

**NORTH LINCOLNSHIRE COUNCIL**

**COUNCIL**

**HOUSING AND EMPLOYMENT LAND ALLOCATIONS DEVELOPMENT PLAN  
DOCUMENT - RESULTS OF PRE-SUBMISSION CONSULTATION - SECOND  
STAGE**

**1. OBJECT AND KEY POINTS IN THIS REPORT**

- 1.1 To inform members of the findings of the Housing and Employment Land Allocations Development Plan Document (DPD) Pre-submission Consultation - Second Stage.
- 1.2 That members consider approving the Summary of Consultation Responses.

**2. BACKGROUND INFORMATION**

- 2.1. Members will recall that the Housing and Employment Land Allocations DPD Pre-Submission Consultation: Second Stage was presented to Council on 21 January 2009. The document sets out a series of potential site options for future housing, employment, retail, and Gypsy and Traveller accommodation in North Lincolnshire up to 2026. It also sets out proposed settlement development limits.
- 2.2. This DPD will be a fundamental part of the Local Development Framework, and must comply with the Core Strategy approach to planned future settlement patterns.
- 2.3 The Pre-Submission Consultation - Second Stage began on 23 January 2009, and ran for 6 weeks, ending on 6 March 2009. The draft DPD contained 28 site options for housing, 16 site options for employment, and 2 site options for Gypsy and Traveller accommodation.
- 2.4 The consultation exercise was conducted via the North Lincolnshire website, Direct Magazine, and the local media. Copies of the DPD and associated Sustainability Appraisal Report and Appropriate Assessment were available for public inspection at Local Link offices, Pittwood House, and branch libraries. Nine public exhibitions were held between 3 and 20 February 2009, at Barton upon Humber, Bottesford, Brigg, Crowle, Epworth, Kirton in Lindsey, Scunthorpe, Ulceby, and Winterton, and over 300 members of the public attended.

2.5 Representations totalled 1,501 from 1,095 groups, organisations and individuals. Comments were made on the proposed housing and employment sites, development limits, Gypsy and Traveller sites, alternatives to the proposed sites, and general matters. The vast majority of representations, about 1,000, were objections, mainly concerning housing, employment and Gypsy & Traveller site locations. A further 218 supported parts of the draft DPD, three-quarters of whom favoured the proposed employment sites. Another 238 made observations on various topics.

### **3. OPTIONS FOR CONSIDERATION**

3.1 A Summary of Consultation Responses has been prepared to provide an overview of the comments received during the recent Pre-Submission Consultation - Second Stage on the Housing and Employment Land Allocations DPD. This document is attached to this report. In line with keeping the public involved in the preparation of the DPD, it is proposed to make this document publicly available.

3.2 The options are: -

- Option One - To approve the Summary of Consultation Responses.
- Option Two - To defer the document.

### **4. ANALYSIS OF OPTIONS**

4.1 If the document is deferred, this will mean that the public will not be able to view the Summary of Consultation Responses which sets out the representations logged against a specific site or development limit.

4.2 Approving the Summary of Consultation Responses will assist the public in understanding what comments have been made on the specific sites or development limits, and assist them in providing future comments on the next stages of the DPD during its preparation process. It is recommended that the publication of the document be supported, since it would allow further clarity for the public on the important matters that need to be considered in the creation of the DPD.

### **5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)**

5.1 Financial – from within existing resources and the Housing and Planning Delivery Grant.

5.2 Staffing – the production of the DPD will be undertaken by existing staff from the Spatial Planning and Resources teams of the Strategic Regeneration, Housing and Development service.

**6. OTHER IMPLICATIONS (STATUTORY, ENVIRONMENTAL, DIVERSITY, SECTION 17 - CRIME AND DISORDER, RISK AND OTHER)**

- 6.1 Statutory – forms part of the process of delivering the LDF as set out in the Planning and Compulsory Purchase Act 2004, Planning Act 2008, and associated Regulations.
- 6.2 Environmental – the preparation and implementation of the North Lincolnshire Local Development Framework will assist in the delivery of sustainable development.
- 6.3 Diversity - the Local Development Framework, as a whole, is the subject of a Diversity Impact Assessment.
- 6.4 Section 17 - the site allocations contained in the Development Plan Document will aim to contribute to reducing crime and the fear of crime.

**7. OUTCOMES OF CONSULTATION**

- 7.1 A publication version of the DPD will be prepared, taking account of the representations received, and this is expected to be available in November/December 2010. The DPD will then be subject to a period of time to allow for representations, in relation to the soundness of the document.
- 7.2 Submission of the DPD to the Planning Inspectorate is programmed for March 2011. The DPD will then be the subject of an examination, and tested for soundness in August 2011.
- 7.3 After the examination, the Inspector will prepare a report with recommendations that will be binding on the local authority. The DPD will then be finally adopted by North Lincolnshire Council and incorporated into the LDF, and this is anticipated to be March 2012.

**8. RECOMMENDATIONS**

- 8.1 That the information in this report is noted.
- 8.2 That the Summary of Consultation Responses is approved.

HEAD OF STRATEGIC REGENERATION, HOUSING AND DEVELOPMENT

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Date: 6<sup>th</sup> January 2010

**Background Papers used in the preparation of this report**

LDF Core Strategy  
North Lincolnshire Housing and Employment Land Allocations Development Plan  
Document (Draft Pre-submission - Second Stage of Consultation)  
North Lincolnshire Housing and Employment Land Allocations Development Plan  
Document (Second Stage of Consultation – Summary of Consultation Responses)



# **NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK**

## **HOUSING & EMPLOYMENT LAND ALLOCATIONS DEVELOPMENT PLAN DOCUMENT**

### **PRE-SUBMISSION CONSULTATION - SECOND STAGE**

## **SUMMARY OF CONSULTATION RESPONSES**

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INTRODUCTION & BACKGROUND**

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**INTRODUCTION**

The Housing & Employment Land Allocations Development Plan Document (DPD) is one of the central documents, which make up the North Lincolnshire Local Development Framework. Its purpose is to provide sufficient land allocations for housing and employment over the next 15 years in North Lincolnshire, as well as to establish town/district centre boundaries, provide sites for Gypsy and Traveller accommodation and define settlement development limits.

**BACKGROUND**

Work commenced on the document during late 2006 with a call to developers, agents and landowners for potential sites. During this time over 500 different sites of varying sizes were put forward across the whole of North Lincolnshire. The sites received were then published as part of the Issues & Options consultation between early October and mid November 2007. Over 2,580 representations were received during this period.

At the time of the Issues & Options consultation, no sites were put forward in the document as potential sites for Gypsy and Traveller accommodation and no suggested sites were received. As a consequence an additional Issues & Options consultation exercise was undertaken between mid August and mid September 2008, which put forward seven potential sites for future Gypsy & Traveller accommodation in Barton upon Humber, Brigg and Scunthorpe. This consultation attracted over 1,000 representations.

The representations received during the consultation periods helped to shape the contents of the Pre-Submission Consultation - Second Stage document.

**CONSULTATION**

The Pre-Submission Consultation - Second Stage period of consultation began on Friday 23<sup>rd</sup> January 2009 and ran for six weeks ending on Friday 6<sup>th</sup> March 2009. For this exercise a slimmed down document was produced with 28 site options for future housing development, 16 site options for future employment development and 2 site options for future gypsy and traveller accommodation. Detailed information was provided on each site. The document and associated inset maps set out the proposed town/district centre boundaries and proposed settlement development limits.

The consultation exercise was publicised via the council's website and Direct Magazine, as well as several articles in the Scunthorpe Telegraph. Documentation was available to view at council offices, Local Links and Libraries as well as on the website.

Nine consultation events were held at various locations across North Lincolnshire between the 3<sup>rd</sup> and 20<sup>th</sup> February 2009. Events were held at Epworth, Brigg, Bottesford, Winterton, Ulceby, Barton upon Humber, Crowle, Kirton in Lindsey and Scunthorpe. Over 300 people attended these events.

**RESPONSES**

The consultation exercise attracted 1,500 representations from 1,095 different groups, organisations and individuals. The table (below) shows the total number of representations received for each topic area, based on the nature of the responses.

	Object	Support	Support with Conditions	Observations	Other	Totals
General Comments	15	1	2	10	4	32
Housing Sites	218	23	23	54	3	321
Employment Sites	118	150	7	39	4	318
Town & District Centre Boundaries	2	0	0	0	1	3
Gypsy & Traveller Sites	475	4	0	2	0	481
Settlement Development Limits	58	40	3	14	16	131
Alternative/Additional Sites - Housing	97	11	2	29	39	178
Alternative/Additional Sites - Employment	16	0	0	6	4	26
Alternative/Additional Sites - Town & District Centre Boundaries	0	0	0	0	0	0
Alternative/Additional Sites - Gypsy & Travellers	6	0	0	2	3	11
<b>Totals</b>	<b>1005</b>	<b>229</b>	<b>37</b>	<b>156</b>	<b>74</b>	<b>1501</b>

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The summaries contained in this document are based on the representations received during the consultation and reflect the comments of the consultees, not the local authority. To view full details of the representations received during the consultation exercise, please go to the council's on-line consultation system at <http://nlincs.limehouse.co.uk/portal/>.

**MORE INFORMATION**

For more information about the Housing & Employment Land Allocations DPD, or the Local Development Framework in general, please contact:

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CONSULTATION SUMMARIES - GENERAL COMMENTS**

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**INTRODUCTION**

A number of more general comments were received during the consultation period, which were unable to be logged against a specific site or development limit. These representations related primarily to the overall distribution of development as well as the general locations for future growth and some of the principles behind the approaches on areas such as development limits, flood risk, impacts on the natural environment and impact on infrastructure.

**CONSULTATION**

During the consultation period 32 general comments were received from 20 groups, individuals and organisations.

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
-	General Comments	15	1	2	10	4	32
<b>Total</b>		<b>15</b>	<b>1</b>	<b>2</b>	<b>10</b>	<b>4</b>	<b>32</b>

**SUMMARY OF RESPONSES**

The general comments received during the consultation period can be summarised under the following headings:

**Need for Development**

- One respondent questioned whether there is concrete evidence of actual need both now or in the near future for an increase in housing development. It was also questioned whether there is evidence to show whether there will be enough jobs to meet the needs of the current population as well as any future population.

**Cost of Development**

- One respondent was concerned over the financial implications for local ratepayers of funding new development. It was questioned how the costing has been worked out for future financing of public utilities and supporting future social needs of people in new developments.

**Overall Distribution of Housing Development**

- A number of respondents were concerned regarding the overall distribution of future housing development across North Lincolnshire.
- In particular, it was considered that too much of the area's housing requirement is to be delivered in the Scunthorpe urban area. Some respondents considered the proposals to be overly prescriptive and appear arbitrary. It was felt there should be more flexibility in housing distribution and that more of this housing should be provided in other, smaller settlements. As the approach stands in the DPD, it suggests that all villages are equally unsuitable for residential development and that the Inspector is likely to question the inflexible approach put forward without robust evidence, which could potentially undermine the ability to deliver housing in locations of need as well as the urban and rural renaissance of the area.
- It was felt that the distribution of housing restricts supply outside Scunthorpe and will lead to problems in meeting market and affordable housing needs across the area and will make it harder for people find affordable homes in rural settlements. Small villages often lack services and lack of supply will increase this problem. It is also considered that lack of supply will likely lead to prevention of the development of mix of housing type thus damaging existing communities and placing greater pressure on the need for affordable housing.
- One respondent suggested that more detailed assessment of "Available", "Suitable" and "Achievable" land is undertaken.
- Lincolnshire Lakes was also raised by several respondents. One respondent wished clarification regarding the project area and sought assurance that it would be clear in both the Core Strategy and

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the Housing and Employment Allocations DPD. Also it was requested that Allocations DPD should make it clear that Lincolnshire Lakes will be subject to an Area Action Plan. Another respondent was concerned that as the Lincolnshire Lakes project was at an early stage, the DPD appeared to be vague and confusing regarding actual housing allocations within the project area. It was this lack of clarity that meant there has been speculation locally about where housing will be allocated within the sites. Also, given the lack of details about the Lincolnshire Lakes area in the DPD, it was difficult to try and consider the principles behind the housing allocation. There was also some concern that if Lincolnshire Lakes or development in the Trent Flood Plain were to be found unsuitable at some stage in the future, reliance on sites in these areas for housing could impact on delivery of Regional Spatial Strategy (RSS) requirements.

- There was some concern over the level of greenfield development proposed in the DPD, in particular around Scunthorpe. It was noted that the brownfield target for the Yorkshire & Humber region is 65% and as such it was felt that other authorities will be providing a much higher proportion than North Lincolnshire. The respondent was aware that some greenfield sites may be sequentially preferable to other sites, but the Scunthorpe sites seem to represent a huge urban edge extension with little regard for government policy.
- One respondent noted that there are currently a number of sites in the area on which development has slowed/ceased due to the economic climate and it is assumed that these will be included in the document at the next stage.
- Flood risk was raised by several respondents. One noted that should the PPS25 sequential test be properly applied to those sites which are partially within flood zones and dwellings are not located in areas at risk, the total number of dwellings which could be located in Flood Zones 2 & 3 as a result of these allocations will be 15,401. This equals 98% of the RSS requirement and 90% of dwellings in Scunthorpe. It was noted that a Sequential test is being undertaken which help to inform allocations and Core Strategy. Flood risk was also felt by another respondent to potentially have a major impact on the delivery of housing targets.
- There was concern that the proposed allocations would significantly increase the area's exposure to the impacts of climate change and this has not been acknowledged in the allocations DPD. It is considered to represent a 10% increase in the number of people in the Humber living areas at risk. It was felt that to pursue a spatial strategy which increases exposure to flood risk has been made without robust evidence of impacts of climate change and sea level rise and that no reasonable alternatives have been identified, described or evaluated. Accordingly, it was considered that the proposed housing allocations are not justified as required by PPS12.
- In support of the proposed distribution of housing, it was felt that it supports the settlement hierarchy and is generally in line with Regional Spatial Strategy & Regional Economic Strategy. However, it was noted that it is essential that major sites around Scunthorpe are shown to be deliverable and compliant with PPS25. If there is uncertainty about their delivery, alternative sites will need to be considered.

**Employment Land Provision/Economic Development**

- A wide range of comments were received in respect of future economic development in the area and potential sites for this to take place.
- In terms of economic development and site distribution, in general, it was felt that the economic development of communities is paramount and therefore maximum support should be given to maintain sustainable communities. Also economic diversity should be respected. The distribution of employment land sites were felt to support the settlement hierarchy and are in line with the Regional Spatial Strategy & Regional Economic Strategy.
- With regard to future allocations for employment purposes, one respondent felt that the 40ha of employment land set out in the Regional Spatial Strategy for the area is a net change and should not be seen as additional land, rather it is about changing from one existing/proposed use to another. It is considered there is more land allocated from employment use than in any other area in the region and that it is allocated on the South Humber Bank, which the respondent considers not to be a sustainable location as it is distance from where people in North Lincolnshire live.

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- It was considered that employment land requirements are changing with a move away from the need for industrial type development towards office/commercial space. Accordingly, it was felt that to meet future needs in the area, the emphasis should be on providing sites for office/commercial use in sustainable locations. If the current approach of allocating land for storage in inaccessible, unsustainable locations like Sandtoft continues, it will not result in the provision of the quality and quantity of new jobs needed in the area.
- The South Humber Bank was felt to be an important opportunity for the area and that efforts should be made to maximise its potential. There was support for the recognition of the South Humber Bank as a strategic site of national/regional importance. It was felt that whilst development opportunities are maximised at the South Humber Bank, existing communities should still be protected. Also it was considered that the plan should ensure that sufficient housing is provided to the economic development of the area. Accordingly, the plan should ensure sufficient sites are allocated to support the growth on the South Humber Bank. It was suggested that provision should be made to connect new housing to employment by sustainable transport modes.
- Another respondent highlighted, in respect of the South Humber Bank, the need to give consideration to the impact on the demand for housing in North East Lincolnshire and potential need for joint working.
- Flood risk was highlighted as a key issue in the provision of employment land in the area. It was noted that 900ha of the proposed employment land is located in flood risk areas which equals 85% of district requirement from the RSS with 780ha of that being the South Humber Bank area. It is accepted that this is required to ensure that the opportunities of the deep water port are developed and the principle of the site is established in the RSS.
- However, it was considered that given the site's importance there is a need for a proper understanding of flood risk issues, and that a clear approach is adopted to the strategic development of the South Humber Bank, which takes proper account of the impacts of climate change. The allocation, it was felt, should be informed by an appropriate PPS25 compliant Strategic Flood Risk Assessment (SFRA). This will allow for opportunities to reduce the risk of flooding to the site through the application of the sequential approach to development within the site. Flood control and mitigation measures can then be considered and included as part of the allocation.
- It was considered that other employment sites in areas at risk of flooding should be subject to the PPS25 sequential test informed by a PPS25 compliant SFRA. However as currently drafted the proposed employment land allocations are not justified as required by PPS12.
- One respondent felt that proposed site 36-66 appears to be at odds with the Scunthorpe Strategic Development Framework and the Lincolnshire Lakes project and will have an enormous visual impact on a primary gateway to the town.
- One respondent noted that the allocations propose a great deal of out of centre B1 office use. Accordingly clarification was sought on the level of B1 office use to be located in Scunthorpe town centre and what level would be located out of centre and that evidence is required to support the approach. 36-9, 36-12 and 36-66 are the sites affected. Also further clarification was requested in terms of what is meant by the potential of out of centre retail and the need for it as well as its nature. Also, it was felt that the Sandtoft site is likely to require further evidence to ensure alignment with RSS employment policies.

#### **Development Limits**

- Several respondents had a number of concerns regarding development limits. One respondent questioned the need for the use of development limits at all. It was considered that their use is unnecessary and contrary to principles of using the sustainability appraisal to find the most sustainable sites as well as the settlement hierarchy. Accordingly, it is felt that using development limits will result in ambiguous decision making thus rendering such policies ineffective.

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- It is considered the Sustainability Appraisal should be used in determining which are the most sustainable sites to develop. It is seen to hold the key to the planning system as it represents a fair and transparent process for assessing sites and takes into account the views of different partners in the development process. It is undermined by the use of development limits and settlement hierarchies. It is felt that the current development limits policy is a failure, given the number of reviews proposed in the DPD. It merely serves to show how inappropriate development limits are for development control purposes.
- Also, it was felt as the LDF is a land use document, it should identify the most appropriate use for all land within its boundary. Use of "Green Belt" and "Countryside Policy Area" would allow for areas to be protected but would also demonstrate a positive approach to planning that establishes well thought out and flexible policies. Alterations will take less time and be less bureaucratic. This would allow for proactive planning and will help support areas, which are sustainable as and when needed.
- Another respondent felt the development limits proposed around some settlements meant that there would be a lack of potential infill development opportunities. It was felt that some communities may be more viable if limited infill was permitted, particularly in relation to disused business premises and farm buildings.
- Another respondent considered that decisions regarding development limits for settlements proposed to be extended into areas at risk of flooding should be reviewed following the completion of a PPS25 compliant SFRA. This would allow the authority to judge whether additional development in settlements could be safely delivered.

**Environmental Impacts**

- It is considered that the allocations DPD is not based on a credible and robust evidence base in respect of up to date information on Sites of Nature Conservation Interest. It is felt that at present much of the data available on such sites is out of date, and that a full survey of those sites in the area needs to be undertaken. Otherwise, the council will lack robust and credible evidence upon which to make its decisions and the Local Development Documents could be open to challenge.
- With regard to making final allocations, it was recommended that before this takes place full ecological surveys should be carried out in order to establish whether the site has any important or protected habitats/species present. These surveys should be based on up to date information. Should these surveys identify the presence of any important or protected habitats/species, they should be protected and any adverse effects mitigated against - if mitigation cannot be undertaken the site should not be allocated. If this is not the preferred approach, ecological surveys should be required as part of the development control process.
- Accordingly, it was recommended that the document should therefore include a reference to the need for ecological surveys for all sites either in the introduction or as part of the site assessments.
- Also it is recommended that in relation to brownfield sites, that information on the biodiversity interest of the sites is required before the allocation can be finalised.
- It was noted that a number of sites were "accessible open space". It is considered that these sites should be retained as open space.
- In respect of the Appropriate Assessment (AA), it was noted that there are a number of sites for which the result of the AA shows that is not possible to conclude whether there are any likely significant effects on the Humber Estuary Special Protected Area (SPA), Special Areas of Conservation (SAC) and Ramsar. Respondents are disappointed that no reference has been made in the site assessments/supporting text.
- There is disagreement from one respondent that all allocations where a likely significant effect has been identified should not be assessed more fully at plan level. In particular, it is believed that allocations, which have been screened and are likely to have significant effect on a European designated site must be subject to a full AA at plan stage.

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- It is considered that some allocations are likely to have a significant effect through direct land take alone which can be easily assessed at Plan stage. Furthermore, it is felt that appropriate mitigation for this specific issue can be sought at plan level to enable the allocation to meet the strict Habitats Regulations tests. It is however, accepted that more detailed assessments can be undertaken at project or development stage which can provide information for a more detailed assessment of other likely significant effects arising from the character and nature of the specific proposals.
- Another respondent recommended that the finalised document should include a number of modifications based on the results of the Sustainability Appraisal (SA) for a number of sites. These sites are 10-5, 10-25, 36-1, 36-7, 56-1 and Lincolnshire Lakes. Most of these recommendations relate to reducing the size of the sites to help maintain open spaces, avoid loss of habitat, avoid flood risk, loss of greenfield land and to allow for the provision of landscape buffering.
- It was considered that the current approach set out in the DPD, which appears to allow for unmitigated allocations is not in line with the policy set out in the Regional Spatial Strategy. Therefore, it is recommended that strategic mitigation should be adopted in parallel with the allocations and that any future allocations are bound to deliver this mitigation.

#### **Gypsies & Travellers**

- Several respondents made general points in relation to the provision of sites for Gypsies and Travellers in the area. One respondent welcomed and supported the work being carried out by the council in identifying sites in flood zone 1 for such sites. Another respondent felt it would be helpful if the DPD indicated whether the proposed allocations will meet the requirements for pitch provision identified in the Gypsy & Traveller Accommodation Assessment.
- Two respondents considered that the views of the Gypsy and Traveller community are essential in dealing with future site provision. It was suggested by one respondent that further evidence such as consultation with them is provided so as to demonstrate that the sites identified are suitable for their needs, whilst another felt that their views should be more seriously considered, as they did not have North Lincolnshire as a top priority to live.
- Also clarification was sought in respect of the proposed site in Scunthorpe, which is a disused Gypsy & Traveller site regarding the reasons for its disuse given the current unmet need.

#### **Flood Risk/Climate Change**

- A number of respondents considered flood risk/climate change to be an important issue for the DPD.
- One respondent said that neither of these issues had been addressed in the DPD and that the proposed allocations do not appear to show that the district will be better adapted to the impacts of climate change as result of the LDF policies. Accordingly there was concern about how climate change is being addressed in North Lincolnshire as a result of the proposed allocations.
- There was also concern that sites are being considered in areas of flood risk without a PPS25 compliant SFRA. Therefore, the DPD is not considered to be sound, as it is not justified by a robust evidence base in line with PPS12. This in turn, it is felt, means that Task A2 of the SA/Strategic Environmental Assessment (SEA) process has not been adequately carried out. The SA may need to be revised once the information is available.
- It was considered that the DPD has been released for consultation before consultation on the pre-submission Core Strategy. Issues around the spatial strategy should be resolved prior to considering sites. Any changes may have significant consequences for the allocation of sites. It will be appropriate to reconsult on both DPDs prior to submission once the required evidence has been collected and published (SFRA, Strategic Housing Land Availability Assessment (SHLAA), Lincs Lakes Feasibility Study & Sequential Test).
- In terms of location of development, another respondent considered that allocation of sites with flood zone 3a, particularly in the Scunthorpe area is a key issue. It is felt that there is not a shortage of land in

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flood zone 1 in other parts of the area. Land around Scunthorpe has historically flooded (1947) and there is a strong possibility of future flooding, therefore there may be problems with getting insurance.

- It is considered that flooding is more probable. Therefore, proposing housing in the flood plain even with improved defences is felt to be irresponsible not only as the development increases the flooding risk with faster run off, but also it also un-necessarily puts people and property at risk, when there are many suitable sites in zone 1. Exposing people and property to risk is felt to impact on emergency services and allocation of resources for post event remedial works. Both will be spread more thinly and they will not be able to target existing properties within existing high risk areas as effectively.

With regard to the Lower Trent Valley, one respondent considers that the government should be urged to apply policy 4 instead of policy 2 in this area, as part of the Trent Catchment Flood Management Plan in order to rationalise housing development in flood plains and the Lincolnshire Lakes scheme.

#### **Settlement Specific**

- Specific reference was made to Haxey and the surrounding villages as well as Barton upon Humber.
- In the Haxey area, the overall thrust of the DPD was supported, as was the non-inclusion of any sites in the parish. It was considered that the proposed development limits for each village in the parish (Haxey, Westwoodside, Graizelound, Low Burnham, East Lound and Haxey Carr) were appropriate and the prospect of infill development within the defined limits was welcomed. Also, limited additional affordable housing was supported provided that all planning criteria were met and that appropriate infrastructure was in place to accommodate it.
- In Barton upon Humber, the proposed development limit was accepted. However, it was felt that as a growing community with limited resources and infrastructure to cope, current proposals would not be sufficient to last until 2020, therefore a review should be undertaken in three years time in 2012. Also it was considered that all the sites proposed in the DPD should remain in the plan.

#### **Infrastructure**

- The proposed potential level of development proposed around Bottesford was felt by one respondent to be a key issue. It is felt that development will lead to a change of character for the area and will put pressure on the existing infrastructure. It was questioned whether this is best place for housing given access to the area and the location of retail and employment. It was also questioned whether people want large housing areas on the urban fringe and whether its desirable to build so close to the M180.
- It was suggested that a woodland boundary may be more appropriate as the Scunthorpe Strategic Development Framework and the Lincolnshire Lakes project both highlight the need for green space around existing development in both of these areas.
- Also Bottesford is considered to have its fair share of development. A key problem is the road network and the local infrastructure is not fit for development to take place.
- One respondent noted that foul drainage for a number of sites will require further investigation regarding the capacity of the foul sewage system to accommodate development. The sites are: 36-1; 36-3; 36-5; 36-67; 36-68; Lincolnshire Lakes; 7-2; 7-15; 7-16; 10-1; 10-2; 10-3; 10-5; 10-17; 10-21; 10-25; 13-4; 13-6; 13-10; 18-6; 44-1; 44-6; 36-9; 36-12; 36-70; 7-2; 7-17; 10-19; 56-1. This equates to 21,526 dwellings and 783ha of employment land proposed in areas where there is uncertainty regarding whether infrastructure improvements will be necessary. There should be a clear strategy of how improvements will be made - development should then be brought forward in a way consistent with the strategy. It is considered that the best way to achieve this will be through a Water Cycle Study.
- At present in the absence of what is considered to be a robust evidence base, a precautionary approach should be adopted in line with PPS23. This issue should also be included in the Sustainability Appraisal. Until it is evident that these issues have been considered, the allocations are not sound in that they are not justified. This does not necessarily need to be through a Water Cycle Strategy, but a degree of certainty about how these infrastructure constraints will be overcome must be evident in the DPD and assessed in the Sustainability Appraisal.

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**Accessibility**

- A number of issues were raised during the consultation about the use of accessibility criteria, impact on the strategic road network and the provision of sustainable transport to access key development sites.
- In terms of the accessibility criteria, concerns were raised about a number of those used to assess the sites. One respondent considered that they did not reflect those of the RSS and that a number of them do not reflect an adequate level of accessibility - the thresholds are not appropriate. It was considered that the use of these criteria means that the accessibility score is not an adequate reflection of the accessibility of the sites and does not highlight any potential accessibility problems, e.g. site 36-24 scores the same as a site in a peripheral area like 13-4. Another respondent wished for further explanation about how the RSS accessibility criteria have been used to develop the DPD.
- From analysis of the proposed sites and their combined impacts, one respondent notes that the sites will have substantial impact on the Strategic Road Network generating flows well in excess of the capacity of existing road links on the M18, M180, M181, A180 and A160, with serious implications for the Strategic Road Network (SRN) in the wider sub-region. More recognition is required in the DPD about potential impacts that the sites have on the SRN and these should be highlighted for a number of sites in terms of infrastructure constraints and vehicular access/traffic generation. The respondent notes that the SRN cannot be expected to cater for unconstrained traffic growth created by new development proposals. There is a general presumption that there will be no capacity enhancements to motorways and trunk roads to accommodate development and improvements will only be considered as the last resort, even where extra capacity would be funded by the private sector.
- Concern has also been expressed about the level of B1 office development, which is proposed. Any such development in proximity to the SRN is considered to be unacceptable.
- Further suggestions were also put forward to add to the document in respect of several key sites which if developed will have an impact on the SRN. This is further wording, which would support the mitigation of such impacts via the development of sustainable transports options to provide site access.
- Some points were also raised in respect of accessibility, which are more site specific to the Lincolnshire Lakes area, Sandtoft Airfield and the South Humber Bank. It was noted the assessments for each of the sites did not refer to their impacts on the SRN. This is despite the fact that with significant work and investment into the promotion of sustainable transport, these developments due to their scale and location would radically change the character of their location and have significant impact on the SRN.
- It was also considered that North Lincolnshire should identify where infrastructure improvements are required. These need to be realistic and have an identified funding source otherwise they are just aspirations and could be considered unsound.
- Accessibility of these sites was also raised as an issue. With regard to Lincolnshire Lakes, its accessibility score was considered not to reflect the true accessibility character of the site and that this score therefore underestimates the accessibility constraints affecting this site moving forward. The size of the area means it is likely that significant provision of services and accessibility improvements would be required as part of the development of the site. Sandtoft and the South Humber Bank both received low scores, which are felt to suitably represent their relatively isolated positions.
- With regard to the South Humber Bank, it was considered that North Lincolnshire should not assume that the proposed A160(T) enhancement will mitigate all new development proposals within the vicinity or that those enhancements will be in place before new development proposals are brought forward.
- It was also requested that maximum car parking standards are applied on the South Humber Bank and that a car parking regime is developed in the context of urban and rural renaissance. This is considered crucial to reducing the attractiveness of private car trips. Also it was noted that ports tend to employ more people than is available in the local areas, therefore people have to travel significant distances to work. Port expansion is likely to increase this and these people are likely to use the SRN.

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- With regard to both Sandtoft and the South Humber Bank the promotion of the use of water freight/barges/rail to transfer goods in land is welcomed, as this would have potential to reduce the number of HGV movements on the SRN. This needs to be highlighted in the site assessments.
- On a more general point the balance of employment and housing sites being brought forward should be considered. The allocations document outlines a number of employment sites, which would create considerable amounts of employment. Further consideration is needed of the potential employment catchments of these sites and the implications of the Travel To Work movements generated.

**Other**

- A number of other general comments were received from various organisations. These related to procedural matters about to progress the DPD, the consultation exercise itself and the need to be aware that the area is underlain by deep coal resource which could at some date in the future be subject to deep mining and/or coal bed methane extraction.

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**INTRODUCTION**

In the Scunthorpe urban area, a total of nine sites were put forward in the Pre-Submission Consultation - Second Stage document as potential options for future housing development. These were as follows:

- Site 36-1: Yaddletorpe covering 71.96ha on the southern edge of Scunthorpe between Scotter Road to the west and Messingham Road to the east, with Moorwell Road to the north and Bottesford Beck to the south. The estimated capacity of this site is 2,289 dwellings (based on a density of 30 dwellings per hectare). This site is greenfield and is currently in agricultural use. It is also located outside the development limit for Scunthorpe as defined in the adopted North Lincolnshire Local Plan (May 2003).
- Site 36-2: Plymouth Road covering 0.4ha to the west of Plymouth Road off the ends of Seaton Road and Bridgewater Road. The estimated capacity of this site is 16 dwellings (based on a density of 40 dwellings per hectare). This site is greenfield and is currently open space. It is also located within the development limit for Scunthorpe and is allocated for residential use in the adopted North Lincolnshire Local Plan (May 2003) (site ref: H2-1).
- Site 36-3: Glebe Pit covering 9.3ha between Glebe Road to the south and Warren Road to the north on the edge of Scunthorpe town centre. The estimated capacity of this site is 410 dwellings (based on a density of 45 dwellings per hectare). This site is brownfield and is currently derelict. It is also located within the development limit for Scunthorpe and is allocated for mixed use development in the adopted North Lincolnshire Local Plan (May 2003) (site ref: MX1-7).
- Site 36-5: South of Ferry Road West covering 33.01ha between Ferry Road West to the north, the A1077 to the west and the Hebden Road Industrial Estate to the east. The estimated capacity of this site is 1,274 dwellings (based on a density of 40 dwellings per hectare). This site is a mixture of brownfield and greenfield and is currently in use for agricultural and industrial purposes. Part of the site to the east is also located within the development limit for Scunthorpe, with the majority outside it.
- Site 36-7: Holme Lane covering 51.79ha on the south eastern edge of Scunthorpe between Bottesford Beck to the north and Holme Lane to the south. The estimated capacity of this site is 2,071 dwellings (based on a density of 40 dwellings per hectare). This site is greenfield and is currently in agricultural use. It is also located outside the development limit for Scunthorpe.
- Site 36-23: Hartwell Ford Garage covering 0.75ha to the north of Station Road in central Scunthorpe. The estimated capacity of this site is 37 dwellings (based on a density of 50 dwellings per hectare). This site is brownfield and is currently in use as a Ford car dealership. It is also located within the development limit for Scunthorpe and is allocated for residential use in the adopted North Lincolnshire Local Plan (May 2003) (site ref: H2-12).
- 36-67: West of Hilton Avenue covering 0.68ha in north west corner of the Hilton Avenue estate. The estimated capacity of this site is 25 dwellings (based on a density of 36 dwellings per hectare). This site is greenfield and is currently vacant grassland. It is also located within the development limit for Scunthorpe and is allocated for residential use in the adopted North Lincolnshire Local Plan (May 2003) (site ref: CH4). It should be noted that this site has planning permission.
- Site 36-68: North of Doncaster Road covering 36.29ha to the north of Tesco and the Gallagher Retail Park on Doncaster Road with the A1077 to the west and the Hilton Avenue estate and Hebden Road Industrial Estate to the east. The estimated capacity of this site is 1,274 dwellings (based on density of 40 dwellings per hectare). This site is greenfield and is currently in agricultural use. It is also located within the development limit for Scunthorpe and is allocated for residential use in the adopted North Lincolnshire Local Plan (May 2003) (site ref: H2-10).
- Sites 36-4/6/8/10/13: Lincolnshire Lakes covering 497.8ha between the M181 to the west and Scotter Road to the east with Doncaster to Scunthorpe railway line to the north and the M180 to the south. This site is primarily greenfield and with small elements of brownfield land in the south eastern corner, and is currently a mixture of residential, agricultural, industrial and grassland. It is located outside the development limit for Scunthorpe. It should be noted, however, the extent of the area as put forward in the consultation document does not mirror the final location for residential and employment uses which will be part of the Lincolnshire Lakes area - the exact locations will be determined through the Lincolnshire Lakes Area Action Plan. This land has been shown in order to demonstrate that North

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Lincolnshire is capable of meeting and delivering its housing targets as set out in the Regional Spatial Strategy.

**CONSULTATION**

During the Pre-Submission Consultation - Second Stage, the proposed housing sites in Scunthorpe attracted a total of 118 representations from 76 groups, individuals and organisations. The overall breakdown for representations received is, as follows:

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
36-1	Yaddlethorpe	7	4	4	2	0	17
36-2	Plymouth Road	0	0	0	0	0	0
36-3	Glebe Pit	1	1	0	0	0	2
36-5	South of Ferry Road West	5	2	1	1	0	9
36-7	Holme Lane	24	0	1	3	0	28
36-23	Hartwell Ford Garage	0	0	0	1	0	1
36-67	West of Hilton Avenue	1	0	0	0	0	1
36-68	North of Doncaster Road	5	1	0	1	0	7
36-4/6/8/10/13	Lincolnshire Lakes	46	1	1	5	0	53
<b>Totals</b>		<b>89</b>	<b>9</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>118</b>

**SUMMARY OF RESPONSES**

**Site 36-1: Yaddlethorpe**

- This site attracted a range of representations both for and against it. Many raised pertinent issues that would need to be addressed should the site come forward for development.
- In support of the site a number of consultees felt that the site would be suitable for development as it would be a logical extension to the urban area with Bottesford Beck and Scotter Road forming natural boundaries, and that it would generally benefit the local area. It was also felt that any development would not be too imposing on the local community and would have wider benefits in terms of supporting local services with the potential increase in population.
- It was considered that suitable access could be gained from Scotter Road and that mains services to enable development are available on or close to the site. Also it was considered that this site would help to deliver much needed affordable housing. The site is seen to have good connections with existing local facilities, employment opportunities and public transport.
- There is also broad support from landowners and developers in favour of this site as it is considered that it will help to meet the area's growth requirements. It was also suggested that if the site could not be delivered as a whole, a number of small parts of the site could be brought forward.
- The acknowledgement that the site may be of ecological importance and is therefore likely to need an ecological assessment has been supported.
- In objection to the site, there was a number of issues raised, which suggest that it is not suitable for development. It was considered that development should not take place on this site as it is greenfield and that only brownfield sites should be used. The use of greenfield is contrary to national policy and will lead to a shortfall in brownfield development. It was also felt that it would also spoil a nice area of open countryside.
- The impact of development on the surrounding road network was also raised as a key issue as some respondents felt that the existing local roads were already in a poor condition and would be further degraded. Also, development was considered to add to existing congestion problems resulting in an increase in noise and air pollution.

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- In terms of delivery, questions have been raised over the capacity of the site to accommodate the level of new housing put forward. It is felt that this is too high as it is based on the gross area of the site, not the net developable area. Accordingly, the estimated number of dwellings needs to be reduced by around 900. The issue of viability has also been raised. The potential phasing of the site is also an area of concern as it may limit supply and consumer choice.
- It was also considered by a consultee that the number of dwellings on this site are very ambitious and over-optimistic and, along with the other large sites in the Scunthorpe urban area, represents too much development too quickly for the town.
- It was highlighted that parts of this site are situated in flood zone 3a, resulting in about a quarter of the site being at risk of flooding. In terms of surface water drainage, the adjacent Bottesford Beck was considered to be unable to handle any increase in surface water run off from any future development.
- It was also considered that any development on this site would represent over-development of the Bottesford area. It was felt that there are insufficient local facilities like shops and schools to handle an increase in the local population.
- From an environmental standpoint, it is considered that some form of buffer would need to be provided along Bottesford Beck to protect wildlife and provide amenity space. Assurance was sought that any future development would not have an adverse impact on the adjacent Yaddlethorpe Fish Ponds Local Wildlife Site.
- Also the site may have archaeological importance associated with the Yaddlethorpe medieval settlement, therefore an archaeological assessment and survey would need to be undertaken to assess the need for any mitigation.

**Site 36-2: Plymouth Road**

- No representations were received in relation to this site.

**Site 36-3: Glebe Pit**

- There was one objection and one support for this site.
- In objection to the site, it was raised that the site is not an appropriate or marketable residential location, due to the nature of the surrounding land uses. In the unlikely event however that there is residential demand for the site and this can be accommodated without conflict with encompassing non-conforming uses, then the council must review the assumptions made in respect of the landholding and reduce its capacity to a more realistic level.
- In terms of support of the site the landowners support it and claim they have developer interest in the site. Contamination and ground assessments show no barrier to residential development, which is a brownfield site.

**Site 36-5: South of Ferry Road West**

- The site received a mixture of responses both in support and against. Development on the south part of this site would be supported by one respondent, although concerns have been raised over access and traffic generation of this site.
- The principle of development on this site is supported as it is well related to existing facilities, employment opportunities and public transport. A new school has also been proposed on the adjacent site to the south. However an objection has been raised against the amount of development proposed on this site as it is viewed as unrealistic in relation to known site constraints and infrastructure requirements. The council have been urged to review the assumptions and reduce the capacity on this site to a more realistic level.

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- A large part of the site has been selected as a Local Wildlife site (LWS) because of its acid grassland habitat with one respondent objecting to the potential impact on the LWS. As to the remainder of the site outside the LWS, this may have ecological importance therefore the site would require an ecological survey.
- Objections regarding flood risk have been raised which also state a compliant SFRA and clear evidence of how the PPS25 sequential test has been applied to these sites is needed.

**Site 36-7: Holme Lane**

- The majority of responses in respect of this were objections, with very limited supported or other comments. The main objections to this site are that Bottesford has had enough development already and there are not enough facilities, shops and schools to deal with further development in this area. In general it is considered that the development at this site would cause over development in this area.
- The Holme Lane area is seen as an attractive area of open countryside which is used extensively for recreational purposes (walkers/cycling/horse riding/jogging) and if development occurred on this site it would put the safety of these people at risk. Many people feel that the site is good agricultural land and should not be built upon.
- It is felt that the road infrastructure cannot cope with further development, as it is inadequate at the moment and further development would cause increased traffic congestion. Further development would also cause an increase in noise and air pollution.
- The site may be of archaeological importance containing extensive remains of Iron Age and Romano-British settlement. Prior to any development of this site an archaeological assessment and survey is needed.
- Issues surrounding water supply and sewerage was raised as a concern. It was felt that the further development could put more pressure on the existing supply infrastructure. The local sewerage system is considered to be already over subscribed and would struggle to cope with the additional capacity requirements placed upon it.
- The site's location was also a key objection. It was considered that the site is against planning policy as it is outside the development limit for Scunthorpe/Bottesford and that it breaches the natural, southern boundary of the urban area provided by the Bottesford Beck.
- Given that the site is adjacent to Holme Hall Golf Course Site of Nature Conservation Importance (SNCI), assurance was sought that any development at this site would not adversely impact on the nature conservation interest of the SNCI.

**Site 36-23: Hartwell Ford Garage**

- One observation was received in relation to this site, which stated that the site may contain archaeological importance associated with Frodingham medieval settlement. Therefore before any development could occur on this site an archaeological assessment and survey would be needed.

**Site 36-67: West of Hilton Avenue**

- One objection was received regarding this site, which stated due to the risk of flooding on this site clear evidence is needed as to how the PPS25 sequential test has been applied to this site, due to the absence of a PPS25 compliant SFRA.

**Site 36-69: North of Doncaster Road**

- The site attracted mainly objections which were surrounding traffic congestion, access and flood risk concerns. Archaeological importance was also raised and before any development occurs an archaeological assessment would be needed.

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**Sites 36-4/6/8/10/13: Lincolnshire Lakes**

- This site mainly attracted objections with a limited amount of support or other comments. There was support for part of the site (the area labelled 36-13) to be developed as a first phase of the Lincolnshire Lakes proposal, which could kickstart the project.
- In objection, it was felt that any development in this particular area would result in it becoming over developed and there would be a knock on effect on local facilities. At present, it is considered that there are not enough facilities i.e. shops and schools in place to deal with further development. Traffic has also been raised as an issue as Scotter Road already has high traffic levels, congestion and pollution.
- It was also raised that the site may have archaeological importance therefore before any development could occur an archaeological assessment and survey would be needed to determine if the remains require preservation in situ or by record.
- Concerns were raised over the site been on a floodplain, the loss of woodlands, noise pollution, proximity to the M180 and impact on the sewage system and impact on visual amenity.
- As the site includes Brumby West Common Site of Nature Conservation importance (SNCI), it was suggested that an ecological survey would be required before any development occurred. The site also includes a local Wildlife site at Ashby Decoy Golf Course, which it is considered, should be protected.
- The proposed site is also adjacent to three Local Wildlife sites (LWS), Yaddlethorpe Fish Ponds, Westcliff Lagoon and Sillica Lodge and assurance was sought that development of this area would not adversely impact on the nature conservation interest of the LWSs.
- Concerns were raised over the effect a housing development would have on Carisbrooke Manor and Lindsey Lodge Hospice e.g noise, traffic etc.

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**INTRODUCTION**

In Barton upon Humber, a total of three sites were put forward in the Pre-Submission Consultation - Second Stage document as potential options for future housing development. These were as follows:

- Site 7-2: Pasture Road South covering 7.11ha on the eastern edge of Barton upon Humber between A1077 Barrow Road to the south and Falkland Way to the east with the existing built up area to the west. The estimated capacity of this site is 213 dwellings (based on a density of 30 dwellings per hectare). This site is greenfield and is currently in agricultural use. It is also located within the development limit for Barton upon Humber and is allocated for residential use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. H2-19).
- Site 7-15: St Mary's Cycle Works covering 1.95ha in the centre of Barton upon Humber between Soutergate to the south and Marsh Lane to the west with St Peter's Primary School to the north and the residential properties on Pasture Road to the east. The estimated capacity of this site is 58 dwellings (based on a density of 30 dwellings per hectare). This site is brownfield and is currently disused (its former use being a factory). It is located within the development limit for Barton upon Humber and is allocated for residential use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. H2-17)
- Site 7-17: Tofts Road West covering 4.15ha on the south western edge of Barton upon Humber between Tofts Road to the east and the A15 to the west, with the existing residential properties on Appleyard Drive to the north. The estimated capacity of this site is 93 dwellings (based on a density of 22 dwellings per hectare). This site is greenfield and is currently being developed for residential use. It is located within the development limit for Barton upon Humber and is allocated for residential use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. H2-20).

**CONSULTATION**

During the Pre-Submission Consultation - Second Stage, the proposed housing sites in Barton upon Humber attracted a total of 10 representations from 7 groups, individuals and organisations. The overall breakdown for representations received is, as follows:

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
7-2	Pasture Road South	2	1	0	2	0	5
7-15	St Mary's Cycle Works	1	0	0	4	0	5
7-16	Tofts Road West	0	0	0	0	0	0
<b>Totals</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>10</b>

**SUMMARY OF RESPONSES**

**Site 7-2: Pasture Road South**

- This site attracted mixed responses from those consultees who submitted representations. It was questioned whether more housing should be developed within Barton upon Humber in general, whilst others felt that this site should be expanded.
- In support of the site, it was considered to be a highly sustainable location close to the town centre with good pedestrian and direct road links to shops, services and other local facilities. The site is also considered not have any environmental constraints and is situated in Flood Risk Zone 1, the most preferable location for development.
- A number of respondents feel that this site should be extended to encompass the allocated employment land to the north. It is felt that if the site were to be extended it could potentially accommodate a new primary school and a medical centre alongside any future housing. Doing this would allow Falkland Way to act as buffer between employment and residential uses and that other employment sites could be found around the periphery of the town. It is suggested that the extended site could be accessed via a new roundabout at the entrance to Kimberly Clark,
- In objection, it is considered that Barton upon Humber does not require or want further housing development and that previous development has already ruined the town's character. Also development

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of this site would result in good quality agricultural land being lost. There are concerns in respect of flood risk, as the fields along Pasture Road tend to flood when there is heavy rainfall, further development will add to this problem.

- Given the site's location adjacent to the cemetery, there are concerns that no room has been allowed for any expansion of the cemetery to take place which is running out of burial space.
- It is noted that the site may be of archaeological importance associated with the town's early medieval settlement. Before development takes place an archaeological assessment and survey need to be carried out.

**Site 7-15: St. Mary's Cycle Works**

- This site attracted representations, which related to the built environment, in particular the impact on the Barton upon Humber Conservation Area, as well as flood risk.
- It is noted that the site is of archaeological importance as it contains remains associated with the town's early medieval settlement. Before development takes place an archaeological assessment and survey needs to be carried out.
- In respect of the impact on the Conservation Area, it is felt that there will be a need to ensure that any development does not have an adverse impact on its integrity and setting as well as that of nearby listed buildings. Also the building on the site is considered to be of townscape merit. Accordingly, considerable care will need to be taken should development take place.
- It was noted that the site is located partially in flood risk zones 2 and 3a. Therefore development will need to be directed to areas outside the higher flood risk zones.

**Site 7-16: Tofts Road West**

- No representations were received in respect of this site.

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**INTRODUCTION**

In Brigg, a total of eight sites were put forward in the Pre-Submission Consultation - Second Stage document as potential options for future housing development. These were as follows:

- Site 10-1: Western Avenue covering 7.11ha on the northern edge of Brigg between the Springbank Estate to the south and the M180 to the north with the Grammar School Road to the west. The estimated capacity of this site is 284 dwellings (based on a density of 40 dwellings per hectare). This site is greenfield and is currently in agricultural use. It is also located within the development limit for Brigg and is allocated for residential use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. H2-29).
- Site 10-2: Wrawby Road covering 4.29ha on the eastern edge of Brigg between Wrawby Road to the south and Brigg Recreation Ground to the west with the Springbank Estate to the north and open countryside to the east. The estimated capacity of this site is 172 dwellings (based on a density of 40 dwellings per hectare). This site is greenfield and is currently in agricultural use. It is located outside the development limit for Brigg as defined in the adopted North Lincolnshire Local Plan (May 2003).
- Site 10-3: Glebe Road covering 1.04ha between Glebe Road and the Ancholme Inn public house with residential development to the west, east and along part of the southern boundary. The estimated capacity of this site is 44 dwellings (based on a density of 40 dwellings per hectare). This site is brownfield and was formerly the site of Brigg Primary School. It is located within the development limit for Brigg.
- Site 10-5: York Road covering 1.57ha to the east of York Road with residential development on the northern, southern and eastern boundaries. The estimated capacity of this site is 47 dwellings (based on a density of 30 dwellings per hectare). This site is greenfield and is currently used as public open space. It is located within the development limit for Brigg and is allocated for educational use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. C1-3). This educational use has not been taken up and the primary school originally intended for the site has been located on Atherton Way.
- Site 10-15: North of Bridge Street, covering 0.97ha between the A18 Ancholme Way to the west and the Old River Ancholme to the east with Bridge Street to the south. The estimated capacity for this site is 38 dwellings (based on a density of 40 dwellings per hectare). This site is brownfield and is currently a disused factory site. It is also located within the development limit for Brigg and is allocated for residential use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. H2-26).
- Site 10-17: Island Carr North, covering 6.1ha between the Island Carr Industrial Estate to the west and the Old River Ancholme to the east, with some residential properties on Bridge Street to the south. The estimated capacity of this site is 60 dwellings (based on density of 10 dwellings per hectare). The site is brownfield and is currently a mix of vacant land and a park home caravan site. It is also located within the development limit for Brigg and is allocated for mixed use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. MX1-12).
- Site 10-21: Silversides, covering 1.49ha west of Silversides Lane in Scawby Brook with residential properties on the eastern and northern boundaries and agricultural land on the western and southern boundaries. The estimated capacity of this site is 45 dwellings (based on a density of 30 dwellings per hectare). This site is brownfield and was formerly a caravan park. It is also located within the development limit for Brigg and is allocated for residential use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. H2-32).
- Site 10-25: Ancholme Park, covering 2.44ha between Grammer School Road to the east, the M180 to the north, St Mary's RC Primary School to the south and Brigg Primary School to the west. The estimated capacity of this site is 78 dwellings (based on a density of 30 dwellings per hectare). The site is a mix of greenfield and brownfield and is currently a mixture of vacant grassland and allotments. It is also located within the development limit for Brigg and is allocated for residential use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. H2-25).

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**CONSULTATION**

During the Pre-Submission Consultation - Second Stage, the proposed housing sites in Brigg attracted a total of 133 representations from 82 groups, individuals and organisations. The overall breakdown for representations received is, as follows:

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
10-1	Western Avenue	7	1	2	3	0	13
10-2	Wrawby Road	6	2	1	0	0	9
10-3	Glebe Road	1	1	0	1	0	3
10-5	York Road	68	2	0	2	1	73
10-15	North of Bridge Street	3	1	0	5	0	9
10-17	Island Carr North	5	2	0	2	0	9
10-21	Silversides Lane	2	0	1	3	1	7
10-25	Ancholme Park	3	1	3	3	0	10
<b>Totals</b>		<b>95</b>	<b>10</b>	<b>7</b>	<b>19</b>	<b>2</b>	<b>133</b>

**SUMMARY OF RESPONSES**

**Site 10-1: Western Avenue**

- This site attracted a range of differing representations with more respondents objecting to its development than supporting it. In support, it is considered that it is a sustainable location on the edge of an existing residential area well away from industrial uses. Also it is supported by both the landowner and developers.
- In objection, there are a number concerns. The first of these relates to access and impact on the local road network. Brigg currently experiences traffic problems through the town centre on the A18 and that further development, with the increased population it would bring, would exacerbate the problem. It is considered that the town needs a further east/west route from Wrawby Road and this would need to happen before any development takes places. Such a route would need to ensure limited access to Grammar School Road.
- The second of these concerns relate to the fact that the site is greenfield and that it is not located in the most sustainable of locations compared with other potential sites elsewhere in Brigg. Respondents consider that the site would encourage car use as it is remote from the town centre, the station and other services/facilities. Also it is felt that brownfield sites should be developed first.
- It is considered that the site would not be very attractive to potential developers or future occupiers due to its location adjacent to the M180 with traffic noise being a particular problem. It would need substantial buffering and landscaping to minimise it. Also it is considered that this site does not offer a choice of dwelling locations/types as required by PPS3 and that not everyone wants to live on an estate.
- In terms of impact, it is felt that development of this site would be intrusive and harmful to the form of the settlement/character of the countryside. Development would also result in the loss arable land.
- Multiple ownership has been raised as an issue relating to the capacity of the drainage and sewerage network.
- The availability and deliverability of the site has also been questioned as it is considered that the multiple ownership issues, site access, infrastructure and drainage have yet to be overcome to meet the PPS3 definition of deliverability.

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- Flood risk has also been raised as an issue. The site lies partially within Flood Zone 2, therefore development will need to be steered to those areas not at risk of flooding. Also it has been noted by some respondents that the site is prone to waterlogging due to the nature of its soil.

**Site 10-2: Wrawby Road**

- Views on this site were mixed. Opposition focussed around the sustainability of the site together with impact of development on the local area. The support focused around the ease of access, location in terms of flood risk and deliverability.
- In support, the site is considered to be deliverable as it is in single ownership. The site is also felt to be easily accessible from Wrawby Road and is located in Flood Risk Zone 1. In terms of sustainability the site is considered to be suitably located on the edge of the town away from industrial development. It is noted that this site has been proposed to be part of larger allocation combined with site 10-1 and land off Wootton Avenue. This larger allocation also has the support of the landowner. The site is also supported provided that any proposal includes a new road linking Wrawby Road with site 10-1: Western Avenue to reduce traffic congestion problems on Grammar School Road and Barnard Avenue.
- In objection, it is felt that this site should not be used for residential development as it is a greenfield site and its development would result in loss of valuable green space. It is felt that brownfield sites, of which there are a number in Brigg, should be used first. Some respondents considered that the site was always intended to be agricultural. Also the sustainability of the location has been questioned. It is felt that it is a considerable distance from the town centre, station and other facilities/services compared with other sites in the town, and as a result will increase car use. Development of the site was also considered to be urban sprawl and that Brigg and Wrawby need to be kept separate as well as being intrusive/harmful to the form of the settlement and character of the countryside.
- Flood risk and drainage issues are also key concerns for a number of respondents. It is noted that the site is regularly waterlogged and that given recent flooding problems in North Lincolnshire less risky sites should be used. Also a number of properties close to the sites have experienced drainage problems and that development is likely to make the situation worse.
- The impact on the local infrastructure was also highlighted. In terms of the local road network, it was felt that development would add further traffic to the road network, which would increase congestion, pollution, noise and have implications for road safety as well as generally impacting on local residents. The site is not considered to be an attractive location and will not offer a choice of dwelling locations/types as required by PPS3. Also it is considered that further development will impact on the privacy and amenity of neighbouring properties and will also result in their devaluation.
- In terms of the environment, the impact on the network of drainage ditches on or close to the site was raised. It was felt that development would threaten any protected species and their future existence. The Wrawby Road area is a conservation area and it is considered that development would not add to the area.
- The current economic climate, it was felt, meant there is unlikely to be the demand for the number of dwellings proposed in the short/medium term. Also it was highlighted that this site was rejected before at the Local Plan inquiry in 2001/2002.

**Site 10-3: Glebe Road**

- This attracted a very small number of representations. The key issue raised related to the site's sustainability. The site was supported as it was considered to be in a sustainable location within an existing residential area away from industrial uses. In opposition, it was felt that this was not the case as the site is a considerable distance from the town centre, railway station and facilities and therefore does not perform as well as other sites elsewhere in Brigg. It was considered that this site would encourage car use. Also it was felt that the site is not an attractive place to live and would not offer the choice of dwelling locations/types required by PPS3.

**Site 10-5: York Road**

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- This site attracted a large number of representations. There was only limited support with the large majority of respondents objecting to it. The key issues raised related to the loss of open space, impact on the local road network and impact on residential amenity.
- In support, the site was considered to be located in a sustainable location away from industry and that there was room to develop half of the site and still leave enough open space. It was suggested that this could result in an enhanced area of open space with seating, gardens and a children's play area.
- In objection, the most prominent concern related to the loss of open space. It was felt that the site provides a valuable recreational resource for the inhabitants of the York Road/Churchill Avenue area of Brigg and has been so for the past 25 to 30 years. It is considered to be a safe location for children to play and is frequently used by dog walkers. If this site was developed it would result in people having to use recreation sites, which are further away and are accessed by crossing busy roads, which are not safe for children. Also, the open space is one of the reasons many people have been attracted to live in this area of Brigg. It was put forward that part of the land is officially a play area and was part of the estate plan approved when the houses were built.
- Generally, it is considered, as the site is greenfield it should not be developed and that brownfield sites elsewhere should be used. Also it is felt that there is enough development in Brigg at the present time and that further growth would put severe pressure on local infrastructure. There are strong concerns about the ability of the drainage and sewerage network in the area surrounding the site to cope with any more development as it is already stretched and has experienced problems during times of heavy rain. In terms of other local amenities, it is considered that the local schools do not have enough capacity to cope with any additional pupils and that the nearest primary school is too far away for children to walk to.
- The impact on the local road network was also raised as an important issue. York Road in particular is felt to be too narrow and already busy with traffic. There are concerns that it would not be able to cope with an increase in traffic, which would result from any development on this site and would add to existing congestion in Brigg.
- Flood risk was noted as being a problem during periods of heavy rain due to the topography of the site, which slopes inward towards the centre. Also it was noted that there are underground springs on the site, which could also add to flood risk problems.
- The impact on surrounding properties was mentioned as key concern. It is felt that development would result in the loss of amenity to properties neighbouring the site through overlooking and loss of privacy. Also it is felt that the area will generally become more crowded and noisy. It was considered that the value of the surrounding properties may fall should development go ahead.
- Also several respondents questioned whether the site is sustainable or not. It was considered to be less sustainable than other sites in Brigg and that it was a considerable distance from the town centre, railway station and facilities. It was considered that this site would encourage car use. Also it was felt that the site is not an attractive place to live and would not offer the choice of dwelling locations/types required by PPS3. It was noted that more detailed plans of any future development are required to show the impacts of development on half the site.

**Site 10-15: North of Bridge Street**

- The principle concerns in relation to this site relate to the impact on the built heritage of the surrounding area and flood risk.
- In respect of impact on built heritage, the site abuts the Brigg Conservation Area and there are also a number of listed buildings, which abut the southern boundary of the site. Accordingly any future development proposals will need to ensure that they safeguard the special character of the listed buildings and preserve the character of the Conservation Area. The site's prominent position at the entrance to the town centre was also mentioned and it was felt that any future development should ensure that it was in keeping with historic character of the area.

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- The site may also have archaeological importance including the potential for the discovery of prehistoric boats and other wooden artefacts, as well as important palaeoenvironmental deposits. Accordingly an archaeological assessment and survey would be required prior to any development taking place.
- The site lies within Flood Risk Zones 2 and 3. In terms of the objections it is felt that the location could be problematic for future development and further work will be required or other sites in less risky area should be used. In terms of the support, it is considered that the site may be more suitable than others.
- Some respondents felt that the site was well located in terms of proximity to services and facilities, whilst some felt that it was in fact remote from the town centre and other local services and facilities compared with other sites in Brigg, and therefore not in a sustainable location. Also it has been suggested that the site would not be a particularly attractive place to live and would not result in the choice of dwelling locations/types required by PPS3, as not everyone wishes to live in such a busy location. Given that the site is in a noisy location, it is considered that it is not an appropriate environment for housing.
- The dwelling capacity of the site is considered to be limited in size and at only 24 dwellings will yield very little in the way of affordable housing and that the future density appears to be over-optimistic.
- The site is supported by one respondent who considers it to be a sustainable location within the built up area.

**Site 10-17: Island Carr North**

- In terms of support, the site is strongly supported by a housebuilder who are keen to develop it. The site is felt to be in a highly sustainable location by being adjacent to Brigg town centre and close to local services and facilities. Given its location, it is considered that development of this site would encourage the use of sustainable transport modes - walking, cycling and public transport and would support the vitality and viability of the town centre.
- Also the site is previously developed and would provide the opportunity to regenerate an area of derelict land and make use of the prominent waterside setting. It is considered that development on this site would also contribute towards North Lincolnshire's previously developed land targets.
- A number of respondents wish to alter the boundaries of the site. These changes would be to remove the Brocklesby Ox Caravan Park and the land on the northern portion of the site from the potential allocation.
- Flood risk is a major concern. The site is located in Flood Risk Zone 3a and there is concern that development of this site could have an impact on the wider area during periods of heavy rainfall and potential flooding. Related to this is the potential impact on sewerage and drainage system. It is felt that the systems have insufficient capacity to accommodate further development. Contamination has also been raised as an issue.
- Access to and egress from the site has been put forward as an issue. It is felt that there could be major problems, as all traffic will have to enter or leave the site via Bridge Street, which is currently very busy especially at peak times. This could potentially increase the risk of accidents. Accordingly some form of roundabout or traffic control may be required.
- The impact on local services has also been mentioned. It is felt that they may not be able to absorb and cope with the needs that will be generated by any development on this site.
- The site is also felt not be attractive enough for developers given any potential access could be from the neighbouring Island Carr Industrial Estate, which is convoluted and due to future build costs being made prohibitive principally with regard to piling and raised building levels. The other reason is that the site is not a particularly attractive place to live and does not offer a choice of dwelling locations/type as required by PPS3 – not everyone wants to live on an estate. Also it is considered that the site will suffer from noise and will be an inappropriate environment for housing.

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- In terms of sustainability, it is suggested that this site is an appreciable distance from the town centre, railway station and other facilities than other sites in the town and is therefore in a less sustainable location and likely to encourage car use.
- The site also may have archaeological importance including the potential for the discovery of prehistoric boats and other wooden artefacts, as well as important palaeoenvironmental deposits. Accordingly an archaeological assessment and survey would be required prior to any development taking place.

**Site 10-21: Silversides**

- This site attracted a range of comments which focussed on its proximity to an area of nature conservation, its sustainability, impact on the countryside and potential alternative uses.
- One respondent does broadly support the development of this site, provided that it does not have a detrimental impact on existing land uses, in particular the existing/any future employment uses to the south. Also issues surrounding surface water drainage from the site should be address satisfactorily.
- A number of respondents have suggested that the site be used to provide permanent accommodation for gypsy and travellers, given that their favoured preferred location is Brigg. The site is considered suitable for this use as it is a former caravan park and has the basic infrastructure in place to facilitate development as well as being brownfield and within the development limit. Also the site's size makes it suitable as there is plenty of land for landscaping and residential amenity, included children's play space and grazing for horses/ponies.
- The site is situated adjacent to the Silversides Settling Ponds Site of Nature Conservation Importance (SNCI), therefore development should not adversely impact on the nature conservation interest of the SCNI and it is expected a full ecological survey would be carried out prior to any development taking place. Also, the site may be of archaeological importance with potential for remains of a pre-historic date. Accordingly, an archaeological assessment and survey would be required prior to any development taking place.
- In terms of its sustainability, a number of consultees consider the site to be less sustainably located than other sites in Brigg as it is distant from the town centre, railway station and other facilities/services. Given this, it is felt that the development of the site will encourage increased car use. Also it is felt that the site would not be an attractive place to live and would be intrusive and harmful to the form of the settlement and the character of the countryside.

**Site 10-25: Ancholme Park**

- This site attracted a range of representations mainly focussed around loss of the allotments, land ownership, ecology, site location, access and traffic.
- The site is supported by two land owners, either wholly or in part and that any access should be via Grammer School Road. It is also thought to be a sustainable location.
- A key issue for several respondents is the loss of the existing allotment site should development take place. Any future development should be conditional on the identification and provision of a suitable, fertile, alternative site, together with an appropriate length of time for tenants to transplant their produce.
- Access to the site is also considered to be an important issue. Grammer School Road currently experiences congestion, in particular at peak times. Therefore, any future access would need to be taken via an alternative route and measures would need to be taken to prevent access from this site onto Grammar School Road. Traffic noise from the motorway was also felt to be a problem and as a result would need substantial buffering/landscaping.
- Multiple ownership is also viewed as a constraint. One of the landowners suggests that one part of the site is used as it has road frontage and will result in a more deliverable site as well as limit any traffic impact on Grammar School Road.

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- The site is located in Flood Risk Zones 2 and 3a and is therefore not considered to be an appropriate location for residential development. Also the sustainability of the site in locational terms is considered to be an issue. It is considered to be poorly located in terms of access to the town centre and other services/facilities as they are more than 10 minutes walk from the site. In general it is not considered to be a deliverable site.
  
- The existing allotments are considered to be a priority habitat in the Lincolnshire Biodiversity Action Plan and as such an ecological survey would need to be carried out on the site prior to any development. If any adverse effects on important habitats and species cannot be mitigated it should not be allocated for development. Also the site may be of archaeological importance with potential for remains of pre-historic and Roman activity. Accordingly, an archaeological assessment and survey would be required prior to any development taking place.

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CONSULTATION SUMMARIES - CROWLE - HOUSING SITES**

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**INTRODUCTION**

In Crowle, a total of three sites were put forward in the Pre-Submission Consultation – Second Stage document as potential options for future housing development. These were as follows:

- Site 13-4: Land to the north of Isle Close covering 0.42ha on the north eastern edge of Crowle. The estimated capacity of this site is 13 dwellings (based on a density of 30 dwellings per hectare). The site is brownfield land and is currently being used for the storage of building material. It is also located outside the development limit for Crowle as defined the adopted North Lincolnshire Local Plan (May 2003)
- Site 13-6: Land north of Mill Lane covering 1.36ha to the north of Mill Lane. The estimated capacity of this site is 40 dwellings (based on a density of 30 dwellings per hectare). The site is a mixture of brownfield and greenfield land and is currently in agricultural and residential use. It is also located outside the development limit for Crowle as defined the adopted North Lincolnshire Local Plan (May 2003).
- Site 13-10: Land to the east of Fieldside covering 3.73ha to the east of Fieldside Road and Field Road to the south. The estimated capacity of this site is 150 dwellings (based on a density of 40 dwellings per hectare). This is a mixture of brownfield and greenfield land and is currently in agricultural and retail use. It is also located outside the development limit for Crowle as defined by the adopted North Lincolnshire Local Plan (May 2003).

**CONSULTATION**

During the Pre- Submission Consultation – Second Stage, the proposed housing sites in Crowle attracted a total of 21 representations from 17 groups, individuals and organisations. The overall breakdown for representations received is, as follows:

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
13-4	North of Isle Close	2	0	1	1	0	4
13-6	Mill Lane	4	0	1	2	0	7
13-10	East of Fieldside	3	0	2	5	0	10
<b>Totals</b>		<b>9</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>21</b>

**SUMMARY OF RESPONSES**

**Site 13-4: Land to the north of Isle Close**

- The site attracted a number of representations both in support of the site and against it. In objection to the site, the representations focussed around the site's suitability, whilst other supporting and general comments focussed on the need to ensure adequate infrastructure provision should the site be developed.
- It was considered that development should not take place on this site for a number of reasons. Firstly, its greenfield status was raised and it was felt that only brownfield sites should be used. Also it was felt that the dwelling density used was too high for any development to remain in keeping with the surrounding area. Flood risk was also identified as an issue due to the absence of PPS25 compliant SFRA and clear evidence of how the sequential test has been applied.
- However, in support of the site it was said the development could take place on the condition that appropriate infrastructure is in place before building can commence. The need to ensure adequate provision to deal with surface water, both on and off site, was raised as a particular requirement.

**Site 13-6: Land north of Mill Lane**

- The site attracted a number of representations both in support of the site and against it. In objection to the site, it was noted that a high pressure gas pipeline runs through the middle of the site, which would mean a reduction in the number of plots, which could be accommodated on the site.

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- In support of the site it was said the development could take place on the condition that appropriate infrastructure is in place before building can commence. The need to ensure adequate provision to deal with surface water, both on and off site, was raised as a particular requirement. It was considered that an ecological survey should to be carried out on the site.

**Site 13-10: Land to the east of Fieldside**

- The site attracted a number of representations both in support of the site and against it. Infrastructure was a particular issue. In objection to the site, there were a number of concerns raised relating to the over stretched sewage system and the inadequate vehicular access to serve such a large site or surrounding areas.
- In terms of support for the site, this was primarily on the condition that appropriate infrastructure is in place before building can commence. The need to ensure adequate provision to deal with surface water, both on and off site, was raised as a particular requirement.
- It was considered that an archaeological assessment should be carried out to determine whether the remains require preservation. It was also felt that any potential development should preserve the character of the Conservation Area.

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CONSULTATION SUMMARIES - EPWORTH - HOUSING SITES**

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**INTRODUCTION**

In Epworth, one site was taken forward in the Pre-Submission Consultation - Second Stage document as a potential option for housing development:

- Site 18-6: land to the west of Battle Green covering 1.24ha on the south western edge of Epworth. The estimated capacity of this site is 50 dwellings (based on a density of 40 dwellings per hectare). The site is agricultural land. It is also located within the development limit for Epworth and is allocated for residential use in the adopted North Lincolnshire Local Plan (May 2003) (site ref: CH11).

**CONSULTATION**

During the Pre-Submission Consultation – Second Stage, the proposed housing site in Epworth attracted a total of 11 representations from 11 groups, individuals and organisations. The overall breakdown for representations received is, as follows:

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
18-6	West of Battle Green	7	0	1	3	0	11
<b>Total</b>		<b>7</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>11</b>

**SUMMARY OF RESPONSES**

**Site 18-6: Land to the west of Battle Green**

- This site attracted mainly objections as a very small amount of respondents supported the site or made general observations about it.
- In objection, there were a number of issues identified. There were a number of outstanding objections relating to the current planning permission granted in 2007 as well as a previous application. There was concern about the number of houses proposed. It was understood that the site has planning permission for 40 dwellings and the document proposes a rise to 50. Issues were highlighted regarding the access to the site - the preferred access point being of Carrside rather than Axholme Drive. Also it was felt that the poor drainage in the area needed to be addressed before any potential development commences.
- It is also considered by a number of consultees that the infrastructure of Epworth and the sewage system is already over stretched. It is felt that the dwelling density on this site should be reduced.
- One consultee was in support of the site being developed for housing with the condition that the narrow strip of land between the rear of Massey Close and the railway line remains outside the development limit of Epworth.
- General comments were received regarding vehicle parking and new infrastructure would be required to deal with surface water either on site and or/ off site.
- The site may be of archaeological importance containing extensive remains of Iron Age and Romano-British settlement. Prior to any development of this site an archaeological assessment and survey is needed.

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CONSULTATION SUMMARIES - KIRTON IN LINDSEY - HOUSING SITES**

**INTRODUCTION**

In Kirton in Lindsey, a total of two sites were put forward in the Pre-Submission Consultation – Second stage documents as potential options for future housing development. These were as follows:

- Site 27-13: Land west of Station Road covering 2.11ha. The estimated capacity of this site is 63 dwellings (based on a density of 30 dwellings per hectare). This site is greenfield land and is currently in agricultural use. It is also located outside the development limit for Kirton in Lindsey as defined in the adopted North Lincolnshire Local Plan (May 2003).
- Site 27-17: Land off Spa Hill covering 6.49ha. The estimated capacity of this site is 194 dwellings (based on a density of 30 dwelling per hectare). Part of the site is currently being developed for housing and the rest of the site remains vacant grassland. It is also located within the development limit for Kirton in Lindsey and is allocated for residential use in the adopted North Lincolnshire Local Plan (site ref: CH13).

**CONSULTATION**

During the Pre- Submission Consultation – Second Stage, the proposed housing sites in Kirton in Lindsey attracted a total of 16 representations from 8 groups, individuals and organisations. The overall breakdown for representations received is, as follows:

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
27-13	Station Road	5	1	1	1	1	9
27-17	Spa Hill	4	0	2	1	0	7
<b>Total</b>		<b>9</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>16</b>

**SUMMARY OF RESPONSES**

**Site 27-13: Land west of Station Road**

- The site has a range of representations both for and against it. Most representations focussed on flood risk and surface water drainage issues, whilst others focussed on the size of the site.
- In objection to the site, flood risk and surface water drainage was considered the most pressing issue. Localised flooding was known to have occurred in and around the site and it is felt that further development would mean more surface water run off, which would impact on the existing drainage problems in the area. Concern was also expressed about the local sewage network.
- Proximity to local services was also highlighted. It was felt that the site is too far away from the centre of the town, therefore any future residents will end up driving to the centre rather than walking. It is considered that development should take place closer to the centre.
- Another objection related to the site's location. It was felt that the site is entirely inappropriate as it is located on the edge of the settlement in the open countryside, and that its allocation would have no landscape or design merit, and would result in urban sprawl, without thought about how it would fit into its surroundings. Overall, it is considered that any development would be highly visible and detrimental to Kirton in Lindsey.
- The site may be of potential archaeological importance containing Iron Age and Romano – British occupation. Prior to any development of this site an archaeological assessment and survey is needed.
- Support for the site was forthcoming on the condition that drainage and flooding issues would be resolved before any development is commenced.
- It was also suggested by some respondents that the area of the site is increased. One suggestion, proposed that the land between the current western boundary of the site and the railway line is included in the allocation. The other suggestion is to expand the site to include all the land between the edge of the existing built up area and the railway, with Ings Road as the southern edge.

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**Site 27-17 Land off Spa Hill**

- The site received a mixture of responses both in support of it and in objection to it. Many raised relevant issues that would need to be addressed should the site come forward for development.
- The main objection to the site, there were a number of concerns regarding landscape, visual impacts, surface water and domestic drainage in the area being insufficient to cope with the number of dwellings being proposed on the site.
- The increase in vehicle traffic from the additional dwellings has also raised a concern due to the access of the site being situated on a bend. The possible increased volume of traffic will put additional pressure on the B1398/B1400/B1206 junction that is already extremely busy at daily peak times. It was suggested that another road from the site onto North Cliff Road could be created, but it should be designed to ensure that it does not become a rat run.
- Support was forthcoming for the site on the condition that drainage and flooding issues would be resolved before any development is commenced.
- One respondent felt that the level of housing proposed was too high and that they should be reduced to a maximum of 150 dwellings. At proposed it is considered that it would not reflect the densities of existing dwellings built on the site and in the surrounding area. It is felt that any shortfall can be compensated for by extending the western boundary of the Station Road site 27-13 out to the railway lines.
- The site may be of archaeological importance containing with potential for Iron Age and Romano – British occupation. Prior to any development of this site an archaeological assessment and survey is needed.
- One respondent considered that the site was entirely inappropriate and should be rejected. The reason being that it would have severe landscape and visual impacts. Accordingly, it was considered that there is no reason for the site to continue to be allocated.

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CONSULTATION SUMMARIES - WINTERTON - HOUSING SITES**

**INTRODUCTION**

In Winterton, a total of two sites were put forward in the Pre- Submission Consultation – Second stage documents as potential options for future housing development. These were as follows:

- Site 44-1: Land at Top Road covering 1.65ha. The estimated capacity of this site is 66 dwellings (based on density of 40 dwellings per hectare). This site is greenfield land and is currently in agricultural use. It is also located outside the development limit for Winterton as defined in the adopted North Lincolnshire Local Plan (May 2003).
- Site 44-6: Land off Coates Avenue covering 1.38ha. The estimated capacity of this site is 55 dwellings (based on density of 40 dwellings per hectare). This site is greenfield land and is currently in agricultural use. It is also located outside the development limit for Winterton as defined in the adopted North Lincolnshire Local Plan (May 2003).

**CONSULTATION**

During the Pre- Submission Consultation – Second Stage, the proposed housing sites in Winterton attracted a total of 21 representations from 17 groups, individuals and organisations. The overall breakdown for representations received is, as follows:

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
44-1	Top Road	2	2	1	2	0	7
44-6	Coates Avenue	4	0	0	1	0	5
<b>Totals</b>		<b>6</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>12</b>

**SUMMARY OF RESPONSES**

**Site 44-1: Land at Top Road**

- The site attracted a mix of views with several respondents being very supportive of the sites inclusion with others considering it to be wholly unsuitable.
- In support, the site is considered to be the most suitable location for additional housing development in Winterton. A number of consultees felt that the site should be extended to include all future housing requirement for the settlement. It was felt access could easily be achieved from Top Road via a new roundabout as well as possibly from Teanby Drive. It was also considered that the site, if enlarged, would help to provide affordable housing in the village as well as a large area of open space including children's play areas.
- In objection to the site, there were a number of issues raised, which suggest that it is not suitable for development. It was considered that development should not take place on this site as it is greenfield and that only brownfield sites should be used. It is felt that there are other sites in the village in a better location.
- Access to the site was also seen as a potential difficulty as there is no obvious main roadway to serve the proposed dwellings. Therefore access to the site is going to have to be from Teanby Drive and Southfield Road. Both of these accesses are considered to be inadequate. The accessibility of the site has also been questioned as it is considered that the criteria used is not consistent with those used by the Department of Communities and Local Government (DCLG).
- It was suggested that the site may be of archaeological importance and before any development takes place an archaeological assessment would be needed.

**Site 44-6: Land off Coates Avenue**

- Overall, it was considered by all respondents that for varying reasons, the site is not appropriate for residential development.

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- Access to the site has been raised as a key issue. It is considered that access to the site from Coates Avenue is not acceptable as it is currently used for parking for the nearby medical centre, which in turn creates a traffic hazard. Any increase in traffic, it is felt, would exacerbate the present situation. An alternative access from the neighbouring industrial estate via Enterprise Way is also considered to be inappropriate, as it would create a mix of traffic and create problems with road safety.
- It was noted that the site is not vacant grassland but is in agricultural use.
- It is also felt that the site's proximity to an employment area renders it unsuitable for residential use. The accessibility of the site has also been questioned as it is considered that the criteria used are not consistent with those used by DCLG.
- It is felt that development would be intrusive on countryside and harmful to the character of the settlement. Also, it is a greenfield site, which is contrary to government policy. It is felt that other sites in the village would be a better location.
- It was suggested that the site may be of archaeological importance and before any development takes place an archaeological assessment would be needed.

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CONSULTATION SUMMARIES - SCUNTHORPE - EMPLOYMENT SITES**

**INTRODUCTION**

In the Scunthorpe urban area, 9 sites were put forward in the Pre-Submission Consultation - Second Stage document as potential options for future employment development. These were as follows:

- Site 36-9: Conesby Farm, off Normanby Road covering 71.75ha on the north eastern edge of Scunthorpe. The site is located to the east of Normanby Road and to the north of Mannaberg way. This site is greenfield and is currently in agricultural use. It is also located outside the development limit for Scunthorpe in the adopted North Lincolnshire Local Plan.
- Site 36-12 Former NSD site, covering 7.55ha on the south western corner of Scunthorpe. It is located to the east of Scotter Road way and to the north of South Park Road. This site is brownfield and is currently in vacant use. It is also located within the development limit for Scunthorpe in the adopted North Lincolnshire Local Plan.
- Site 36-20: Dragonby Vale covering 21.9ha on the north eastern edge of Scunthorpe located to the north of Mannaberg Way. This site is brownfield and is currently in vacant use. It is also located within the development limit for Scunthorpe and is allocated for Employment use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. IN1-8).
- Site 36-31: Normanby Road covering 4.1ha on the north eastern corner of Scunthorpe located to the east of Normanby Road and Lysaght Enterprise Park. This site is brownfield and is currently in vacant use. It is also located within the development limit for Scunthorpe and is allocated for employment use in the adopted North Lincolnshire Local Plan (IN1-4).
- Site 36-57: South Park Industrial Estate covering 2.8ha on the south western edge of Scunthorpe located to the south of Pasture Road South and to the north of Moorwell Road. This site is brownfield and is currently in vacant use. It is also located within the development limit for Scunthorpe and is allocated for Employment use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. CIN - 4).
- Site 36-66: Mortal Ash covering 25ha on the western edge of Scunthorpe, located to the south of Mortal Ash. This site is a mix of Greenfield/brownfield and is currently in active use. It is also located outside the development limit for Scunthorpe in the adopted North Lincolnshire Local Plan.
- Site 36 –69: Mannaberg Way covering 28.31ha on the north eastern edge of Scunthorpe located to the north of Warren Road. This site is brownfield and is currently in vacant use. It is also located within the development limit for Scunthorpe and is allocated for Employment use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. CIN -2).
- Site 36-70: Normanby Enterprise Park covering 68.1ha on the northern edge of Scunthorpe located to the west of Normanby Road. This site is brownfield and is currently in vacant use. It is also located within the development limit for Scunthorpe and is allocated for Employment use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. IN1-3).
- Site 36-4/6/8/10/13: Lincolnshire Lakes covering 497.8ha on the western edge of Scunthorpe located to the west of Scotter Road, east of the M181 and north of M180. This site is predominately greenfield with the majority in agricultural use. It is also located outside the development limit for Scunthorpe in the adopted North Lincolnshire Local Plan.

**CONSULTATION**

During the Pre-Submission Consultation - Second Stage, the proposed employment sites in Scunthorpe attracted a total of 41 representations from a number of groups, individuals and organisations. The overall breakdown for representations received is, as follows:

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
36-9	Conesby Farm	1	0	0	2	0	3
36-12	NSD, Scotter Road	1	0	0	1	0	2

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36-20	Dragonby Vale	0	0	0	1	0	1
36-31	Normanby Road	0	0	0	1	0	1
36-57	South Park	1	0	0	0	0	1
36-66	Mortal Ash Hill	16	0	0	4	0	20
36-69	Mannaberg Way	0	0	0	1	0	1
36-70	Normanby Enterprise Park	1	0	0	5	0	6
36-4/6/8/10/13	Lincolnshire Lakes	4	1	0	1	0	6
<b>Totals</b>		<b>24</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>41</b>

**SUMMARY OF RESPONSES**

**Site 36 – 9: Conesby Farm**

- This site attracted only a single objection and a number of more general comments.
- It was noted due to the site having potential for Iron Age and Romano-British settlement activity that an archaeological assessment and survey may be required to determine whether remains and historic landscape features require preservation in situ or by record in advance of development commencing.
- It was also noted that the site is close to Winterton Road Pits Site of Nature Conservation Interest (SNCI). It was not possible to conclude in the Appropriate Assessment that this site would not have significant effects on the Humber Estuary Site of Special Interest, SPA and Ramsar Site. Therefore, there is a requirement for an Appropriate Assessment as part of the development control process. It is also considered that an ecological survey should be carried out on site prior to allocation.
- In objection it was considered that the site is not well located to the motorway/principal route network to attract high quality business occupiers and that there are large tracts of undeveloped brownfield land in the immediate locality to meet general industrial needs. It is considered that there is no employment need for, or demand for this site in this location.
- The site should be allocated for residential uses incorporating business use with the site capable of delivering a viable and sustainable residential development. There is a commitment to delivering this site prior to the sites already identified.

**Site 36-12: NSD site, Scotter Road**

- This site attracted a limited number of responses. It was objected to on flood risk grounds due to the absence of a PPS25 compliant SFRA and clear evidence on how the PPS25 Sequential Test has been applied.
- More generally, one respondent considered that there is an opportunity to extend Silica Park to include this site and turn the whole area into a recreational resource for local residents.

**Site 36 – 20: Dragonby Vale**

- It was noted that the site is close to Winterton Road Pits Site of Nature Conservation Interest (SNCI). It was not possible to conclude in the Appropriate Assessment that this site would not have significant effects on the Humber Estuary Site of Special Interest, SPA and Ramsar Site. Therefore, there is a requirement for an Appropriate Assessment as part of the development control process. It is also considered that an ecological survey should be carried out on site prior to allocation.

**Site 36 –31: Normanby Road**

- It was noted that due to the site having potential for prehistoric and Roman occupation activity that an archaeological assessment and survey may be required to determine whether remains and historic landscape features require preservation in situ or by record in advance of development commencing.

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**Site 36 – 57: South Park**

- The site is objected to on flood risk grounds due to the absence of a PPS25 compliant SFRA and clear evidence on how the PPS25 Sequential Test has been applied.

**Site 36-66: Mortal Ash Hill**

- This site attracted 16 objections and 4 observational comments.
- It is noted due to the site having potential for prehistoric and Roman occupation activity that an archaeological assessment and survey may be required to determine whether remains and historic landscape features require preservation in situ or by record in advance of development commencing.
- There is a Scheduled Ancient Monument (Raventhorpe medieval settlement earthworks) less than 400m to the east of this site. It was recommended the document should include a reference to the need to safeguarding the setting and character of this monument. An allocation that resulted in development, which would likely to have an adverse impact on the setting of a Scheduled Monument, would be contrary to national policy.
- It is considered inappropriate to allow development on this site, as it would set a precedent for further development alongside the A18.
- The site has been put forward without the owner's knowledge.
- The cost and road safety implications of a new roundabout on the A18 need to be considered further. There are worries that the site would increase traffic and congestion on an already busy main road and at connecting junctions/roundabouts.
- The need for new business units/employment has also been raised as it is felt that there are sufficient vacant sites/units elsewhere in Scunthorpe.
- Development of the site would, it was felt, result in the destruction of woodland, loss of agricultural land, disruption to wildlife and will affect a public footpath. The issue of adverse noise to nearby residents has also been raised.
- It was highlighted that the site includes part of a Local Wildlife Site called Sweeting Thorns that was selected for its heathland and acid grassland habitat. Such habitats are priorities in the UK Biodiversity Action Plan and the Lincolnshire Biodiversity Action Plan. It is considered that as such this site should not be allocated. The site is also adjacent to Ashbyville Lake, which is a Local Wildlife Site (LWS) - development proposals should not adversely impact on the nature conservation interest of this LWS.
- It is also considered that an ecological survey should be carried out on site prior to allocation.

**Site 36 – 69: Mannaberg Way**

- The site is adjacent to Winterton Road pits Site of Nature Conservation Importance (SNCI) - accordingly development proposals should not adversely impact on the nature conservation interest of this SNCI. It is also considered that an ecological survey should be carried out on site prior to allocation.

**Site 36 – 70: Normanby Enterprise Park**

- The site is objected to on flood risk grounds due to the absence of a PPS25 compliant SFRA and clear evidence on how the PPS25 Sequential Test has been applied.
- It is noted that the site is of archaeological importance and includes the restored Conesby medieval moated manor site. The remains of Conesby medieval village are expected to lie between the moat and the remains of All Saints church on the western edge of the allocation with the church site and Flixborough Anglo-Saxon settlement being Scheduled Monuments.

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- It was felt that there is opportunity to create a Heritage Park, incorporating the medieval moated site, the Scheduled Monuments linked with the heathland restoration and enhancement of the natural environment and public access from Atkinsons Warren to Normanby Hall and Park.
- It is suggested that the middle section of the allocation (immediately to the south of the railway line) is deleted to safeguard the nationally important remains in the area. There should be reference to the need to safeguard the character and setting of the adjacent monument, which may entail reducing the size of the allocation.

**Site 36-4/6/8/10/13: Lincolnshire Lakes**

- It is noted due to the site having potential for multi-period remains and important palaeo-environmental activity that an archaeological assessment and survey may be required to determine whether remains and historic landscape features require preservation in situ or by record in advance of development commencing.
- The continued examination of Lincolnshire Lakes is welcomed but as the site is predominately within a high flood risk area Zone, there is a need to satisfy both the sequential and the exceptions test as set out within PPS25. If the site fails these tests then consideration of alternatives ways of accommodating Scunthorpe's housing figures needs to be examined.
- Further objections on the following grounds:-
  - Loss of woodland;
  - Over intensive development of site relative to local infrastructure;
  - Detrimental impact on Flood impact, sewerage structure, highway drainage and Riddings lagoon;
  - Impact on visual amenity, building on a flood plain;
  - Loss of agricultural land;
  - Proximity to M180;
  - Increase traffic problems on Scotter Road, Burringham Road and around Tesco's;
  - Increase in noise levels;
  - Impact on air quality.

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CONSULTATION SUMMARIES - BARTON UPON HUMBER - EMPLOYMENT SITES**

**INTRODUCTION**

In the Barton upon Humber urban area, two sites were put forward in the Pre-Submission Consultation - Second Stage document as potential options for future employment development. These were as follows:

- Site 7-2: Falkland Way covering 7.53ha on the eastern edge of Barton upon Humber located to the south of Pasture Road South and to the west of Falkland Way. This site is greenfield and is currently in agricultural use. It is also located within the development limit for Barton and is allocated for employment use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. IN1-10).
- Site 7-17: Humber Bridge Industrial Estate covering 7.55ha on the north eastern corner of Barton upon Humber located to the north of Falkland way and to the east of Antelope Road. This site is greenfield and is currently in agricultural use. It is also located within the development limit for Barton upon Humber and is allocated for employment use in the adopted North Lincolnshire Local Plan (Site refs. IN1-11 & CIN6).

**CONSULTATION**

During the Pre-Submission Consultation - Second Stage, the proposed employment sites in Barton attracted a total of 7 representations from 6 groups, individuals and organisations. The overall breakdown for representations received is, as follows:

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
7-2	Falkland Way	2	0	0	2	0	4
7-17	Humber Bridge Industrial Estate	2	0	0	1	0	3
<b>Total</b>		<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>

**SUMMARY OF RESPONSES**

**Site 7-2: Falkland Way**

- This site attracted a range of differing representations with more respondents objecting to its development than supporting it.
- In objection, it considered that the site should be reallocated for residential use. It is considered that the authority have incorrectly interpreted the Regional Spatial Strategy in that to allocate 90% of all housing development to Scunthorpe is unrealistic and would be completely unachievable. It was felt that households require a choice of location based on a number of factors and that a shortage of houses within the market towns could lead to house price rises in hotspots of demand.
- It is noted that Barton will receive 3% of North Lincolnshire's housing requirement – a figure that is considered to be far too low. One respondent highlighted that they have exceeded the projected figure of 23 dwellings per annum in past years alone and that it would be absurd to restrict Barton upon Humber to this figure in future years when it can be clearly seen that this figure can be exceeded.
- It is felt that sustainability has been too strictly interpreted and that this has been borne out in the 2008 Taylor Report into housing in rural area concludes that planning has been far too restrictive in rural towns and villages.
- It is considered that there is a surplus of employment land in Barton upon Humber and that since site 7-2 (IN1-10) has not been developed for employment uses following its allocation in the Local Plan it is demonstrated that there is no demand for employment land in the town. As the site lies in a highly sustainable location with good pedestrian links to the town centre, shops and services, it was considered that it should, therefore, be allocated on a phased basis for residential uses up to the flood plain boundary.
- The need for the site to be continually allocated for industrial development was also questioned and it was highlighted that the site may have archaeological importance associated with the early medieval settlement of Barton. It is noted that an archaeological assessment and survey may be required to

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determine whether remains and historic landscape features require preservation in situ or by record in advance of development commencing.

**Site 7-17: Humber Bridge Industrial Estate**

- This site attracted a small number of representations objecting to it or setting out more general comments.
- It was is noted due to the site having potential for Prehistoric and Roman activity that an archaeological assessment and survey may be required to determine whether remains and historic landscape features require preservation in situ or by record in advance of development commencing.
- The site is objected to on flood risk grounds due to the absence of a PPS25 compliant SFRA and clear evidence on how the PPS25 Sequential Test has been applied.
- The proximity of sites nature conservation interest was also highlighted. The site lies within 20 metres of Pasture Wharf Nature Reserve and is directly adjacent to a site called Barton Tileyards, which was selected, as a Local Wildlife Site by the LWS Panel on 24<sup>th</sup> November 2008. Pasture Wharf is part of the Humber Estuary Site of Special Interest, SPA and Ramsar Site and therefore, there is a requirement for an Appropriate Assessment as part of the development control process. It is also considered that an ecological survey should be carried out on site prior to allocation.
- The eastern part of the site, it was noted, is within an area identified as having potential to provide freshwater habitat to replace those which will be lost at Far Ings National Nature Reserve in the next 20-40 years from inundation as the sea defences are not improved. As a result of this and the close proximity of the western part of the proposed allocation to Pasture Wharf Nature Reserve, the inclusion of this site as an allocation is objected too.

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CONSULTATION SUMMARIES - BRIGG - EMPLOYMENT SITES**

**INTRODUCTION**

In Brigg, one site was put forward in the Pre-Submission Consultation - Second Stage document as potential options for future employment development. The site is as follows:

- Site 10-19: Former British Sugar Works covering 7.55ha on the south western edge of Brigg located to the west of the River Ancholme and South of Scawby Road. The site is brownfield, being part of the operation grounds of a former sugar beet factory and is currently vacant. It is also located within the development limit for Brigg and is allocated for employment use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. IN1-9).

**CONSULTATION**

During the Pre-Submission Consultation - Second Stage, the proposed employment sites in Brigg attracted a total of 4 representations from 4 groups, individuals and organisations. The overall breakdown for representations received is, as follows:

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
10-19	Former British Sugar Works	1	1	0	2	0	4
<b>Total</b>		<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>

**SUMMARY OF RESPONSES**

**Site 10-19: Former British Sugar Works**

- This site attracted a small number of representations with equal numbers of in support of the site and against it.
- It was noted that due to the site having potential for prehistoric settlement and important palaeoenvironmental deposits that an archaeological assessment and survey may be required to determine whether remains and historic landscape features require preservation in situ or by record in advance of development commencing.
- As the site is adjacent to the Silversides Settling Ponds Site of Nature Conservation Importance, therefore assurance was sought that development on the site would not adversely impact on the nature conservation interest of the SNCI. It is also considered that an ecological survey should be carried out on site prior to allocation.
- The site is objected to on flood risk grounds due to the absence of a PPS25 compliant SFRA and clear evidence on how the PPS25 Sequential Test has been applied.
- In support it is felt that the proposed allocation is a sustainable brownfield site with good access off the B1206 and as such is considered suitable for employment uses. It is considered that the site could be suitable for the expansion of the adjacent power station use and therefore its allocation for employment development should be sufficiently flexible to include use in connection with the power station.

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CONSULTATION SUMMARIES - EALAND - EMPLOYMENT SITES**

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**INTRODUCTION**

In Ealand, one site was put forward in the Pre-Submission Consultation - Second Stage document as potential options for future employment development. The site is as follows:

- Site 14-5: Spen Lane covering 4ha on the western edge of Ealand to the between the Seven Lakes Leisure Complex to the west and the A161 to the east with the Scunthorpe to Doncaster railway line to the south. The site is brownfield and is currently vacant. It is also located outside the development limit for Ealand and is allocated for employment use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. CIN16).

**CONSULTATION**

During the Pre-Submission Consultation - Second Stage, the proposed employment sites in Brigg attracted a total of one representation from 1 organisation. The overall breakdown for representations received is, as follows:

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
14-5	Spen Lane	1	0	0	0	0	1
<b>Totals</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**SUMMARY OF ISSUES RAISED**

- The site attracted a total of one response and this was an objection. In objection it was raised that the proposed site is located in an area at risk from flooding. In the absence of a PPS25 compliant SFRA and clear evidence of how the PPS25 Sequential Test has been applied to this site the site cannot be developed.

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CONSULTATION SUMMARIES - NORTH KILLINGHOLME - EMPLOYMENT SITES**

**INTRODUCTION**

At North Killingholme, one site was put forward in the Pre-Submission Consultation - Second Stage document as a potential option for future employment development. The site is as follows:

- Site 31-1: North Killingholme Airfield covering 141ha of a former World War II airfield to the west of the village of North Killingholme. The site is classed as being brownfield but there are large areas of agricultural land within the airfield area. Some of the site has been developed for industrial and storage uses. It is also located outside the development limit for North Killingholme and is allocated for employment use in the adopted North Lincolnshire Local Plan (May 2003) (site ref. IN1-2).

**CONSULTATION**

During the Pre-Submission Consultation - Second Stage, the proposed employment site at North Killingholme attracted a total of four representations from 3 organisations. The overall breakdown for representations received is, as follows:

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
31-1	North Killingholme Airfield	1	0	0	3	0	4
<b>Total</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>

**SUMMARY OF ISSUES RAISED**

- The site attracted a small number of responses, the majority of these being general comments/observations with a single objection.
- In objection it was considered that the proposed site should be de-allocated as the access is very poor. The fact that the site might attract car storage by displacing the use from the South Humber Bank employment site will lead to a large amount of traffic along a "C" class road and blight the area visually is also felt to be a key issue. Also, the site is not within 30 minutes of a railway station and the validity of the accessibility criteria is questioned.
- The more general observations related to built heritage and archaeology. It was noted that the site may be of archaeological importance with potential for pre-historic and Romano – British settlement. Therefore before any development takes place there will be a requirement for an archaeological assessment and survey to determine whether the remains require preservation in situ or by record.
- The proximity to the site of Scheduled Monuments was also highlighted as an issue. The site is located close to three moated sites to the east of the proposed site, which are designated as Scheduled Monuments. The nearest lies only 350 metres from the proposed allocation. If not handled sensitively the development of the proposed site could potentially have an adverse impact upon the setting of these monuments. Consequently it would be sensible to record the predicted effects on the monuments before development starts. The presence of ancient monuments must be highlighted as a constraint to development in line with PPG16 and there should be reference made to this constraint in the relevant part of the DPD.
- Also it was considered that development of this site may have an effect on nearby listed buildings and their special character and setting (this includes a Grade 1 listed church 430 metres away) must be safeguarded for the future if development is to take place. A reference to this constraint should be made in the relevant part of the DPD.

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CONSULTATION SUMMARIES - HUMBERSIDE AIRPORT - EMPLOYMENT SITES**

**INTRODUCTION**

At Humberside Airport, one site was put forward in the Pre-Submission Consultation - Second Stage document as a potential option for future employment development. The site is as follows:

- Site 55-1: Humberside Airport covering 7.55ha to the west of the existing airport complex, with the A18 forming the northern boundary. The site is greenfield and is currently in agricultural use. It is also located outside the development limit for airport complex as defined by the adopted North Lincolnshire Local Plan (May 2003).

**CONSULTATION**

During the Pre-Submission Consultation - Second Stage, the proposed employment site at Humberside Airport attracted a total of six representations from 6 organisations, groups or individuals. The overall breakdown for representations received is, as follows:

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
55-1	Humberside Airport	4	0	1	1	0	6
<b>Total</b>		<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>

**SUMMARY OF ISSUES RAISED**

- The majority of the representation received on this site were objections with very limited conditional support or general comments.
- In objection to the site it was considered that it is a speculative proposal that is unsustainably located in open countryside with poor public transport access. It is also felt that it does not have good pedestrian links and it is considered puzzling that such a claim has been made.
- There was concern that the future use of the site will be open to interpretation regarding land uses and that the site may attract non-airport related uses – no mention is made of the likely uses that may be attracted.
- It is noted that this site is additional to the existing allocation that has not been developed yet and that it is linked to air freight, which is considered to be unsustainable and will soon become uneconomic and unacceptable with regard to the air freighting of food and goods.
- It is felt that the site will be detrimental to the Climate Change Act that demands annual reductions in greenhouse gas emissions – this applies to the assumption that present levels of activity will be at least maintained.
- The site is also not considered to be not located in accordance with the Core Approach set out in the RSS – any development should be directly related to activities of the airport and conform to PPG13 Annex B. The proposal, it is felt, should include a reference to the uses on the site being limited to Airport related uses. Business Parks that do not relate to airport activities should be directed to locations in or adjacent urban areas.
- It is felt that the provision of extra land must not prejudice or undermine the existing business park offer adjacent the Airport. The opening of the Perishable Hub will stimulate demand but it is not guaranteed in the current challenging economic climate. Whilst it is understood that the DPD is planning to 2026, it considered that the current demand is questionable and the proposed allocation should be deleted and reviewed at a later date depending on economic recovery. This will help promote the existing Business Park.
- In conditional support, it was felt that the proposed site should be carefully conditioned to ensure that the allocation is catering for airport related uses that need to be located in close proximity to the airport and that a failure to do this could undermine renaissance efforts elsewhere in the district.

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- It was noted by one respondent that the helicopter operations at Humberside Airport have been growing significantly and ahead of forecast. Humberside is the second largest helicopter airport in the UK (Aberdeen is the largest) for North Sea oil and gas helicopter operations (to 57 southern North Sea Rigs) and is noted as an important role in the Aviation White Paper. In the last two years passenger journeys have increased by some 50% to some 50,000 to 55,000 passengers per year. If this growth continues it is anticipated that more operational land will be required in the short to medium term to expand this key business at the airport.
- It was considered that there will be a need to assess the impact that development in this location will have in terms of the local road network, and in particular the M180.
- It was observed that the site maybe of archaeological importance containing extensive remains of Iron Age and Romano-British Settlement. Before any development takes place there will be a requirement for an archaeological assessment and survey to determine whether the remains require preservation in situ or by record.

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CONSULTATION SUMMARIES - SANDTOFT - EMPLOYMENT SITES**

**INTRODUCTION**

At Sandtoft, one site was put forward in the Pre-Submission Consultation - Second Stage document as potential options for future employment development. The site is as follows:

- Site 56-1: Sandtoft Airfield covering 100ha on part of a former World War II airfield close to the village of Sandtoft with the M180 to the north and the existing Sandtoft Industrial area to the east and south. The site is brownfield with significant areas of agricultural land within the former airfield complex. Development has taken place along the southern and eastern edges of the site. It is also located mostly outside the development limit for the existing Sandtoft Industrial Area as defined in the adopted North Lincolnshire Local Plan (May 2003) (site ref. CIN16).

**CONSULTATION**

During the Pre-Submission Consultation - Second Stage, the proposed employment site in Sandtoft attracted a total of 244 representations from 236 organisations, groups or individuals. The overall breakdown for representations received is, as follows:

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
56-1	Sandtoft Industrial Estate	79	146	5	10	4	244
<b>Total</b>		<b>79</b>	<b>146</b>	<b>5</b>	<b>10</b>	<b>4</b>	<b>244</b>

**SUMMARY OF ISSUES RAISED**

- This site attracted a large number of representations with an overall majority (around 60%) supporting its allocation and over 30% of respondents against.
- In support for the site it was raised that the allocation would be an ideal opportunity to create a local jobs boost for the area by using an otherwise unused brownfield site. This was also felt to be an excellent location for business to locate to.
- It was felt that more local employment is required to match the number of houses being built in the Isle of Axholme and that there must be local jobs provided for future generations of the surrounding local villages. Also it was considered that the provision of local employment is essential as travel to and from Scunthorpe or Doncaster is both time and energy wasting.
- It was acknowledged that there would be short-term disruption during construction, but it is considered that the longer-term employment benefits to the local area would outweigh these. Also it is felt that development could have a spin off effect in terms of providing more trade for existing businesses in the area.
- It was considered that any allocation will build on what is already developed on the Airfield – there are already 950 to 1,000 people employed at Sandtoft Airfield. The land is already an industrial estate that has grown over the last 30 years. New employment is needed in the area and the allocation is ideally located and will help broaden North Lincolnshire’s economic diversity. In the present climate any growth of business at the Airfield must be seen as beneficial.
- It was considered that development would improve highway access to the site and improve the amenity for those living on Westgate and West End Road (narrow roads and proximity to housing). It is felt to be an excellent idea to look at improving access to the motorway network but highway infrastructure improvements must be implemented early.
- The site was considered to have merit in that it aligns with RES (Regional Economic Strategy) Objective 2 (C) which seeks to boost key sectors of regional significance but it was felt that the site may not be suitable as a business park as office development is more

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suitably located within urban centres (supports RES Objective 6 (B) in delivering integrated renaissance programmes in all major cities and sub regional centres in the Region.

- It was highlighted that improved highway infrastructure for the area would be provided and be a boost for employment opportunity in the Isle of Axholme. The site was also felt to be an excellent location for business to locate and provide employment
- It was considered that it would make suitable use of a site that is brownfield land and poor quality agricultural land on condition that there would be provision of a new access to the employment site either from the A161 via J2 of the M180 or via the western end of the site connecting with the A18 (via Dirtness Road), so avoiding Westgate, Belton and Sandtoft village. There is a need to reduce HGV traffic along Westgate Road and the proposed site could lead to a solution.
- In objection it was felt that any future development would result in an increase in the number of Heavy Goods Vehicles (HGVs) using the already busy roads from the A18 through Sandtoft to reach the Airfield. It was highlighted that a traffic flow report revealed that 2,500 vehicles (450 –500 lorries) a day go to and from the Airfield along the C202. The C202 is the only access to the site from the motorway network, if a full HGV restriction along Westgate is applied.
- Any increase in the greater usage of the road network would be unacceptable. It is felt that road accidents would increase and that the lack of footpaths or cycle lanes would lead to a reduction in road safety.
- It is considered that development would worsen the already inadequate road infrastructure in the area. The bridges over the rivers adjacent to the proposed site are not capable of withstanding heavy rain and the road is not wide enough, in part, for two vehicles to pass each other and the existing road construction is inadequate to take the projected increase in traffic. Broadly, accessibility to the site is generally felt to be poor.
- Amenity of local residents was also raised as a key issue. At present the weight and speed of HGVs make the houses along Westgate Road rattle and further development would create a worse problem with HGVs in the local area. It was highlighted that existing weight restrictions are ignored with HGVs travelling both eastwards and westwards along Westgate and that there are regular lorry movements in the early mornings (at 4am) to the detriment of residential amenity.
- The sustainability of the transport access to the site has also been questioned. It is considered not to be sustainable in transport access terms as Sandtoft is difficult to access, being a 12 mile round trip from the M180 mostly along C class roads. Any development must not happen before the highway infrastructure was improved substantially. It is suggested that it would be necessary to improve and simplify access to the M180 before development could be considered. Further information on highway solutions is considered essential before proper consideration can be given to the proposed allocation. However, it was noted that a direct access from the M180 to the proposed would be contrary to Highways Agency policy.
- A number of respondents considered the site would have a detrimental impact on the countryside in terms of landscape and biodiversity (including protected species), because it is located within the rural villages of Belton and Sandtoft and the existing development on the Airfield and any future development on it, is and, will not be in keeping with the areas rural character. The development, it is felt, will add to the already unsightly view of the area. The proposal will also be detrimental to the quality of lives and health of the nearby residents.

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This would apply even if a new road was constructed to the rear of the houses along Westgate.

- It was felt that the proposal would use good farming land for industry, which should instead be used for food production to enable humans to sustain themselves.
- Air, noise and light pollution were also felt to be key issues as it was considered that it would increase should development take place. It was noted that infrastructure in and around the airfield is very basic and it is unlikely that a new direct access from the M180 would relieve traffic noise and air pollution within and around the surrounding villages.
- It was felt that the council had overlooked other funding solutions to improving road infrastructure and residential amenity. Among these other suggestions put forward included the enforcement traffic regulations, curtailing business traffic from using Westgate and Sandtoft Road, repair these roads and footpaths and improve the minor link road to the rear of the existing business park to the A18. The Council's study of the Airfield should not have happened and the money spent (that should be revealed by the Council) should have gone towards these other highway infrastructure solutions.
- It is considered that inclusion of this site would cause an over allocation of employment land in North Lincolnshire. The area's employment allocations are already significantly higher than any other Councils in the Yorkshire and Humber region and that the RSS suggests that some existing allocations may need to be reviewed or replaced. It was felt that existing employment sites such as Skippingdale in Scunthorpe, are currently underused. In the current economic climate, it was felt that would be more appropriate to make use of all the empty business units and empty houses in North Lincolnshire.
- It is felt that the site is not required based on need and that there is a lack of evidence for the development. The allocation is considered to be in the wrong place and does not meet any sustainability criteria, particularly being not accessible by public transport. It is isolated from the main source of labour and would not broaden North Lincolnshire's economic diversity because its potential is likely to be realised in car storage use, a use that North Lincolnshire has plenty of. It is felt that it would draw labour from the existing supply of skilled and manual labour from Doncaster and Scunthorpe and not from the local rural area.
- The parts of the Airfield used by industry are considered to be a mess and they should be made to clean their act up. It was noted that there are large areas of the allocation not classified as brownfield land, but are areas used for agricultural crops (some 40 hectares), some of which is highly productive Grade 2 Agricultural Land.
- It was considered that the site area was more than double the size of the original site (56-1) shown in the first consultation. The site allocation now covers all of the Airfield's existing development (approximately 50 hectares) north of Belton Road/Westgate in addition to the 40 hectares of cropped arable land. The vacant brownfield area only amounts to 7 hectares of former wartime airfield with little or no industry with planning permission. The majority of existing business use on the Airfield is of low quality use providing few jobs (equating to 1 job per acre). It is felt that the level of jobs expected will not materialise.
- It was considered that the site requires a PPS25 compliant Strategic Flood Risk Assessment to be in place before any allocation can take place and clear evidence needs to be provided of how the PPS25 Sequential Test has been applied to the site.
- The proposed site is considered not to be in conformity with the RSS, particularly regarding policies YH4, YH7, T4 AND SY1. The proposal is inconsistent with the RSS core approach

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where regional and sub regional and sub regional cities and towns should be the prime focus for employment development.

- It was also felt that the site should be tested against the transport capacity of the SRN (including all schemes proposed around the M18) and against the opportunity for rail connection. It is considered that there is no indication of how the site can be connected to the SRN or the existing railway infrastructure. It is felt that capacity preference should be given to Doncaster sites that serve the needs of regeneration and are more likely to conform with the Sheffield City Region Programme. The proposal will prejudice the more strategically located logistic land use proposals in the emerging Doncaster Core Strategy that will directly utilise the M18 on the eastern side of Doncaster. Doncaster Council is currently developing a formula (including a logistics strategy) with the Highways Agency.
- More generally it was felt that the site would be an excessively large expansion of the existing site and represent a fundamental change to the area's character. It would be important to think about the economic sustainability when measured for example against the generally empty industrial units in North Lincolnshire – for example at the Skippingdale Industrial Estate in Scunthorpe.
- It was considered that any development would require a dedicated highway access. The narrow roads leading through Epworth and Belton to the proposed site are already unsustainable for HGVs but the issue could be solved by a dedicated/guaranteed new highway access that is more direct with the M180.
- The proximity of the site to the adjacent Hatfield Chase Ditches SSSI was highlighted. Accordingly, the need to make that the proposed site does not have an adverse impact should be taken into account. It is expected that an ecological survey be carried out to determine whether there are any important or protected habitats or species present and if any adverse effects are found the proposal must mitigate against them – the Council has a duty to do this under Section 40 of the Natural Environment and Rural Communities Act 2006.
- It was felt that the proposal must have regard to a range of listed buildings that lie within the proposed area. Concern is expressed that the proposal will not be compatible with special character and setting of these listed buildings. It was suggested that there should be a policy reference to safeguard these listed buildings and it would be appropriate to record the predicted effects the proposal will have on them. A reduction in the area proposed is recommended to help mitigate against the adverse effect was suggested.
- Some respondent considered that the site should be proposed anywhere with a decent connection to Junction 2 of the M180.
- A new access to the proposed site was suggested and it should be located from Junction 2 of the M180 westwards and adjacent to the M180 - this will link to the proposed site on its eastern boundary. This will resolve the traffic issues in around the surrounding villages and have minimal interference on the local population while at the same time giving much needed employment to the same local population.

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CONSULTATION SUMMARIES - SOUTH HUMBER BANK - EMPLOYMENT SITES**

**INTRODUCTION**

At the South Humber Bank, one site was put forward in the Pre-Submission Consultation - Second Stage document as a potential option for future employment development. The site is as follows:

- Site 57-1: South Humber Bank covering 780ha on the southern bank of the Humber Estuary between East Halton Skitter to the north and Immingham to the south. The site is partly development and being used for a mixture of industrial uses including petrochemicals, power generation, car storage, coal transshipment and logistics. The remainder of the area is in agricultural use. The site does not have development limits but is allocated in the adopted North Lincolnshire Local Plan (May 2003) for employment uses (site refs. IN1-1 & CIN1).

**CONSULTATION**

During the Pre-Submission Consultation - Second Stage, the proposed employment site at the South Humber Bank attracted a total of 11 representations from 7 organisations, groups or individuals. The overall breakdown for representations received is, as follows:

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
57-1	South Humber Bank	4	2	1	4	0	11
<b>Total</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>11</b>

**SUMMARY OF ISSUES RAISED**

- In objection to the site, it was raised that the scale of the site had given no consideration to nearby residents or to its sustainability in terms of access and its development would be detrimental to the nearby designated SPA/Ramsar nature conservation site. The objections gave support to a strategic approach to the bird carrying capacity of the Humber Estuary and identification of land as mitigation as compensation for loss to employment use if development of the employment site was to go ahead. Failure to demonstrate appropriate mitigation would result in failure to comply with the EU habitat regulations and would prove the DPD unsound. One objection specifically related to an underused overgrown footpath adjacent Mamby Road and that this could be maintained and enhanced into a joint cycleway and footpath to enable cycle and walking access to the Employment Site from Immingham.
- In support for the site it was raised that conditional support could be given if the development of the site would be in line with the South Humber Bank Master Plan Stage 2 (2004) and that suitable nearby housing be provided for the employment site, including locations in North East Lincolnshire. It was suggested that a joint multi-area agreement with North East Lincolnshire could be produced to link new housing with the employment site. Another support acknowledged the economic asset of the site by giving an example of the proposed Bioethanol Plant (adding to the established chemical cluster of the SHB) and its potential employment opportunities it will offer in terms of construction jobs and full time work at the plant and its general contribution to the wealth of the area. The support emphasised that the SHB Employment site is part of the RSS/RES that acknowledges the South Humber Bank Employment Site as the Global Gateway for the Yorkshire and Humber Region. Support also recognised that the SHB Employment site is sustainably located next to a deep water channel of the River Humber and will support estuary related industry, including having a major role in achieving the Region's renewable energy generation target.
- The more general observations related to the historic landscape and buildings present in the nearby area. It was felt that due regard should be given to a nearby moated site (scheduled monuments) located between North Killingholme and East Halton (landscape setting must be preserved) as well as listed buildings in the area with an emphasis on churches (the settings must be safeguarded) and the presence of the scheduled monuments – must be highlighted as a constraint to development in line with PPG16.

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CONSULTATION SUMMARIES – TOWN & DISTRICT CENTRE BOUNDARIES**

**INTRODUCTION**

As part of the process of preparing and delivering their spatial strategies, a key requirement of Planning Policy Statement (PPS) 6: Planning for Town is for local planning authorities to devise and implement a hierarchy of town and district centres. These centres should be in the main locations for future retail and leisure development.

In North Lincolnshire, the emerging Core Strategy has identified 5 town centres and 4 district centres, which are:

**Town Centres**

- Scunthorpe (sub-regional town)
- Barton upon Humber
- Brigg
- Crowle
- Epworth

**District Centres**

- Ashby
- Frodingham Road
- Kirton in Lindsey
- Winterton

The boundaries for these centres will be shown the town/district centre inset maps as part of the Housing & Employment Land Allocation DPD. These maps will also identify any sites for future retail development. As part of the second stage consultation, no sites were identified for retail development due to none being received at Issues & Options and Call for Sites stages.

**CONSULTATION**

During the Pre-Submission Consultation – Second Stage, the proposed town and district centre boundaries attracted a total of 3 representations from 2 groups, individuals and organisations. The overall breakdown for representations received is, as follows

Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
Scunthorpe Town Centre	0	0	0	0	0	0
Barton upon Humber Town Centre	0	0	0	0	0	0
Brigg Town Centre	0	0	0	0	0	0
Crowle Town Centre	0	0	0	0	0	0
Epworth Town Centre	2	0	0	0	1	3
Ashby District Centre	0	0	0	0	0	0
Frodingham Road District Centre	0	0	0	0	0	0
Kirton in Lindsey District Centre	0	0	0	0	0	0
Winterton District Centre	0	0	0	0	0	0
<b>Totals</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>

**SUMMARY OF ISSUES RAISED**

- The only representations received during the consultation period related the provision of retail services and other facilities in Epworth. Broadly it is felt there is a need to ensure that enough land close to the existing town centre is provided to allow for improved retail services, parking and health facilities in order to ensure that towns remain a thriving place and the DPD as written does not allow for this to happen, which could result in the deterioration of services and facilities.
- In terms of retail services/facilities, it is considered that existing allocations and services are poor, despite the fact the settlement has seen expansion over the last decade or more. This has resulted in a retail leakage to other towns, which in turn removes expenditure from the local economy as well as increasing the need to travel.
- The town centre is considered to be very attractive and important for Epworth, and should be preserved as well as conserved. It is seen as a major asset. However, it is felt that it can be complimented and enhanced with additional, more modern retail facilities. This would help to retail expenditure within the town.
- The existing garden centre, which is allocated in the adopted Local Plan for retail development, is seen as being the ideal location for future retail development in the town and that the allocation should be extended to the north, south and west, in order to link up with the High Street and allow

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for the relocation of the garden centre to allow a reasonably sized retail development. It is felt that this proposed could deal with a number of local problems such as lack of car parking by providing additional parking for cars, coaches and HGVs this would remove the need for them to be parked on the High Street. The car parking would be linked to the High Street and would help it to flourish.

- Allowing such an extension to the existing allocation would, it was felt attract a suitable retail offer, which would be worthy of the town and provide much needed facilities and would attract retail expenditure. Broadly, it is considered that the site and the extension of boundaries would be a natural extension of the town centre and fit in well with it.
- Car parking was also raised as an issue of local importance. It was felt that the plan as drawn appears to rule out areas where this could be provided and as such would perpetuate the existing problem.
- The provision of a new health centre was also mentioned as a key local priority. The current surgery suffers from being too small as well as parking and access issues. A new surgery has received a lot of support from local people as well as the GPs. However, it is acknowledged that funding from the PCT is not available currently, but may be in the future from other sources. Accordingly, it is felt that land should be provided were development could be possible.
- In order to accommodate any new car parking and surgery, it is felt that the land to the north of the High Street would be suitable site for this development to take place and that an allocation should be made in order for this to happen in future. If an allocation is not made it is considered that a chance to provide these facilities will be lost for some time.

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CONSULTATION SUMMARIES - BARTON UPON HUMBER - GYPSY & TRAVELLER SITE**

**INTRODUCTION**

In the Barton upon Humber area, one site was taken forward in the Pre-Submission Consultation - Second Stage document as a potential option for a future Gypsy and Traveller site:

- Site GT7-3: Caistor Road covering 0.45ha on a greenfield site, which is currently, vacant grassland. The site is on the outskirts of Barton upon Humber and is adjacent to a reservoir to the north. There are overhead power lines to the south of the site and the site is currently blocked off with soil and metal bollards to the west adjacent to Caistor Road. The site is surrounded by hedges/trees to the east, west and south of the site. The site is not located in a flood risk zone and Gypsies and Travellers have previously used the site without planning permission.

**Consultation**

During the Pre-Submission Consultation - Second Stage, the proposed town and district centre boundaries attracted a total of 202 representations from a wide range of groups, individuals and organisations. The overall breakdown for representations received is, as follows

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
GT7-3	Caistor Road	200	2	0	0	0	202
<b>Total</b>		<b>200</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>202</b>

**Summary of Issues Raised**

**Site GT7-3 Caistor Road**

- The site attracted a large amount of objections and only a very small minority supported the proposed Gypsy and Traveller site.
- In objection to the site, there were a number of issues raised, which state that it is not suitable for development as a Gypsy and Traveller site. One main issue was possible contamination of the site due to its previous use as a landfill site, therefore there may be risks from toxic materials and methane gas. A proper assessment of the site needs to take place in order to determine the extent of contamination from the site.
- Another key issue raised is that the site is outside the development limit of Barton and is on Greenfield. Proximity to a busy road was also an issue as this would be a safety issue for residents if the site were developed. Many state that the site is not big enough to accommodate 12 pitches.
- Many people object to the proposed site as in the GTAA Gypsies and Travellers wanting to live in Barton ranked it 9<sup>th</sup> therefore there were more preferable places where they wish to live. Therefore many people object to the proposed site, as Barton is not the preferred location.
- Many objections stated that the site was not large enough to provide adequate site facilities for parking, storage, play and residential amenity. Many objections stated that litter would be an issue if the site were to be developed.
- Another issue raised is that the proposed use of the site does not comply with the Government Initiative 'Every Child Matters' as the site is not safe and healthy for children to live on and the site is adjacent to a busy road where the national speed limit is 60mph.
- Two people supported the development of the site. One person objected to the fact that Barton Town Council pre-completed comment forms with the objection box already ticked and circulated these through local letter boxes to be signed and returned to the council. The objector felt this was the wrong approach to take, as the Council should be able to promote a debate about the issue and let residents make their own decisions. Another support stated that the site was well suited and well related to services.

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CONSULTATION SUMMARIES - SCUNTHORPE - GYPSY & TRAVELLER SITE**

**INTRODUCTION**

In the Scunthorpe urban area, one site was taken forward in the Pre-Submission Consultation - Second Stage document as a potential option for a future gypsy site:

- Site GT36-1: Normanby Road covering 0.38ha on a Brownfield site which is an existing Gypsy and Traveller transit site (20 pitches) which is currently closed down due to vandalism. The site has Conesby Quarry to the north and east of the site. To the south of the site is Scunthorpe Speedway and residential is to the west of the site. Vacant grassland and trees surround the rest of the site. Industry and employment is to the east of the site. The site is Brownfield land and is not located in a flood risk zone.

**CONSULTATION**

During the Pre-Submission Consultation - Second Stage, the proposed town and district centre boundaries attracted a total of 279 representations from a wide range of groups, individuals and organisations. The overall breakdown for representations received is, as follows

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
GT36-1	Normanby Road	275	2	0	2	0	279
<b>Total</b>		<b>275</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>279</b>

**SUMMARY OF ISSUES RAISED**

**Site GT36-1 Normanby Road**

- The site attracted a large amount of objections as only a very small minority supported the proposed Gypsy and Traveller site.
- In objection to the site, there were a number of issues raised, which suggest that it is not suitable for development. One of the main issues for this proposed site was that if development took place on this site it would have a huge threat to the Speedway site and cause a threat to the sport. Noise from the Speedway would also be a nuisance for any residents on the proposed Gypsy and Traveller site. Therefore strong objections towards developing the site for a Gypsy and Traveller site were raised.
- Many people state the site is too close to many businesses and that it has been repeatedly unsuccessful as a traveller's camp on many occasions and that local businesses and amenities have suffered damage and vandalism over the history of the site occupancy.
- Another key issue raised was that the site is remote and that there is a lack of amenities for travellers on this site, particularly children i.e. schools, shops, doctors. The site is next to a busy road, which many objectors feel is unsafe for any residents living on the site.
- Location of the quarry was raised as an issue as many suggest continuous methane emissions come from the quarry, which would be unsafe for anyone living on the proposed site. Many suggest the site is contaminated by large quantities of methane gas.
- Only two comments were received in support of the site. One stated that the site seems well suited to a transit site and the other stated that the Scunthorpe site was better than the one proposed at Caistor Road, Barton. This was due to the site at Scunthorpe being larger, had more open space than Caistor Road and this site was not contaminated.
- Both observations, which were made, were regarding the possibility of the closure of the speedway if the Gypsy and Traveller site went ahead and both people were very supportive of the Speedway facility. They hoped that if a Gypsy and Traveller site were opened at this site it would not have a detrimental effect on the Speedway site.

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**INTRODUCTION**

Part of the role of the Housing & Employment Land Allocations DPD is to set out settlement development limits. Development limits are used to identify the areas within which development may be appropriate, including infilling, redevelopment and conversion of buildings but they do not necessarily cover all existing developed areas. Development outside development limits is strictly controlled and normally limited to uses, which are suitable for a location in the countryside and have a demonstrable need for such a location. This may include uses that are necessary to sustain the countryside as a varied and productive area, such as some farm diversification schemes.

Development limits have been applied to most of the settlements in North Lincolnshire and the Council has reviewed its settlement development limits using the existing development limits of the North Lincolnshire Local Plan Adopted May 2003 as the starting point. As part of the review, suggestions received during the Issues and Options Stage of the DPD and those shown in the DPD to amend development limits have been considered. A number of changes to existing development limits have been proposed within this DPD. Most of the proposed changes are extensions to existing limits.

As part of the ongoing work on the DPD a number of comments have been received on the development limits proposed in the second stage consultation DPD. The summaries below are based on the representations received during the consultation and reflect the comments of the consultees, not the local authority.

**CONSULTATION**

During the Pre-Submission Consultation - Second Stage, 131 representations were received in respect of the proposed settlement development limits. These responses varied with many proposing additions to the development limits, objecting the non-inclusion of areas of land within them, general comments regarding the overall growth in some settlements as well as a number in support of the approach being taken. It should be noted that not all settlements with/without development limits attracted consultation responses. Only those, which did have been included in the table below and in the summaries.

Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
Althorpe, Burringham & Derrythorpe	1	0	0	1	0	2
Appleby	0	0	1	0	0	1
Barnetby-le-Wold	2	0	0	1	0	3
Belton, Westgate & Carrhouse	0	0	0	0	1	1
Bonby	0	1	0	2	2	5
Broughton	0	1	0	0	0	1
Crowle	3	0	0	0	0	3
East Halton	1	0	0	0	0	1
Eastoft	1	0	0	0	0	1
Elsham	0	0	0	0	1	1
Epworth	10	0	0	0	0	10
Garthorpe & Fockerby	2	0	0	0	0	2
Gunness	1	0	0	0	0	1
Haxey	2	1	0	0	2	5
Hibaldstow	1	0	1	0	0	2
Keadby	1	0	0	2	0	3
Kirmington	2	0	0	0	0	2
Kirton in Lindsey	3	0	0	2	0	5
Luddington	3	0	0	0	0	3
Messingham	0	2	0	1	0	3
New Holland	1	0	0	0	0	1
Owston Ferry	3	0	0	0	0	3

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Scawby	0	0	0	0	1	1
South Ferriby	1	0	0	0	0	1
South Killingholme	2	0	0	0	0	2
Ulceby	0	1	0	0	0	1
West Butterwick & East Butterwick	0	0	0	0	3	3
West Halton	0	0	0	1	0	1
Westwoodside	0	0	1	1	1	3
Winteringham	1	0	0	0	0	1
Wootton	3	30	0	1	4	38
Worlaby	0	1	0	0	0	1
Wrawby	0	0	0	0	1	1
Wroot	1	3	0	1	0	5
Beltoft	0	0	0	1	0	1
Cadney	1	0	0	0	0	1
Graizelound	1	0	0	0	0	1
Low Burnham	3	0	0	0	0	3
Sandtoft	4	0	0	0	0	4
Saxby-all-Saints	3	0	0	0	0	3
Thornton Curtis	1	0	0	0	0	1
<b>Total</b>	<b>58</b>	<b>40</b>	<b>3</b>	<b>14</b>	<b>16</b>	<b>131</b>

**SUMMARY OF ISSUES RAISED**

**Althorpe, Burringham & Derrythorpe**

- Two amendments to the proposed development limits Althorpe/Derrythorpe and Burringham were put forward during the consultation period. The first of these related to Burringham. The respondent considers that the development limit along High Street should run along the bank of the River Trent, which would allow for the development of small site to the rear of 80 High Street.
- The second suggested amendment relates to Althorpe and Derrythorpe. The respondent considers that land at White House Farm, Althorpe should be allocated for residential development and is included within the development limit. It is felt that this site will help to provide an opportunity to develop affordable rural housing. The site is considered too close to existing facilities and services, with a number of mobile shops visiting the village. Development of the site would also potentially assist in attracting new facilities to the village. The site is considered to be obsolete in terms agricultural use. Accordingly, the respondent wishes to see the development limit amended to include this area of land and extended to include all of Derrythorpe (as in previous local plans).

**Appleby**

- The proposed development for Appleby is supported as it allows for some infilling and limited organic growth. However, it is suggested that there is a further opportunity to extend the development limit further to include one or more residential allocations. The proposed addition to the proposed development limit would include land to the east of Vicarage Park/Old Vicarage Drive.

**Barnetby-le-Wold**

- A number of suggestions have been put forward to amend the proposed development limit for Barnetby.
- The proposed amendment to delete the development limit around the railway sidings is not supported. It is felt that a more flexible approach should be taken in respect of this area in order to allow a more viable development to be delivered.

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- It has been proposed to extend the development limit around Hillside Crescent to include the former sawmill site to the east. The site is brownfield and contains a number of redundant buildings, and it is considered that the site should be reconsidered for residential development. This site was previously included in the Issues & Options document.
- It is also being proposed to extend the development limit to include land between Coskills Farm to the north, Railway Street to the south and Kings Road to the east to release it for development. It is suggested that Barnetby is a sustainable settlement due to its good road and rail links as well as proximity to major employment opportunities. It is proposed to include provision for renewable energy in any future development.

**Belton, Westgate & Carrhouse**

- It is considered that the development limit for Belton needs to be relocated as the current limit has had a significant effect on the natural expansion. It is felt that the limit had created a dumb-bell shaped structure at either end of the village with the High Street being a narrow strip of development. This it is felt has not encouraged a feeling of community and means that the properties on the A161 are continually disturbed by the traffic using this route.
- It is considered that if the approach of the South Axholme Local Plan for Belton proposed in the 1980's was followed by allowing development to the west of High Street, it would have lessened the problems above and allowed for better access to the local school, chapel, GP surgery and village as well as providing the opportunity to provide further housing. However, this did not happen and development has been limited to the east of the village, which is now saturated.
- It has been proposed the development limit be reviewed in respect of the western side of the village. It is proposed that the limit follows the natural boundary provided by footpath 37 and adjacent to the ancient hedge line, which separates traditional land holdings from the communal open field system. It also suggest that limit be extended from the point that footpath 37 turns towards the High Street, to Westgate Road. This it is contended will allow this land to be released for development.

**Bonby**

- The parish council supports the development limit for Bonby, in particular. However, a number of changes to the limit have been put forward.
- The first suggestion is that the development limit should be extended to include a number of properties on the north eastern edge of the village, off Church Lane. This would allow the addition of a building plot for an additional house.
- The second suggestion is that the development should be extended to include land at North Holme off Main Street. It is felt that this site is part of the village and has never been formally included in the village envelope. It is considered that this site should be used for affordable housing.

**Broughton**

- It is considered that the proposed amendments to the development limits for Broughton are appropriate.

**Crowle**

- It was considered that in general, the development limit for Crowle is inappropriate in its nature. It is felt that given the small number of sites identified, should one or more of these prove not to be deliverable or suffer any setbacks, the sustainability requirements for the town would be stifled.
- It is mentioned that the development limits criteria includes redeveloping redundant rural buildings and natural infill gaps within boundaries of villages. However, it is felt that the development limit as proposed for the western edge of Crowle runs contrary to this criteria, as it cuts through existing agricultural yards and gardens, and falls short of the natural boundary of the settlement, which is in the form of a drainage

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dyke. The dyke, it is considered prevents the agricultural yards and gardens from extending into the open countryside and this land should therefore be utilised for small-scale development opportunities.

- The development limits policy as applied in Crowle, it is felt requires all settlement plans to demonstrate a land use plan, with areas inside the limits being suitable for development and the areas outside being allocated for agricultural/green use. It is considered that the site cannot feasibly be classed as agricultural or green as it is too small and in part contains gardens and buildings, and would be difficult to allocate as open space. It is felt by respondents that inclusion of this land help sustainable development in the town.
- On the eastern side of Crowle, it is suggested that the development limit be extended to include land to the south of Mill Road. It is considered that this would compliment the existing settlement pattern of modern development in this area of Crowle.

#### **East Halton**

- It was felt that there should be some flexibility to allow small-scale development in the village, which would help to support the local school.

#### **Eastoft**

- It is suggested that the development limit for Eastoft should be amended to include a small amount of land in addition to that, which already has planning permission to the rear of Broadford House on High Street. It is felt this small extension would allow for a larger, less cramped site that will improve the area and will not have a major impact on the village.

#### **Elsham**

- It is suggested that the development limit for Elsham should be amended to include an area of land at the end of Woodland Drive. It is felt that this would tidy up a small area of waste ground, which forms part of the village. Development would be in keeping the nature of the village. The site may also help to provide affordable housing.

#### **Epworth**

- A number of concerns have been raised during the consultation period about the existing and proposed development limits around the town. It was felt that the development limits should not generally be extended and the existing one should be adhered to. Also, it was considered that Epworth had a lot of residential development in the recent past, which has put pressure on local infrastructure, and that new growth will increase this problem.
- It was highlighted that the Ipsos Mori survey carried out in 2006 concluded that local residents did not wish to see the development limit for town extended. Secondly, concern was expressed regarding the existing and proposed development limit around proposed housing site 18-6. There was confusion that the proposed development limit is shown outside the existing one.
- The proposed amendment to the development to the south of the Studcross development was also queried. Development has encroached beyond the existing development limit and there is query as to why this had occurred. It was felt amending the development limit to take account this development would be a mockery of the principle of such limits.
- The proposed extension to the development limit along West End Road was also raised by a number of respondents. It is felt that there is no defined reason as to why and how the demarcation was determined - either it should take in all current buildings and proposed development sites on West End Road or it should remain as currently drawn. There were also concerns that moving the boundary would result in greater infill development in the area and that it would result in spreading future development further away from local amenities, which would be beyond the acceptable walking distance. Also there are issues on West End Road with speeding vehicles and it is felt that any increase in development would exacerbate the situation. Further infill development was considered to be out of character with the surroundings and the many period and listed properties in the area.

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- The proposed extension to the development at Field House Farm on Station Road also attracted objections. It is thought not to fit in with the existing buildings on the site and will only serve as a future infill development and will add to the existing traffic problems in the area.
- The proposed extension to the development limit to include the affordable housing development on Mill View Close was mentioned, as part of the site was not included within the proposed limit. Also it was felt that including this development within the limit for the town would allow further development to take place to the north and would create infill opportunities to the west.
- However, there is some support for extending the development limits around Epworth. The first relates to the area to the north, west and south of the garden centre on Belton Road and to the north of the town centre. It was considered that extending the development limits to include this would have a positive benefit for the town in respect of providing the opportunity to allow further retail development and improved community facilities such as a car park to occur. This it is felt would help to keep retail expenditure in the town and would improve the range of services available as well as supporting the existing town centre.
- Another respondent considers that a smaller area of land to the north of the High Street should be included within the development limit to allow for a small scale residential development to take place. It is considered that this amendment would help in providing sufficient development to support Epworth's status as a Local Service Centre.
- Elsewhere, it is suggested that the proposed development limit along West End Road be extended to the edge of the current development at Scawcett Lane.

#### **Garthorpe & Fockerby**

- Two proposals have been put forward to amend the development limit for Garthorpe and Fockerby. The first of these is to amend the development limit to include land to the rear of Hillview off Island Road for small-scale development. This amendment is considered to be suitable as an infill opportunity and would help to support and maintain the vitality of the settlement. The respondent notes that there does already exist development outside the development limits.
- The second proposal involves the amendment of the development limit to include land at College Farm, between Station Road and Luddington Road. It is considered that inclusion of this land will embrace other built development, which should be within the village limit and also a site, which was previously granted planning permission for a dwelling.

#### **Gunness**

- It has been suggested that the development limit for Gunness be amended to include all the land to the rear of 1 Station Road. It is felt that it would form a rounding off of the development limit in line with the eastern limit of development of Wharfdale Close immediately to the south. The site is brownfield and scores well on accessibility.

#### **Haxey**

- A number of amendments to the proposed development limit of Haxey have been put forward.
- The first proposal, which is supported by two respondents, involves moving the development limit to the northern side of Northside running adjacent the limit on Turbary Road.
- The second suggestion is that the proposed development limit around Hood Croft is amended to include the land immediately to the east, which forms the rear area for 52 High Street. The site is felt to be brownfield given the fact that it is the site of the former Haxey railway station and that is not genuinely open countryside as it forms part of the curtilage of the existing residential property. It is considered that this site would allow for small select development to go ahead, which was previously granted planning permission (this has now lapsed).

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- The third proposal is to amend the development limit to include land to the north of East Lound Road on the eastern edge of the village. It is considered that this would allow for small-scale development to take place, which would help to maintain the sustainability of the settlement and not be detrimental to its character.
- The fourth proposal is to amend the development limit to include land to the east of Graizelound Fields Road on the southern edge of the village. It is considered that this would allow for small-scale development to take place, which would help to maintain the sustainability of the settlement and not be detrimental to its character. The site extends the village boundary up to its natural limit.

#### **Hibaldstow**

- Two suggestions to amend the proposed development limit for Hibaldstow were submitted during the consultation. The first suggestion is to amend the proposed development running to the rear of the properties on the eastern side of Brigg Road/Hunts Lane to include the field to east of the limit (as proposed).
- The second suggestion is to have a development limit around the Castle Keep development area, which would acknowledge the existence of a significant cluster of development and will allow the opportunity to re-develop an existing commercial site, which does not fit in within the surrounding residential use.

#### **Keadby**

- Three suggested amendments were put forward to the proposed development limit for Keadby. The first of these proposed extending the development limit to include an area of land at the southern end of the village between the built area and the railway embankment, at the junction of B1392 Station Road and the A18. It is felt that inclusion of this site would remove an eyesore in the village and allow the opportunity to provide low cost homes for first time buyers.
- The second suggestion proposed amending the development on the western edge of the village to include an area of land between the rear of the properties on Chesswick Crescent and the railway line. The site consists of previously used land and it is felt that it would mean a rounding off the settlement which is similar to what has been proposed elsewhere.
- The third suggestion is made on the back of an objection to the proposed development. It is felt that the development limit should be extended to include land and property at number 1 Sands Lane.

#### **Kirmington**

- Two proposals were put forward during the consultation in respect of the development limit for Kirmington.
- The first of these to extend the proposed development limit to include the site currently occupied by Timberland Motorhomes on Limber Road. This site is considered to be physically part of the village and therefore, should not be considered as part of the open countryside. It is felt that there is no rational explanation as to why this area has been excluded. Without inclusion in the development limit, the respondent considers that it will be difficult to attract a new occupier and would limit its development potential, which in turn could lead to the site becoming derelict. The proposal, if the site is included within the development limit, is to have the site developed for residential use, which would help to meet the housing requirements of the emerging Core Strategy. Also the site is felt to be deliverable in accordance with the provisions of PPS3.
- The second suggestion is to include land, which is currently being used as a medium sized haulage depot, at number 1 Limber Road. It is felt that including the land within the village boundary would allow it to be used for a use more inkeeping with the village environment, if or when the current business should cease trading. It is felt that in future the site could be used for affordable housing.

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**Kirton in Lindsey**

- Five suggestions were put forward to amend the proposed development limit for Kirton in Lindsey. One more general comment was also received.
- The first suggestion is to extend the development limit on the eastern edge of the town to include land on the northern side of Redbourne Mere, to the east of the Civic Amenity Site. It is felt that the inclusion of this site would be ideally suited for residential or leisure development.
- The second suggestion is to extend the proposed development limit surrounding the properties to the east of Station Road to include further land and buildings which forms part of the curtilage of Beechcroft. It is felt that this is a brownfield site and in form and scale is part of the settlement. Inclusion of this land, if considered, would result in a minimal increase in the settlement boundary and would not result in the unacceptable development of open land.
- The third suggestion is based on the non-inclusion of land to the rear of The Bungalow, Hellingly, Bradgate House and Two Hoots, on the western side of Grayingham Road. It is considered that the proposed site would be just as sustainable as the proposed site 27-13, as well as being less intrusive due to its size and will not involve the loss of as much agricultural land. Also it is felt that it would not affect an area of high landscape value like proposed site 27-13.
- The fourth suggestion also relates to the development limit to the rear of The Bungalow, Hellingly, Bradgate House and Two Hoots, on the western side of Grayingham Road. It is felt that development limit should continue in a straight line rather than being tight to the dwellings. This it is considered would not be any material detriment to any area of acknowledged importance.
- In terms of the general comments, these related to drainage. It was felt that should any of the sites in Kirton in Lindsey be developed, the drainage assessment should take proper consideration of any down river risks, in particular along the River Eau in Scotter.

**Luddington**

- One suggestion to amend the development limit for Luddington was proposed. It was felt that the limit should be extended to include the land and properties on either side of High Street, including Glebe Farm, the village primary school, the village hall, the Old Vicarage and White House Farm.

**Messingham**

- Two respondents supported the proposed development limit for Messingham, whilst one proposed a change.
- The proposed change is to extend the development limit on the western edge of the village to include the land to rear of Chancel Barn, which is situated off Church Street. It is considered that the development limit as currently drafted excludes the garden of this dwelling and it is felt could cause difficulties in future when interpreting the status of the land in future. There is also concern that the DPD does not allow any opportunities for expansion in Messingham to meet the emerging housing requirements. Messingham is considered to be a sustainable settlement and as such it is expected that small amounts of development on suitable sites within the development limit would be allowed. However the proposed boundary does not allow for this and is therefore reducing the potential to support and maintain the vitality of the settlement.
- The respondent feels that including this land could incorporate within the development limit without necessarily having a presumption in favour of development. However, it offers an opportunity for some development in the future should any suitable proposal come forward. Overall, it is felt that inclusion of this area within the development limit would help the delivery of housing and contribute to the vitality of the settlement.

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**New Holland**

- One suggested amendment to the proposed development limit for New Holland was put forward during the consultation. This suggestion involves moving the proposed development limit to include an area of land adjacent to the south of a property known as Phylidor, off Marsh Lane, and to the rear of the properties on the west side of Barrow Road. The land previously contained 14 dwellings, which were demolished and the site grassed over. It was also previously within the development limit for village, but was subsequently removed resulting in an inability to gain planning permission. Footings and services are still in existence on the site.

**Owston Ferry**

- Three representations were received in respect of Owston Ferry - one objecting the non-inclusion of a site proposed in the Issues & Options document and two proposing the inclusion of additional land within the village development limit.
- In respect of the non-inclusion in the DPD of proposed 32-6 (Issues & Options reference), it is felt that it will not be possible for Owston Ferry to expand in a logical manner by increasing the size of the main body of the settlement as opposed to linear development along the village approach roads. Accordingly, this site should be reinstated.
- The second representation suggests that the development limit for Owston Ferry should be extended to include land between the current development limit and the site of the castle. It is felt that as drawn, the development limits in rural settlements are too restrictive and prevent organic growth of such communities taking place, which in turn helps to maintain vitality.
- The third representation suggests that the development limit for Owston Ferry should be amended to include an area of land between the rear of the properties on Church Crescent to the north and the rear of the properties on Station Road. This area of land is surrounded by development on three sides and its inclusion would in effect represent a squaring off the development limit. It is felt that small settlements should have some scope for limited levels of development.

**Scawby**

- One suggested amendment to the proposed development limit for Scawby was put forward during the consultation period. It is proposed that the development limit be amended to include land off Messingham Lane. This, it is considered, would represent a rounding off of the development limit in a similar manner to that which is on the south side of Messingham Lane. The site is previously developed with housing on all sides.

**South Ferriby**

- One suggested amendment to the proposed development limit for South Ferriby was put forward during the consultation period. It is proposed that the development limit be amended to include a parcel of land adjacent to Woodside Farm. The respondent considers this site to be a logical development as it is previously used land (having been occupied by dwelling) and is away from flood risk. All services/utilities are either present on or adjacent to the site, making development easier. It also has the support of the Parish Council and any development would be to a high environmental standard. It is also considered that South Ferriby is a suitable location for development as it has good transport access, easy access to facilities, has a major employer and other small businesses.

**South Killingholme**

- Two representations were received during the consultation period regarding South Killingholme. Both are along similar lines. It is felt that as drawn, the proposed development limit divides the village into two separate areas and that the village should be considered as a whole. The respondents note that the plan allows for road and industrial expansion, but does not allow for any expansion of South Killingholme. It is felt that the village will be left to stagnate or become more isolated, and this will only get worse with the expanded roads, industry and docks. It is considered the village should be able to take advantage of this growth.

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**Ulceby**

- The proposed development limit for Ulceby is considered to be appropriate and is therefore supported.

**West Butterwick & East Butterwick**

- Three suggested amendments to the proposed development limit for West Butterwick were put forward during the consultation period. The first suggestion proposes that the development limit be amended to include the farmyard area of Hall Farm. It is considered that inclusion of this site within the development limit will contribute to making the village more nuclear and less of a strip. The site, it is felt, is becoming increasingly difficult to operate as a modern farmyard due to its location in the village centre. Accordingly, it is considered that including the site within the development, which may allow for its conversion to residential use in the future, would reduce the impact on the village, which the farm currently has.
- The second suggestion also relates to Hall Farm. It is proposed the development limit be amended to include a field between the Hall Farm farmyard and the Parklands development. It is considered that this area of land represents a logical in-fill (secondary to Hall Farm farmyard itself) for the village, and would contribute to making more nuclear rather than expanding outwards along the main roads.
- The third suggestion relates to the proposed development limit running along North Street in the village. It proposed that a number of gaps within the proposed limit are included within it. These are the gaps between numbers 51 to 57 North Street, between numbers 63 to 69 North Street. Also it is felt that the builders yard between numbers 60 and 62 North Street up to the river bank should be included, or that the river bank should be used as the boundary.

**West Halton**

- The proposed development limit for West Halton is felt to be suitable.

**Westwoodside**

- Three representations were received in relation to the development limit for Westwoodside during the consultation period. One representation supported the proposed development for the village, whilst one objected to the non-allocation of an area land shown previously in the Issues & Options document and another sought an amendment to the development limit.
- In support of the proposed development limit, it was considered that given the limit appeared for the most part to include properties, which have already been developed, it made sense.
- In respect on the non-inclusion of an area of land, which was shown previously as site 42-5 in the Issues and Options document, it is felt that if no opportunities are allowed for development in Westwoodside during the LDF period, the economic sustainability of the village as well as its character and appearance will be negatively impacted upon. It is considered that Westwoodside is an attractive area to live with good facilities, however, if no opportunities are provided, this may encourage the reuse and intensification of existing sites and as a result may involve the loss of larger properties and/or their curtilage to redevelopment. This in turn, it is felt, limits the opportunities for smaller scale affordable housing development, as developers will be aiming to maximise returns, and therefore will have an impact on the social make up the village.
- It is proposed, therefore, that a further site be provided for development in the village, via an amendment to the proposed development limit. It suggested that smaller portion of site 42-5 is included within the development limit for the village.
- The third representation sought to amend the development limit running along Nethergate, to include land to the rear of number 39 Nethergate to allow for the development of a single dwelling in the future.

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK  
HOUSING & EMPLOYMENT LAND ALLOCATIONS DEVELOPMENT PLAN DOCUMENT  
CONSULTATION SUMMARIES - SETTLEMENT DEVELOPMENT LIMITS**

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**Winterringham**

- One suggested amendment to the development limit for Winterringham was put forward during the consultation period. This arose from the fact that the respondent objects to the non-inclusion of opportunities for further development in rural settlements. It is felt that development limits should not be as tightly drawn and that they should be drawn in order to allow a modest amount of development. Therefore, it is proposed that the development limit for Winterringham be redrawn to include an area of land around the Old Rectory as well as the parish church and church yard to allow for a modest amount of housing for the local area.

**Wootton**

- A total of 38 representations were received in relation to the development limit for Wootton. The majority of these focussed on the non-inclusion of a sites of Cherry Lane and High Street, whilst others suggested amendments in other locations around the village.
- In respect of the site at Cherry Lane, 30 representations were received suggesting that it be included within the village development limit. The site consists of a derelict former truck servicing depot, which respondents considered to be an eyesore and wish to see it redeveloped, in particular for residential use. This it is suggested will assist in providing housing for local people and will help to support local services and facilities. The site is brownfield.
- With regard to the proposal in the DPD to exclude the JHP storage site from the village development, a number of respondents object to this. It is felt that the site should be within the development limit, as it would allow for opportunities to provide some residential development on a brownfield site. This it is considered would help to support village facilities and services and generally support the village's viability.
- In addition, two further suggested amendments to the village development limit were proposed. The first of these proposes extending the development limit in Cherry Lane to include a site to the south of the former Volvo truck servicing depot. It was felt that development would reflect the development, which has already been undertaken opposite the site. The second proposal involves extending the development limit to include land and buildings at The Grove. It is felt that as the site already contains a house, outbuildings and a garden it should be included.

**Worlaby**

- The proposed development limit is supported.

**Wrawby**

- One representation was received in relation to the development limit for Wrawby during the consultation period. It was felt that the development limit for the village should be reconsidered to allow for further residential development. In particular it is considered that there are sufficient properties with large gardens to the south of the Bakersfield development, which could provide land for additional housing without impacting of the rural nature of the village.

**Wroot**

- Three representations were received in relation to the development limit for Wroot during the consultation period. Two suggested changes and one supported the proposals in the DPD.
- The two suggested changes related to small extensions to the proposed development limit along the western end of High Street. The first proposed change involves the amendment of the development limit to include a paddock to the south and west of a property known as Green Garth. The respondent feels that this site could benefit the village by providing a site for housing - either compact affordable housing or a more traditional development.
- The second proposed change involves the amendment of the development to land to the rear of a property known as Janmar to allow for small-scale development plots for future family use.

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK  
HOUSING & EMPLOYMENT LAND ALLOCATIONS DEVELOPMENT PLAN DOCUMENT  
CONSULTATION SUMMARIES - SETTLEMENT DEVELOPMENT LIMITS**

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**Beltoft**

- One representation was received in relation to the proposed development limit for Beltoft. It is proposed to amend the proposed development limit to include an area of between Foster's Farm and High Street in the centre of the village. It is felt that this would be an ideal infill plot and would help to enhance the street scene. It would also stop flytipping.

**Cadney**

- One representation was received in relation to the proposed development limit for Cadney, which suggested that the proposed development limit should be amended to exclude land around All Saints Church and the cemetery. As these sites are identified in the adopted Local Plan (May 2003) as Areas of Amenity Importance, they are not considered likely to be appropriate for development and should be retained as open space to safeguard the character of the village. Excluding them would be in line with the approach to development limits set out in the DPD.

**Graizelound**

- One representation was received in relation to the proposed development limit for Graizelound, which suggested that the proposed development limit has been defined in an arbitrary manner. Accordingly, it was proposed that the development limit to the north of Main Street should be drawn around the curtilages of the existing properties similar to that along Ferry Road.

**Low Burnham**

- Three representations were received in relation to the proposed development limit for Low Burnham. One proposed an amendment to the development limit and two objected to the principal of a development limit being applied.
- In terms of the suggested amendment to the proposed development limit, it is considered that the limit should be extended to include an area of land to the south of The Sidings, between Pinfold to the west and Firbeck House to the east. The respondent considers the site to be infill as it is surrounded by development and has in the past had the benefit on planning permission (which was not implemented).
- With regard to the development limit itself, one respondent considers that Low Burnham should not have a development limit placed around it. This is due to the settlement not having any further capacity for growth with no local services and public transport. The local road network is felt too dangerous and there have been problems with flooding in recent years.

**Sandtoft**

- Four representations were received in relation to Sandtoft during the consultation. All respondents opposed further development limit in and around the village. This was primarily due to the fact that local infrastructure is not adequate to cope with the current number of dwellings, without the addition of any further growth. Also traffic is felt to be a major concern, as the roads cannot cope with more of it. Loss of agricultural land and loss of views over the countryside were also key concerns.

**Saxby-all-Saints**

- Three representations were received in relation to the proposed development limit for Saxby-all-Saints. Two related the non-inclusion of different areas of land, whilst the other related to the inclusion of another.
- The first representation objects to the non-inclusion in the proposed development limit of Grange Farm and number of cottages (nos. 90, 102 and 104) along Main Street at the southern end of the village. It considered that these properties may require redevelopment in the future and gaps between nos. 90 and 102 is seen as ideal for infill development.

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- The second representation objects to the inclusion of land around the church within the development limit. This land is identified in the adopted Local Plan (May 2003) as Areas of Amenity Importance, and as such is not considered likely to be appropriate for development and should be retained as open space to safeguard the character of the village. Excluding them would be in line with the approach to development limits set out in the DPD, it would also be consistent with the exclusion of the other Area of Amenity Importance in the village.
- The third representation arose from the fact that the respondent objects to the non-inclusion of opportunities for further development in rural settlements. It is felt that development limits should not be as tightly drawn and that they should be drawn in order to allow a modest amount of development. Therefore, it is proposed that the development limit for Saxby-all-Saints be redrawn to include an area of land to the south of North Carr Lane which consists of the farmyard and buildings of Manor Farm to allow for a modest amount of housing for the local area. It is felt that this site should be an allocation.

**Thornton Curtis**

- One representation was received in relation to the proposed development limit for Thornton Curtis during the consultation period. It is an objection to the inclusion of land around St Lawrence's Church within the development limit. This area is identified in the adopted Local Plan (May 2003) as Areas of Amenity Importance, and as such is not considered likely to be appropriate for development and should be retained as open space to safeguard the character of the village. Excluding it would be in line with the approach to development limits set out in the DPD.

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK - HOUSING & EMPLOYMENT LAND ALLOCATIONS DPD -  
ADDITIONAL/ALTERNATIVE/NEW SITES - HOUSING - SCUNTHORPE**

<b>Site Address/Location</b>	<b>Settlement</b>	<b>Site Size (ha) (if available)</b>	<b>Greenfield or Brownfield</b>	<b>In Issues &amp; Options</b>	<b>Submitted at Issues &amp; Options</b>	<b>Brief description of site (if info is available)</b>
Land to east of Grange Lane South	Scunthorpe	0.12 ha	Brownfield	Yes (site ref: 36-17)	Yes	Site is currently being used as coal yard and rear gardens of nos. 2 to 10 Ville Road.
Land at Heslam Park sports ground off Old Brumby Street	Scunthorpe	0.223 ha	Greenfield	Yes (site ref: 36-18)	Yes	Site forms part of the south east corner of Heslam Park Sports Ground.
Conesby Farm, Land of Normanby Road	Scunthorpe	71.75 ha	Greenfield	Yes (site ref: 36-9)	Yes	Agricultural land, farm buildings
Land to the South of Low Garth and Greengarth and to the East of Southfield Farm	Scunthorpe	9.2 ha	Unknown	No	Yes	Unknown
Conesby Farm,	Scunthorpe	71.75 ha	Greenfield	Yes (site ref: 36-9)	Yes	Proposing site for housing use instead of employment
Land West of Hebden Road	Scunthorpe	4.1 ha	Brownfield	No	Yes	Heavy industrial use, office block, car park and large area of open storage/workspace.
West of Scotter Road	Scunthorpe	Unknown	Unknown	No	Yes	Unknown

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK - HOUSING & EMPLOYMENT LAND ALLOCATIONS DPD -  
ADDITIONAL/ALTERNATIVE/NEW SITES - HOUSING - MARKET TOWNS**

Site Address/Location	Settlement	Site Size (ha) (if available)	Greenfield or Brownfield	In Issues & Options	Submitted at Issues & Options	Brief description of site (if info is available)
91 Barrow Road	Barton upon Humber	Unknown	Brownfield	No	Yes	Unknown
Land East of Bardney Hall	Barton upon Humber	Unknown	Unknown	No	Yes	Unknown
Land South of Barrow Road	Barton upon Humber	Unknown	Greenfield	No	Yes	Unknown
Land to south of Scawby Road	Brigg	Unknown	Greenfield & Brownfield	Yes – site ref: part off 10-20)	Yes	Residential/gardens/agricultural
Engine Street/James Street	Brigg	Unknown	Brownfield	No	Yes	Site scored highly in terms of accessibility. Sustainable location close to the town centre and within the development limit. Neighbouring residential development would benefit from the change of use from industrial to residential.
Land to the east of Westrum Lane and south of Pingley Meadow and south of Bigby High Road	Brigg	Unknown	Unknown	No	Yes	Close to the centre of Brigg and its services, doctors, Post Office, shops etc. Site suitable for housing as situated within a residential are.
Existing Peacock and Binnington Agricultural Services, Kiln Lane	Brigg	Unknown	Brownfield	No	Yes	Opportunity to link to 10-17, sustainable location close to the town centre.
Opposite Ancholme Leisure Centre across the Ancholme river. South of Bridge Street and west of Mill Lane	Brigg	26.21 ha	Brownfield & Greenfield	Yes – site ref: 10- 18)	Yes	Much of the site is previously developed or brownfield land. The Southern part of the site is currently used for agricultural purposes
Off Churchill Ave	Brigg	7 ha	Greenfield	No	Yes	Agricultural land in arable use
South of Bigby Hight Street and South East of The Copse	Brigg	2.63 ha	Greenfield	Yes – (site ref: 10 – 8)	Yes	Agricultural land in arable use
South of Bigby Street	Brigg	0.92 ha	Brownfield	No	Yes	Former Brigg Prep School, Brigg
Kiln Lane	Brigg	Unknown	Brownfield	No	Yes	Currently being used as the Peacock and Binnington site
Land at Island Carr Road	Brigg	Unknown	Brownfield & Greenfield	Yes (Part of site ref: 10-18)	Yes	Mixed use – Industrial/Residential/Agricultural
Land at Station Road	Brigg	Unknown	Brownfield & Greenfield	No	No	Land to rear of council offices should be developed as it needs to be tidied up.
Alongside Isle Close	Crowle	Unknown	Greenfield	No	Yes	Agricultural
West of Cross Street	Crowle	Unknown	Brownfield	No	Yes	Unknown
Low Cross Street	Crowle	2.9 ha	Greenfield	Yes (Site ref: 13-	Yes	Site is a Greenfield site and outside of the development

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK - HOUSING & EMPLOYMENT LAND ALLOCATIONS DPD -  
ADDITIONAL/ALTERNATIVE/NEW SITES - HOUSING - MARKET TOWNS**

				1)		limit. Will result in the loss of agricultural land.
South of Godnow Row	Crowle	0.12 ha	Greenfield	Yes (site ref: 1-12)	Yes	Site is a Greenfield site and outside of the development limit. Will result in the loss of agricultural land.
Land south of Mill Road	Crowle	1.53 ha	Greenfield	Yes (site ref: 13-9)	No	Site is a Greenfield site and outside of the development limit. Will result in the loss of agricultural land.
Land north of Station Road	Epworth	Unknown	Brownfield	No	Yes	Brownfield land at Fruit Farm, access can be obtained by demolishing 56 Station Road.
Land north of Station Road	Epworth	10.67 ha	Greenfield	Yes (site ref: 18-1)	No	Large area of agricultural land including existing buildings
5 West End Road	Epworth	Unknown	Greenfield	No	Yes	Site outside of the development boundary
Land at the rear of 2 – 18 West End Road	Epworth	Unknown	Greenfield	No	Yes	Greenfield land at the rear of the properties stated. Outside of the development limit for Epworth, but adjoining it.
Redbourne Mere	Kirton in Lindsey	Unknown	Greenfield	No	Yes	Site is Situated to the East of the Council Tip, just outside of the development limit.
Land east of Station Road	Kirton in Lindsey	Unknown	Greenfield	No	Yes	Series of paddocks at present.
Land of Mill Lane	Kirton in Lindsey	0.38 ha	Brownfield & Greenfield	Yes (site ref: 27-5)	Yes	The site is predominantly outside the development limit although a small section of the site is within the limit.
Land west of Station Road	Kirton in Lindsey	2.11 ha	Greenfield	No	Yes	Outside of the development limit, will extend site 27-13.
Redbourne Mere	Kirton in Lindsey	Unknown	Greenfield	Yes (site ref: 27-2)	Yes	Site North of Redbourne Mere. Includes 27-2 and the field directly to the East of it. Outside of the development limit
Former Gleadells Mill Site, Station Road	Kirton in Lindsey	Unknown	Brownfield	No	Yes	Derelict Mill
Park Farm, South Cliff Road	Kirton in Lindsey	Unknown	Greenfield	Yes (site ref: 27-7)	-	Support as although outside of the development limit it has pre-existing development to the north, east and south of the site. Could provide suitable infill allocation with minimal visual impact.
Land west to South Cliff Road, the	Kirton in Lindsey.	Unknown	Greenfield	Yes (site ref: 27-8)		The site is currently outside the development limit for the settlement. Loss of agricultural land. No flood risk and accessible for the towns amenities – Support the site.

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK - HOUSING & EMPLOYMENT LAND ALLOCATIONS DPD - ADDITIONAL/ALTERNATIVE/NEW SITES - HOUSING - OTHER SETTLEMENTS**

Site Address/Location	Settlement	Site Size (ha) (if available)	Greenfield or Brownfield	In Issues & Options	Submitted at Issues & Options	Brief description of site (if info is available)
East of Main Street and north west of the river Trent	Althorpe	Unknown	Greenfield	No	Yes	Agricultural Land
1. Playing field 2. Land South East of Appleby 3. Field to the South of the church	Appleby	Unknown	1. Brownfield 2. Greenfield 3. Greenfield	No to all	Yes to all	1. Recreational area to the East of Ermine Street. 2. Land to the East of Vicarage Park 3. Paddock used for grazing horses
Between 81 and 87 St Barnabas Road	Barnetby-le-Wold	0.24 ha	Brownfield	Yes (site ref: 5-3)	Yes	Currently being used as a bowling green
Land to the South of Marsh Lane at Fair View	Barnetby-le-Wold	0.6 ha	Greenfield & Brownfield	No	Yes	Agricultural building and land.
Land North West of New Holland Road	Barrow upon Humber	2.3 acres	Greenfield	No	Yes	Unknown
Land at Ferry Road and Ferry Road West	Barrow upon Humber	10.51	Greenfield	Yes (site ref: 6-4)	Yes	Agricultural land to the North West of Barrow Upon Humber
Plot of land at Ferry Road	Barrow upon Humber	0.14 ha	Greenfield	Yes (site ref: 6-1)	Yes	Paddocks
Elder House farm	Beltoft	Unknown	Brownfield	No	Yes	Fosters Farm located off Belton Road
Land at Highcroft House, Clouds Lane	Beltoft	Unknown	Greenfield	No	Yes	Access from the West Clouds Lane, land used for agricultural purposes
Walnut Farm, Clouds Lane	Beltoft	Unknown	Brownfield/ Greenfield	No	Yes	Walnut Farm to the South of Beltoft, off Clouds Lane
West of Belton Road	Beltoft	Unknown	Brownfield/ Greenfield	No	Yes	Land directly behind Hallgarth Farm, Beltoft
Land at 72 High Street	Belton	Unknown	Brownfield	No	Yes	Garden at the rear of 72 High Street, Belton. General call for more development at Belton of affordable housing and in the middle of the village where it is focused purely along the High Street
North of Westgate Road	Belton	Unknown	Greenfield	No	Yes	Agricultural land North of Westgate Road, Belton
Land at 52 Westgate Road	Belton	Unknown	Brownfield/ Greenfield	No	Yes	Agricultural land and rear garden of 52 Westgate Road, Belton
Land fronting A161	Belton	Unknown	Greenfield	No	Yes	Agricultural land North West of Belton, North of Westgate Road, Belton
West of High Street/opposite Estate Avenue junction	Broughton	Unknown	Brownfield	No	Yes	Site of 92 & 94 High Street, Broughton

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK - HOUSING & EMPLOYMENT LAND ALLOCATIONS DPD - ADDITIONAL/ALTERNATIVE/NEW SITES - HOUSING - OTHER SETTLEMENTS**

Site Address/Location	Settlement	Site Size (ha) (if available)	Greenfield or Brownfield	In Issues & Options	Submitted at Issues & Options	Brief description of site (if info is available)
Land West of Scawby Road	Broughton	Unknown	Greenfield/Brownfield	Yes (part of site ref: 11-8)	Yes	Agricultural land and village hall site to the North of Broughton
Land to the east of the Cemetery, Ermine Street	Broughton	16.79 ha	Greenfield	Yes (site ref: 11-1)	Yes	Bare land on the Urban fringe of Broughton (North to Appleby Gardens)
Land off Wressle Road	Broughton	10.47 ha	Greenfield	Yes (site ref: 11-4)	Yes	Agricultural Land
Land north of Brigg Road	Broughton	8.27 ha	Greenfield	Yes (site ref: 11-5)	Yes	Agricultural Land
Land to the East and West of Scawby Road	Broughton	16.8 ha	Greenfield & Brownfield	Yes (site ref: 11-7 & 11-8)	Yes	Agricultural and previously developed land
South of South View Avenue/South East of the High Street	Burringham	Unknown	Greenfield and Brownfield	No	Yes	Part arable farmland and hard standing upon which are two modern agricultural buildings.
Land of Glovers Avenue,	Burringham	3.93 ha	Greenfield	No	Yes	Agricultural land at present, infrastructure is already in place on this site.
Land to the West of Trentside and South of Trentside Cottage	Burringham	Unknown	Greenfield	No	Yes	Unknown
Land north of 8 Stather Road	Burton upon Stather	Unknown	Brownfield	No	Yes	Scrub land
Land West of Main Road	Derrythorpe	Unknown	Greenfield	No	Yes	Agricultural Land
Land belonging to Whitehouse Farm	Ealand	Unknown	Greenfield	No	Yes	Unclear
Opposite 7 Lakes Leisure Park	Ealand	Unknown	Brownfield	No	Yes	Currently used for leisure activities on the lakes and holiday caravans and clubhouse.
High Street	East Butterwick	Unknown	Brownfield/Greenfield	No	Yes	Land behind and including Riverdale House, High Street, East Butterwick
Site East of Townside	East Halton	Unknown	Greenfield	No	Yes	Land used for grazing
Brackenhill Cottage, Brackenhill Road	East Lound	Unknown	Brownfield/Greenfield	No	Yes	Garden to the rear of Brackenhill Cottage, Brackenhill Road, East Lound and additional land behind this property
Land North of Brewyn House	East Lound	Unknown	Unknown	No	Yes	Unknown
Land at Brewyn House	East Lound	Unknown	Brownfield	No	Yes	Unknown
Land at Broadford House	Eastoft	Unknown	Brownfield	No	Yes	Rear garden of Broadford House

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK - HOUSING & EMPLOYMENT LAND ALLOCATIONS DPD - ADDITIONAL/ALTERNATIVE/NEW SITES - HOUSING - OTHER SETTLEMENTS**

Site Address/Location	Settlement	Site Size (ha) (if available)	Greenfield or Brownfield	In Issues & Options	Submitted at Issues & Options	Brief description of site (if info is available)
Land at Red Beech Cottage, Crowle Road	Eastoft	Unknown	Brownfield	No	Yes	Rear garden of Red Beech Cottage
South of Stather Road	Flixborough	Unknown	Greenfield	No	Yes	Agricultural Land
South of the High Street	Flixborough	Unknown	Brownfield	No	Yes	Farm yard and buildings
Land on Ferry Road and the corner of Willow Lane	Goxhill	Unknown	Greenfield	Yes (site ref: 21-15)	Yes	Unknown
Land west of Thornton Road	Goxhill	1.7 ha	Greenfield	Yes (site ref: 21-17)	Yes	Agricultural land
Hawthorne Gardens	Goxhill	4.32	Greenfield	Yes (site ref: 21-5)	Yes	Agricultural land North East of Hawthorne Gardens, Goxhill
Land to the rear of 116 Akeferry Road	Graizelound	Unknown	Brownfield	No	Yes	Garden of 116 Akeferry Road
Land at Graizelound Fields Road	Graizelound	Unknown	Greenfield	No	Yes	Unknown
Land at Manor Farm, Main Road	Gunthorpe	Unknown	Brownfield	No	Yes	Garden of Manor Farm
Land at Cherry Lea, East Lound Road	Haxey	Unknown	Brownfield	No	Yes	Rear garden of 11 East Lound Road
Land at South of East Lound Road	Haxey	Unknown	Greenfield	No	Yes	Agricultural land located at the rear of the gardens of the properties to the East of Graizelound Field Road
Land at East Lound Road	Haxey	Unknown	Greenfield	No	Yes	Smaller strip of agricultural land located at the rear of the gardens of the properties to the East of Graizelound Field Road
Land at Church Lane	Haxey	Unknown	Greenfield	No	Yes	Agricultural land South of Church Lane
Land rear of 30/34 Low Street,	Haxey	Unknown	Greenfield & Brownfield	Yes (part of site ref 23-3)	Yes	The site is mainly outside of the development limit of the settlement. The site is predominantly Greenfield with a proportion of Brownfield land too.
Barnside	Hibaldstow	Unknown	Brownfield	Yes (site ref: 24-2)	Yes (additional part)	Site 24 – 4 and an additional part to the west of the site adjoining the properties to the west
North of Hibaldstow	Hibaldstow	Unknown	Brownfield	No	Yes	Site currently being used as a commercial purpose
Land to the West of Hibaldstow Community Primary School	Hibaldstow	1.29 ha	Brownfield	Yes (site ref: 24-5)	Yes	Willow Farm yard with associated farm buildings
Land of Hunts Lane	Hibaldstow	3.75 ha	Greenfield	Yes (site ref: 24-3)	Yes	Agricultural land

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK - HOUSING & EMPLOYMENT LAND ALLOCATIONS DPD - ADDITIONAL/ALTERNATIVE/NEW SITES - HOUSING - OTHER SETTLEMENTS**

Site Address/Location	Settlement	Site Size (ha) (if available)	Greenfield or Brownfield	In Issues & Options	Submitted at Issues & Options	Brief description of site (if info is available)
East of Redbourne Road/South of St Albans Close	Hibaldstow	3.45 ha	Greenfield	Yes (site ref: 24-6)	Yes	Agricultural land. The site is located outside the existing development limit for the settlement.
Land South of Cadney Road	Howsham	0.83 ha	Greenfield & Brownfield	Yes (site ref: 81-2)	Yes	Agricultural land. Part of the site is used as a car park to the village hall.
Chapel Lane	Keadby	6.48 ha	Greenfield & Brownfield	Yes (site ref: 25-1)	Yes	Current used as agricultural land and for farm buildings
Land at the end of Sands Close	Keadby	Unknown	Brownfield	No	Yes	Extension of garden
Land at the rear of Salisbury House, Trentside	Keadby	Unknown	Greenfield	No	Yes	Agricultural Land
Land at Limber Road	Kirmington	Unknown	Brownfield	No	Yes	Currently being used for Timberland Motor Homes Limited, their intention is to vacate the in the near future.
Land at Hall Farm	Low Burnham	Unknown	Greenfield	No	Yes	Agricultural land to the North East of A161 jutting up to Burnham Methodist Chapel
Land to the West of High Street	Luddington	Unknown	Brownfield	No	Yes	Overgrown land between Strawberry Cottage and the Village Hall Car Park
Land opposite 15 High Street	Luddington	Unknown	Greenfield	No	Yes	Unknown, raised as being an 'eyesore', no description as to what is situated on the land.
Land to the North and South of Butterwick Road, to the left of current development	Messingham	Unknown	Greenfield	No	Yes	Land though to be used for agricultural use. These two sites border the development boundaries.
Land South West of Messingham	Messingham	5.4 ha	Greenfield	Yes (site ref: 29-8)	Yes	Site located West of 29-7, access will be via Scotter Road and through site 29-6 & 29-7
South of Brigg Road	Messingham	3.11ha	Greenfield	Yes (site ref: 29-5)	Yes	Agricultural buildings and land
South of Manor Farm Way	Messingham	1.43ha	Greenfield	Yes (site ref: 29-6)	Yes	Vacant green space Land
South of Brigg Road	Messingham	3.11 ha	Greenfield	Yes (site ref: 29-5)	Yes	Agricultural buildings and land.
Land to the Oxmarsh Lane	New Holland	0.69 ha	Greenfield	Yes (site ref: 30-1)	Yes	Agricultural Land
Land of Holland Place, Marsh Lane	New Holland	Unknown	Brownfield	No	Yes	Back garden
Castle Hill	Owston Ferry	Unknown	Greenfield	Yes (site ref: 32-5)	Yes	Outside of development limit, includes additional land to the West of 32-5.

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK - HOUSING & EMPLOYMENT LAND ALLOCATIONS DPD - ADDITIONAL/ALTERNATIVE/NEW SITES - HOUSING - OTHER SETTLEMENTS**

Site Address/Location	Settlement	Site Size (ha) (if available)	Greenfield or Brownfield	In Issues & Options	Submitted at Issues & Options	Brief description of site (if info is available)
Land at the Hall, Station Road	Owston Ferry	Unknown	Greenfield & Brownfield	No	Yes	Mix of residential and business using the site
Land at 14 Station Road	Owston Ferry	Unknown	Greenfield	No	Yes	Rear garden for 14 Station Road, Owston Ferry
Land at Hemdyke House, Silver Street	Owston Ferry	Unknown	Brownfield	No	Yes	Residential property and its grounds
Land North of Hemdyke House, Silver Street	Owston Ferry	Unknown	Greenfield	No	Yes	Unknown
Land at 20 Church Street	Owston Ferry	Unknown	Brownfield	No	Yes	Site currently is Lindholme farm
Land off Carr Lane between St Andrews Close and High Street	Redbourne	0.78 ha	Greenfield	Yes (site ref: 33-1)	Yes	Used as a Paddock
Land North of Thorne Road	Sandtoft	Unknown	Greenfield	No	Yes	Unknown
Low Levels Bank	Sandtoft	Unknown	Greenfield	Yes (site ref: 88-2)	Yes	Agricultural/grazing land
Low Levels Bank	Sandtoft	Unknown	Greenfield	Yes (site ref: 88-2)	Yes	Agricultural/grazing land
Land of North Carr Lane	Saxby all Saints	Unknown	Brownfield	No	Yes	Farmyard and buildings of Manor Farm
Land between West Street and Church Street	Scawby	3.57 ha	Greenfield	Yes (site ref: 35-2 & 35-1)	Yes	Greenfield land within the development boundary of Scawby
Between Woodside Farm and The Hall, North End	South Ferriby	Unknown	General	No	Yes	Unknown
Land of Front Street	Ulceby	1.05 ha	Greenfield	Yes (site ref: 39-3)	Yes	Vacant greenfield site located within the development boundary
Site West of Carr Road	Ulceby Skitter	1.859 acres	Greenfield	Yes (site ref: 58-1)	Yes	Agricultural land
The Old Rectory, West End	Winteringham	Unknown	Brownfield	No	Yes	Grounds of the property of the Old Rectory, West End, Winteringham
Land to the South of High Street	Wootton	6 acres	Greenfield	Yes (site ref: 45-3)	Yes	Agricultural land outside of the development boundary
Site to the South of High Street	Wootton	Unknown	Greenfield & Brownfield	No	Yes	Agricultural land and Commercial premises
Western boundary of Wootton, South of the High Street	Wootton	Unknown	Brownfield	No	Yes	JHP storage site in Wootton. Mrs Diana Jefferson also supports this site

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK - HOUSING & EMPLOYMENT LAND ALLOCATIONS DPD - ADDITIONAL/ALTERNATIVE/NEW SITES - HOUSING - OTHER SETTLEMENTS**

Site Address/Location	Settlement	Site Size (ha) (if available)	Greenfield or Brownfield	In Issues & Options	Submitted at Issues & Options	Brief description of site (if info is available)
						R L Chapman in support too
Land East of low Road	Worlaby	Unknown	Brownfield	No	Yes	Land currently comprises residential properties, agricultural buildings and concreted farm yard
Land to the East of B1206	Wrawby	Unknown	Brownfield	No	Yes	Infill and backland of High Riddings
End of the road of Dovecote Meadows	Wrawby	1.15 ha	Greenfield	Yes (site ref: 47-4)	Yes	Situated at the end of Dovecote Meadows cul-de-sac
Land to rear of Manor Farm	Wrawby	0.75 ha	Greenfield	Yes (site ref: 47-6)	Yes	Garden land and farm land
Barton Road	Wrawby	7.67 ha	Greenfield	Yes (site ref: 47-3)	Yes	Agricultural land. The site is located outside the existing development limit for the settlement.
Land to the South of Bridge Road	Wressle	1.31 ha	Brownfield	Yes (site ref: 96-1)	Yes	Haulage yard and building
Between Melita and Glebe Farm, High Street	Wroot	Unknown	Brownfield	No	Yes	Laid to lawn and the original foundation of the barn still exposed.
Land aside 'The Apples', Woodside Lane	Wroot	Unknown	Brownfield	No	Yes	Garden of 'The Apples'

### **General Comments**

The more general comments received in relation to housing matters focussed on the levels of development and the location of where development should or should not take place. Climate changes was also raised as a key issue.

In terms of level of growth, a number of respondents considered that the level of housing proposed was too much. In Brigg, there was opposition to the level of development due to lack of amenities, jobs, infrastructure, flooding and traffic issues, especially development in the Wrawby Road and York Road areas. Elsewhere it was considered that there should no further growth in Crowle

On the other hand, development in Brigg was supported provided that it was located on the outskirts of the town rather than in the centre. There was also support for a number of proposed sites. One respondent suggested that there should be more growth than that proposed in the document in Brigg.

Other respondents felt that there should be more growth to the north of Scunthorpe as well as in Winterton, Broughton, South Ferriby and Belton. Also it was suggested that development limitations should be reconsidered and that backfill development should be allowed, as long as no encroachment is made onto agricultural land outside of village boundaries. Another respondent was concerned that development limits were drawn to tight and that sites should be allocated in smaller settlements.

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK  
HOUSING & EMPLOYMENT LAND ALLOCATIONS DEVELOPMENT PLAN DOCUMENT  
CONSULTATION SUMMARIES - ADDITIONAL/ALTERNATIVE EMPLOYMENT SITES**

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**INTRODUCTION**

As part of the Pre-Submission Consultation - Second Stage, interested parties were permitted to submit additional or alternative sites for future employment development. This allowed them to re-submit sites, which were included in the previous consultation document at the Issues and Options stage, and subsequently not carried forward into the second stage document, as well as suggest new sites.

**CONSULTATION**

During the Pre-Submission Consultation - Second Stage, 26 additional or alternative sites were submitted for consideration as part of the preparation of the Housing and Employment Land Allocations DPD. It should be noted that some of the submissions were more general comments, which could not be easily classified against any one site but were able to be classified against a particular settlement,

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
-	Alternative/Additional Sites - Employment	16	0	0	6	4	26
<b>Totals</b>		<b>16</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>26</b>

**SUMMARY OF RESPONSES**

A list of the additional employment sites together with the more general comments are shown on the subsequent pages.

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK - HOUSING & EMPLOYMENT LAND ALLOCATIONS DPD  
ADDITIONAL/ALTERNATIVE SITES - EMPLOYMENT - ALL LOCATIONS**

Site Address/Location	Settlement	Site Size (ha) (if available)	Greenfield or Brownfield	In Issues & Options	Submitted at Issues & Options	Brief description of site (if info is available)
Scunthorpe Goods Yard	Scunthorpe	3.33	Brownfield	No	No	Former rail freight site put forward for B1, B2 and B8 uses.
Land to rear of Tesco	Scunthorpe	Unknown	Greenfield	Yes	Yes	Land to the north of Tesco. Put forward for industrial uses.
Land south of Mill Road	Crowle	1.53	Greenfield	Yes	No	Agricultural land put forward for employment/residential use.
Land north of Wellington Way	Elsham Wold Industrial Estate	9.33	Predominately Greenfield	Yes	No	Land put forward for expansion of Elsham Industrial Estate
Land east of Wellington Way	Elsham Wold Industrial Estate	2.63	Greenfield	Yes	No	Land put forward for expansion of Elsham Industrial Estate
Land at Keadby Power Station	Keadby	118.12	Brownfield	No	No	Land adjacent to Keadby Power Station out forward for potential generation uses.
Land at Church Farm	Flixborough	Unknown (to be measured)	Brownfield	No	No	Existing agricultural building put forward for equestrian
Land at Church Farm	Flixborough	Unknown (to be measured)	Brownfield	No	No	Existing agricultural building used for equestrian uses – put forward for employment uses.
Land at Hibaldstow Airfield	Hibaldstow	Unknown (to be measured)	Brownfield	No	No	Part of Runway and service strip of former 2 <sup>nd</sup> WW Airfield. Put forward for B1, B2 and B8 uses.
Land at Sandtoft Airfield	Sandtoft	Parcel A: 7.8ha Parcel B: 7.4ha Parcel C: 9.4ha Parcel D: 2.7ha	Unknown	Yes	Yes	Part of former airfield and currently being used for a mixture agriculture and tile manufacture. Proposed that these areas replace proposed allocation 56-1
Land at Sandtoft Airfield	Sandtoft	Unknown	Brownfield	Yes (site refs: 56-6, 56-7 & 56-8)	No	Part of former airfield site currently being used for agriculture and industry,

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK - HOUSING &  
EMPLOYMENT LAND ALLOCATIONS DPD  
ADDITIONAL/ALTERNATIVE/NEW SITES – EMPLOYMENT - GENERAL COMMENTS**

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**General Comments**

One comment questioned the overall level of employment development proposed in North Lincolnshire as the area already has one fifth of industrial land in the region. It was felt that most of the allocated land is remote from residential areas of North Lincolnshire and therefore unsustainable. Also it was noted that much of it has remained allocated for many years so has not provided the people of North Lincolnshire with employment.

The remaining comments related to North Killingholme Airfield, the South Humber Bank and Sandtoft Airfield. With regard to both North Killingholme Airfield and the South Humber Bank, it was considered that more needed to be done to make the sites more sustainable through the development/improvement of the local footpath and cycleway network to allow better access to the development areas from Immingham by walking and cycling. Also it was considered that provision should be made for a direct rail spur and better road access to be included to improve the access to North Killingholme Airfield.

In respect of Sandtoft Airfield, there were a number of concerns about development taking place. It was considered that the area should be left as countryside rather than be developed for warehousing. Also there were concerns regarding increased levels of traffic to/from the site as the road network is inadequate and impact of road safety. It was noted that current restrictions on Westgate Road are being ignored and causing upset for local residents. The potential impact on residential amenity was also raised in terms via potential problems from noise, light pollution and the loss of views/light.

In respect of transport it was considered that as the proposed development of Sandtoft Business Park would be for a Logistics Park, it will be used primarily for the movement and storage of goods which places a high demand on a good transport network. Sandtoft does not have rail access, no direct motorway connection as well as no fit for purpose road access for freight from any direction, no viable links to the nearby airports and no regular bus service. Given this, its use and location is not suitable for anything other than light passenger traffic.

It was considered that objections would only be overcome with the provision of a direct access onto the M180 from the site. If it is not provided development should not take place. The document should be more specific about this along the lines of the Core Strategy DPD.

It was questioned that as a large proportion of the proposed development lies within Flood Risk Zone 3a (High Probability), whether the Environment Agency's recommendations will be sought and be a condition of final planning approval.

It was suggested that the site was underdeveloped at the moment and that this existing area should be developed more efficiently rather than creating a larger development area.

A number of alternative suggestions to Sandtoft were put forward. This included making better use of existing sites and empty buildings as opposed to using public money on providing more new development. Other suggestions included a site with better road connections and focussing development in Scunthorpe, Doncaster or Thorne.

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK  
HOUSING & EMPLOYMENT LAND ALLOCATIONS DEVELOPMENT PLAN DOCUMENT  
CONSULTATION SUMMARIES – ALTERNATIVE SITES - GYPSY & TRAVELLERS**

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**Introduction**

A mixture of observations, objections and other comments were received as part of this consultation and a number of alternative sites to provide Gypsy and Traveller sites were put forward.

**Consultation**

Site Ref	Site Name/Location	Object	Support	Support with Conditions	Observations	Other	Total
Alternative Sites	Gypsy & Travellers	6	0	0	2	3	11
<b>Total</b>		<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>11</b>

**SUMMARY OF ISSUES RAISED**

**Alternative/ Additional Sites for Gypsy and Travellers**

- Winterton was suggested as a suitable location to place a Gypsy and Traveller site due to its excellent schools and services (shops, medical centre etc). The Chidwicks site, which is currently up for sale for £750,000 was suggested as a suitable site in this location for mobile homes as the site, is on a bus route and close to the local schools.
- Concerns were raised about the Caistor Road site, which had been taken forward to this stage. This site was deemed to be unsuitable to their locations i.e. on a former landfill site. Reference was made to the Government Policy of 'Every Child matters: Change for children and that the children of Gypsies and Travellers deserve more than an old landfill site, which has numerous associated problems, which will impact on health. The site is also located on a busy road and has no facilities for play.
- A representative states that the travelling community prefer small private family owned sites therefore Gypsies and Travellers would not appreciate being forced onto Council owned sites which do not meet their identified needs. They state that the two proposed sites Caistor Road, Barton and Normanby Road, Scunthorpe are unsuitable for a Gypsy and Traveller site and further consultation is needed.
- Representations listed the various sites as possible alternative locations for Gypsy and traveller sites: -
  - Edlington House, Cadney
  - Silversides Lane, Brigg
  - Ancholme Park, Brigg
  - Station Road, Kirton In Lindsey
  - Dollymax, Goxhill
  - Chidwick Farm, Winterton
  - Barrow Road, Barton Upon Humber
  - Kettleby Lane, Wrawby
  - Old Marshall's Yard, Mortal Ash Hill.