

CS2: DELIVERING MORE SUSTAINABLE DEVELOPMENT

In supporting the delivery of the spatial strategy set out in policy CS1, as well as determining how future development needs will be met in North Lincolnshire, a sequential approach will be adopted. Development should be focused on:

1. Previously developed land and buildings within the Scunthorpe urban area, followed by other suitable infill opportunities within the town, then by appropriate greenfield urban extensions
2. Previously developed land and buildings within the defined development limits of North Lincolnshire's Market Towns, followed by other suitable infill opportunities then appropriate small scale greenfield extensions to meet identified local needs
3. Small scale developments within the defined development limits of rural settlements to meet identified local needs.

Any development that takes place outside the defined development limits of settlements or in rural settlements in the countryside will be restricted. Only development which is essential to the functioning of the countryside will be allowed to take place. This might include uses such as that related to agriculture, forestry or other uses which require a countryside location or which will contribute to the sustainable development of the tourist industry.

A 'sequential approach' will also be applied to ensure that development is, where possible, directed to those areas that have the lowest probability of flooding, taking account the vulnerability of the type of development proposed, its contribution to creating sustainable communities and achieving the sustainable development objectives of the plan. Where development does take place in the flood plain, mitigation measures should be applied to ensure that the development is safe.

All future development in North Lincolnshire will be required to contribute towards achieving sustainable development. Proposals should comply with the overall spatial strategy together with the following sustainable development principles:

- Be located to minimise the need to travel and to encourage any journeys that remain necessary to be possible by walking, cycling and public transport. It should be compliant with public transport accessibility criteria as set out in the Regional Spatial Strategy
- Be located where it can make the best use of existing transport infrastructure and capacity, as well as taking account of capacity constraints and deliverable transport improvements particularly in relation to junctions on the Strategic Road Network
- Where large freight movements are involved the use of rail and water transport should be maximised
- Contribute towards to the creation of locally distinctive, sustainable, inclusive, healthy and vibrant communities
- Contribute to achieving sustainable economic development to support a competitive business and industrial sector
- Ensure that everyone has access to health, education, jobs, shops, leisure and other community and cultural facilities that they need for their daily lives
- Ensure the appropriate provision of services, facilities and infrastructure to meet the needs of the development, but where appropriate it is to be recognised that a phased approach may not be required on small scale development proposals.

- To be constructed and operated using a minimum amount of non-renewable resources including increasing the use of renewable energy in construction and operation
- Take account of local environmental capacity and to improve air, water and soil quality and minimise the risk and hazards associated with flooding, and
- Be designed to a high standard, consistent with policy CS5, and use sustainable construction and design techniques.

All change will be managed in an environmentally sustainable way by avoiding/minimising or mitigating development pressure on the area's natural and built environment, its existing utilities and associated infrastructure and areas at risk of flooding. Environmental impacts to or from development that cannot be avoided should be adequately mitigated for it to be acceptable.

- 5.59 Whilst policy CS1 sets out the principle elements that make up the overall spatial strategy, policy CS2 sets out how this will be implemented using a sequential approach to the location of future development that is based on the settlement hierarchy and taking into account other sustainability criteria. This meets national and regional planning policy requirements to deliver development in the most appropriate places.
- 5.60 A further sequential test in relation to flood risk also has to be applied in line with Government guidance, set out in Planning Policy Statement 25, to ensure that there are no alternative sites available and suitable for development in areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed. Only in exceptional circumstances can a deviation from this approach be permitted where there is a need to meet the wider aims of sustainable development. The council's Strategic Flood Risk Assessment has informed the development of the spatial strategy and the distribution of development.
- 5.61 Accessibility to new developments is a key consideration to ensure sustainability. As such development should be located where it is readily accessible by sustainable forms of transport including public transport, walking and cycling, and where the need to travel is minimised. In the case of uses generating large freight movements, sites should be accessible by rail and water.
- 5.62 This policy is applicable to all development proposals and its implementation is fundamental to achieving the Core Strategy objectives and development strategy.