land Status	Brownfield
Strategic Access	Brigg Road (A1029) links to A1077 and A18.
Site Access	Access from Dawes Lane.
Current Development Plan Designation	N/A
Ownership	Not known



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	<ul style="list-style-type: none"> <li>The site is within an area of a former opencast ironstone quarry – therefore, the presence of heritage assets is not considered an issue.</li> </ul>
	Ground Conditions	N/A
	Contamination	N/A
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1. This indicates little or no flood risk.</li> <li>No known drainage issues for this site.</li> <li>Development of this site will require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>Previous railway and industrial use of the site means that a Contaminated Land Assessment may be required. If identified, there may be restrictions on the use of soakaways.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>The whole area requires an extended phase 1 survey, with target notes.</li> <li>Surveys and biodiversity enhancement will also need to take into account the UK Biodiversity Action Plan Priority species grayling butterfly, other invertebrates and the UKBAP Priority Habitat.</li> <li>Significant landscaping, open space provision and the provision of habitat networks will be required.</li> </ul>

Suitability	Planning History	
	Applications	N/A
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>• Good public transport links. It is located 1km from Scunthorpe Railway Station.</li> <li>• No PROW issues.</li> </ul>
	Other	N/A
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>• Anglian Water should be able to provide water to meet the proposed employment sites though local reinforcements may be required. Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</li> <li>• It is not thought that an increase in flow will present treatment issues provided that surface water is separated from waste water.</li> <li>• As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem.</li> </ul>
	Access	<ul style="list-style-type: none"> <li>• Possible access constraints. The location of the main access onto Brigg Road would need careful consideration.</li> <li>• Internal improvements to Dawes Lane may be required.</li> </ul>
	Other	<ul style="list-style-type: none"> <li>• Site is located within AQMA. Controls/conditions would be required for any future development to limit the impact of the proposed use on air quality and minimise any potential increase in PM10 (dangerous airborne particles).</li> </ul>
Summary		The site is located within the wider British Steel site. It has location, probable ground contamination issues and access constraints that need resolving before it can come forward.

Orbital Park (Dragonby Vale) ELR13	
Site Reference	ELR13 Identified in 2003 Local Plan as IN1-8
Site Address	Mannaberg Way/Winterton Road, Scunthorpe
Local Plan Area (Ha)	29.70
Vacant Area	7.07
Existing Land Use(s)	Agriculture
Description of site and surrounding area	Located close to an established employment area to the north of Mannaberg Way (A1077), east of Normanby Road (B1430) and west of Winterton Road (A1077). Site previously used for the tipping of slag and within recent years the re-grading of ground levels has been completed.
Land Status	Greenfield
Strategic Access	Access to the A1077 and subsequently the M181/M180.
Site Access	Site access from Mannaberg Way.
Current Development Plan Designation	N/A
Ownership	Not known



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	<ul style="list-style-type: none"> <li>Previous industrial use of the site means a Contaminated Land Assessment may be required. If contamination is present on the site then there may be some restrictions on the use of soakaways.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1. This indicates it is in a low flood risk area.</li> <li>Site at risk of shallow flooding in a 1 in 30 year rainfall event and therefore mitigation measures are required. Therefore, development of this site will require a robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>The site borders a current Local Nature Reserve Proposal at Silkstone pond.</li> <li>An ecological and protected species survey is required.</li> </ul>
	Planning Obligations	N/A
	Other	N/A



Suitability	Planning History	
	Applications	<ul style="list-style-type: none"> <li>PA/2018/2140 - Planning permission for the installation of a renewable led energy scheme comprising ground mounted photovoltaic solar arrays and battery-based electricity storage containers together with substations; transformer stations; access; internal access track; landscaping; security fencing; security measures; access gate; and ancillary infrastructure.</li> </ul>
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>Good strategic access off Mannaberg Way.</li> <li>Within close proximity to public transport.</li> <li>No PROW issues.</li> </ul>
	Other	<ul style="list-style-type: none"> <li>The site is within area of former opencast ironstone quarry, therefore the presence of heritage assets is not considered an issue.</li> </ul>
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>Anglian Water should be able to provide water to meet the future demand of proposed employment sites though local reinforcements may be required. Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</li> <li>It is not thought that increase in flow will present treatment issues provided that surface water is separated from waste water.</li> <li>As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem.</li> <li>There are possible drainage issues on the site and further groundwork may be needed for levelling of the site.</li> </ul>
	Access	<ul style="list-style-type: none"> <li>Site access is extremely poor due to existing businesses providing a barrier to any new development.</li> <li>Additional individual accesses onto Mannaberg Way will not be acceptable.</li> </ul>
	Other	N/A
Summary		This site forms part of a wider area that has permission for ground mounted photovoltaic solar arrays and battery-based electricity storage containers. If the permission is not implemented the site is still considered suitable for future employment use for distribution and light industrial units.

Land adjacent to Gala Bingo ELR14	
Site Reference	ELR14 V1 (2014 ELR)
Site Address	Winterton Road, Scunthorpe
Local Plan Area (Ha)	N/A
Vacant Area	1.16
Existing Land Use(s)	Vacant scrubland
Description of site and surrounding area	<p>Situated in the north-east of Scunthorpe on Winterton Road.</p> <p>Was part of larger mineral workings/quarries, though is now vacant scrubland.</p> <p>There are no known adjacent land use conflicts as it is located in an existing employment area, which includes a bingo hall, recycling/skip hire, gases supplier, steelworks, waste control, and steel warehousing.</p>
Land Status	Brownfield
Strategic Access	Road links to Winterton Road (A1077), main access into north-east Scunthorpe, also leading to M181.
Site Access	Site access located on Winterton Road (A1029)
Current Development Plan Designation	N/A
Ownership	Private ownership



Availability	Opportunities	
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>The site is within an area of former opencast ironstone quarry – therefore, the presence of heritage assets is not considered an issue.</li> </ul>
	Constraints	
	Demolition	N/A
	Ground Conditions	<ul style="list-style-type: none"> <li>No drainage issues associated with this site.</li> </ul>
	Contamination	<ul style="list-style-type: none"> <li>Previous industrial use of the site means that there is potential for this brownfield site to need a land contamination assessment depending on historical usage. If contamination is present, contaminated land issues will need to be addressed prior to any development, and there may be some restrictions on the use of soakaways.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1. <ul style="list-style-type: none"> <li>A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage.</li> </ul> </li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>North Lincolnshire Council Environment Team objects to the proposal as it affects the following features of ecological importance: <ul style="list-style-type: none"> <li>This is a known site for the UKBAP priority species Grayling butterfly which has been lost from a number of sites in North Lincolnshire and has a very restricted distribution around the eastern edge of Scunthorpe.</li> <li>It would result in habitat loss and fragmentation.</li> </ul> </li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>Site slopes slightly from west to east towards the railway line, which abuts the eastern boundary.</li> </ul>

Suitability	Planning History	
	Applications	<ul style="list-style-type: none"> <li>PA/2011/0334 – Planning permission to replace extant permission to erect a non-food retail warehouse. GRANTED</li> </ul>
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>No PROW issues.</li> </ul>
	Other	N/A
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>Anglian Water should be able to provide water to meet the proposed employment sites, though local reinforcements may be required. Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</li> <li>It is not thought that increase in flow will present treatment issues provided that surface water is separated from waste water.</li> <li>As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem.</li> </ul>
	Access	<ul style="list-style-type: none"> <li>Pedestrian/cycle links will need to be provided to the town centre as part of the development.</li> <li>The site is approximately 1km from Scunthorpe Railway Station.</li> <li>Junction improvements may be required.</li> </ul>
	Other	N/A
Summary		Good strategic brownfield site with the potential for employment use. A variety of uses can be found in the location. A1 non-food retail (given the recent planning permission), B1 (Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses would be suitable for this site.

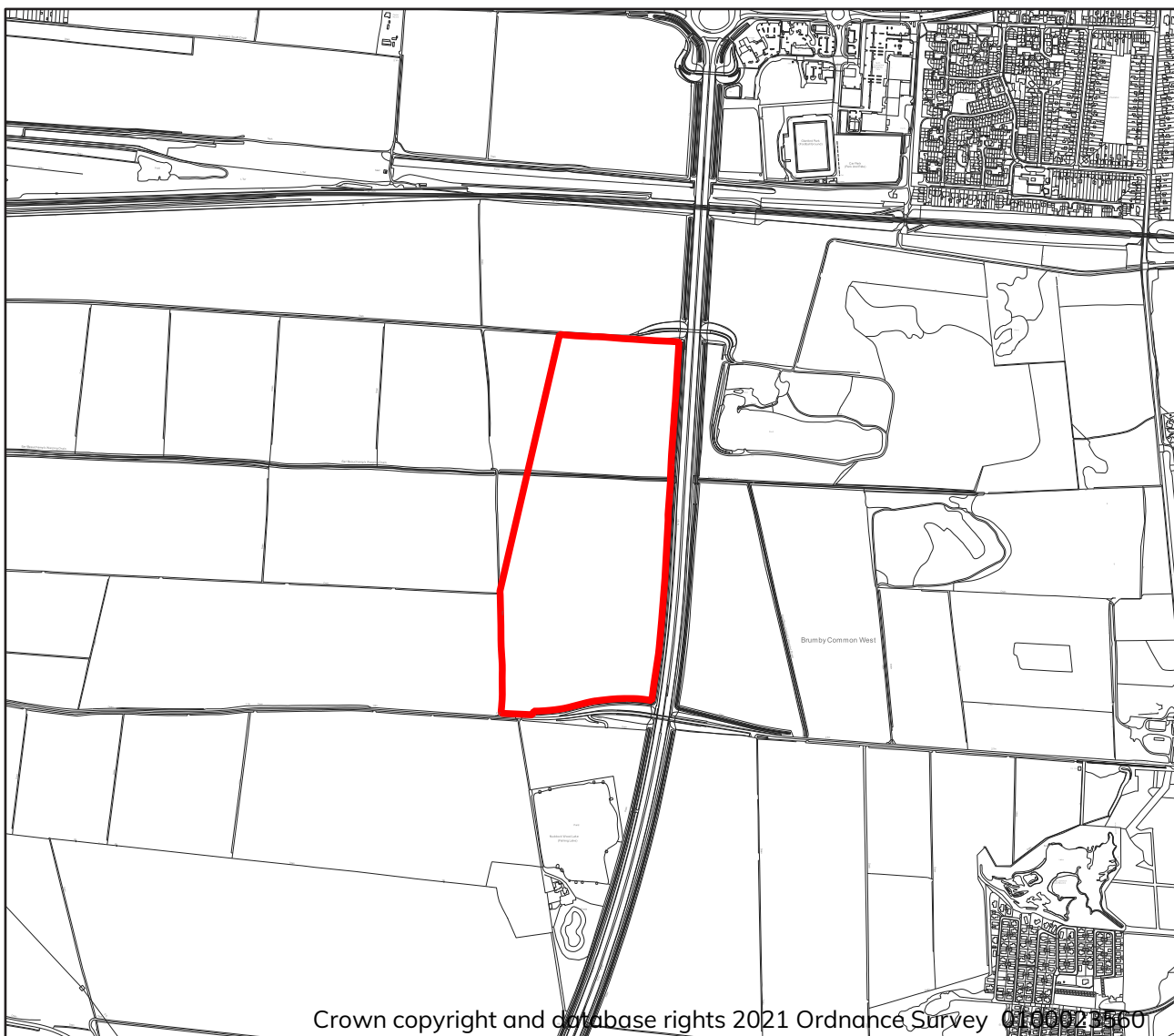
Grange Lane Industrial Estate ELR15	
Site Reference	ELR15 V2 (2014 ELR)
Site Address	Grange Lane North/East Common Lane
Local Plan Area (Ha)	N/A
Vacant Area	0.61
Existing Land Use(s)	Vacant
Description of site and surrounding area	<p>The site is located within Grange Lane Industrial Estate in Scunthorpe, and lies adjacent to Grange Lane North (B1501) to the east, and East Common Lane to the north.</p> <p>Flat and level with a good concrete sectional surface, it is surrounded by a low wall around its perimeter.</p> <p>There are established businesses to the southern and western boundaries of the site.</p>
Land Status	Brownfield
Strategic Access	Access to the A18 via Grange Lane North or Brigg Road (A1029), and is approximately 6km from Junction 4 of the M180 to the east or the M181 to the west.
Site Access	N/A
Current Development Plan Designation	N/A
Ownership	North Lincolnshire Council



Availability	Opportunities	
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>The site is within area of former opencast ironstone quarry therefore presence of heritage assets not considered an issue.</li> </ul>
	Constraints	
	Demolition	N/A
	Ground Conditions	<ul style="list-style-type: none"> <li>No drainage issues associated with this site.</li> </ul>
	Contamination	<ul style="list-style-type: none"> <li>Previous industrial use of the site means that there is potential for this brownfield site to need a land contamination assessment depending on historical usage. If contamination is present on the site then there may be some restrictions on the use of soakaways.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>This site would benefit from significant landscape and biodiversity enhancement.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>Site is located within AQMA. Controls/conditions would be required for any future development to limit the impact of the proposed use on air quality and minimise any potential increase in PM10.</li> </ul>

Suitability	<b>Planning History</b>	
	<b>Applications</b>	<ul style="list-style-type: none"> <li>PA/2006/0630 – Planning permission to retain the change of use of site to haulage yard. Not developed.</li> <li>PA/2013/1554 - Planning permission for extension to car dealership forecourt construction of two new car dealerships comprising of two showroom buildings and two forecourt areas and separate vehicle storage/parking area</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b>	N/A
Viability	<b>Opportunities</b>	
	<b>Infrastructure/Utilities</b>	N/A
	<b>Access</b>	<ul style="list-style-type: none"> <li>Excellent access to the A18.</li> <li>Three good site access points, two to the east and one to the north.</li> <li>No major issues with this site. Some localised improvements may be required, which can be addressed through the planning process.</li> <li>The site is within close proximity to public transport.</li> <li>No PROW issues.</li> </ul>
	<b>Other</b>	<ul style="list-style-type: none"> <li>Existing employment use within the proposed allocated site boundary.</li> </ul>
	<b>Constraints</b>	
	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>Local reinforcements may be required regarding provision of water, dependent upon type/scale of development.</li> <li>It is not thought that an increase in flow will present treatment issues provided that surface water is separated from waste water.</li> <li>As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem.</li> </ul>
	<b>Access</b>	N/A
	<b>Other</b>	N/A
<b>Summary</b>		Good strategic site, easily accessible and available for development. By virtue of its surroundings the site is suitable for B1 (Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses.

Western Urban Extension (Lincolnshire Lakes) ELR 16	
Site Reference	ELR16 Former Ref - A7 (2014 ELR)
Site Address	Scunthorpe
Local Plan Area (Ha)	N/A
Vacant Area	25.15
Existing Land Use(s)	Agriculture/Grassland
Description of site and surrounding area	<p>The 25.15ha site is located west of Scunthorpe and forms part of a large development of 3,000 dwellings.</p> <p>The wider site adjoins the M181 to the west, the M180 to the south and Scotter Road to the east and is surrounded by agricultural land to the north, west and south with residential/employment on the east.</p> <p>Lincolnshire Lakes is mainly agricultural land, with small areas of vacant land, disused grassland and brownfield.</p>
Land Status	The Lincolnshire Lakes wider site area is mainly greenfield but does include some Brownfield.
Strategic Access	Access to the M181 via the A18. The LLAAP will propose new infrastructure, including the de-trunking of the M181 with a roundabout that would form the primary access point.
Site Access	The site location and hence access is yet to be determined but is likely to be on the new M181 roundabout.
Current Development Plan Designation	Allocated within Lincolnshire Lakes Area Action Plan
Ownership	Multiple ownership



Availability	<b>Opportunities</b>	
	<b>Planning Obligations</b>	N/A
	<b>Other</b>	N/A
	<b>Demolition</b>	N/A
	<b>Ground Conditions</b>	N/A
	<b>Contamination</b>	<ul style="list-style-type: none"> <li>• Previous contaminative uses of the site mean that a Contaminated Land Assessment may be required. If identified, contaminated land issues will need to be addressed prior to any development and there may be restrictions on the use of soakaways.</li> <li>• Some areas of this site also have the potential for elevated levels of arsenic.</li> </ul>
	<b>Flood Risk Mitigation</b>	<ul style="list-style-type: none"> <li>• Site within SFRA Flood Zone 2/3(a)</li> <li>• Development of this site will require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> <li>• Known for surface water flooding, particularly east of Burringham and immediately north of the M180.</li> <li>• Comprehensive analysis is required to consider surface water impact and discharge to the Trent.</li> <li>• The LLAAP will investigate option(s) regarding a flood risk and surface water drainage solution.</li> </ul>
	<b>Environmental</b>	<ul style="list-style-type: none"> <li>• The whole area requires an extended phase 1 survey with target notes.</li> <li>• Applications on this site are likely to have a significant effect on the Humber Estuary SAC and Ramsar.</li> <li>• There are Local Wildlife Sites that will require conservation and enhancement management.</li> <li>• Significant landscaping, open space provision and the provision of habitat networks and biodiversity enhancement will be required.</li> </ul>
	<b>Planning Obligations</b>	<ul style="list-style-type: none"> <li>• Planning applications should be accompanied by a Heritage Assessment comprising desk-based and field evaluation surveys and detailed mitigation proposals, as appropriate.</li> </ul>
	<b>Other</b>	<ul style="list-style-type: none"> <li>• Any future development must take account of existing and proposed residential areas through ensuring appropriate type of employment use and/or control measures to buffer the employment and residential uses to prevent nuisance caused by noise/dust/odour/light.</li> <li>• Designated Heritage Assets (listed buildings) are present within the wider site. The impact of the development on these buildings will need to be considered, dependent on the precise location.</li> <li>• Other heritage assets of archaeological significance are recorded on the site and there is potential for more to be present, they will need to be identified in a pre-application assessment. The Lincolnshire Lakes feasibility study has recommended that these surveys should be undertaken as early as possible.</li> </ul>

Planning History	
Suitability	<b>Applications</b> <ul style="list-style-type: none"> <li>PA/2007/0828 – OP for Residential Development, open space and primary school.</li> <li>PA/2009/1334 – Planning permission to change of use of land to provide 4 football training pitches.</li> <li>PA/2013/1001 - Outline planning permission (with access not reserved) for the erection of a maximum of 450 dwellings including a care/retirement home (Use Classes C2 and C3), a Village Centre (Use Classes A1, A2, A3, A4, A5, B1 and D1), health care facility and community facility (Use Class D1), new roads and footpaths, informal areas of open space, play areas and sports pitches</li> <li>PA/2013/1000 - Outline application (access not reserved) for erection of a maximum of 2550 dwellings including a care/retirement home (Use Classes C2 and C3), primary school and community facilities (Use Class D1), village centres (Use Classes A1, A2, A3, A4, A5 and B1), new roads and footpaths, informal areas of open space, play areas and sports pitches and new wildlife habitat, lakes and wetland</li> <li>PA/2016/1736 - Planning permission for engineering and excavation to form a lake (Lake 1) as part of the wider Lincolnshire Lakes proposal</li> <li>PA/2017/1386 - Planning permission for highway works to deliver a new terminating junction to the M181 motorway comprising a new at-grade roundabout to access the B1450 Burringham Road from the M181, new B1450 side roads and realignment of the existing B1450, two new additional roundabouts on the realigned B1450, drainage ponds and outfalls, landscaping and associated re-profiling and ancillary works.</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b> <ul style="list-style-type: none"> <li>Lincolnshire Lakes Area Action Plan - Adopted 2016</li> <li>Lincolnshire Lakes Area Action Plan (LLAAP) – Delivery Strategy Feb 2014</li> <li>LLAAP Delivery Strategy - Addendum Oct 2014</li> <li>LLAAP Habitats Strategy August 2014</li> <li>LLAAP Flood Management and Drainage Strategy Oct 2014</li> <li>LLAAP Sustainable Transport Strategy Aug 2014</li> <li>LLAAP Geotechnical Review Sep 2014</li> <li>LLAAP Advice on Retail Provision Sep 2014</li> <li>LLAAP Infrastructure Delivery Plan Oct 2014</li> <li>Lincolnshire Lakes Feasibility Study Feb 2009</li> <li>Lincolnshire Lakes Business Case April 2010</li> <li>LLAAP Employment and Retail Topic Paper March 2013</li> </ul>
Viability	<b>Opportunities</b>
	<b>Infrastructure/Utilities</b> N/A
	<b>Access</b> N/A
	<b>Other</b> N/A
	<b>Constraints</b>
	<b>Infrastructure/Utilities</b> <ul style="list-style-type: none"> <li>Anglian Water should be able to provide water to meet the proposed employment sites though local reinforcements may be required. Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</li> <li>It is not thought that increase in flow will present treatment issues provided that surface water is separated from waste water.</li> <li>As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem. Modelling should also take into account the need to provide sewerage to serve the Western Urban Extension. The North Lincolnshire Council Outline Water Cycle Strategy states that a major trunk sewer will have to be provided.</li> </ul>
	<b>Access</b> <ul style="list-style-type: none"> <li>There are major traffic generation and access issues associated with this site. The LLAAP has determined the highways and transport improvements required to accommodate the development.</li> <li>Gunness Common is statutory open access land under the Countryside and Rights of Way Act (2000).</li> <li>Three Public Footpaths within the site: <ul style="list-style-type: none"> <li>FP180 parallel to and one field to the south of the A180 east of Gunness village between the A180 and the railway;</li> <li>FP179 leading north/north-west out of Gunness village to the River Trent; and</li> <li>FP181 at East Butterwick leading east from Station Road to Brumby Common Lane.</li> </ul> </li> </ul>
	<b>Other</b> N/A
<b>Summary</b> <p>Housing and employment uses are proposed for the wider site, and the viability of a modestly sized E (former B1 use) business park has been established through the Lincolnshire Lakes Feasibility Study with its location established through the Lincolnshire Lakes Area Action Plan and subsequent planning applications. It is also considered that the site is suitable for an B2 Advanced Manufacturing Park use subject to impact on the strategic and local highway network and on the proposed residential development..</p>	



Humberside Airport ELR17	
Site Reference	ERL17 HUME-1 (Housing and Employment Land Allocations DPD) Identified in 2003 Local Plan as CIN9 and IN1- 12
Site Address	Schiphol Way and land west of Franklin Way, Kirmington
Local Plan Area (Ha)	15.20
Vacant Area	9.4
Existing Land Use(s)	Vacant land/grassland
Description of site and surrounding area	Site is located south of the A18, approximately 2km east of Melton Ross and 1km west of Kirmington. The wider site is partly developed, mainly scrubland, with a small area being used for airport car parking. No adjacent land use conflicts are envisaged.
Land Status	Greenfield/brownfield
Strategic Access	Access via the A18 and M180.
Site Access	Site access from Schiphol/Franklin Way.
Current Development Plan Designation	Allocated for B1 (Business/Light Industrial) and B8 (Storage and Distribution) uses and ancillary uses which support or are associated with the airport functions.
Ownership	Private



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	<ul style="list-style-type: none"> <li>Previous use of the site as a military airfield means that a Contaminated Land Assessment may be required. If identified, there may be restrictions on the use of soakaways.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1. This indicates little or no flood risk. Therefore, development of this site will require a robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> <li>Risk of shallow flooding in 1 in 30 year rainfall event on southern boundary of the site.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>Contamination conditions are unknown on this site.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>Any future development must take account of the nearby existing residential properties through ensuring appropriate type of employment use and/or control measures to buffer the employment and residential uses. This is to prevent nuisance caused by noise/dust/odour/light.</li> <li>Heritage assets of archaeological significance are recorded within the site. They are associated with the Roman landscape surrounding the scheduled monument of Kirmington Roman Fort and settlement located opposite the airport. There is potential for further unrecorded heritage assets to be present within site.</li> <li>Planning applications should be accompanied by a Heritage Assessment comprising desk-based and field evaluation surveys and detailed mitigation proposals.</li> </ul>

Suitability	<b>Planning History</b>	
	<b>Applications</b>	<ul style="list-style-type: none"> <li>PA/2003/0182 – Planning permission to erect new office buildings.</li> <li>PA/2007/0298 – Planning permission to retain 2 portable offices.</li> <li>PA/2014/0779 - Planning permission to erect a 103 bedroomed hotel, restaurant and associated facilities including vehicle access and parking</li> <li>PA/2014/1244 - Planning permission to erect an extension to an existing hotel</li> <li>PA/2015/0764 - Planning permission to erect a warehouse extension</li> <li>PA/2010/0160 - Planning permission to erect a hotel with ancillary facilities for a temporary period of five years</li> <li>PA/2013/1087 - Planning permission to remove condition 1 of planning application number PA/2010/0160 and carry out external alterations to existing hotel including the installation of solar panels</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b>	N/A
Viability	<b>Opportunities</b>	
	<b>Infrastructure/Utilities</b>	N/A
	<b>Access</b>	<ul style="list-style-type: none"> <li>Good strategic access via the A18 and M180.</li> <li>The Airport's Surface Access Strategy outlines proposals to improve access by sustainable modes of transport.</li> </ul>
	<b>Other</b>	N/A
	<b>Constraints</b>	
	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>Foul flows from Humberside Airport will be served by Kirmington Sewage Treatment Works, which is a relatively small works with currently very limited to no capacity to treat additional flows – an infrastructure upgrade will be required.</li> <li>Anglian Water should be able to provide water to meet the proposed employment sites, though local reinforcements may be required. Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</li> </ul>
Summary	<b>Access</b>	<ul style="list-style-type: none"> <li>Limited but regular bus service to the airport.</li> <li>Recent improvements to the Airport access has seen the construction of a new roundabout that directly accesses the site and the construction of a new roundabout at Barnetby top, just south of the main A180/M180 interchange that improves road access/safety to Barnetby and the A18. Aside from internal works, if required, it is unlikely that wider improvements to the strategic highway network will be required in the near to medium term.</li> <li>Public Footpath FP127 follows the lane abutting the western perimeter of the site.</li> </ul>
	<b>Other</b>	N/A
	<b>Summary</b>	
		Good strategic site that should be safeguarded for future employment use. A business park allocation could also safeguard the airport's future operation.

West of Humberside Airport ELR18	
Site Reference	ERL18 HUME-1a (Housing and Employment Land Allocations DPD)
Site Address	Schiphol Way, Kirmington
Local Plan Area (Ha)	12
Vacant Area	12
Existing Land Use(s)	Agricultural land
Description of site and surrounding area	<p>Site is located south of the A18, approximately 2km east of Melton Ross and 1km west of Kirmington.</p> <p>The wider site is comprised of agricultural land and is located to the immediate west of the existing airport business park.</p> <p>No adjacent land use conflicts are envisaged aside from residential properties to the immediate south.</p>
Land Status	Greenfield
Strategic Access	Access via the A18 and M180.
Site Access	Site access from Schiphol/Franklin Way.
Current Development Plan Designation	Allocated for B1 (Business/Light Industrial) and B8 (Storage and Distribution) uses and ancillary uses which support or are associated with the airport functions
Ownership	Private



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	<ul style="list-style-type: none"> <li>Unlikely but previous use of adjacent site as a military airfield means that a Contaminated Land Assessment may be required. If identified, there may be restrictions on the use of soakaways.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1. This indicates little or no flood risk. Therefore, development of this site will require a robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> <li>Risk of shallow flooding in 1 in 30 year rainfall event on southern boundary of site.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>Contamination conditions are unknown on this site.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>Any future development must take account of the nearby existing residential properties through ensuring appropriate type of employment use and/or control measures to buffer the employment and residential uses. This is to prevent nuisance caused by noise/dust/odour/light.</li> <li>Heritage assets of archaeological significance are recorded within the wider area. They are associated with the Roman landscape surrounding the scheduled monument of Kirmington Roman Fort and settlement located opposite the airport. There is potential for further unrecorded heritage assets to be present within site.</li> </ul> <p>Planning applications should be accompanied by a Heritage Assessment comprising desk-based and field evaluation surveys and detailed mitigation proposals.</p>

Suitability	Planning History	
	Applications	
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>• Good strategic access via the A18 and M180. Access will be achieved through the existing Airport roadway network</li> <li>• The Airport's Surface Access Strategy outlines proposals to improve access by sustainable modes of transport.</li> </ul>
	Other	N/A
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>• Foul flows from Humberside Airport will be served by Kirmington Sewage Treatment Works, which is a relatively small works with currently very limited to no capacity to treat additional flows – an infrastructure upgrade will be required.</li> <li>• Anglian Water should be able to provide water to meet the proposed employment sites, though local reinforcements may be required. Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</li> </ul>
	Access	<ul style="list-style-type: none"> <li>• Limited but regular bus service to the airport.</li> <li>• Recent improvements to the Airport access has seen the construction of a new roundabout that directly accesses the site and the construction of a new roundabout at Barnetby Top, just south of the main A180/M180 interchange that improves road access/safety to Barnetby and the A18. Aside from internal works, if required, it is unlikely that wider improvements to the strategic highway network will be required in the short to medium term.</li> <li>• Public Footpath FP127 follows the lane abutting the western perimeter of the site.</li> </ul>
	Other	
Summary		Good strategic site suitable for B1 and B8 and ancillary uses that support or are associated with the airport functions. The site should be safeguarded for future employment use and a business park allocation could also compliment and strengthen the airport's future operation.

Land north of A18 at Humberside Airport ELR19	
Site Reference	ELR19 HUME-2 (Housing and Employment Land Allocations DPD) A11 (2014 ELR)
Site Address	Land north of A18 (Singleton Birch), Kirmington
Local Plan Area (Ha)	N/A
Vacant Area	7.8
Existing Land Use(s)	Former quarry
Description of site and surrounding area	North of A18 and west of the existing airport Former quarry that has been unused for several years To the southeast is the existing Airport Business Park (HUME1)
Land Status	Brownfield
Strategic Access	Access via the A18 and M180.
Site Access	From A18 via a junction to the site's south eastern corner. In the longer term a new railway station along the Scunthorpe to Cleethorpes line could serve the nearby airport and assist in the airport's continued development.
Current Development Plan Designation	Allocated for B1 (Business/Light Industrial) and B8 (Storage and Distribution) uses and ancillary uses which support or are associated with the airport functions.
Ownership	Private. Same ownership as the quarry to the north.

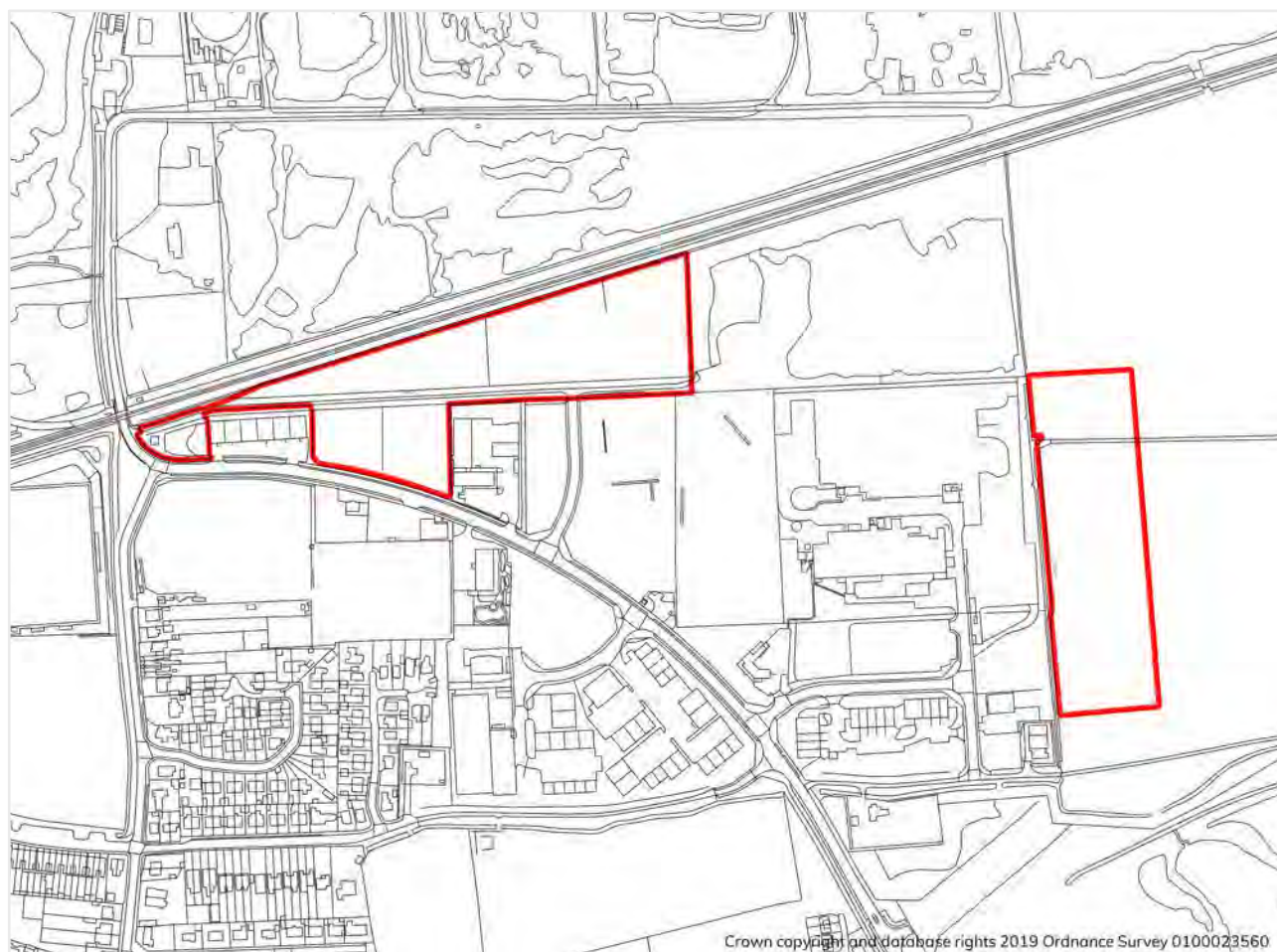


Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	<ul style="list-style-type: none"> <li>A contaminated land survey may be required due to the site's previous quarrying operations and subsequent usage.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>The site lies within SFRA Flood Zone 1.</li> <li>A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage.</li> <li>Where practical, Sustainable Urban Drainage Systems should be incorporated into the development.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>Noise and Air Quality Assessments may be required.</li> <li>An Ecological Survey should be undertaken.</li> </ul>
	Planning Obligations	
	Other	N/A

Suitability	Planning History	
	Applications	<ul style="list-style-type: none"> <li>PA/2017/463 - Hybrid application for full planning permission for land raising; and outline planning permission with all matters reserved for an industrial park</li> </ul>
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	N/A
	Other	<ul style="list-style-type: none"> <li>No objections on ecological grounds.</li> </ul>
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon type/scale of development.</li> <li>Infrastructure upgrade will be required to Kirmington sewage treatment works.</li> </ul>
	Access	<ul style="list-style-type: none"> <li>Access would be via a new junction onto the A18 at the site's furthestmost eastern point, the standard of which would require agreement with the Highway Authority. (See site access above).</li> <li>It is likely that traffic generated by the development of this site will have a significant impact on the wider traffic network, particularly the A18 at Melton Ross and the junction of the A18, A15 and A180 at Barnetby Top and this will need assessing by means of a Transport Assessment.</li> <li>A Transport Assessment will be required to demonstrate that the development will have no adverse impacts on the wider and local highways network.</li> </ul>
	Other	N/A
Summary		Good strategic site that should be safeguarded for future employment use. It benefits from outline planning permission for an industrial park and is set opposite to Humberside Airport and offers excellent air freight opportunities and good strategic access via the A18 and M180. There has been a recent increase in demand for business opportunities at the Airport. It forms an ideal site for B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses particularly those associated with air freight or air training operations.



Humber Bridge Industrial Estate ELR20	
Site Reference	ELR20 BARE-1 (Housing and Employment Land Allocations DPD) Identified in 2003 Local Plan as IN1-11 and CIN6
Site Address	Falkland Way, Barton-upon-Humber
Local Plan Area (Ha)	5.50 (IN1-11), 3.60 (CIN6)
Vacant Area	7.15
Existing Land Use(s)	Vacant land/grassland
Description of site and surrounding area	<p>The sites are on the Humber Bridge Industrial Estate off Falkland Way to the north-east of Barton-upon-Humber.</p> <p>It is partly developed or under construction for light industry, with a number of pockets of vacant land.</p> <p>The remaining sites are vacant, of which nearly half have planning permission for B1a, B2 and B8 uses.</p> <p>All adjacent land is used for employment. The site to the immediate south is being developed for residential uses.</p>
Land Status	Greenfield
Strategic Access	Access to the A15 with subsequent access to the A63/M62 via the Humber Bridge or M180 to the south. Approximately 1km from Barton Railway Station.
Site Access	Site access from Falkland Way.
Current Development Plan Designation	<p>Allocated for B1 (Business/Light Industrial), B2 (General Industry) and B8 (Storage and Distribution) uses</p> <p>Part of the northern area is allocated as M15-3 in the 2003 Local Plan to safeguard clay reserves for use in the local clay tile and brick industries.</p>
Ownership	North Lincolnshire Council owns part of the site. Ownership of the rest of the site is not known.



Availability	<b>Opportunities</b>	
	<b>Planning Obligations</b>	<ul style="list-style-type: none"> <li>Developer contributions will be required for junction improvements at Falkland Way/Barrow Road.</li> </ul>
	<b>Other</b>	N/A
	<b>Constraints</b>	
	<b>Demolition</b>	N/A
	<ul style="list-style-type: none"> <li>Ground Conditions</li> </ul>	<ul style="list-style-type: none"> <li>Ground conditions may preclude the use of soakaway drainage which could result in artesian conditions.</li> </ul>
	<b>Contamination</b>	<ul style="list-style-type: none"> <li>Previous industrial and landfill use of the site means that contaminated land issues will need to be addressed prior to any development (CIN6).</li> <li>Former landfill on part of site and on adjacent land. May incur significant costs in addressing contaminated land issues and/or require considerable remediation prior to any development depending on the nature of the previous landfill (CIN6), although there is no record of contaminative land use on IN1-11.</li> </ul>
	<b>Flood Risk Mitigation</b>	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 2/3(a). Therefore, development of this site will require a robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed. It should also deal with surface water issues.</li> <li>FRA should take into account overtopping of the water course on the southern boundary (east section).</li> <li>The impacts of any breach/overtopping of the former Kimberly Clark (now Wren Kitchens) balancing pond and emergency overflow on the existing drainage system should also be considered.</li> </ul>
	<b>Environmental</b>	<ul style="list-style-type: none"> <li>Lies immediately adjacent to the Humber Estuary SSSI, SPA and Ramsar site. Development would have a Likely Significant Effect (LSE) on these sites and, therefore, an Appropriate Assessment is required.</li> <li>There are known to be UK BAP priority species nesting on-site including declining farmland birds.</li> <li>A site survey should be conducted for protected species and habitats.</li> </ul>
	<b>Planning Obligations</b>	N/A
	<b>Other</b>	N/A



Suitability	Planning History	
	Applications	<ul style="list-style-type: none"> <li>PA/2007/2009 – Planning permission to erect 11 industrial units (CIN6 – North).</li> <li>MIN/2001/0446 – Determination of condition for Mineral Site under Environment Act 1995.</li> </ul>
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>No major issues in principle, parts of the area are already developed.</li> <li>There are good sustainable transport links. An existing bus route serves the area. Good site access and located approximately 1km from Barton Railway Station.</li> <li>No PROW issues.</li> </ul>
	Other	<ul style="list-style-type: none"> <li>Heritage assets are not considered an issue at this point in time.</li> <li>Assessment for the presence of heritage assets within the northern half of the area was undertaken in 2008; no further assessment or mitigation is required.</li> </ul>
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>It is expected that infrastructure upgrades will be required at Barton-upon-Humber Sewage Treatment Works to accommodate new development.</li> </ul>
	Access	<ul style="list-style-type: none"> <li>Junction improvements at Falkland Way/Barrow Road will be required.</li> </ul>
	Other	N/A
	Summary	An attractive employment location for light industrial use, which could see a proportion of the vacant land developed in the next five years.

Humber Road ELR21	
Site Reference	ELR21 Identified as CIN7 (Local Plan Committed Site)
Site Address	Humber Road, Barton-upon-Humber
Local Plan Area (Ha)	1.40
Vacant Area	0.80
Existing Land Use(s)	Vacant land
Description of site and surrounding area	<p>Located on the north-western edge of Barton-upon-Humber, east of the A15 and approximately 0.5km south of the River Humber.</p> <p>Potential adjacent land use conflict with residential housing to the east of Humber Road.</p> <p>Approximately half of the original allocation has been developed for housing. The remaining vacant area is currently in a predominantly employment-related area, flanked to the north and south by existing employment uses and to the east by housing.</p>
Land Status	Greenfield
Strategic Access	Access to the A15 with subsequent access to the A63/M62 via the Humber Bridge, or M180 to the south.
Site Access	Site access gained directly off Humber Road.
Current Development Plan Designation	N/A
Ownership	North Lincolnshire Council



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	<ul style="list-style-type: none"> <li>Contamination conditions are unknown on this site.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 2/3(a). This indicates it is in a high flood risk area. Therefore, development of this site will require a reliable and robust Flood Risk Assessment which reviews the impact of development on the foul and surface water system and demonstrates that flood risk can be adequately managed.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>No known ecological interest on site, but the site appears to have an interesting mix of open habitat and scrub.</li> <li>An ecological survey should be carried out which should mitigate for ecological interest.</li> <li>Landscaping and habitat creation should be incorporated into the scheme.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>Any future development must take account of the nearby existing residential area close to the eastern site boundary. Ensuring appropriate types of employment use and/or control measures to buffer the employment and residential uses will prevent nuisance caused by noise/dust/odour/light.</li> </ul>

Suitability	<b>Planning History</b>	
	<b>Applications</b>	<ul style="list-style-type: none"> <li>PA/2016/845 - Planning permission for erection of single storey reserve forces cadet centre building with twin tube firing range</li> <li>PA/2016/1638 - Planning permission for the sale and display of used touring caravans to incorporate a temporary portacabin sales office</li> <li>PA/2017/953 - Planning permission to erect a perimeter 2.4m palisade fence and gates</li> <li>PA/2017/1380 - Planning permission to erect a two storey office building and workshop (Noise Report)</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b>	N/A
Viability	<b>Opportunities</b>	
	<b>Infrastructure/Utilities</b>	N/A
	<b>Access</b>	<ul style="list-style-type: none"> <li>Very good strategic access and site access.</li> <li>The site has reasonable public transport links with close proximity of a half-hourly bus service throughout the normal working day.</li> <li>No PROW issues.</li> </ul>
	<b>Other</b>	<ul style="list-style-type: none"> <li>Heritage assets not considered an issue at this point in time.</li> </ul>
	<b>Constraints</b>	
	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>Upgrade of Barton upon Humber Sewage Treatment Works is required to accommodate the redevelopment of this site.</li> <li>Local reinforcements may be required regarding provision of water, dependent upon type/scale of development.</li> <li>Requirement for infrastructure improvements demonstrated by local flooding on Far Ings Road.</li> </ul>
	<b>Access</b>	<ul style="list-style-type: none"> <li>The identified HGV route along Far Ings Road and Gravel Pit Road is not ideally suited for an increase in HGV movements. However, it is acknowledged that there are no suitable alternatives.</li> </ul>
	<b>Other</b>	N/A
<b>Summary</b>		If flooding issues can be overcome it is a good strategic site in an existing employment area that should be safeguarded for future development.

Land east of Falkland Way ELR22	
Site Reference	ELR22 A8 (2014 ELR)
Site Address	Falkland Way, Barton-upon-Humber
Local Plan Area (Ha)	N/A
Vacant Area	63.00
Existing Land Use(s)	Vacant scrubland/grassland
Description of site and surrounding area	<p>The site is vacant land to the north-east of Barton-upon-Humber. It is situated north-east of Falkland Way, south of the railway and north of Wren Kitchens factory.</p> <p>It is flat, open and level grassland/scrubland with an extant planning permission for B1, B2 and B8 uses following construction of an entrance road off Falkland Way.</p> <p>The site was previously used for agricultural purposes and a small area is currently used to graze horses.</p> <p>To the west is the Humber Bridge Industrial Estate and on the southern boundary is the Wren Kitchens site, now in use by Wren Kitchens. Barton-Grimsby railway line is to the north, with open fields to the east.</p>
Land Status	Greenfield
Strategic Access	Access to the A15
Site Access	Direct access off Falkland Way, which links to the A1077.
Current Development Plan Designation	N/A
Ownership	Not known



Availability	<b>Opportunities</b>	
	<b>Planning Obligations</b>	N/A
	<b>Other</b>	N/A
	<b>Constraints</b>	
	<b>Demolition</b>	N/A
	<b>Ground Conditions</b>	N/A
	<b>Contamination</b>	<ul style="list-style-type: none"> <li>Parts of the site are adjacent to a landfill site, therefore contaminated land issues may need to be addressed prior to any development.</li> <li>Contamination issues unlikely elsewhere as remainder of the site comprises former farmland and buildings, and a railway along northern boundary.</li> </ul>
	<b>Flood Risk Mitigation</b>	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 2/3(a), indicating a high flood risk area.</li> <li>Development of this site will require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed. FRA should take into account overtopping of water course on the southern boundary.</li> <li>The impacts of any breach/overtopping of the Kimberly Clark balancing pond and emergency overflow on the existing drainage system should also be considered.</li> </ul>
	<b>Environmental</b>	<ul style="list-style-type: none"> <li>In close proximity to the north of the site are wetlands designated as a Site of Special Scientific Interest (SSSI).</li> <li>Significant landscaping and biodiversity enhancement is required, including protection of the Blow Well and creation of reedbeds.</li> <li>Any revised proposals will need to be considered in terms of impacts on the Humber Estuary SPA and Ramsar site and wider requirements for biodiversity survey, conservation and enhancement.</li> </ul>
	<b>Planning Obligations</b>	<ul style="list-style-type: none"> <li>Developer contributions will be required for junction improvements at Falkland Way/Barrow Road.</li> </ul>
	<b>Other</b>	<ul style="list-style-type: none"> <li>Overhead power lines cross the site.</li> <li>Planning conditions include protection of the Blow Well and creation of reedbeds and landscaping.</li> <li>Any future development must take account of the nearby existing residential area through ensuring appropriate type of employment use and/or control measures to buffer the employment and residential uses to prevent nuisance caused by noise/dust/odour/light.</li> <li>Heritage assets are present in the wider vicinity surrounding the site and there is potential for currently unrecorded heritage assets to be present within the site. These will need to be identified in a pre-application assessment.</li> </ul>

Suitability	Planning History	
	Applications	<ul style="list-style-type: none"> <li>PA/1997/0758 - Erect buildings for use for purposes falling within classes B1, B2 and B8.</li> <li>PA/2001/1556 - Approval of reserved matters following outline permission 1997/0758, granted 08/01/1999, to erect buildings for use for purposes falling within classes B1, B2 and B8 of the Town &amp; Country Planning (Use Classes) Order 1988, to construct a rail link, access road, parking facilities and associated landscaping</li> </ul>
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>Public transport serves the area.</li> </ul>
	Other	N/A
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>It is expected that infrastructure upgrades will be required at Barton-upon-Humber Sewage Treatment Works to accommodate new development.</li> <li>Improvements to Falkland Way/Barrow Road will be required.</li> </ul>
	Access	<ul style="list-style-type: none"> <li>Footpath FP40 follows the inside southern perimeter of the site.</li> </ul>
	Other	N/A
Summary		Good strategic greenfield site with the potential for employment use. A variety of uses can be found in the location, therefore B1, B2 and B8 uses would be suitable for this site. Due consideration must be given to the proximity of sensitive environmental designations.

Site off Humber Road ELR23	
Site Reference	ELR23 V5 (2014 ELR)
Site Address	Humber Road, Barton-upon-Humber
Local Plan Area (Ha)	N/A
Vacant Area	0.91
Existing Land Use(s)	Surfaced, vacant land
Description of site and surrounding area	<p>Located on the north-western outskirts of Barton-upon-Humber. It lies east of the A15 and approximately 0.5km south of the River Humber.</p> <p>The site is gated and has a boundary fence with the internal area hard surfaced.</p> <p>It is situated in an existing employment area. To the south of the site are existing employment uses.</p> <p>The only potential adjacent land use conflict envisaged is with residential housing to the east of Humber Road.</p>
Land Status	Brownfield
Strategic Access	Links to the A15 and A63/M62 to the north or M180 to the south.
Site Access	Site access directly off Humber Road.
Current Development Plan Designation	N/A
Ownership	Not Known

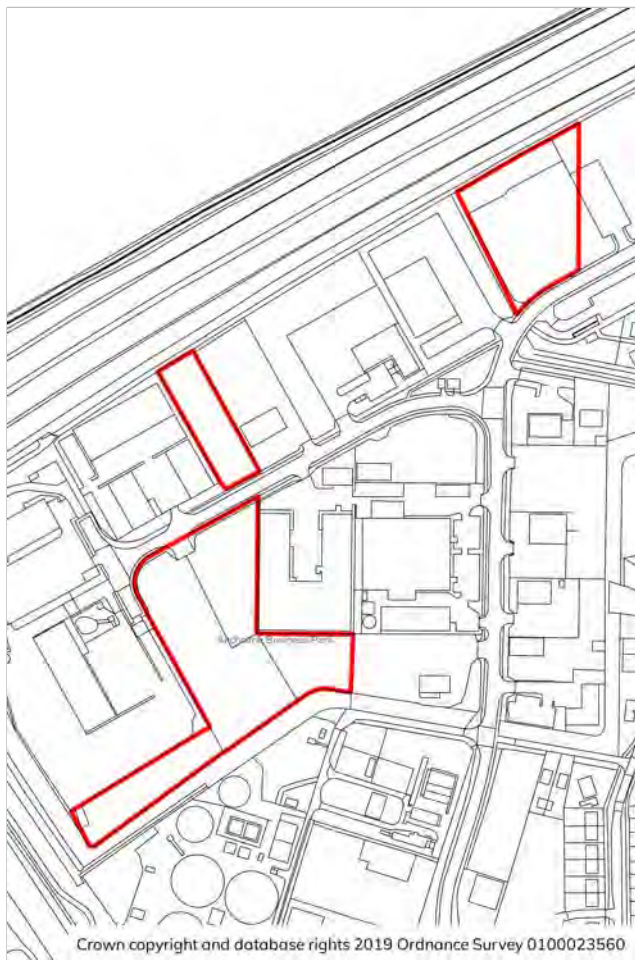


Availability	Opportunities	
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>Heritage assets not considered an issue at this point in time.</li> </ul>
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	<ul style="list-style-type: none"> <li>Contamination conditions are unknown on this site.</li> <li>There is potential for this brownfield site to need a land contamination assessment depending on historical usage. If contamination is present on the site then there may be some restrictions on the use of soakaways.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 2/3(a). This indicates a high probability area.</li> <li>Development of this site will require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> <li>FRA must review the impact of development on the foul and surface water system.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>The scrub on the western edge of the site requires ecological survey.</li> <li>Landscaping and habitat creation should be incorporated into the scheme.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>Any future development must take account of the nearby existing residential area adjacent to the eastern site boundary through ensuring appropriate type of employment use and/or control measures to buffer the employment and residential uses to prevent nuisance caused by noise/dust/odour/light.</li> </ul>

Suitability	Planning History	
	Applications	<ul style="list-style-type: none"> <li>N/A No recent permissions.</li> </ul>
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>Within close proximity to the A15 and subsequently the A63/M62 via the Humber Bridge or M180 to the south.</li> <li>The site has reasonable public transport links, within close proximity to a half-hourly bus service throughout the normal working day.</li> <li>No PROW issues.</li> </ul>
	Other	N/A
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>It is expected that infrastructure upgrades will be required at Barton-upon-Humber Sewage Treatment Works to accommodate new development.</li> <li>Local reinforcements may be required regarding provision of water, dependent upon type/scale of development.</li> <li>Requirement for infrastructure improvements demonstrated by local flooding on Far Ings Road.</li> <li>Local road improvement work may be required depending upon the type/scale of development.</li> </ul>
	Access	<ul style="list-style-type: none"> <li>The identified HGV route along Far Ings Road and Gravel Pit Road is not ideally suited for an increase in HGV movements. However, it is acknowledged that there are no suitable alternatives.</li> </ul>
	Other	N/A
Summary		A good strategic site in an existing employment area that should be safeguarded for future development for B1 (Offices/Light Industrial) and B8 (Storage and Distribution) uses.



Ancholme Business Park ELR24	
Site Reference	ELR24 Identified in 2003 Local Plan as CIN8
Site Address	Atherton Way/Europa Way, Brigg
Local Plan Area (Ha)	7.80
Vacant Area	1.00
Existing Land Use(s)	Vacant land
Description of site and surrounding area	<p>The site is located on the northern edge of the town, south of the M180 motorway and west of Atherton Way.</p> <p>The majority of the site is now developed as a business park, with a small number of vacant plots available. The most northerly vacant plot of land may cause conflict with the nearby primary school this land benefited from an outline planning consent for industrial development but has also an undetermined planning application for residential development.</p>
Land Status	Greenfield
Strategic Access	Links to the A18 and M180.
Site Access	Access via Atherton/Europa Way
Current Development Plan Designation	N/A
Ownership	North Lincolnshire Council



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	<ul style="list-style-type: none"> <li>Contamination conditions are unknown on this site.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 2/3(a) (2011). This indicates it is within a high flood risk area. Therefore, development of this site will require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> <li>No known surface water flood risk.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>Most of the land is of relatively low ecological value. However, the south-west will require an ecological survey.</li> <li>The whole site requires biodiversity and landscape enhancement using native hedgerow species.</li> <li>Developer contributions for improvements to the Atherton Way/A18 roundabout may be required.</li> </ul>
	Planning Obligations	
	Other	<ul style="list-style-type: none"> <li>Heritage assets are present in the wider vicinity surrounding the site and there is potential for currently unrecorded heritage assets to be present within the site.</li> <li>Planning applications should be accompanied by a Heritage Assessment comprising desk-based and field evaluation surveys and detailed mitigation proposals, as appropriate.</li> </ul>

Suitability	<b>Planning History</b>	
	<b>Applications</b>	<ul style="list-style-type: none"> <li>PA/2017/1848 - Planning permission to erect warehouse with office, mess room and toilet facilities, car &amp; lorry parking, retain perimeter palisade fencing and gates, and install new road crossing</li> <li>PA/2018/656 - Planning permission for phased development to erect a two storey office building and portal frame buildings for manufacturing and indoor storage and the erection of a covered shelter area (including demolition of existing office and warehouse block).</li> <li>PA/2015/0133 - Outline planning permission for industrial and office development.</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b>	N/A
Viability	<b>Opportunities</b>	
	<b>Infrastructure/Utilities</b>	N/A
	<b>Access</b>	<ul style="list-style-type: none"> <li>Good strategic access via the A18 and M180.</li> <li>Currently the site is served by public transport – regular bus services run through Brigg.</li> <li>No PROW issues.</li> </ul>
	<b>Other</b>	N/A
	<b>Constraints</b>	
	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>Upgrade of Brigg Sewage Treatment Works is required to accommodate the redevelopment of this site.</li> <li>Pumped surface water system has capacity but has been under-utilised and requires refurbishment to accommodate increased demands from additional development.</li> </ul>
	<b>Access</b>	<ul style="list-style-type: none"> <li>Improvements to the Atherton Way/A18 Barnard Avenue/A18 Western Way junction may be required.</li> </ul>
	<b>Other</b>	N/A
<b>Summary</b>		<p>The site is in a good strategic location just off the A18 in Brigg. The majority of the site has either been developed or benefits from existing planning consents for employment related uses. Towards the primary school there is scope for greater land use conflict with the land located there suited for either residential or employment uses. Only two small parcels of land exist without any planning consents or applications submitted.</p> <p>If known constraints can be overcome it has potential for future employment and is suitable for B1 (Offices/Light Industrial) and B8 (Storage and Distribution) uses.</p>

**Former British Sugar site Brigg ELR25**

<b>Site Reference</b>	ELR25 BRIE-1 (Housing and Employment Land Allocations DPD) Identified in 2003 Local Plan as IN1-9
<b>Site Address</b>	South of Scawby Brook, Brigg
<b>Local Plan Area (Ha)</b>	20.50
<b>Vacant Area</b>	20.50
<b>Existing Land Use(s)</b>	Vacant, former industrial site
<b>Description of site and surrounding area</b>	<p>The site is located south of Scawby Brook, off the B1206 and west of the New River Ancholme.</p> <p>The former buildings on site have been demolished leaving substantial foundations and large concrete hardstanding areas.</p> <p>The majority of the site set away from the adjacent power station has recently been cleared and levelled.</p> <p>Redevelopment of this site for employment purposes is unlikely to cause conflict with adjacent land uses.</p> <p>Significant application to construct a renewable energy plant to the south-west of the site was granted at appeal with the site now developed and fully operational.</p>
<b>Land Status</b>	Brownfield
<b>Strategic Access</b>	Good access via the A18.
<b>Site Access</b>	Site accessed from the B1206.
<b>Current Development Plan Designation</b>	Allocated for B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses.
<b>Ownership</b>	Single owner

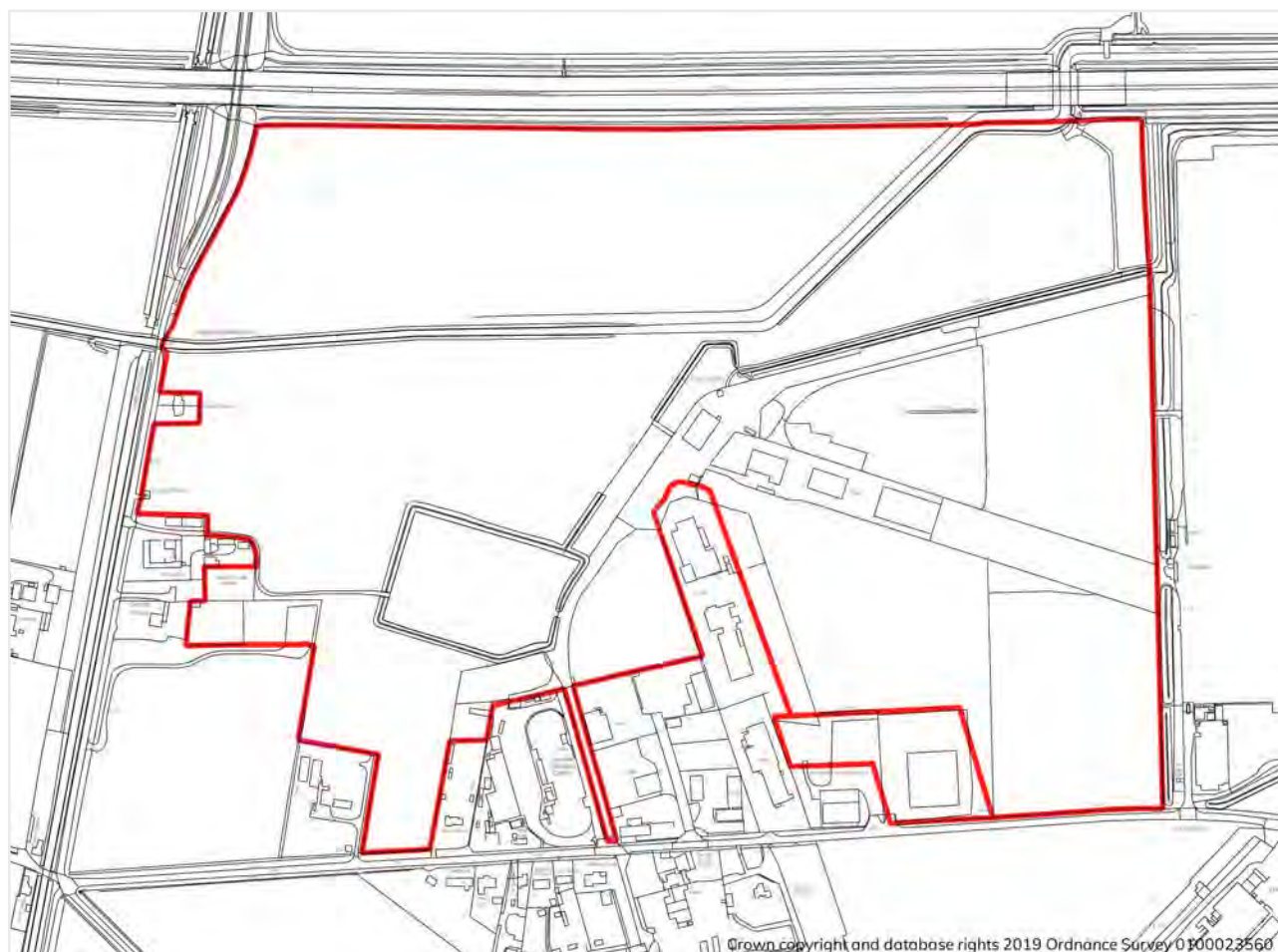


Availability	<b>Opportunities</b>	
	<b>Planning Obligations</b>	N/A
	<b>Other</b>	N/A
	<b>Constraints</b>	
	<b>Demolition</b>	<ul style="list-style-type: none"> <li>Most of the buildings on site have been already been demolished. Large foundations are likely to be present on site.</li> </ul>
	<b>Ground Conditions</b>	N/A
	<b>Contamination</b>	<ul style="list-style-type: none"> <li>Previous industrial use of the site means that a Contaminated Land Assessment will be required due to small pockets of contamination. If identified, there may be restrictions on the use of soakaways.</li> </ul>
	<b>Flood Risk Mitigation</b>	<ul style="list-style-type: none"> <li>Mainly southern area of the site within SFRA Flood Zone 2/3(a). Therefore, development of this site will require a robust Flood Risk Assessment, which demonstrates that flood risk can be adequately managed.</li> <li>The remaining area of the site is within SFRA Flood Zone 1 (2011). This indicates it is in a low flood risk area.</li> <li>FRA's should assess the potential impact of any development on Scawby Brook and subsequent discharge into the New River Ancholme.</li> <li>Any increased risk of flooding to residential properties in Scawby Brook and to Ancholme Leisure Centre should also be assessed.</li> <li>Parts of site are at risk of surface water flooding in a 1 in 30 year rainfall event and therefore mitigation measures are required.</li> </ul>
	<b>Environmental</b>	<ul style="list-style-type: none"> <li>A detailed ecological survey is required (to consider nesting birds, barn owls, bats and water voles).</li> <li>Landscaping should encompass biodiversity enhancement.</li> </ul>
	<b>Planning Obligations</b>	N/A
	<b>Other</b>	<ul style="list-style-type: none"> <li>Designated Heritage Assets (scheduled monument and listed buildings) are located within the vicinity of the site and other heritage assets are recorded and anticipated within the site.</li> <li>Planning applications should be accompanied by a Heritage Assessment comprising desk-based and field evaluation surveys and detailed mitigation proposals, as appropriate.</li> </ul>

Suitability	<b>Planning History</b>	
	<b>Applications</b>	<ul style="list-style-type: none"> <li>PA/2006/1129 – Permission for change of use of land to depot, portable office building and telecommunications tower.</li> <li>PA/2009/0334 – Permission to erect a renewable energy plant – Granted on Appeal. Site is now fully operational.</li> <li>PA/2009/0420 – Permission to replace temporary building and erect security building.</li> <li>PA/2012/1101 – Vary condition 2 of PA/2009/0324 amendments to boiler house and turbine hall, air cooled condenser, flue gas treatment area, administration block.</li> <li>PA/2018/75 Planning permission to construct an access road</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b>	N/A
Viability	<b>Opportunities</b>	
	<b>Infrastructure/Utilities</b>	N/A
	<b>Access</b>	<ul style="list-style-type: none"> <li>Preferred access is via the B1206. However, an access from the A18 would be considered if a suitable access arrangement, which accommodated all existing junctions, was proposed.</li> <li>Reasonable access to the A18.</li> <li>No PROW issues.</li> </ul>
	<b>Other</b>	N/A
	<b>Constraints</b>	
	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>It is expected that infrastructure upgrades will be required at Brigg Sewage Treatment Works to accommodate new development.</li> <li>No public transport currently serves the site so will need improved provision.</li> </ul>
	<b>Access</b>	N/A
	<b>Other</b>	N/A
<b>Summary</b>		A good strategic site with the potential for development of B1 (Offices and Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses.



Sandtoft Airfield ELR26	
Site Reference	ELR26 SANE-1 (Housing and Employment Land Allocations DPD) A5 (2014 ELR)
Site Address	Belton Road, Sandtoft
Local Plan Area (Ha)	N/A
Vacant Area	55.3 (majority of the site is vacant)
Existing Land Use(s)	Employment uses/vacant land
Description of site and surrounding area	<p>The site is south of the M180 and north of Belton Road.</p> <p>The site forms part of a former World War II airfield.</p> <p>Although most of the land is classed as brownfield, there are significant areas of undeveloped agricultural land.</p> <p>There are a number of businesses that have developed along Belton Road and Sandtoft Industrial Estate, with car and van storage particularly common.</p> <p>The M180 is to the north and Sandtoft Trolley Bus Museum to the west. To the south are businesses including the main Sandtoft Tileries site. Sandtoft village is to the west.</p>
Land Status	Brownfield
Strategic Access	HGV Access to the M180 is via Low Levels Bank to the west and the A18.
Site Access	Access via Belton Road.
Current Development Plan Designation	Allocated for B1 (Business/Light Industrial) and B8 (Storage and Distribution) uses as a Logistic Park
Ownership	Private



Availability	<b>Opportunities</b>	
	<b>Planning Obligations</b>	N/A
	<b>Other</b>	N/A
	<b>Constraints</b>	
	<b>Demolition</b>	N/A
	<b>Ground Conditions</b>	N/A
	<b>Contamination</b>	<ul style="list-style-type: none"> <li>• Previous military airfield use of the site means that a Contaminated Land Assessment may be required.</li> <li>• If identified, there may be restrictions on the use of soakaways.</li> </ul>
	<b>Flood Risk Mitigation</b>	<ul style="list-style-type: none"> <li>• Site within SFRA Flood Zone 2/3(a).</li> <li>• Development of this site will require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> <li>• No known significant surface water risk.</li> </ul>
	<b>Environmental</b>	<ul style="list-style-type: none"> <li>• Site survey should be conducted for protected species and habitats.</li> <li>• Negative impact on the landscape, particularly light pollution, should be mitigated.</li> <li>• A known Local Wildlife Site Drain through the centre of the site will need to be retained and enhanced.</li> <li>• Any adverse impacts on the SSSI drain to the west should be avoided.</li> <li>• Significant landscaping, open space provision and the provision of habitat networks and biodiversity enhancement will be required.</li> </ul>
	<b>Planning Obligations</b>	<ul style="list-style-type: none"> <li>• The 2009 study identified suitable alternative access arrangements to the wider Sandtoft Airfield site. These need to be constructed if the site is to be developed, and developers would be expected to pay for them. The improvements would need to be completed prior to any development occurring. There will also need to be developer-funded improvements to the C202. Without these, it is unlikely that the Highway Authority would support any planning applications.</li> </ul>
	<b>Other</b>	<ul style="list-style-type: none"> <li>• Designated Heritage Assets (listed buildings) are present on the site. The impact of the development on these buildings will need to be considered. Other heritage assets of archaeological significance are recorded within the site and there is potential for more to be present within site and these will need to be identified in a pre-application assessment.</li> <li>• Planning applications should be accompanied by Heritage Assessment comprising desk-based and field evaluation surveys and detailed mitigation proposals, as appropriate.</li> </ul>

Suitability	<b>Planning History</b>	
	<b>Applications</b>	<ul style="list-style-type: none"> <li>PA/2008/1114 – Planning permission to retain bunds.</li> <li>PA/2008/1115 – Planning permission to retain change of use to open storage.</li> <li>PA/2008/1116 – Planning permission to retain change of use of airfield to open storage.</li> <li>PA/2008/1118 – Planning permission to retain change of use of warehouse for storage.</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b>	<ul style="list-style-type: none"> <li>Sandtoft evidence base (Pell Frischmann, July 2009)</li> <li>Sandtoft: Planning Evidence Base (WYG Planning and Design, 2010)</li> <li>Sandtoft: Ecological Walkover Survey (WYG Environmental, 2010)</li> <li>Sandtoft: Geo-Environmental Desk Study (WYG Environmental, 2010)</li> <li>Sandtoft: Highways Evidence Base (WYG Transport Planning, 2010)</li> <li>Sandtoft: Framework Travel Plan (WYG Transport Planning, 2010)</li> <li>Sandtoft: Flood Risk Assessment (WYG Engineering, 2010)</li> <li>Sandtoft: Archaeology and Cultural Heritage Statement (WYG Environmental, 2010)</li> <li>Sandtoft: Landscape Appraisal (WYG Environmental, 2010)</li> <li>Sandtoft: Market Demand Appraisal (CB Richard Ellis, 2010)</li> </ul>
Viability	<b>Opportunities</b>	
	<b>Infrastructure/Utilities</b>	N/A
	<b>Access</b>	<ul style="list-style-type: none"> <li>No PROW issues.</li> </ul>
	<b>Other</b>	N/A
	<b>Constraints</b>	
	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>Improvements to High Levels Bank (C202) needed.</li> <li>It is not thought that increase in flow will present treatment issues provided that surface water is separated from waste water.</li> <li>As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem, particularly as the site covers a large area.</li> </ul>
	<b>Access</b>	<ul style="list-style-type: none"> <li>Existing site access is inadequate for the scale of development proposed. A viable alternative access should be incorporated into any further development. An access study has been undertaken by consultants on behalf of the council with a number of options proposed that would resolve access constraints.</li> <li>HGV traffic should be removed from Westgate Road and Belton Village. It is unlikely that the Highways Agency will support any request for an additional access onto the M180.</li> <li>The site is presently inadequately served by public transport. Crowle Railway Station (Ealand) is just over 4km to the north.</li> </ul>
	<b>Other</b>	<ul style="list-style-type: none"> <li>There is a small cluster of listed buildings (Grade II) to the western edge of the site that may affect development in that locality.</li> </ul>
<b>Summary</b>		Sandtoft Airfield is strategically located adjacent to the M180 motorway. It is brownfield land that, if developed, would broaden North Lincolnshire's economic diversity. The scope for a major distribution centre/business park alongside the M180/A180 corridor would optimise this location. The site is suitable for B1 (Offices/Light Industrial) and B8 (Storage and Distribution) uses, though access issues will need to be reconciled.



New Holland Industrial Estate ELR27	
Site Reference	ELR27 Allocated as NEWE-1 (Housing and Employment Land Allocations DPD) Identified in 2003 Local Plan as CIN12
Site Address	Lincoln Castle Way, New Holland
Local Plan Area (Ha)	25.10
Vacant Area	21.47
Existing Land Use(s)	Agricultural with pockets of grassland and small plots occupied by light industrial and general industrial uses.
Description of site and surrounding area	New Holland Industrial Estate is located to the west of New Holland, south of the railway and either side of Lincoln Castle Way (B1206). No conflicts are envisaged with adjacent land uses.
Land Status	Greenfield
Strategic Access	Links to the A1077 and subsequently the A15.
Site Access	Access from Lincoln Castle Way.
Current Development Plan Designation	Allocated for B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses
Ownership	North Lincolnshire Council



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	<ul style="list-style-type: none"> <li>Previous use of the site means that contaminated land issues will need to be addressed prior to any development.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 2/3(a). This indicates it is in a high flood risk area. Therefore, development of this site will require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>An ecological survey should be undertaken.</li> <li>Development is likely to have a significant effect on the Humber Estuary SAC, SPA and Ramsar site – wintering and passage bird surveys would clarify this point.</li> <li>Protection of the Blow Well, biodiversity enhancement, creation of reed beds and landscaping should be considered.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>Any future development must take account of the nearby existing residential area through ensuring appropriate type of employment use and/or control measures to buffer the employment and residential uses to prevent nuisance caused by noise/dust/odour/light.</li> <li>Heritage assets are present in the wider vicinity surrounding the site and there is potential for currently unrecorded heritage assets to be present within the site. These will need to be identified in a pre-application assessment.</li> <li>Planning applications should be accompanied by a Heritage Assessment, comprising desk-based and field evaluation surveys and detailed mitigation proposals, as appropriate.</li> </ul>

Suitability	<b>Planning History</b>	
	<b>Applications</b>	<ul style="list-style-type: none"> <li>PA/2008/0120 – Planning permission to erect warehouse/office facility.</li> <li>PA/2008/0917 – Planning permission to erect warehouse/office facility.</li> <li>PA/2010/1488 – Planning permission to erect portal framed bulk store.</li> <li>PA/2012/0709 – Mat Amendment to 2010/1488 to allow 16 photovoltaic panels to roof.</li> <li>PA/2012/1436 – Planning permission to erect portal framed bulk store.</li> <li>PA/2018/2312 - Planning permission to erect a 16 metre high twin boiler flue to the rear of the boiler house.</li> <li>PA/2016/1749 - Planning permission to erect a single storey side extension with pitched roof over existing extension.</li> <li>PA/2016/682 - Application for non-material amendment to PA/2016/1749 namely a relocated bagging shelter and new boiler room.</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b>	N/A
Viability	<b>Opportunities</b>	
	<b>Infrastructure/Utilities</b>	N/A
	<b>Access</b>	<ul style="list-style-type: none"> <li>No major highway issues with this site.</li> <li>The site is in close proximity to New Holland Railway Station. <ul style="list-style-type: none"> <li>Public Footpath FP45 follows the disused railway to the east of the site.</li> </ul> </li> </ul>
	<b>Other</b>	N/A
	<b>Constraints</b>	
	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>New sewage treatment works may be required to cater for future development growth.</li> <li>Pumped surface water drainage has been under-utilised and will require refurbishment to facilitate development.</li> </ul>
	<b>Access</b>	<ul style="list-style-type: none"> <li>Strategic access to the site is poor.</li> <li>Public transport to this location is limited and bus services to New Holland are infrequent.</li> </ul>
	<b>Other</b>	N/A
<b>Summary</b>		Although uptake of land at the site has been slow to date, the main road infrastructure is in place and individual plots may be developed. If environmental and flood risk issues can be overcome, the site is suitable for B1, B2 and B8 uses.

Land south of railway, Ealand ELR28	
Site Reference	ELR28 EAL2-2 (Housing and Employment Land Allocations DPD) Identified in 2003 Local Plan as IN1-14
Site Address	A18, Ealand
Local Plan Area (Ha)	7.40
Vacant Area	5.64
Existing Land Use(s)	Agriculture and employment
Description of site and surrounding area	Located in close proximity to the A18/Ealand junction, south of the railway and Stainforth and Keadby Canal, and west of the A161. To the south of the site is existing employment use and to the north is the Doncaster/Cleethorpes railway line. Large tracts of agricultural land are located to the west.
Land Status	Greenfield/Brownfield
Strategic Access	Close to the A18/A161, with Junction 2 of the M180 2km to the south. Close proximity to Crowle Railway Station (Ealand).
Site Access	Access off the A18.
Current Development Plan Designation	Allocated for B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses.
Ownership	Private



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	N/A
	Ground Conditions	<ul style="list-style-type: none"> <li>Localised surface water problems associated with maintenance of existing drainage on eastern site boundary.</li> </ul>
	Contamination	<ul style="list-style-type: none"> <li>Contamination conditions are unknown on this site.</li> <li>Contaminated Land Assessment may be required. If identified, there may be restrictions on the use of soakaways.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 2/3(a). Therefore, development of this site will require a robust Flood Risk Assessment, which demonstrates that flood risk can be adequately managed and reviews surface water drainage.</li> <li>Low level surface water flood risk on northern site boundary and immediately to west.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>An ecological survey is required. Development proposals should not have an adverse impact on the Stainforth and Keadby Canal Corridor Local Wildlife Site. 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.</li> </ul>
	Planning Obligations	N/A
	Other	N/A

Suitability	<b>Planning History</b>	
	<b>Applications</b>	<ul style="list-style-type: none"> <li>• PA/2008/0478 – Planning permission to erect new office accommodation.</li> <li>• PA/2009/0401 – Planning permission to erect Industrial Unit.</li> <li>• PA/2010/0407- Planning permission to erect Wind Turbine</li> <li>• PA/2013/1549 - Planning permission to change the use of part of former transport yard to use as a compressed natural gas fuelling facility</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b>	N/A
Viability	<b>Opportunities</b>	
	<b>Infrastructure/Utilities</b>	N/A
	<b>Access</b>	<ul style="list-style-type: none"> <li>• No major highways issues associated with this site. Some localised improvements may be required, which can be addressed through the planning process.</li> <li>• The site has good public transport links, with services operating throughout the normal working day.</li> <li>• No PROW issues.</li> <li>• A Transport Assessment and Travel Plan will be required.</li> </ul>
	<b>Other</b>	<ul style="list-style-type: none"> <li>• Heritage assets not considered an issue at this point in time.</li> </ul>
	<b>Constraints</b>	
	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>• Heritage assets not considered an issue at this point in time.</li> </ul>
	<b>Access</b>	<ul style="list-style-type: none"> <li>• Site infrastructure required.</li> <li>• It is not thought that increase in flow will present water treatment issues provided that surface water is separated from waste water.</li> <li>• As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem.</li> </ul>
	<b>Other</b>	N/A
<b>Summary</b>		The site is a large area of allocated land with good access to the strategic highway network. It has existing employment uses on site and there are no apparent adjacent land use conflicts. If environmental and flooding issues can be overcome then the site should continue to be developed as an employment site.

Flixborough Industrial Estate ELR29	
Site Reference	ELR29 Identified as CIN10
Site Address	Stather Road, Flixborough
Local Plan Area (Ha)	4.50
Vacant Area	0.25
Existing Land Use(s)	Vacant grassland on wider industrial site
Description of site and surrounding area	<p>Located north of Stather Road on the Flixborough Industrial Estate.</p> <p>It is approximately 2km north-west of the Scunthorpe urban area, east of the River Trent and west of Flixborough village.</p> <p>The wider site is mostly developed. There is a vacant parcel of grassland. No adjacent land use conflicts are envisaged.</p>
Land Status	Brownfield
Strategic Access	Access via Ferry Road West (B1216) to the A1077 and subsequently the M181/M180.
Site Access	Access from Fifth Avenue via Stather Road.
Current Development Plan Designation	N/A
Ownership	Not known



Availability	Opportunities	
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>No objections on ecological grounds.</li> </ul>
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	<ul style="list-style-type: none"> <li>Previous industrial use of the site means that a Contaminated Land Assessment may be required. If identified, there may be restrictions on the use of soakaways.</li> <li>Existing planning permission for employment use on site has a condition to address land contamination.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site lies within SFRA Flood Zone 2/3(a), indicating that its location is inside the high flood risk area. Therefore, development of this site will require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> <li>No known significant surface water flood risk.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>Site frontage would benefit from landscape and biodiversity enhancement.</li> </ul>
	Planning Obligations	N/A
	Other	N/A

Suitability	<b>Planning History</b>	
	<b>Applications</b>	<ul style="list-style-type: none"> <li>PA/2004/0521 – Planning permission to erect industrial building for B1, B2 and B8 users.</li> <li>PA/2015/1418 - Planning permission for part change of use of warehouse to research and development including insertion of mezzanine floor. External alterations to building and external lighting and fencing to site.</li> <li>PA/2010/1450 - Planning permission for change of use from a composting plant to storage and distribution.</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b>	N/A
Viability	<b>Opportunities</b>	
	<b>Infrastructure/Utilities</b>	N/A
	<b>Access</b>	<ul style="list-style-type: none"> <li>Good strategic access to the M181/M180 via the A1077.</li> <li>No PROW issues.</li> </ul>
	<b>Other</b>	<ul style="list-style-type: none"> <li>Assessment for the presence of heritage assets within the site was undertaken for another project in 2005; no further assessment or mitigation is required.</li> </ul>
	<b>Constraints</b>	
	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>Local reinforcements may be required regarding provision of water, dependent upon type/scale of development.</li> <li>Additional development will necessitate the upgrade of the foul water system.</li> <li>It is not thought that increase in water flow will present treatment issues, provided that surface water is separated from waste water.</li> <li>As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem.</li> </ul>
	<b>Access</b>	<ul style="list-style-type: none"> <li>NLC Highways section would be concerned about the impact of additional vehicle movements at Neap House. However, it is accepted that the only suitable solution (a bypass) is not a viable option.</li> <li>Public transport serving the site is currently limited.</li> </ul>
	<b>Other</b>	N/A
<b>Summary</b>		It is a good strategic site that should be safeguarded for future employment use. If known constraints can be overcome it has potential for future employment and is suitable for B1 (Offices/Light Industrial) and B8 (Storage and Distribution) uses.

Roxby Road Industrial Estate ELR30	
Site Reference	ELR30 Identified in 2003 Local Plan as CIN15
Site Address	Enterprise Way, Winterton
Local Plan Area (Ha)	0.24
Vacant Area	0.24
Existing Land Use(s)	Vacant grass land
Description of site and surrounding area	Site located on Roxby Road Industrial Estate at the end of Enterprise Way. Agricultural, employment and residential uses surround the site.
Land Status	Greenfield
Strategic Access	Access onto Roxby Road (A1077)
Site Access	Site access via Enterprise Way
Current Development Plan Designation	N/A
Ownership	Private



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	<ul style="list-style-type: none"> <li>Contamination conditions are unknown on this site.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1). This indicates little or no flood risk.</li> <li>No known surface water flood risk. However, runoff eastwards has resulted in flooding. Recent improvements have countered this risk but there is no extra capacity for any additional flow and any development will potentially increase runoff.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>Landscape and biodiversity enhancements are required.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>Heritage assets are present in the wider vicinity surrounding the site and there is potential for currently unrecorded heritage assets to be present within the site. These will need to be identified in a pre-application assessment.</li> <li>Planning applications should be accompanied by a Heritage Assessment comprising desk-based and field evaluation surveys and detailed mitigation proposals, as appropriate.</li> <li>Any future development must take account of the nearby existing residential area close to the eastern site boundary. Ensuring appropriate types of employment use and/or control measures to buffer the employment and residential uses will prevent nuisance caused by noise/dust/odour/light.</li> </ul>



Suitability	Planning History	
	Applications	<ul style="list-style-type: none"> <li>PA/2017/987 - Outline planning application (all matters reserved except for means of access) for the erection of up to 62 dwellings (Refused). This application covered the site plus a larger area of agricultural land to the east and was refused on highway safety grounds including an inadequate Transport Assessment and inadequate information submitted in relation to flood risk and drainage.</li> </ul>
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>No major highway issues with this site.</li> <li>No PROW issues.</li> </ul>
	Other	<ul style="list-style-type: none"> <li>No conflict with adjacent land uses is envisaged.</li> <li>No objections on ecological grounds.</li> </ul>
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>It is expected that infrastructure upgrades will be required at Winteringham Sewage Treatment Works to accommodate new development.</li> </ul>
	Access	N/A
	Other	N/A
Summary		Although demand is uncertain in this location, the site is adjacent to a small-scale industrial estate and, therefore, suitable for B1 (Offices/Light Industrial) use. The recent residential application, although refused, puts long term pressure on this site for being developed for non-employment related uses.



Station Yard - ELR31	
Site Reference	ELR31 Identified in 2003 Local Plan as IN1-17
Site Address	Off Victoria Road, Barnetby le Wold
Local Plan Area (Ha)	8.00
Vacant Area	The majority of the site is vacant.
Existing Land Use(s)	Storage
Description of site and surrounding area	Located to the south-west of Barnetby le Wold, adjacent to Barnetby Railway Station. The site is in poor condition but suitable for industrial uses. The eastern area of the site has a potential land use conflict with adjacent residential uses.
Land Status	Brownfield
Strategic Access	Close to the A18 and A180/M180.
Site Access	Access from King's Road.
Current Development Plan Designation	N/A
Ownership	Private



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	<ul style="list-style-type: none"> <li>Heritage assets are present in the wider vicinity surrounding the site and there is potential for currently unrecorded heritage assets to be present within the site. These will need to be identified in a pre-application assessment.</li> </ul>
	Ground Conditions	N/A
	Contamination	N/A
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1. This indicates little or no flood risk.</li> <li>Current investigations are being made focusing on the discharge of culverts draining surface water north of the railway, under the railway, and through the site.</li> <li>Drainage paths are unclear and any proposed development should consider this drainage and any potential impact north of the railway. This drainage needs to be identified and maintained by current owners and potential developers.</li> <li>Development of this site will require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>There is potential for this brownfield site to need a land contamination assessment depending on historical usage.</li> <li>If contamination is present on the site then there may be some restrictions on the use of soakaways.</li> <li>If identified there may be restrictions on the use of soakaways.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>No known ecological interest on site but it has an interesting mix of open habitat, and scrub.</li> <li>An ecological survey should be carried out which will mitigate for ecological interest.</li> <li>Landscaping and habitat creation should be incorporated into the scheme.</li> </ul>

Suitability	Planning History	
	Applications	N/A
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>• Bus route serves the site.</li> <li>• No PROW issues.</li> </ul>
	Other	N/A
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>• It is expected that infrastructure upgrades will be required at Barnetby le Wold Sewage Treatment Works to accommodate new development.</li> <li>• Site infrastructure required.</li> </ul>
	Access	<ul style="list-style-type: none"> <li>• Site access required. Access via the existing station access would not be encouraged.</li> </ul>
	Other	N/A
Summary		Currently being used for the storage of railway related materials. The site is in a peripheral location, is in poor condition, and is unlikely to be developed in the short term due to issues of deliverability.

Land off Soff Lane ELR32	
Site Reference	ELR32 Identified in 2003 Local Plan as IN1-19
Site Address	Goxhill South End
Local Plan Area (Ha)	2.50
Vacant Area	2.50
Existing Land Use(s)	Vacant scrubland
Description of site and surrounding area	<p>Site located south of Goxhill Airfield and to the east of Soff Lane and the railway.</p> <p>The site is in the open countryside and predominantly comprises vacant rough grassland/scrubland with several derelict buildings around the periphery.</p> <p>A range of employment uses has developed around the periphery, including companies undertaking farming, engineering, scaffolding, building, motorcycle and car repairs, manufacturing, and fence making. To the north of the site is an established transport and warehousing company. Therefore, no conflict with surrounding land uses is envisaged.</p>
Land Status	Brownfield
Strategic Access	Links to the A1077. Goxhill Station is 1km to the north.
Site Access	Access off Soff Lane
Current Development Plan Designation	N/A
Ownership	Not known



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	N/A
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1 and is an area of low flood risk. Development of this site will still require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> <li>Surface water drainage problems exist in and around Goxhill.</li> <li>No significant surface water flood risk but surface water runoff appears to have an impact at South End, Goxhill and contributes to local flooding.</li> <li>There is sustained runoff from the site and surface water drainage south of the site is ineffective. Any proposed development needs an assessment to consider the impact at South End.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>Previous use of the site as a poultry farm and potential contamination from agrochemicals means that a Contaminated Land Assessment may be required.</li> <li>If contamination is present on the site then there may be some restrictions on the use of soakaways.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>An ecological survey should be carried out which mitigates for ecological interest.</li> <li>Landscaping, biodiversity enhancements and habitat creation should be incorporated in the scheme.</li> <li>Great crested newts, bats, barn owls and badgers are all known to be present in the area.</li> </ul>

Suitability	<b>Planning History</b>	
	<b>Applications</b>	<ul style="list-style-type: none"> <li>PA/2009/0838 – Planning permission to erect block of 16 dog kennels.</li> <li>PA/2010/0782 – Planning permission to change the use of land for storage of caravans.</li> <li>PA/2011/0035 – Planning permission to convert existing building into a dwelling.</li> <li>PA/2013/0561 - Planning permission to retain caravan storage for permanent use (granted under PA/2010/0782 dated 10/10/2010)</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b>	N/A
Viability	<b>Opportunities</b>	
	<b>Infrastructure/Utilities</b>	N/A
	<b>Access</b>	<ul style="list-style-type: none"> <li>No PROW issues.</li> </ul>
	<b>Other</b>	N/A
	<b>Constraints</b>	
	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>Roads serving the site are in poor condition.</li> <li>Water mains are available for domestic purposes only.</li> <li>Foul water system has a limited capacity.</li> <li>No public sewers are available.</li> </ul>
	<b>Access</b>	<ul style="list-style-type: none"> <li>Located away from existing built-up areas, roads serving the site are in a poor condition and are not wide enough for two vehicles to pass. To the west of the site runs a railway line where there is a risk of low carriage HGVs grounding on the level crossing and restrictions on large, slow vehicles.</li> <li>No public transport serves the site and due to its location no new routes are likely to be introduced.</li> </ul>
	<b>Other</b>	N/A
<b>Summary</b>		Given the lack of new on-site development following the previous allocation in the 2003 Local Plan, it is considered that the site is unlikely to come forward in the short term but should still be identified as a potential employment site within the ELR.

Land at Ulceby Railway Station ELR33	
Site Reference	ELR33 Identified in 2003 Local Plan as IN1-20
Site Address	Killingholme Road, Ulceby Skitter
Local Plan Area (Ha)	1.00
Vacant Area	The majority of the site is vacant
Existing Land Use(s)	Vacant land/grassland
Description of site and surrounding area	Situated either side of the railway, south of Killingholme Road (A1077), east of Skitter Beck and north of the A180. Agricultural, employment and residential uses surround the site. There are no conflicts envisaged.
Land Status	Brownfield
Strategic Access	Links to A180 via the A1077. Adjacent Ulceby Railway Station.
Site Access	Access from Killingholme Road.
Current Development Plan Designation	
Ownership	Private



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	<ul style="list-style-type: none"> <li>Heritage assets not considered an issue at this point in time.</li> </ul>
	Ground Conditions	N/A
	Contamination	N/A
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1. This indicates little or no flood risk.</li> <li>Development of this site will still require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> <li>Localised flood risk from overtopping of Skitter Beck west of the railway and surface water ponding. Therefore, mitigation measures are required.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>There is potential for this brownfield site to need a land contamination assessment depending on historical usage.</li> <li>If contamination is present on the site then there may be some restrictions on the use of soakaways.</li> <li>It is expected that infrastructure upgrades will be required at Ulceby Sewage Treatment Works to accommodate new development.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>No known ecological interest on site but the site appears to have an interesting mix of open habitat, ponds and scrub.</li> <li>An ecological survey should be carried out which mitigates for ecological interest.</li> <li>Landscaping and habitat creation should be incorporated into the scheme.</li> </ul>

Suitability	Planning History	
	Applications	N/A
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>No major highways issues with this site. Some localised improvements may be required which can be addressed through the planning process.</li> <li>Good strategic access.</li> <li>Adjacent Ulceby Railway Station.</li> <li>No PROW issues.</li> </ul>
	Other	N/A
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>Upgrade of Ulceby Sewage Treatment Works is required to accommodate the redevelopment of this site.</li> </ul>
	Access	N/A
	Other	N/A
Summary		This site was previously allocated for B1 uses under the 2003 Local Plan but deallocated as part of the Local Development Framework. Given the site's remote location and predominately greenfield status it is unlikely that it would be developed in the short to medium term. It is recommended that the site is retained with the ELR.



Land south of railway, Keadby - ELR34	
Site Reference	ELR34 Identified in 2003 Local Plan as IN1-21
Site Address	Keadby
Local Plan Area (Ha)	1.64
Vacant Area	1.64
Existing Land Use(s)	Vacant grassland/scrubland
Description of site and surrounding area	Located adjacent to the A18, immediately south of the Doncaster to Cleethorpes railway and south of Keadby. There is a perimeter fence and a gated access directly onto the A18. It is currently for sale or rent and has outline permission for industrial units.
Land Status	Brownfield
Strategic Access	Strategic access via the A18 to the M181/M180. Close proximity to Althorpe Railway Station.
Site Access	Access to the site off the A18.
Current Development Plan Designation	N/A
Ownership	Not known



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	<ul style="list-style-type: none"> <li>Heritage assets not considered an issue at this point in time.</li> </ul>
	Ground Conditions	N/A
	Contamination	N/A
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 2/3(a). This indicates a high flood risk area.</li> <li>Development of this site will require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> <li>Surface water problems north of the railway.</li> <li>Important that the IDB maintained drain on the western perimeter of the site is maintained to drain the culvert under the railway and appropriate access.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>There is potential for this brownfield site to need a land contamination assessment depending on historical usage.</li> <li>If contamination is present on the site then there may be some restrictions on the use of soakaways.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>No known ecological interest on site but the site has an interesting mix of open habitat and scrub.</li> <li>It connects known Local Wildlife Sites with the Trent.</li> <li>An ecological survey should be carried out which mitigates for ecological interest.</li> <li>Landscaping and habitat creation should be incorporated into the scheme.</li> </ul>

Suitability	<b>Planning History</b>	
	<b>Applications</b>	<ul style="list-style-type: none"> <li>PA/2006/1759 – Planning permission to change the use from wasteland to storage and distribution of aggregates.</li> <li>PA/2011/0421 – Permission to replace extant outline permission to erect 14 industrial units.</li> <li>PA/2017/464 - Outline planning permission for up to 14 dwellings with appearance, landscaping, layout and scale reserved for subsequent approval (re-submission of PA/2016/1315)</li> </ul>
	<b>Other Development Studies, Plans, Strategies, Assessments</b>	N/A
Viability	<b>Opportunities</b>	
	<b>Infrastructure/Utilities</b>	N/A
	<b>Access</b>	<ul style="list-style-type: none"> <li>The site has reasonable public transport links due to its proximity to Althorpe Railway Station and a half-hourly bus service stopping close to the site.</li> <li>No PROW issues.</li> </ul>
	<b>Other</b>	N/A
	<b>Constraints</b>	
	<b>Infrastructure/Utilities</b>	<ul style="list-style-type: none"> <li>As there are known sewer flooding problems in the area, detailed hydraulic analysis should be carried out to make sure flow from the site does not exacerbate the problem.</li> <li>It is not thought that increase in flow will present treatment issues provided that surface water is separated from waste water.</li> <li>It appears that no sewerage is in the immediate vicinity of the site therefore it is likely that offsite works may involve a rail crossing.</li> </ul>
	<b>Access</b>	<ul style="list-style-type: none"> <li>Relatively poor site access and egress onto a busy road.</li> </ul>
	<b>Other</b>	N/A
<b>Summary</b>		A previously allocated site with reasonable access to the strategic highway network. However, it has location and access constraints. Part of the site has consent for residential development. However, it is still considered that employment is the preferred use.



Land to the north of Tesco Scunthorpe - ELR35	
Site Reference	ELR35 Currently allocated as Proposed Housing Site SCUH-8 (Housing and Employment Land Allocations DPD)
Site Address	
Local Plan Area (Ha)	
Vacant Area	39.96
Existing Land Use(s)	Agricultural Land
Description of site and surrounding area	Site is located to the north of Gallagher Retail Park, the east of the A1077 Orbital Road and to the west of Hebden Road. It is currently in agricultural use.
Land Status	Greenfield
Strategic Access	M180/A18
Site Access	Off the A1077 orbital road
Current Development Plan Designation	Allocated for Housing
Ownership	J. Wharton (Shipping) Limited



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	N/A
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 2/3 (a) Tidal. This indicates a high flood risk area.</li> <li>Development of this site will require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>Site located relatively close to the River Trent which is a Ramsar Site, SPA, SAC and SSSI.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>Landscaping and habitat creation should be incorporated into the scheme.</li> <li>Allocation requires HIA: Archaeological field evaluation comprising geophysical survey and trial trenching.</li> </ul>

Suitability	Planning History	
	Applications	<ul style="list-style-type: none"> <li>PA/2007/0828 - Outline planning permission for residential development, open space, primary school and associated access and landscaping (access not reserved for subsequent approval) 9 year outline approved on 17/6/2009</li> </ul>
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>The site has good public transport links due to its proximity to Scunthorpe and the strategic highway network.</li> <li>No PROW issues.</li> </ul>
	Other	N/A
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>No known constraints</li> </ul>
	Access	<ul style="list-style-type: none"> <li>Direct access onto the A1077 will be required.</li> </ul>
	Other	N/A
Summary		<p>Site is located in Flood Zone 2/3(a) Tidal and is grade 2 agricultural land. The land may have ecological interest.</p> <p>The site is currently allocated for housing (SCUH-8) but offers good access to the strategic highway network. It did benefit from an outline planning consent for housing which has subsequently expired. Subject to satisfying the built and green environmental and access criteria in this policy the land would be suitable for B1 and B2 employment related uses.</p>

Land to the north of the A15 Barton Interchange - ELR36	
Site Reference	ELR36
Site Address	Barton, North Lincolnshire
Local Plan Area (Ha)	
Vacant Area	15
Existing Land Use(s)	Agricultural Land
Description of site and surrounding area	The site is agricultural land bounded by the A1077 to the south, the A15 to the east, Gravel Pit Lane to the west and Westfield Road to the north. To the south east is the main A15 Barton roundabout. The land falls to the north with a number of residential properties/small holdings fronting Westfield Road.
Land Status	Greenfield
Strategic Access	Strategic access via Gravel Pit Lane and the A1077.
Site Access	Gravel Pit Lane
Current Development Plan Designation	N/A
Ownership	Not known



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	N/A
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1. This indicates a low flood risk area.</li> <li>Development of this site will require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> <li>Surface water problems north of the railway.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>Ecological surveys will be required around grasslands and the chalk pit.</li> <li>Wintering Bird surveys are likely to be required in order to determine whether there would be a Likely Significant Effect on the Humber Estuary SPA or Ramsar site.</li> <li>For this location, Natural England's SSSI Impact Risk Zone Tool indicates that Natural England should be consulted on any residential developments outside of existing settlements/urban areas with a total net gain in residential units.</li> <li>Site lies next to Barton Wolds Local Nature Reserve</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>An ecological survey should be carried out which mitigates for ecological interest.</li> <li>Landscaping and habitat creation should be incorporated into the scheme.</li> <li>Allocation requires HIA: Archaeological field evaluation comprising geophysical survey and trial trenching.</li> </ul>

Suitability	Planning History	
	Applications	N/A
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>The site has reasonable public transport links due to its proximity to Barton and the bus routes to Scunthorpe.</li> <li>No PROW issues.</li> </ul>
	Other	N/A
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>No known constraints</li> </ul>
	Access	<ul style="list-style-type: none"> <li>Site access and egress onto a busy road.</li> </ul>
	Other	N/A
Summary		The site is Grade 1 agricultural land and falls within SFRA Flood Zone 1. This is a significant area of land located in the open countryside and is comprised of the best and most versatile agricultural land. It lies adjacent to Barton Wolds LNR. The site offers good access to the strategic highway network via the A1077 and is a prominent location. Site access would need to be achieved off Gravel Pit Lane.

Land to the south and west of Barnetby Interchange - ELR37	
Site Reference	ELR37
Site Address	Barnetby Top
Local Plan Area (Ha)	
Vacant Area	6.14
Existing Land Use(s)	Agricultural Land
Description of site and surrounding area	<p>This land is comprised of a plot of land immediately south of the Barnetby Top Interchange and west of the A18.</p> <p>It is agricultural land bounded by Gallows Wood garage and the police storage area to the south west.</p>
Land Status	Greenfield
Strategic Access	Adjacent to the M180/A180
Site Access	Off the A18 but not directly between Barnetby Top and the new roundabout to the south.
Current Development Plan Designation	N/A
Ownership	Brocklesby Estates



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	N/A
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site within SFRA Flood Zone 1. This indicates a low flood risk area.</li> <li>Development of this site will require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>The site consists of arable land of low biodiversity value. No ecological surveys required, for this location.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>Landscaping and habitat creation should be incorporated into the scheme.</li> <li>Allocation requires HIA: Archaeological field evaluation comprising geophysical survey and trial trenching.</li> </ul>

Suitability	Planning History	
	Applications	<ul style="list-style-type: none"> <li>No history</li> </ul>
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>The site has reasonable public transport links due to its proximity to Barnetby Train Station and the strategic highway network.</li> <li>No PROW issues.</li> </ul>
	Other	N/A
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>No known constraints</li> </ul>
	Access	<ul style="list-style-type: none"> <li>Relatively poor site access and egress onto a busy road.</li> </ul>
	Other	N/A
Summary		<p>The site is Grade 2 agricultural land and falls within SFRA Flood Zone 1. This is a significant area of land located in the open countryside and is comprised of good quality agricultural land.</p> <p>The site offers good access to the strategic road network and is located close to the village of Barnetby which offers a railway station and other services. It is considered that the site is ideally located adjacent to the strategic highway network and is suitable for a lorry park and associated services.</p>

Elsham Wolds Industrial Estate - ELR34A	
Site Reference	ELR34A
Site Address	Land adjacent to Elsham Wolds Industrial Estate
Local Plan Area (Ha)	
Vacant Area	16.2
Existing Land Use(s)	Agricultural land
Description of site and surrounding area	Elsham Wolds Industrial Estate is located to the east of the A15 approx. 1.5 miles to the north of the Barnetby Top interchange. No conflicts are envisaged with adjacent land uses.
Land Status	Greenfield
Strategic Access	Links via A15 south to the M180/A180/A18 and the Humber Bridge to the north.
Site Access	Access from Halifax Approach.
Current Development Plan Designation	Identified within the defined limit for Elsham Wolds Industrial Estate
Ownership	North Lincolnshire Council



Availability	Opportunities	
	Planning Obligations	N/A
	Other	N/A
	Constraints	
	Demolition	N/A
	Ground Conditions	N/A
	Contamination	<ul style="list-style-type: none"> <li>Previous use of the surrounding land as a WW2 Airfield means that contaminated land may be present with appropriate remediation required.</li> </ul>
	Flood Risk Mitigation	<ul style="list-style-type: none"> <li>Site is within SFRA Flood Zone 1. This indicates it is in a low flood risk area. Therefore, development of this site will require a reliable and robust Flood Risk Assessment which demonstrates that flood risk can be adequately managed.</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>An ecological survey should be undertaken.</li> </ul>
	Planning Obligations	N/A
	Other	<ul style="list-style-type: none"> <li>Heritage assets are present in the wider vicinity surrounding the site and there is potential for currently unrecorded heritage assets to be present within the site. These will need to be identified in a pre-application assessment.</li> <li>Planning applications should be accompanied by a Heritage Assessment, comprising desk-based and field evaluation surveys and detailed mitigation proposals, as appropriate.</li> </ul>



Suitability	Planning History	
	Applications	
	Other Development Studies, Plans, Strategies, Assessments	N/A
Viability	Opportunities	
	Infrastructure/Utilities	N/A
	Access	<ul style="list-style-type: none"> <li>No major highway issues with this site.</li> <li>The site is some two miles from Barnetby Railway Station but has no direct public transport service.</li> </ul>
	Other	N/A
	Constraints	
	Infrastructure/Utilities	<ul style="list-style-type: none"> <li>Sewage treatment works may be required to cater for future development growth.</li> <li>Much of the current infrastructure that serves the Industrial Estate was installed at the time of the Airfield's development and is now out of date and in need of modernisation.</li> </ul>
	Access	<ul style="list-style-type: none"> <li>Strategic access to the site is good.</li> <li>Public transport to this location is non existent</li> </ul>
	Other	N/A
Summary		<p>Elsham Wolds Industrial Estate remains a popular site for employment related development proposals. The Housing and Employment Land Allocation DPD made provisions for this demand by amending the site's development limit to allow for future expansion. This is true for the two sites to the north whilst the southern area of land relates to a planning application for a prints works.</p> <p>If environmental and infrastructure related issues can be overcome, the site is suitable for B1, B2 and B8 uses.</p>



## 15 Appendix 2 - Discounted Employment Sites

Site Reference	Address	Settlement	Reason
1HHJV	Land east of A15, Elsham, DN20 0NY	Barnetby Top	<ul style="list-style-type: none"> <li>The site is greenfield (Agricultural Grade 2) and falls within SFRA Flood Zone 1.</li> <li>This site is located adjacent to the strategic road network at a key interchange. The main issue with this site is how it can be accessed given that the site's western frontage is onto a restricted dual carriageway with no turning opportunity across and the main roundabout at Barnetby Top. The land slopes significantly downwards from north to south which may make site development difficult.</li> </ul>
K052F	Land at south of M180 Junction 5 "Barnetby Interchange"	Barnetby Top	<ul style="list-style-type: none"> <li>The site is Grade2 agricultural land and falls within SFRA Flood Zone 1.</li> <li>This is a significant area of land located in the open countryside and is comprised of good quality agricultural land. The two sites offer good access to the strategic road network and are located close to the village of Barnetby which offers a railway station and other services. The site to the east is currently considered to be too large and it is recommended that only part of this site should come forward.</li> </ul>
9XSIA	Land off Falkland Way	Barton upon Humber	<ul style="list-style-type: none"> <li>The land is grade 2 agricultural and falls within SFRA zone 1.</li> <li>The site acts a buffer between residential development to the west of Falkland Way and the Wren complex to the east. There may be scope for very limited development that does not adversely impact on the landscape enhancement principles of policy LC15-6.</li> </ul>
0CZB9	Land to the north of Wren Kitchens, Falkland Way, Barton	Barton upon Humber	<ul style="list-style-type: none"> <li>The site forms part of a larger site that has an extant outline permission for Office, Research &amp; Development, Light Industrial (B1) uses. Greenfield site with the potential for employment use as established through the planning approval. A variety of uses can be found in the location, therefore B1, B2 and B8 uses would be suitable for this site. Due consideration must be given to the proximity of sensitive environmental designations. There are traffic issues in terms of access to the wider road network. It is considered that this site should not be allocated but could come forward through the extant permission.</li> </ul>
MXLQZ	Between Ferriby Road, A15, Westfield Road and Gravel Pit Lane	Barton upon Humber	<ul style="list-style-type: none"> <li>The site is Grade 1 agricultural land and falls within SFRA Flood Zone 1.</li> <li>This is a significant area of land located in the open countryside and is comprised of the best and most versatile agricultural land. It lies adjacent to Barton Wolds LNR.</li> <li>The site offers good access to the strategic highway network via the A1077 and is in a prominent location. Site access would need to be achieved off Gravel Pit Lane. However it is considered that the over all site is too large to bring forward in one. It is therefore recommended that part of the site should be allocated with the remaining area left for future consideration.</li> </ul>

Site Reference	Address	Settlement	Reason
OAUYZ	Land to the west of Mill Lane, Brigg, DN20 8ND	Brigg	<ul style="list-style-type: none"> <li>Site is located within SFRA Flood Zone 2/3 (a) Fluvial and is grade 3 agricultural land. Part of the river frontage is located within a Landscape Enhancement area under policy LC15-10.</li> <li>This is a substantial site located within an area that suffers from poor drainage and is prone to water logging. It is located on the edge of Brigg with residential properties to the east and commercial units (including the soon to be built Aldi proposal to the north. Site access would need to be achieved off the A18 and not to Mill Lane to the east. There is scope for a limited business park type development on the northern section of the site but not covering the full site area. However the entire site would be more suitable for housing use if constraints such as highways access and flooding can be overcome.</li> </ul>
AAAA2	Land at Burringham Road, Gunness	Gunness	<ul style="list-style-type: none"> <li>Site is located in Flood Zone 2/3(a) Tidal and is grade 1 agricultural land. This area of land is located within an area of high flood risk. Given its location and current access it is considered that this land is not suitable for employment/commercial uses.</li> </ul>
5VTAQ/VTJA4	LAND AT CROWLE WHARFE, EALAND	Ealand	<ul style="list-style-type: none"> <li>The Site is located in SFRA Flood Zone 2/3 (a) Fluvial and would require new access through the employment land to the east which has shown little interest in being redeveloped for employment uses.</li> </ul>
61UTT	East of Wharf Road	Ealand	<ul style="list-style-type: none"> <li>Site is located within SFRA Flood Zone 2/3 (a) Tidal and is grade 3 agricultural land. It is also located within an Area of Amenity Importance. Given the adjacent residential properties it is not suitable for employment related uses.</li> </ul>
I9QP5	Land to the north of the Elsham Industrial Estate and to the west of the A15	Elsham Industrial Estate	<ul style="list-style-type: none"> <li>The site is Grade 1 agricultural land and falls within SFRA Flood Zone 1.</li> <li>This is a significant area of land located in the open countryside and is comprised of the best and most versatile agricultural land.</li> <li>Elsham Wolds Industrial Estate has established and grown around the former technical buildings of the Elsham Wolds RAF Airfield. Concerns have previously been raised over the infrastructure capacity of the Industrial Estate which has not seen significant improvement over the years. The site is not served by public transport and is remote from local areas of population although it is located just off the strategic highway network. It is considered that there is sufficient land already identified at the Industrial Estate to cover immediate demand without allocating further sites.</li> </ul>
UYPFV	East of Belton Road, Epworth	Epworth	<ul style="list-style-type: none"> <li>Site is located within SFRA Flood Zone 1 and adjacent to Epworth Conservation Area. The field to the north is grade 2 agricultural land. A number of listed buildings are found in the locality. The garden centre site offers opportunity for redevelopment whilst it is considered that the entire site area is too large and would have a detrimental impact on the environmentally sensitive surroundings.</li> </ul>

Site Reference	Address	Settlement	Reason
1RC40	Church Farm, High Street, Flixborough, DN15 8RL	Flixborough	<ul style="list-style-type: none"> <li>Site is located within SFRA Flood Zone 1 and is grade 3 agricultural land.</li> <li>The site is brownfield land and is located within the defined development limit for the village. A commercial type development would be suitable in this location but any retail proposal would need to be commensurate in scale to the size of the village. There is no requirement to allocate such uses.</li> </ul>
YNJ43	Church Farm, High Street, Flixborough	Flixborough	<ul style="list-style-type: none"> <li>Site is located within SFRA Flood Zone 1 and SFRA Flood Zone 2/3 (a) Tidal. The adjacent River Trent is covered by international and national environmental designations. This site could come forward for energy generation uses, subject to overcoming localised constraints, without the need to be specifically allocated.</li> </ul>
RIIFW	Land east of Stather Road, Flixborough	Flixborough	<ul style="list-style-type: none"> <li>The site is agricultural land (Grade 1) located to the south of Flixborough Industrial Estate and falls within SFRA Flood Zone 2/3 (a) Tidal.</li> <li>It is well sited to the existing adjacent Industrial Estate and would make a logical expansion if additional land was required. However, the site would need further assessing with regard to the habitat regulations.</li> </ul>
86UP3	South of Horsegate Field Road, Goxhill	Goxhill	<ul style="list-style-type: none"> <li>Site is located in Flood Zone 1 and is grade 3 agricultural land. Given the rural nature of the site and the residential uses found to the northern and western boundaries it is not suitable for employment related uses</li> </ul>
EW3VR	Land at Goxhill Aerodrome	Goxhill	<ul style="list-style-type: none"> <li>Site is located in SFRA Flood Zone 1 and SFRA Flood Zone 2/3 (a) Tidal and is grade 3 agricultural land.</li> <li>There are no significant constraints aside from locational and possible access considerations. However, there is no identified need to identify more employment land in this location.</li> </ul>
PCM78	Land to the west	Humberside Airport	<ul style="list-style-type: none"> <li>The southern section of the site is currently allocated as Employment Site HUME-1a. It is greenfield and falls within SFRA Flood Zone 1.</li> <li>The site is adjacent to Humberside Airport that offers excellent air freight opportunities and good strategic access via the A18 and M180. It forms an ideal site for B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses particularly those associated with air freight or training operations. The main consideration is the amount of employment land that is required at Humberside Airport and whether the 27.2ha is too large an offering. It is considered that there is no need to allocate further land in this location.</li> </ul>
OWTT3	Land to the south of the railway, Keadby and to the west of the A18	Keadby	<ul style="list-style-type: none"> <li>The land is grade 1 agricultural and falls within SFRA zone 2/3 (a) Fluvial and has planning consent for residential development on part of the site. However, it is considered that given the physical separation of the land from the village of Keadby by the elevated railway that the overall site is better suited for employment uses rather than residential. The entire site could be brought forward for employment uses in preference to residential but not as a mix use without the need for a specific allocation.</li> </ul>

Site Reference	Address	Settlement	Reason
XTCGW	Land at Keadby Power Station	Keadby	<ul style="list-style-type: none"> <li>The site is located in the open countryside set adjacent to the village of Keadby. It is predominately brownfield and falls within SFRA Flood Zone 2/3 (a) Tidal.</li> <li>The surrounding landscape is visually dominated by wind turbines and electricity pylons.</li> <li>Given the existing uses on site and the surrounding wind turbines the expansion or continuation of energy generation uses on this site would seem to be an appropriate use dependent on a suitable site access and no adverse impact on the landscape or the natural environment. Such uses could come forward without a specific allocation.</li> </ul>
ZF4BB	Junction of Limber Road, Habrough Lane, Kirmington	Kirmington	<ul style="list-style-type: none"> <li>Site is located within SFRA Flood Zone 1 and grade 2 agricultural land. The site is not suitable for employment related uses.</li> </ul>
592ZL	Land to the rear of Station Road Industrial Estate, Kirton in Lindsey	Kirton in Lindsey	<ul style="list-style-type: none"> <li>The Land is a mixture of grade 3 agricultural and brownfield and falls within SFRA zone 1. It is considered that the site is suitable for employment related uses and as such is a continuation of what appears to be existing uses on site without the need for a specific allocation.</li> </ul>
X3FDW	Land at and adjoining Beechcroft, Station Road	Kirton in Lindsey	<ul style="list-style-type: none"> <li>Committed housing allocation with residential commencement on site. The site is therefore not available for employment uses.</li> </ul>
JWG30	Willow Springs Fishery, Holme Ln, Messingham, Scunthorpe DN17 3SG	Messingham	<ul style="list-style-type: none"> <li>Site is located in Flood 1 and SFRA Zone 2/3(a) Fluvial and is grade 3 agricultural land. The site may be suitable for leisure uses depending on potential impact on important nearby environmental assets but should not be allocated.</li> </ul>
7HMAF	Northfield Rd, Messingham	Messingham	<ul style="list-style-type: none"> <li>Site is located within SFRA Flood Zone 1 and is grade 3 agricultural land. This land is relatively isolated and hence is not suitable for retail related development.</li> </ul>
ONISU	Killingholme Power Station, Chase Hill Road, North Killingholme	North Killingholme	<ul style="list-style-type: none"> <li>The western part of the site falls within Employment Site SHBE-1 whilst the woodland to the east is an identified Local Nature Reserve. Part of the site is located within the South Humber Bank Landscape Initiative and Landscape Enhancement area.</li> <li>The site area that falls within the SHBE-1 Employment Allocation is suitable for industrial development subject to SHBE-1's detailed policy criteria. The remaining site, included Chase Hills Wood is covered by environmental constraints including landscaping initiatives and a Local Nature Reserve that would restrict development.</li> </ul>
4FZYZ	East Halton Road, North Killingholme	North Killingholme	<ul style="list-style-type: none"> <li>The site is greenfield and falls within SFRA Flood Zone 1. It forms part of the South Humber Bank Landscape Initiative area.</li> <li>Allocated Employment Site NKA-E-1 is located to the south west which is comprised of a former airfield with large areas of hardstanding/runways present. Given that this site is a substantial area of agricultural land located within the Landscaping Initiative Area it is considered that there are more suitable alternative sites that should be developed in preference.</li> </ul>

Site Reference	Address	Settlement	Reason
ILVTO	Land west of East Halton Road, North Killingholme	North Killingholme	<ul style="list-style-type: none"> <li>The site is greenfield and falls within SFRA Flood Zone 1. It forms part of the South Humber Bank Landscape Initiative area.</li> <li>Allocated Employment Site NKA-E-1 is located to the west which is comprised of a former airfield with large areas of hardstanding/runways present. Given that this site is a substantial area of agricultural land located within the Landscaping Initiative Area it is considered that there are more suitable alternative sites that should be developed in preference.</li> </ul>
DWZH6	Land near old runway at North Killingholme airfield	North Killingholme	<ul style="list-style-type: none"> <li>The site is greenfield and falls within SFRA Flood Zone 2/3 (a) Tidal. It forms part of the South Humber Bank Landscape Initiative area.</li> <li>Allocated Employment Site NKA-E-1 is located to the south west which is comprised of a former airfield with large areas of hardstanding/runways present. Given that this site is a substantial area of agricultural land located within the Landscaping Initiative Area it is considered that there are more suitable alternative sites that should be developed in preference.</li> </ul>
JDK33	Crook Mill Road, North Killingholme	North Killingholme	<ul style="list-style-type: none"> <li>The site is greenfield and falls within SFRA Flood Zone 1. It forms part of the South Humber Bank Landscape Initiative area.</li> <li>Allocated Employment Site NKA-E-1 is located to the south which is comprised of a former airfield with large areas of hardstanding/runways present. Given that this site is a substantial area of agricultural land located within the Landscaping Initiative Area it is considered that there are more suitable alternative sites that should be developed in preference.</li> </ul>
OQC4D	Land off Station Road, Owston Ferry	Owston Ferry	<ul style="list-style-type: none"> <li>The site is located in the open countryside set some distance from Owston Ferry. It is brownfield and falls within SFRA zone 1.</li> <li>Given the relatively remote location set close to Owston Ferry, a Larger Rural Settlement, it is considered that this site is not suitable for redevelopment for Office, Research &amp; Development, Light Industrial (B1) uses. Such uses should be directed to larger areas of populations or to areas where the infrastructure can cope with the development's requirements.</li> </ul>
AAAA7	Low Melwood Quarry	Owston Ferry	<ul style="list-style-type: none"> <li>Site is located in Flood Zone 1 and is grade 2 agricultural land. It is also located within the Isle of Axholme Special Historic Landscape Interest. The Local Plan identifies the site under policy M15 (4) as a safeguarded clay reserve. The site may be suitable for leisure uses depending on potential impact on important nearby environmental assets but should not be allocated.</li> </ul>
EOANO	East of Mellwood View, Owston Ferry	Owston Ferry	<ul style="list-style-type: none"> <li>Site is located within SFRA Flood Zone 2/3 (a) Fluvial and is grade 2 agricultural land. It also falls within the Isle of Axholme Area of Special Historic Landscape Interest. The site may be suitable for small scale employment related uses subject to localised impact on the surrounding residential uses.</li> </ul>
R1NGX	Land to North of Station Road, Owston Ferry, adjacent to poultry farm	Owston Ferry	<ul style="list-style-type: none"> <li>The site is located in the open countryside set some distance from Owston Ferry. It is brownfield and falls within SFRA zone 1.</li> <li>Given the relatively remote location set close to Owston Ferry, a Larger Rural Settlement, it is considered that this site is not suitable for redevelopment for Office, Research &amp; Development, Light Industrial (B1) uses. Such uses should be directed to larger areas of populations or to areas where the infrastructure can cope with the development's requirements.</li> </ul>

Site Reference	Address	Settlement	Reason
DAGAT	Pyewipe Farm, Redbourne Road, Redbourne, North Lincolnshire	Redbourne	<ul style="list-style-type: none"> <li>The site is located in Flood Zone 1 and 2/3(a) Fluvial and is grade 2 agricultural land. A number of residential properties are located off the main access lane. The main farmyard site has been subject to a number of planning applications covering the diversification of the wider site with a new access lane established to the south connecting with Redbourne Road. The site would be suitable for similar commensurate scaled B1 and storage uses that utilise existing buildings and brownfield land subject to any adverse impact on the amenity of nearby residential properties.</li> </ul>
5FNOZ	Site A land to south of Belton Road and Sandtoft Road, Belton, Doncaster, DN8 5SY	Sandtoft	<ul style="list-style-type: none"> <li>Site is located in Flood Zone 2/3(a) Fluvial and is grade 3 agricultural land. There are ongoing access issues relating to on how the site is connected to the local road network and what alleviation works would be required.</li> </ul>
XFZH8	Site C land to south of Belton Road and Sandtoft Road, Belton, Doncaster, DN8 5SY	Sandtoft	<ul style="list-style-type: none"> <li>Site is located in Flood Zone 2/3(a) Fluvial and is grade 3 agricultural land. There are ongoing access issues relating to on how the site is connected to the local road network and what alleviation works would be required.</li> </ul>
49ZW8	Site B land to south of Belton Road and Sandtoft Road, Belton, Doncaster, DN8 5SY	Sandtoft	<ul style="list-style-type: none"> <li>Site is located in Flood Zone 2/3(a) Fluvial and is grade 3 agricultural land. There are ongoing access issues relating to on how the site is connected to the local road network and what alleviation works would be required.</li> </ul>
7SFUU	East of High Levels Bank Road	Sandtoft	<ul style="list-style-type: none"> <li>Site is located in Flood Zone 2/3(a) Fluvial and is set adjacent to Hatfield Chase Ditches SSSI. A number of the buildings on site are listed. The site may be suitable for small scale employment uses utilising the existing buildings but should not be allocated for such uses.</li> </ul>
XJPU5	West of River Torne and south of the M180	Sandtoft	<ul style="list-style-type: none"> <li>Site is located in SFRA Flood Zone 2/3(a) Fluvial and Site is within the Isle of Axholme Area of Special Historic Landscape Interest</li> <li>There are ongoing access issues relating to on how the site is connected to the local road network and what alleviation works would be required. This is a significant area of land that is in addition to recent applications that have expanded the existing industrial estate to the east. It is considered that the entire site area is too large and would have a detrimental impact on the environmentally sensitive surroundings.</li> </ul>
GA6LM	GEFCO Site, north of Belton Road, Sandtoft	Sandtoft	<ul style="list-style-type: none"> <li>The site is grade 3 agricultural land and falls within SFRA Flood Zone 2/3 (a) Fluvial.</li> <li>The site falls part of the wider Sandtoft Industrial Area which has seen significant incremental development since the closure of the main airfield base and operations. Without highway improvements to Idle bank Road, the 5 ways roundabout and the junction onto the A18 there are highway concerns with regard to the continued expansion of industrial uses within the wider Sandtoft area. The site is also located away from main areas of local population with poor public transport and is essentially unsustainable.</li> </ul>

Site Reference	Address	Settlement	Reason
4LG95	Land off High Levels Bank	Sandtoft	<ul style="list-style-type: none"> <li>The site is Grade 2 agricultural land and falls within SFRA Flood Zone 2/3 (a) fluvial.</li> <li>This is a significant area of land located in the open countryside and is comprised of good quality agricultural land. The proposal lies adjacent to the Hatfield Chase Ditches SSSI which has implications for any site proposal. It is considered that, subject, to localised impact, that this site could come forward for energy generating uses without the specific need to be allocated, subject to localised impact.</li> </ul>
NET41	Land south of Ingram Gardens, West Street, Scawby, Brigg DN20 9AR	Scawby	<ul style="list-style-type: none"> <li>The site located in SFRA Flood Zone 1 and is grade 2 agricultural land. It is located within an Area of Amenity Importance (LC11) on the edge of Scawby Conservation Area. It is considered that there are built and green environmental constraints that restricts the development potential of this land.</li> </ul>
M1PDK	Land to the south of Doncaster Road, West of the M181 and north of railway.	Scunthorpe	<ul style="list-style-type: none"> <li>Site is located in SFRA Flood Zone 2/3(a) Tidal and is grade 2 agricultural land. The site may be suitable for leisure uses depending on potential impact on important nearby environmental assets but should not be allocated.</li> </ul>
0XCVJ	Park Ings Farm, Flixborough, Scunthorpe, DN15 8TZ	Scunthorpe	<ul style="list-style-type: none"> <li>Site is located in SFRA Flood Zone 1 and SFRA Flood Zone 2/3 (a) Tidal and is grade 1 agricultural land. The adjacent River Trent is covered by international and national environmental designations.</li> <li>It is well located to the existing adjacent Flixborough Industrial Estate and the A1077 Orbital Road to the south. It would make an ideal expansion if substantial additional land is required. However, the site is too large for current demand but could be considered as an exception if connected to the existing wharf enterprises.</li> </ul>
LV744/ C1C4Z	East of Bessemer Way	Scunthorpe	<ul style="list-style-type: none"> <li>Site is located within SFRA Flood Zone 1 and is grade 4 agricultural land. The site falls within the current development limit for Scunthorpe and given the surrounding commercial/ industrial land-uses to the north, south and east is suitable for similar use without the need to be specifically allocated.</li> </ul>
P4XUF/ANMD9	Former Yorkshire Electricity Depot, Dudley Road	Scunthorpe	<ul style="list-style-type: none"> <li>The site is brownfield. Development will need to take account of the industrial uses to the east and residential to the west and south.</li> <li>The site is currently allocated as Housing Site SCUH-17. Given, the adjacent land-uses, it is considered that housing is still the most appropriate use for the site. It should only be developed for alternative uses, such as retail, if it can be demonstrated that residential is not a viable use and that the necessary retail testing can be passed.</li> </ul>
53Z25	Land off Mannaberg Way, Bessemer Way and Normanby Road Sawcliffe Industrial Estate	Scunthorpe	<ul style="list-style-type: none"> <li>No significant constraints aside from possible nature conservation value. The site is located within the development limit for Scunthorpe and falls part of a wider industrial area. It is brownfield and falls within SFRA Flood Zone 1.</li> <li>Given the site's location and surrounding uses it is considered that an Office, Research &amp; Development, Light Industrial (B1) use would be appropriate in principle without the requirement to specifically allocate the land.</li> </ul>



Site Reference	Address	Settlement	Reason
FYFTH	Wentworth Road South Park Industrial Estate	Scunthorpe	<ul style="list-style-type: none"> <li>The site is located within the development limit for Scunthorpe and falls part of a wider industrial area. It is brownfield and falls within SFRA Flood Zone 2/3 (a) Tidal.</li> <li>Given the site's location and surrounding uses it is considered that an Office, Research &amp; Development, Light Industrial (B1) use would be appropriate in principle without the need for a specific allocation.</li> </ul>
7Q2RO	North of Dawes Lane	Scunthorpe	<ul style="list-style-type: none"> <li>Site is located within the development limit for Scunthorpe and is comprised of brownfield land. Given the operational heavy industrial nature of the wider site there is scope that the land may be contaminated. When considering the site's location within the wider Steel works landholdings It is likely that the land will only be suitable for industrial/commercial uses. However, further consideration is required with regard to potential traffic impact and how the site is physically integrated beyond the steel work's boundary</li> </ul>
91GRT	Trent Remine	Scunthorpe	<ul style="list-style-type: none"> <li>Site is located within the development limit for Scunthorpe and is comprised of brownfield land. Given the operational heavy industrial nature of the wider site there is scope that the land may be contaminated. When considering the site's location within the wider Steel works landholdings It is likely that the land will only be suitable for industrial/commercial uses. However, further consideration is required with regard to potential traffic impact and how the site is physically integrated beyond the steel work's boundary.</li> </ul>
7KHM6	Railway Land, Dawes Lane	Scunthorpe	<ul style="list-style-type: none"> <li>Site is located within the development limit for Scunthorpe and is comprised of brownfield land. Given the operational heavy industrial nature of the wider site there is scope that the land may be contaminated. When considering the site's location within the wider Steel works landholdings It is likely that the land will only be suitable for industrial/commercial uses. However, further consideration is required with regard to potential traffic impact and how the site is physically integrated beyond the steel work's boundary.</li> </ul>
T9E73	Land to the south of Sluice Road, South Ferriby	South Ferriby	<ul style="list-style-type: none"> <li>The site is located in the open countryside set close to the village of South Ferriby. It is greenfield and falls within SFRA Flood Zone 2/3 (a) Tidal.</li> <li>Given the relatively remote location set close to South Ferriby, a Larger Rural Settlement, it is considered that this site is not suitable for redevelopment General Industrial (B2)/Warehousing (B8) uses. Such uses should be directed to larger areas of populations or to areas where the infrastructure can cope with the development's requirements.</li> </ul>
1JGW3	Habrough Rd South Killingholme Immingham	South Killingholme	<ul style="list-style-type: none"> <li>The site is grade 3 agricultural and falls within SFRA zone 1. It also located within the South Humber Bank Landscape Initiative area.</li> <li>The site's shape and area is a direct consequence of the recent A160 highway improvements. Given the site's location adjacent to the A160 and Habrough Roundabout it would have potential for a service station or related use but not a retail development.</li> </ul>

Site Reference	Address	Settlement	Reason
AAA11	Land off A1077, Ulceby	Ulceby	<ul style="list-style-type: none"> <li>Site is located in Flood Zone 1 and is grade 2 agricultural land. Given it's remote location it is not suitable for employment related uses.</li> </ul>
K9CRM	Land to west of A160 - Ryehill Farm Killingholme Road Ulceby	Ulceby	<ul style="list-style-type: none"> <li>The site is grade 3 agricultural land and falls within SFRA Flood Zone 2/3 (a) Fluvial.</li> <li>This is a highly prominent large site located next to the Ulceby Interchange which has seen considerable recent investment and improvement. The site is isolated but falls adjacent to the strategic highway network on a key Interchange that serves the South Humber Bank port and industrial area. It has good vehicular access via the A1077 to the north. There are no known insurmountable constraints that would hinder site development aside from connectivity to public transport. There is currently no identified need for this site to come forward.</li> </ul>
5XSAB	Mill Farm West Butterwick DN17 3JW	West Butterwick	<ul style="list-style-type: none"> <li>Site is located in Flood Zone 2/3a Fluvial and is brownfield land. The site may be suitable for a commercial development that met local need but does not warrant being allocated.</li> </ul>
TACME	Cross Hill, Westwoodside	Westwoodside	<ul style="list-style-type: none"> <li>Site is located in Flood Zone 1 and is grade 2 agricultural land. It is also within the Isle of Axholme Area of Special Historic Landscape Interest. The site is not suitable for employment related uses.</li> </ul>
Z86DT	Land off Leys Lane, Winterton, DN15 9QT	Winterton	<ul style="list-style-type: none"> <li>Site is located within SFRA Flood Zone 1 is grade 2 agricultural land</li> <li>This is a significant area of land located in the open countryside and is comprised of good quality agricultural land. The site could forward for energy generation purposes without the need to be allocated for such a use, depending on local impact.</li> </ul>
FM9OP	Land off Coates Avenue	Winterton	<ul style="list-style-type: none"> <li>The site is located in the open countryside set adjacent to the market town of Winterton. It is greenfield and falls within SFRA Flood Zone 1.</li> <li>Given the existing residential properties to the north and east it is considered that the existing housing allocation is still an appropriate use. However, with appropriate landscaping/ buffering and access arrangements the site could also be developed for B1 employment related uses.</li> </ul>
A33D4	East of Cherry lane, Wootton	Wootton	<ul style="list-style-type: none"> <li>Site is located in Flood Zone 1 and is comprised of brownfield land. Buildings on site will require demolishing and the site cleared. It would be suitable for appropriately scaled employment/commercial uses and/or residential development without the need to be specifically allocated.</li> </ul>
ZAVXP	Ellerholme Farm Wroot Road Finningley Doncaster DN9 3EA	Wroot	<ul style="list-style-type: none"> <li>Site is located in Flood Zone 2/3(a) Fluvial and is grade 2 agricultural land. It is set adjacent to the internationally important Hatfield Moors SSSI, SPA, SAC and National Nature Reserve. The site may be suitable for leisure uses depending on potential impact on important nearby environmental assets but should not be specifically allocated.</li> </ul>

Site Reference	Address	Settlement	Reason
CFS0300013	Land to the east of East Halton Road	North Killingholme	<ul style="list-style-type: none"> <li>The site is greenfield and lies within South Humber Bank Landscape Initiative area.</li> <li>No direct access to adopted highways.</li> <li>Noise and air quality issues would have detrimental impact on existing houses adjacent.</li> <li>Negative impact on setting of scheduled monument.</li> </ul>
CFS0300024	Land south of Doncaster Road	Gunness	<ul style="list-style-type: none"> <li>Site does not appear to have direct access to the adopted highway and is disconnected from the settlement boundary.</li> <li>SFRA Flood Zone 2/3a Tidal.</li> <li>Grade 1 Agricultural land</li> <li>Adjacent to mineral railway.</li> </ul>
CFS0300032	Land between Belton Road and West End Road	Sandtoft	<ul style="list-style-type: none"> <li>Site does not appear to have access to adopted highway</li> <li>Grade 2 Agricultural land.</li> <li>SFRA Flood Zone 2/3a fluvial.</li> </ul>
CFS0300033	Land to the west of Thornton Road	(South of) Goxhill	<ul style="list-style-type: none"> <li>The site is isolated from any settlement and would not be a suitable location for proposed development.</li> <li>Grade 2 Agricultural land</li> <li>SFRA Flood Zone 1</li> </ul>
CFS0300035	Land to the north of West End Road	Sandtoft	<ul style="list-style-type: none"> <li>Existing infrastructure is unsuitable for this level of development</li> <li>Grade 2 Agricultural land</li> <li>SFRA Flood Zone 2/3a Fluvial</li> </ul>
CFS0300053	Land to the north east of B1400	Kirton in Lindsey	<ul style="list-style-type: none"> <li>The site is located on the edge of the existing settlement limit with existing housing in close proximity, which would have detrimental impact from industrial/commercial development at this location.</li> <li>Grade 2 Agricultural land.</li> <li>SFRA Flood Zone 1.</li> </ul>
CFS0300054	Land to the north of Redbourne Mere	Kirton in Lindsey	<ul style="list-style-type: none"> <li>The site is located on the edge of the existing settlement limit with existing housing in close proximity, which would have detrimental impact from industrial/commercial development at this location.</li> <li>Grade 2 Agricultural land.</li> <li>SFRA Flood Zone 1.</li> </ul>
CFS0300080	Land to the east of High Street	Burringham	<ul style="list-style-type: none"> <li>The site is disconnected from the existing settlement limit and would not be considered suitable for employment or housing development.</li> <li>Grade 1 Agricultural land.</li> <li>SFRA Flood Zone 2/3a tidal.</li> </ul>
CFS0300092	Land to the west of Scotter Road (adjacent to Asda)	Scunthorpe	<ul style="list-style-type: none"> <li>The site is allocated as Important Open Space and contains woodland and acid grassland habitat, forming an important part of the habitat corridor along Scotter Road.</li> <li>A new access onto Scotter Road would not be supported.</li> <li>SFRA Flood Zone 2/3a tidal.</li> </ul>

Site Reference	Address	Settlement	Reason
CFS0300102	Land to the east of Swannocks View	Scawby	<ul style="list-style-type: none"> <li>No access to adopted highway. There is a strip of land in third party ownership which would prevent connection to Swannocks Lane.</li> <li>Grade 2 Agricultural land.</li> </ul>
CFS0300117	Land to the west of River Torne and south of M180	Sandtoft	<ul style="list-style-type: none"> <li>Site is within the Isle of Axholme Area of Special Historic Landscape Interest and the area has already been put forward as habitat compensation for previous industrial expansion.</li> <li>There are ongoing access issues relating to on how the site is connected to the local road network and what alleviation works would be required. This is a significant area of land that is in addition to recent applications that have expanded the existing industrial estate to the east. It is considered that the entire site area is too large and would have a detrimental impact on the environmentally sensitive surroundings.</li> <li>SFRA Flood Zone 2/3(a) Fluvial.</li> </ul>
CFS0300124	Geftco site, north of Belton Road	Sandtoft	<ul style="list-style-type: none"> <li>The is part of the wider Sandtoft Industrial Area, which has seen significant incremental development. Without highways improvements wider industrial expansion is not feasible at this location.</li> <li>Within SFRA Flood Zone 2/3a fluvial.</li> </ul>
CFS0300130	Land to the north east of Neap House	Scunthorpe	<ul style="list-style-type: none"> <li>Site is located outside the development limit but would present a better opportunity for development if it was connected to the existing Industrial use to the north at Flixborough Industrial Estate.</li> <li>SFRA Flood Zone 2/3a Tidal</li> <li>Grade 1 Agricultural land.</li> <li>Ecological survey required to assess impact on Humber Estuary SPA and Ramsar sites.</li> </ul>