

Planning Act 2008

Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011

Document reference: TR030006/D3/6



Able Marine Energy Park

Material Change 2

Updated Planning Policy

Technical Note

ABLE MARINE ENERGY PARK (MATERIAL CHANGE 2 – TR030006)

UPDATED ENVIRONMENTAL STATEMENT

ADDITIONAL TECHNICAL NOTE – PLANNING POLICY

Able Marine Energy Park, Killingholme, North Lincolnshire



SLR Ref: 416.01148.00005
Version No: FINAL (V2)
January 2022



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1.1.0 Introduction

- 1.1.1 Following the application by Able Humber Ports Limited for the Able Marine Energy Park Material Change 2 to the Planning Inspectorate, the Examining Body (ExB) set out a number of written questions and requests for information with regards to the proposed material change (issued 19th November 2021).
- 1.1.2 This technical note forms a response to Q1.0.15, which requests for the relevant **extant** policies of the North Lincolnshire Local Development Framework and the saved policies from the North Lincolnshire Local Plan (2003) to be set out.
- 1.1.3 Chapter 3 of the Updated Environmental Statement (UES) presented an overview of the changes in legislation, planning policy and guidance of relevance to the site since the original Environmental Statement that was prepared for the AMEP DCO application in 2012 (the original ES).
- 1.1.4 As detailed within the original ES, the terrestrial areas of the site lie within the administrative boundaries of two local authorities, North Lincolnshire Council (NLC) and East Riding of Yorkshire Council (ERYC), and within close proximity to the boundary of North East Lincolnshire Council (NELC). The UES sought to summarise relevant changes to local planning policy for all three areas.
- 1.1.5 Notwithstanding, this technical note only sets out the extant planning policies for North Lincolnshire Council as requested within the ExB’s written questions; namely Q1.0.15.

1.2.0 Changes to Planning Policy and Legislation

- 1.2.1 North Lincolnshire Council is preparing a new single local plan for the area. Once adopted, the new local plan will replace the current NLC local plan, the core strategy and the Housing and Employment Land Allocations Development Plan Document (DPD). The new local plan underwent the Issues and Options (Regulation 18) stage in 2018 and the Preferred Options stage in 2020, which established the Council’s preferred spatial strategy.
- 1.2.2 At present, the extant planning policy for the AMEP DCO site comprises:
- North Lincolnshire Local Plan (2003) (Saved Policies);
 - The North Lincolnshire Core Strategy (2011);
 - North Lincolnshire Housing and Employment Land Allocations DPD; and
 - Supplementary Planning Guidance and Supplementary Planning Documents.
- 1.2.3 In addition to the above, the replacement North Lincolnshire Local Plan (referred to as the Draft North Lincolnshire Local Plan below) has reached Regulation 19 Publication Stage (October 2021) but is yet to be formally adopted. Submission of the Draft North Lincolnshire Local Plan is expected to take place in 2022. Whilst we have provided a list of the draft policies below, the content of the Draft North Lincolnshire Local Plan is not extant and therefore holds no weight in the determination of the Material Change 2 submission.
- 1.2.4 In accordance with the written question (Q1.0.15), the relevant policies from each document listed above are provided within the sections below.

1.3.0 North Lincolnshire Local Plan (2003) (Saved Policies)

1.3.1 The North Lincolnshire Local Plan was originally adopted in May 2003 but was replaced by the Local Development Framework. However, there are a number of saved policies that relate to the proposed Material Change 2 which remain extant. Extracts of these policies are provided below.

Policy IN3 – Industrial and Commercial Development in the Urban Area, Principal Growth Settlements, South Humber Bank (Including North Killingholme Airfield) and Humberside International Airport

1.3.2 *“Proposals for B1, B2 and B8 industrial and commercial development, including extensions to buildings, limited infilling between buildings, redevelopment of existing sites and conversion of buildings in the Scunthorpe and Bottesford Urban Area, the principal growth settlements of Barton upon Humber and Brigg, the South Humber Bank Area (including North Killingholme Airfield) and the Humberside International Airport will be permitted provided that:*

- i) the development should respect its position and setting within the landscape and be compatible with existing and proposed surrounding uses, in particular adjoining residential areas. Landscaped buffer zones shall be provided to separate uses where appropriate. Consideration will be given to the use of other measures such as sound insulation, pollution control and restricted hours of working to minimise potential amenity problems, with the use of conditions and legally binding agreements as necessary; and*
- ii) sites should be planned and laid out on a comprehensive basis. Particular attention should be paid to the layout, density, design, height and materials of the development. These should be in keeping and compatible with the layout of any existing nearby or adjacent development; and*
- iii) outside storage areas which are open to public view from beyond the site should be screened. Open storage and handling of loose materials and refuse will not be permitted. Enclosed roofed storage areas will be required to store such materials; and*
- iv) provision should be made within the curtilage of each industrial site for loading, off loading and vehicle turning facilities; and*
- v) comprehensive landscaping schemes, including suitable boundary treatment, should be submitted as part of a detailed planning application and be treated as an integral part of the development; and”*

Policy IN6 – Defined Industrial Buffer Areas

1.3.3 *“Development will not be permitted within the defined amenity buffer areas associated with the South Humber Bank, North Killingholme Airfield and the former British Sugar Site, Brigg industrial areas. Within these areas, schemes for indigenous tree and shrub planting and habitat creation will be required.”*

Policy IN10 – Wharves

1.3.4 *“Proposals for new or extended port, wharf and jetty facilities on the Rivers Humber and Trent will be permitted provided that there is no adverse impact on:*

- i) *sites of nature conservation interest;*
- ii) *high quality agricultural land;*
- iii) *the landscape of river corridors and coastal margins;*
- iv) *the flood defence system;*
- v) *the strategic and local road network; and*
- vi) *the amenity of settlements.”*

Policy IN12 – Bulk Rail Freight Handling Facilities

1.3.5 *“Proposals for the provision of bulk rail freight handling facilities will be permitted on the following sites:*

- 1) *Railway Land, south of Trent Remine, Scunthorpe*
- 2) *Trent Remine, Scunthorpe*
- 3) *Dawes Lane, Scunthorpe*
- 4) *Normanby Park, Scunthorpe*
- 5) *North Killingholme Airfield*
- 6) *South Humber Bank* 7) *Station Yard, Barnetby.”*

Policy RD2 – Development in the Open Countryside

1.3.6 *“Development in the open countryside will be strictly controlled. Planning permission will only be granted for development which is:*

- i) *essential to the efficient operation of agriculture or forestry;*
- ii) *employment related development appropriate to the open countryside;*
- iii) *affordable housing to meet a proven local need;*
- iv) *essential for the provision of outdoor sport, countryside recreation, or local community facilities;*
- v) *for the re-use and adaptation of existing rural buildings;*
- vi) *for diversification of an established agricultural business;*
- vii) *for the replacement, alteration or extension of an existing dwelling;*
- viii) *essential for the provision of an appropriate level of roadside services or the provision of utility services.*

Provided that:

- a) *the open countryside is the only appropriate location and development cannot reasonably be accommodated within defined development boundaries;*
- b) *the proposed development accords with the specific requirements set out in the relevant policies of this chapter and elsewhere in this Local Plan;*
- c) *the development would not be detrimental to the character or appearance of the open countryside or a nearby settlement in terms of siting, scale, massing, design and use of materials; and*
- d) *the development would not be detrimental to residential amenity or highway safety; and*
- e) *account is taken of whether the site is capable of being served by public transport; and*
- f) *the development is sited to make the best use of existing and new landscaping.”*

Policy T1 – Location of Development

1.3.7 *“Development proposals, which generate a significant volume of traffic movement, will be permitted provided that they are located:*

- i) *in the urban area of Scunthorpe and Bottesford, Barton upon Humber, Brigg, and the areas identified for development at the South Humber Bank and Humberside International Airport; and*
- ii) *where there is good access to rail, water and air transport, or to the North Lincolnshire Strategic Road Network; and*
- iii) *where there is good foot, cycle and public transport provision or where there are opportunities for foot, cycle and public transport to be provided.”*

Policy T2 – Access to Development

1.3.8 *“All development must be provided with a satisfactory access. In larger developments it should be served adequately by:*

- i) *being readily accessible by a choice of transport modes; and*
- ii) *existing public transport services and infrastructure; or*
- iii) *additions or extensions to such services linked directly to the development; and*
- iv) *the existing highway network.”*

Policy T11 – Protecting Rail Routes

1.3.9 *“The existing network of rail freight and passenger routes will be safeguarded. Disused railway alignments will be protected from development where there is a reasonable prospect of their re-use for transport purposes or where there is potential for recreational use.”*

Policy T18 – Traffic Management

- 1.3.10 *“Traffic management measures (such as accident reduction schemes, speed reduction schemes and traffic regulation orders) will be introduced on the road network so as to:*
- i) minimise the danger and nuisance caused by through traffic in residential and other environmentally sensitive areas; and/or*
 - ii) give priority to selected types of transport, in particular buses, cyclists and pedestrians; and/or*
 - iii) concentrate through traffic onto the most suitable roads; and/or*
 - iv) minimise the problems caused by parking conflicts.”*

Policy T19 – Car Parking Provision and Standards

- 1.3.11 *“Provision will be made for car parking where it would:*
- i) meet the operational needs of businesses; or*
 - ii) be essential to the viability of a new development; or*
 - iii) improve the environment or safety of streets; or*
 - iv) meet the needs of people with disabilities; or*
 - v) be needed by visitors to the countryside;*
- and comply with Appendix 2 - Parking Provision Guidelines.”*

Policy T23 – Water Freight

- 1.3.12 *“Proposals for new water freight development will be required to demonstrate that the movement of heavy goods by road is minimised by making use of deep-water frontages in the following ways:*
- i) locating on deep-water frontages;*
 - ii) ensuring transfer of bulk goods from sea to inland makes optimum use of railways, rivers, canals and pipelines/conveyor belts where appropriate.”*

Policy LC1 – Special Protection Areas, Special Areas of Conservation and Ramsar Sites

- 1.3.13 *“Proposals for development which may affect an SPA, a proposed SPA, a SAC or candidate SAC will be assessed according to their implications for the site’s conservation objectives. Proposals not directly connected with, or necessary for, the site, and which are likely to have a significant effect on the site (either individually or in combination with other proposals), will not be permitted unless it can be conclusively demonstrated that:*
- i) there is no alternative solution; and*
 - ii) there are imperative reasons of overriding public interest for the development.*

Where the site hosts a priority natural habitat type or a priority species, proposals will not be permitted unless it can be conclusively demonstrated that it is necessary for reasons of human health or public safety, or for consequences of primary importance for nature conservation.

Where such a development does proceed, the use of conditions or planning obligations to secure all compensatory measures necessary to comply with Article 3 of the EEC Habitats and Species Directive will be considered.”

Policy LC2 – Sites of Special Scientific Interest and National Nature Reserves

- 1.3.14 *“Proposals for development in, or likely to affect, Sites of Special Scientific Interest will be subject to special scrutiny. Where such development may have an adverse effect, directly or indirectly on the SSSI, it will not be permitted unless the reasons for the development clearly outweigh the nature conservation value of the site itself and the national policy to safeguard the national network of such sites.*

Where a site is a National Nature Reserve (NNR) or a site identified under the Nature Conservation Review (NCR) or Geological Conservation Review (GCR) particular regard will be paid to the individual site’s national importance.

In all cases where development is permitted which would damage the nature conservation value of the site, such damage should be kept to a minimum. Where development is permitted the use of conditions or planning obligations to ensure the protection and enhancement of the site’s nature conservation value and other appropriate compensatory measures will be considered.”

Policy LC4 – Developments Affecting Sites of Local Nature Conservation Importance

- 1.3.15 *“Any development or land use change which is likely to have an adverse impact on a Local Nature Reserve, a Site of Importance for Nature Conservation or a Regionally Important Geological Site will not be approved unless it can be clearly demonstrated that there are reasons for the proposal which outweigh the need to safeguard the intrinsic nature conservation value of the site or feature.*

In all cases where development is permitted which may damage the nature conservation value of the site, such damage shall be kept to a minimum. Where development is permitted the use of conditions or planning obligations to ensure the protection and enhancement of the site’s nature conservation value and other appropriate compensatory measures will be considered.”

Policy LC5 – Species Protection

- 1.3.16 *“Planning permission will not be granted for development or land use changes which would have an adverse impact on badgers or species protected by Schedules 1, 5 or 8 of the Wildlife and Countryside Act 1981 (as amended). Where development is permitted that may have an effect on those species, conditions or the use of planning agreements will be considered to:*

- i) facilitate the survival of individual members of the species; and*
- ii) reduce disturbance to a minimum; and*
- iii) provide adequate alternative habitats to sustain at least the current levels of population.”*

Policy LC7 – Landscape Protection

- 1.3.17 *“Where development is permitted within rural settlements or within the open countryside, special attention will be given to the protection of the scenic quality and distinctive local character of the landscape. Development which does not respect the character of the local landscape will not be permitted.”*

Policy LC12 – Protection of Trees, Woodland and Hedgerows

- 1.3.18 *“Proposals for all new development will, wherever possible ensure the retention of trees, woodland and hedgerows. Particular regard will be given to the protection of these features within the setting of settlements, the protection of ancient woodlands and historic hedgerows and the amenity value of trees within built up areas. Tree preservation orders will be made where trees which contribute to local amenity or local landscape character are at risk. Landscaping and tree and hedgerow planting schemes will be required to accompany applications for new development where it is appropriate to the development and its setting.”*

Policy LC20 – South Humber Bank – Landscape Initiative

- 1.3.19 *“It is proposed that the following measures will be undertaken throughout the South Humber Bank Landscape Initiative area:*
- i) softening - provision of stepped-back security fences, fringed with shrubs and trees;*
 - ii) screening - establishment of mixed broad-leaf and conifer belts;*
 - iii) habitat conservation - maintenance of wet areas and other existing features, such as woods and hedges, to provide a good framework for future improvements;*
 - iv) habitat creation - introduction of lakes, ponds and marshes;*
 - v) field boundary management - careful management of existing hedges to increase height;*
 - vi) tree and hedge planting - new planting, carefully positioned for maximum effect, with minimum impact on farm management industry’s operational needs and sites of archaeological importance.”*

Policy HE5 – Development Affecting Listed Buildings

- 1.3.20 *“The Council will seek to secure the preservation, restoration and continued use of buildings of special architectural or historic interest. When applications for planning permission relating to a listed building or listed building consent are being assessed, the primary consideration will be the need to preserve or enhance the fabric and character of the building. Permission or consent will not be granted unless it has been demonstrated that the proposed works would secure this objective. The Council will encourage the retention and restoration of the historic setting of listed buildings. Proposals which damage the setting of a listed building will be resisted. Whenever appropriate, proposals which would entail the loss of historic fabric from a listed building will be conditional upon a programme of recording being agreed and implemented.”*

Policy HE9 – Archaeological Evaluation

- 1.3.21 *“Where development proposals affect sites of known or suspected archaeological importance, an archaeological assessment to be submitted prior to the determination of a planning application will be required. Planning permission will not be granted without adequate assessment of the nature, extent and significance of the remains present and the degree to which the proposed development is likely to affect them.*

Sites of known archaeological importance will be protected. When development affecting such sites is acceptable in principle, mitigation of damage must be ensured and the preservation of the remains in situ is a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before and during development.”

Policy DS1 – General Requirements

- 1.3.22 *“A high standard of design is expected in all developments in both built-up areas and the countryside and proposals for poorly designed development will be refused. All proposals will be considered against the criteria set out below:*

Quality of Design

- i) The design and external appearance of the proposal should reflect or enhance the character, appearance and setting of the immediate area; and*
- ii) the design and layout should respect and where possible retain and/or enhance the existing landform of the site. Amenity*
- iii) No unacceptable loss of amenity to neighbouring land uses should result in terms of noise, smell, fumes, dust or other nuisance, or through the effects of overlooking or overshadowing; and*
- iv) amenity open space in the area should be retained, wherever possible; and*
- v) no pollution of water, air or land should result which poses a danger or creates detrimental environmental conditions.*

Where appropriate, conditions will be imposed requiring the provision of landscaping to enhance new development.

Conservation

- vi) There should not be an adverse effect on features of acknowledged importance, on or surrounding, the site, including species of plants and animals of nature conservation value (particularly species protected by Schedules 1, 5 and 8 of the Wildlife and Countryside Act 1981), Scheduled Ancient Monuments, archaeological remains, listed buildings and Conservation Areas or trees and woodland covered by Tree Preservation Orders; and*
- vii) the development must ensure the retention of those existing site features that make an important contribution to the character or amenity of the site or the surrounding area; and*
- viii) development proposals should include the results of archaeological assessment, where appropriate, and adequate measures to ensure that there would be no unacceptable*

impacts on archaeological remains. Conditions will be imposed to secure suitable mitigation at the appropriate time in the development process. Resources

- ix) There should be no conflict with an allocated or approved land-use proposal in the locality nor should the reasonable potential for development of a neighbouring site be prejudiced; and*
- x) the location and design of developments on the urban fringe (sites adjoining settlement development limits) should take into account the need to minimise the impact of the development on adjoining agricultural land or other countryside interests; and*
- xi) measures to conserve energy will be expected in:
 - a) the design, orientation and layout of buildings; and*
 - b) the location of development; and*
 - c) improvements to the transport network and in the management of traffic. Utilities and Services**
- xii) There should be no reliance on public finances being available to provide infrastructure and services; and*
- xiii) suitable on-site drainage should be provided and where there are off-site drainage problems the developer will be expected to overcome them.”*

Policy DS7 – Contaminated Land

- 1.3.23 *“In the case of proposals for development on land known or strongly suspected as being contaminated, applicants will be required to demonstrate that the level of contamination can be overcome by remedial measures or improvements.*

Permission will only be granted on contaminated sites where a detailed site survey has been submitted, and a suitable scheme of remedial measures has been agreed to overcome any existing contamination. Conditions will be imposed and/or a planning obligation entered into to secure the implementation of such a scheme at the appropriate time in the development process and to otherwise restrict and control the development.”

Policy DS9 – Development of Land in the Vicinity of Established Hazardous Installations and Pipelines

- 1.3.24 *“In the significant risk area surrounding a hazardous installation or pipeline planning permission will only be granted for housing or any commercial, industrial, retail or recreational use which introduces a significant number of people into the risk area, where it can be demonstrated that the associated hazards and risks identified with locating in proximity to the installation are acceptable, or can be overcome through the imposition of appropriate planning conditions.”*

Policy DS11 – Polluting Activities

- 1.3.25 *“Planning permission for development, including extensions to existing premises and changes of use, will only be permitted where it can be demonstrated that the levels of potentially polluting emissions,*

including effluent, leachates, smoke, fumes, gases, dust, steam, smell or noise do not pose a danger by way of toxic release; result in land contamination; pose a threat to current and future surface or underground water resources; or create adverse environmental conditions likely to affect nearby developments and adjacent areas.”

Policy DS12 – Light Pollution

- 1.3.26 *“Planning applications which involve light generating development including floodlighting will only be permitted where it can be demonstrated that there would be no adverse impact on local amenities.”*

Policy DS13 – Ground Water Protection and Land Drainage

- 1.3.27 *“All development proposals must take account of the need to secure effective land drainage measures and ground water protection in order to control the level of water in the land drainage system.”*

Policy DS14 – Foul Sewage and Surface Water Drainage

- 1.3.28 *“The Council will require satisfactory provision to be made for the disposal of foul and surface water from new development, either by agreeing details before planning permission is granted, or by imposing conditions on a planning permission or completing planning agreements to achieve the same outcome.”*

Policy DS15 – Water Resources

- 1.3.29 *“Development will not be permitted which would adversely affect the quality and quantity of water resources or adversely affect nature conservation, fisheries and amenity by means of:*
- i) pollution from the development; or*
 - ii) water abstraction unless adequate measures are undertaken to reduce the impact to an acceptable level.”*

Policy DS16 – Flood Risk

- 1.3.30 *“Development will not be permitted within floodplains where it would:*
- i) increase the number of people or buildings at risk; or*
 - ii) impede the flow of floodwater; or*
 - iii) impede access for the future maintenance of watercourses; or*
 - iv) reduce the storage capacity of the floodplain; or*
 - v) increase the risk of flooding elsewhere; or*
 - vi) undermine the integrity of existing flood defences*
- unless adequate protection or mitigation measures are undertaken.”*

1.4.0 North Lincolnshire Core Strategy (2011)

Policy CS1 – Spatial Strategy for North Lincolnshire

1.4.1 *“The spatial vision and the future development requirements will be delivered through the spatial strategy for North Lincolnshire as outlined below and on the key diagram. The spatial strategy will focus on:*

a) *Delivering an urban renaissance in Scunthorpe and supporting its role as a major subregional town.*

- *Scunthorpe will be the focus for the majority of new development and growth, including housing, employment, retail, sustainable transport links, and higher order services and facilities to serve North Lincolnshire.*
- *High quality, well designed new housing will be provided on a range of previously developed sites within the urban area followed by a greenfield urban extension with a focus on areas to the west of the built up area. During the plan period Scunthorpe should contribute around 9,892 new dwellings.*
- *Opportunities for economic development will be provided within existing established employment locations as well as on additional sites. Focus will be on the town centre and areas to the north of the Scunthorpe urban area around the Normanby Enterprise Park. A range of sites and premises will be required to meet business needs and to meet the overall aim of diversifying the economy. A high quality business park will be developed in combination with the Lincolnshire Lakes development. During the plan period around 71 hectares of employment land should be developed. It will be important all existing and future employment sites are accessible by sustainable modes of transport from existing and proposed residential areas.*
- *The town centre will be the main focus of new retail, leisure, commercial office and cultural developments in the area. As part of the urban renaissance programme, significant regeneration will take place within the town centre to provide new retail opportunities, a new market hall, cultural and leisure facilities as well as enhancements to the public realm and urban fabric. The use of high quality and innovative design will be supported in the town centre. Mixed use development will be encouraged in the town centre.*
- *Major flagship urban renaissance projects will be delivered to enhance the town and its image. The largest of these is the Lincolnshire Lakes, which will be located to the west of the town creating a major new sustainable waterside setting that will soften the edge and provide an impressive gateway to the town and place it on a new economic trajectory. A knowledge campus will be created that develops the town’s existing Further Education offer by bringing together local educational institutions to broaden the opportunities and encourage local people to access higher education. Also a major new state of the art leisure and sports facility will be provided in the form of The Pods that will deliver sports, education and training. Work is also underway to create a new multi-use venue to host live performances, events and conferencing. This development, known as The Baths Hall and regeneration of Doncaster Road, will help to create a quality gateway into the town.*

b) *Supporting the Market Towns of Barton upon Humber, Brigg, Crowle, Epworth, Kirton in Lindsey*

and Winterton as thriving places to live, work and visit, and as important service centres serving the needs of local communities across North Lincolnshire.

- *North Lincolnshire’s Market Towns will continue to provide important services for the area’s rural communities and support the higher level services provided by Scunthorpe. Levels of growth and development will be more limited reflecting their position in the settlement hierarchy. All growth will take account of existing infrastructure, environmental constraints and ensure that the distinctive character of the town is protected.*
 - *An appropriate level and range of new housing development will be provided to support the market towns as sustainable communities. During the plan period, the market towns will provide over 2,171 new dwellings.*
 - *Small and medium scale employment opportunities will be encouraged to meet the need to provide local jobs. The retention of existing local employment sites will be supported and where appropriate additional land will be allocated. Around 10 hectares of employment land will be provided in the market towns, with the majority being focussed in Barton upon Humber and Brigg.*
 - *The existing market town will be supported as key locations for shopping and services. Over the plan period limited levels of new retail development will be permitted and should be located within the town centres. The level of development will be dependent on local need and should be in keeping with the historic nature of these centres.*
 - *Transport links between the market towns and their surrounding settlements will be improved by working with public transport providers to ensure that services are convenient and accessible.*
 - *The Rural Renaissance programme will be supported in Crowle to improve the fabric of the town centre, market place and to develop the range of services and employment opportunities available.*
- c) *Supporting thriving rural communities and a vibrant countryside through the protection and enhancement of local services, creating opportunities for rural economic diversification and the promotion of tourism.*
- *Rural settlements will be supported as thriving sustainable communities, with a strong focus on retaining and enhancing existing local services to meet local needs. Development will be limited and should take into account levels of local service provision, infrastructure capacity and accessibility. Any development that takes place should be in keeping with the character and nature of the settlement.*
 - *In the countryside, support will be given to development that promotes rural economic diversification and small-scale employment opportunities, particularly on previously used land or in existing rural buildings. Tourism development will also be supported, in particular the development of green tourism making the most of the area’s important natural and built environments.*
- d) *Supporting the development of key strategic employment sites at the South Humber Bank, Humberside Airport and Sandtoft Airfield.*

The development of the nationally important South Humber Bank ports will be supported by safeguarding around 900ha of land in and around the port complexes for estuary related development as well as to support the continued growth of the chemical and renewable energy industries. To support increased development at the South Humber Bank, the council will work with key partners to deliver improved rail and road access through major upgrades to the rail network in and around the ports and the dualling of the A160 between the A180 and the port. However, development of the ports will need to be considered in light of the legal requirement to protect the adjacent internationally important sites of nature conservation and nearby nationally important archaeological sites.

- *Humberside Airport is a key location for economic growth and as such its growth will be supported. To facilitate further growth around 20 hectares of land will be allocated. This will be for uses related to aviation and those that are ancillary to the airport. The council will also work with partners to improve surface access particularly by public transport. However, development around the airport will need to protect the character and setting of nearby historic assets.*
 - *To support the growing logistics and distribution sector in North Lincolnshire, the potential of Sandtoft Airfield as a strategic location for a logistics/distribution facility has been identified. This site is ideally placed to take advantage of the ports and nearby airports of Humberside and Doncaster Robin Hood as well as providing an important employment opportunity for the Isle of Axholme. In order to enable the development in this location, the council will work with partners to ensure that appropriate transport infrastructure is developed to provide access.*
- e) *Supporting the protection and enhancement of North Lincolnshire’s world class natural and built environment to ensure the continued attractiveness of the area as place to live, work and visit.*
- *The internationally and nationally designated sites of nature conservation importance of the Humber Estuary and Thorne and Hatfield Moors will be protected and enhanced. In the Humber Estuary area, particularly where the expansion of the South Humber ports is likely to occur, a strategic approach to the creation of new habitats will be adopted. This will ensure that the collective impact of major developments are designed to secure positive environmental benefits from flood management and development proposals.*
 - *North Lincolnshire’s townscapes and historic landscapes will also be protected and enhanced and high quality design encouraged. In particular, the nationally significant historic landscapes of the Isle of Axholme and Crowle Moors will be conserved and their potential as a tourist and educational resource realised. The character and landscape setting of the area’s historic market towns will be safeguarded (especially Barton upon Humber, Crowle and Epworth) and the rich archaeological heritage of North Lincolnshire will be preserved and enhanced. The value of regionally and locally important sites will be enhanced and opportunities to improve green infrastructure will be included in all new development.*

All future growth regardless of location should contribute to sustainable development in particular in respect of those criteria set out in policy CS2 as well as the other policies of the plan. 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. Where development unavoidably has an environmental impact adequate mitigation measures should be used for the development to be acceptable.”

Policy CS2 – Delivering More Sustainable Development

1.4.2 *“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."

Policy CS3 – Development Limits

- 1.4.3 *"Development limits will be applied to the Scunthorpe urban area, the Market Towns and Rural Settlements. They will not be applied to rural settlements in the countryside.*

In applying development limits the following considerations will be taken into account:

- *Existing development patterns - the development limit will be drawn around the main built up area of the settlement. Scattered, sporadic or dispersed development or buildings separated from the main body of the settlement by areas of undeveloped land, roads or industrial areas will not be included. Where possible, limits should follow clearly defined features or constraints such as roads.*
- *Capacity - the ability of the settlement to accommodate future development based on existing and proposed infrastructure, on its access to facilities and services and levels of public transport. This also includes the availability of previously developed land.*
- *Existing planning consents/development - land with planning consent for residential development or community facilities where development has been implemented.*
- *Character - the limit will be drawn to reflect the need to protect and enhance settlement character. This means protecting areas of open space or land with the characteristics of open countryside within and adjacent to settlements by not including them within development limits. Large rear gardens or paddocks stretching well out the villages built form will also be excluded.*

Development outside these defined boundaries will be restricted to that which is essential to the functioning of the countryside. This will include uses such as that related to agriculture, forestry or other uses which require a countryside location or that which will contribute to the sustainable development of the tourist industry.

The extent of the development limits will be defined in the Housing & Employment Land Allocations Development Plan Documents and shown on the accompanying Proposals Map and settlement

insets.”

Policy CS5 – Delivering Quality Design in North Lincolnshire

1.4.4 *“All new development in North Lincolnshire should be well designed and appropriate for their context. It should contribute to creating a sense of place. The council will encourage contemporary design, provided that it is appropriate for its location and is informed by its surrounding context. Design which is inappropriate to the local area or fails to maximise opportunities for improving the character and quality of the area will not be acceptable.*

New development in North Lincolnshire should:

- *Contribute towards creating a positive and strong identity for North Lincolnshire by enhancing and promoting the image of the area through the creation of high quality townscapes and streetscapes.*
- *Ensure it takes account of the existing built heritage from the earliest stages in the design process, in particular terms of scale, density, layout and access.*
- *Incorporate the principles of sustainable development throughout the whole design process. This will include site layout, minimising energy consumption, maximising use of on-site renewable forms of energy whilst mitigating against the impacts of climate change; for instance flood risk.*
- *Create safe and secure environments, which reduce the opportunities for crime and increase the sense of security for local residents through the use of Secured by Design guidance.*
- *Consider the relationship between any buildings and the spaces around them, and how they interact with each other as well as the surrounding area. The function of buildings should also be considered in terms of its appropriateness for the context in which it is located.*
- *Create attractive, accessible and easily distinguished public and private spaces that complement the built form.*
- *Support sustainable living and ensure that a mix of uses, which complement one another are incorporated.*
- *Provide flexibility in that new and existing buildings and spaces are able to respond to future social, technological, environmental and economic needs.*
- *Be easily accessible to all users via recognisable routes, interchanges and landmarks that are suitably connected to public transport links, community facilities and services and individual communities and neighbourhoods in North Lincolnshire. Buildings and spaces should be accessible by all sections of the community, and ensure that the principles of inclusive design are reflected.*
- *Incorporate appropriate landscaping and planting which enhances biodiversity or geological features whilst contributing to the creation of a network of linked greenspaces across the area. Tree planting and landscaping schemes can also assist in minimising the impacts of carbon emissions upon the environment.*

- *Integrate car parking provision within the existing public realm and other pedestrian and cycle routes.”*

Policy CS6 – Historic Environment

1.4.5 *“The council will promote the effective management of North Lincolnshire’s historic assets through:*

- *Safeguarding the nationally significant medieval landscapes of the Isle of Axholme (notably the open strip fields and turbaries) and supporting initiatives which seek to realise the potential of these areas as a tourist, educational and environmental resource.*
- *Preserving and enhancing the rich archaeological heritage of North Lincolnshire*
- *Ensuring that development within Epworth (including schemes needed to exploit the economic potential of the Wesleys or manage visitors) safeguards and, where possible, improves the setting of buildings associated with its Methodist heritage.*
- *Ensuring that development within North Lincolnshire’s Market Towns safeguards their distinctive character and landscape setting, especially Barton upon Humber, Crowle and Epworth.*

The council will seek to protect, conserve and enhance North Lincolnshire’s historic environment, as well as the character and setting of areas of acknowledged importance including historic buildings, conservation areas, listed buildings (both statutory and locally listed), registered parks and gardens, scheduled ancient monuments and archaeological remains.

All new development must respect and enhance the local character and distinctiveness of the area in which it would be situated, particularly in areas with high heritage value.

Development proposals should provide archaeological assessments where appropriate.”

Policy CS11 – Provision and Distribution of Employment Land

1.4.6 *“The council will support the continued expansion and improvement of North Lincolnshire’s economy in order to create a step change in the area’s role regionally and nationally. This will be achieved through the identification and allocation in the Housing and Employment Land Allocations DPD of a range of appropriate sites for employment and economic uses that will meet the requirement for an additional 40 hectares of employment land between 2006 and 2021 as identified within the Regional Spatial Strategy. This land will accommodate traditional land use (use classes B1, B2 & B8) as well as key priority growth sectors.*

Strategic employment sites will be identified in the following broad locations:

Scunthorpe – 71 Hectares

1. *To support the renaissance of Scunthorpe around 71 hectares will be identified and allocated. Principle locations will be:*
 - *Scunthorpe North – B1, B2 and B8 uses*
 - *Town Centre – B1 and town centre uses*

- *Scunthorpe West – B1- High quality business park – Lincolnshire Lakes.*

Market Towns -10 Hectares

2. *To support North Lincolnshire’s market towns as key hubs of the rural economy.*

Humberside Airport – 20 Hectares

3. *To support the key role of the airport in delivering economic growth both locally and regionally, around 20 hectares will be reserved for economic activities with airport links.*

Sandtoft Business Park – 58.5 Hectares

4. *To support the growing logistics industry in North Lincolnshire and to take advantage of the connections provided by the airports of Humberside and Doncaster Robin Hood, and the South Humber Bank ports, around 59 hectares will be allocated for a logistics and distribution park. The development of this strategic location will be subject to satisfactory access arrangements being put in place.*

General Provisions

To support development elsewhere within North Lincolnshire that meet local employment needs and maximises other special locations.

In considering all development proposals for employment purposes in North Lincolnshire, regard should be given to making all locations accessible by range of transport modes in particular by public transport, cycling and walking. Accordingly, travel plans will be required setting out how employment locations will be linked to settlements in the area.

Rural Economy

To deliver a thriving rural economy by supporting development or activities that assist in rural regeneration and that strengthen or diversify rural businesses.”

Policy CS12 – South Humber Bank Strategic Employment Site – A Broad Location

- 1.4.7 *“The South Humber Bank Strategic Employment Site (SHBSES) will be reserved for B1, B2 and B8 port related activities to take special advantage of its location, flat topography and adjacent a deep water channel of the River Humber as an extension to Immingham Port and the Humber Sea Terminal.*

The delivery of the SHBSES will be achieved through the following Plans, Boards and Delivery Groups:

- *South Humber Bank Master Plan (2004);*
- *Individual South Humber Bank Infrastructure, Economic and Environmental Studies that up date the South Humber Bank Master Plan where relevant*
- *South Humber Bank Gateway Board (formed May 2009)*
- *South Humber Bank Gateway Delivery Group and its South Humber Bank Ecology SubGroup*

The Plans, Strategies and Investment Decisions and Programmes for the SHBSES should:

a) *Role and Function of the Site*

Maintain, increase and enhance the role of Immingham Port as part of the busiest port complex in the UK, by extending port related development northwards from Immingham Port to East Halton Skitter in harmony with the environmental and ecological assets of the Humber Estuary. This will include safeguarding the site frontage to the deep water channel of the River Humber for the development of new port facilities and the development of new pipe routes needing access to the frontage. The deep water channel offers the opportunity of developing a new port along the River Humber frontage between Immingham Port and the Humber Sea Terminal. The role of the South Humber Ports should be strengthened by providing an increased number of jobs particularly giving employment opportunities for North Lincolnshire and North East Lincolnshire residents.

b) *Economic Development*

Diversify and develop the economies of North Lincolnshire and North East Lincolnshire Council areas within the Humber sub area's economy. This can be achieved in the following ways: by making the most of the multimodal transport links and proposed highway improvements on site and to the port entrance along the A160 from the A180; by enhancing and improving the railway line between the East Coast Main Line at Doncaster and Immingham; by enhancing the established South Humber Ports; by taking the sustainable opportunity to transfer goods by trans-shipping goods from the southern and south eastern UK ports and by offering berths for transporting goods by barge/boat inland along the well connected inland waterways; and by utilising the workforces of the nearby towns of Scunthorpe, Immingham, Grimsby and Cleethorpes.

Attract value added employment port-related activities and maximise opportunities around the ports by enhancing and improving skills. This can be achieved by encouraging the expansion of existing training centres such as CATCH near Immingham and taking opportunities to create new training centres within the South Humber Ports area. These opportunities should also benefit the existing and growing economic clusters of the energy, chemicals and food sectors. This will include the diversification of the energy sector into the development of renewable energy such as biomass opportunities.

c) *Infrastructure*

Develop an infrastructure strategy to improve transport accessibility and movement, drainage and flood defence.

Improve multimodal land access to the South Humber Ports and develop their complementary roles. The transport strategy includes the delivery of the South Humber Bank Transport Study outcomes within the SHBSES, the Highways Agency A160/A180 Highway Improvement Scheme (top priority in the Regional Transport Priorities) anticipated to begin construction around 2015 and the Network Rail Freight Utilisation Strategy that programmes line speed and signalling improvements between Immingham and Doncaster (being carried out within the current strategy 2007 and 2014) and the Killingholme Loop (that will enable a one way freight rail route into the South Humber Ports) post 2015.

In improving transport accessibility, it is vital that the ports can be accessed by a range of transport modes, including public transport, cycling and walking. According, robust travel plans should be developed to show how the area will be linked to surrounding settlements.

Development will be assisted by a drainage programme. Works are programmed to start and be

completed in 2011. The outcome will be to include surface water and sewage management solutions to accommodate development of the SHBSES without harming the natural environment.

Safeguard and improve the flood defences of the SHBSES from tidal flooding through partnership working with the Environment Agency and its Humber Flood Risk Management Strategy (March 2008), North Lincolnshire and North East Lincolnshire Councils, Yorkshire Forward, landowners and industry. This will include managing the predicted effects of climate change in harmony with the development of port related activities by managing and minimising the risk of flooding.

d) Environment

Protect and enhance the biodiversity and landscape character of the Humber Estuary by harmonising the ecology, nature conservation and landscape with port related development activities. This will be achieved by implementing the South Humber Gateway Conservation Mitigation Strategy Delivery Plan (SHGCMSDP). The SHGCMSDP will identify appropriate areas of mitigation for the loss of offsite SPA and Ramsar waterbird roosting and foraging habitat. These areas will be delineated and safeguarded in the Housing and Employment Land Allocations DPD. The SHGCMSDP will help unlock the economic development opportunity of the South Humber Bank Employment Site whilst ensuring the protection of the Humber Estuary Special Protection Area, SAC and Ramsar site and developing new green infrastructure. The delivery of this SHGCMSDP will link directly to the Green Infrastructure Strategy for North Lincolnshire and will be produced by partnership working with Natural England, Royal Society for the Protection of Birds (RSPB), Lincolnshire Wildlife Trust, Environment Agency, Yorkshire Forward, North Lincolnshire and North East Lincolnshire Councils, landowners and industry. New development will also need to harmonise with the North Killingholme Haven Pits SSSI and the Local Wildlife Sites such as Chase Hill Wood (a proposed Local Nature Reserve) Burkinshaws Covert, Halton Marsh Clay Pits and Rosper Road Ponds.”

Policy CS16 – North Lincolnshire’s Landscape, Greenspace, and Waterspace

1.4.8 “The council will protect, enhance and support a diverse and multi-functional network of landscape, greenspace and waterscape through:

1. Identifying in supporting documents within or evidencing the Local Development Framework, a network of strategically and locally important landscape, greenspace and waterscape areas. Development on or adjacent to these areas will not be permitted where it would result in unacceptable conflict with the function(s) or characteristic of that area.
2. Requiring development proposals to improve the quality and quantity of accessible landscape, greenspace and waterscape, where appropriate.
3. Requiring development proposals to address local deficiencies in accessible landscape, waterscape and greenspace where appropriate.
4. Requiring the protection of trees, hedgerows and historic landscape to be specified where appropriate.

The creation and maintenance of the network of landscape, green space and waterscapes will be secured by a range of measures, including protecting open space, creating new open spaces as part of new development, and by using developer contributions to create, improve and maintain green infrastructure assets where appropriate.”

Policy CS17 – Biodiversity

1.4.9 *“The council will promote effective stewardship of North Lincolnshire’s wildlife through:*

- 1. Safeguarding national and international protected sites for nature conservation from inappropriate development.*
- 2. Appropriate consideration being given to European and nationally important habitats and species.*
- 3. Maintaining and promoting a North Lincolnshire network of local wildlife sites and corridors, links and stepping stones between areas of natural green space.*
- 4. Ensuring development retains, protects and enhances features of biological and geological interest and provides for the appropriate management of these features.*
- 5. Ensuring development seeks to produce a net gain in biodiversity by designing in wildlife, and ensuring any unavoidable impacts are appropriately mitigated for.*
- 6. Supporting wildlife enhancements that contribute to the habitat restoration targets set out in the North Lincolnshire’s Nature Map and in national, regional and local biodiversity action plans.*
- 7. Improving access to and education/interpretation of biodiversity sites for tourism and the local population, providing their ecological integrity is not harmed.”*

Policy CS18 – Sustainable Resource Use and Climate Change

1.4.10 *“The council will actively promote development that utilises natural resources as efficiently and sustainably as possible. This will include:*

- 1. Meeting high water efficiency standards, and incorporating new technologies to recycle and conserve water resources.*
- 2. Requiring the use of Sustainable Urban Drainage Systems (SuDS) where practicable.*
- 3. Supporting the necessary improvement of flood defences and surface water infrastructure required against the actions of climate change, and preventing development in high flood risk areas wherever practicable and possible.*
- 4. Meeting required national reductions of predicted CO2 emissions by at least 34% in 2020 and 80% in 2050 by applying the following measures on development proposals. Requiring all industrial and commercial premises greater than 1000 square metres to provide 20% of their expected energy demand from on site renewable energy until the code for such buildings is applied nationally. Where developers consider these Codes and targets cannot be met on the basis of viability they will be required to provide proof through open book discussions with the council at the planning application stage.*
- 5. Ensuring building design reduces energy consumption by appropriate methods such as high standards of insulation, avoiding development in areas subject to significant effects from shadow, wind and frost, using natural lighting and ventilation, capturing the sun’s heat, where appropriate.*

6. *Supporting development that minimises the consumption and extraction of minerals by making the greatest possible reuse or recycling of materials in new construction, and by making best use of existing buildings and infrastructure.*
7. *Supporting development that seeks to minimise waste and facilitates recycling and using waste for energy where appropriate.*
8. *Ensuring that development and land use in areas close to the Humber Estuary and rivers responds appropriately to the character of the area, in the interests of preserving and making best use of limited resources.*
9. *Supporting development that will help to reduce the need to travel for people using that development.*
10. *Ensuring development and land use helps to protect people and the environment from unsafe, unhealthy and polluted environments, by protecting and improving the quality of the air, land and water.*
11. *Supporting renewable sources of energy in appropriate locations, where possible, and ensuring that development maximises the use of combined heat and power, particularly at the South Humber Bank employment site and where energy demands for more than 2MW are required for development.*
12. *Supporting new technology and development for carbon capture and the best available clean and efficient energy technology, particularly in relation to the heavy industrial users in North Lincolnshire, to help reduce CO2 emissions.*
13. *Promote the use of a greenspace strategy and a green infrastructure plan, where applicable, which could help reduce the effects of climate change.”*

Policy CS19 – Flood Risk

1.4.11 *“The council will support development proposals that avoid areas of current or future flood risk, and which do not increase the risk of flooding elsewhere. This will involve a risk based sequential approach to determine the suitability of land for development that uses the principle of locating development, where possible, on land that has a lower flood risk, and relates land use to its vulnerability to flood. Development in areas of high flood risk will only be permitted where it meets the following prerequisites:*

1. *It can be demonstrated that the development provides wider sustainability benefits to the community and the area that outweigh flood risk.*
2. *The development should be on previously used land. If not, there must be no reasonable alternative developable sites on previously developed land.*
3. *A flood risk assessment has demonstrated that the development will be safe, without increasing flood risk elsewhere by integrating water management methods into development.*

Development within the Lincolnshire Lakes area will comply with the flood management principals set out in the Western Scunthorpe Urban Extension Exception Test Strategy. Any further flood

management proposals will have to be agreed by both the council and the Environment Agency during the process of the Lincolnshire Lakes Area Action Plan. Development proposals in flood risk areas which come forward in the remainder of North Lincolnshire shall be guided by the Strategic Flood Risk Assessment for North Lincolnshire and North East Lincolnshire. This will ensure that proposals include site specific flood risk assessments which take into account strategic flood management objectives and properly apply the Sequential and, where necessary, Exception Tests.

In addition development will be required, wherever practicable, to incorporate Sustainable Urban Drainage Systems (SUDS) to manage surface water drainage. The Council will also seek to reduce the increase in flood risk due to climate change through measures to reduce carbon dioxide emissions.”

Policy CS20 – Sustainable Waste Management

1.4.12 *“The Council will consider new and enhanced facilities for the treatment and management of waste in the following broad strategic areas:*

- *Scunthorpe*
- *South Humber Bank Employment Area*
- *Flixborough Industrial Estate*
- *Power station sites and other high energy usage installations*
- *Farms which will directly use organic agricultural products derived from waste treatment*

In general a sequential search will be made for the location of waste management facilities from the highest to lowest preference as follows:

1. *On-site management of waste where it arises at retail, industrial and commercial locations, particularly in the main urban areas (The Proximity Principle)*
2. *Pursuit of neighbourhood self-sufficiency, at the lowest practicable level for the waste stream concerned (The Self-Sufficiency Principle)*
3. *Encouraging co-location of waste facilities - at Materials or Resource Recovery Parks for example*
4. *Locations at existing mineral extraction and waste landfill sites*
5. *Locations at established and proposed industrial and business sites*
6. *Locations in redundant farm buildings and associated land*
7. *Use of other previously-developed land.*

The Council will promote sustainable waste management by:

- *Requiring Site Waste Management Plans for future major developments to minimise waste*
- *Requiring the integration of facilities for waste minimisation, re-use, recycling and composting, in association with the planning, construction and occupation of new*

development.

- *Providing guidance on minimising potential social, environmental and economic impacts that are likely to arise in the development of waste infrastructure*
- *Establishing a planning policy framework that identifies suitable locations for waste management.”*

Policy CS25 – Promoting Sustainable Transport

1.4.13 *“The council will support and promote a sustainable transport system in North Lincolnshire that offers a choice of transport modes and reduces the need to travel through spatial planning and design and by utilising a range of demand and network management tools.*

Transport Demand Management

- *Reduce the need to travel and improve accessibility for all as part of all future spatial design within North Lincolnshire*
- *Introduce appropriate demand management measures, to reduce car based travel by ensuring highway safety, improving and encouraging walking and cycling and integrate such measures with a high quality public transport network*
- *Require that transport provision is integrated into the design of all development from the start of any development project*
- *Apply maximum car parking standards and a car parking charging regime within the context of urban and rural renaissance*
- *Support the progressive improvements of a high quality public transport network by working in partnership with public transport operators and community transport providers to ensure a cohesive, flexible approach to improve the public transport network in North Lincolnshire and public transport connections beyond its boundaries.*

Transport Network Management

- *Support and encourage a Rural Transport Strategy for the rural parts of North Lincolnshire*
- *Support the improvement and enhancement (significant upgrades) of transport inter-changes (relating to high quality facilities) in North Lincolnshire, principally at Scunthorpe, Barton upon Humber, Brigg and Humberside Airport*
- *Integrate and enhance the whole spectrum of local transport services to feed into, and be complementary with, a high quality public transport network*
- *Support the development of a freight strategy to include lorry parking sites, HGV route management and provision of facilities for (and promote the benefits of) transferring freight delivery from road to rail and/or water transport, wherever practical, particularly in relation to the movement of freight to and from the South Humber Ports and Trent Wharves*
- *Support the progressive introduction of network management technology to maximise*

existing and future capacity and investment across all transport modes, and to reduce congestion and delay for the benefit of both business and domestic travellers in North Lincolnshire

- *Establish local, regional and national priorities for transport infrastructure investment*
- *Promote the continuation and improvement of North Lincolnshire’s network of safe walking and cycling routes, including the Viking Way, the Public Rights of Way network and the National Cycle Route, as well as the local footway and cycleway network and linking them to key locations in the urban and rural areas of North Lincolnshire (communities, recreational and tourist areas).”*

Policy CS26 – Strategic Transport Infrastructure Proposals

1.4.14 *“The Council will support strategic infrastructure proposals to enhance North Lincolnshire’s internal and external transport connections and provide access to the area’s key strategic economic development locations by road, rail, air, water and information technology. In particular, the following key pieces of transport infrastructure and improvements to the area’s communications technology will be supported:*

1. Strategic Road Schemes

- *The dualling of the A160 South Humber Bank access road between the A180(T) and South Killingholme including associated improvements to junctions along the route and at the port entrance.*
- *The longer term dualling or upgrading of the A15 between the M180 junction 4 and the A46(T) Lincoln bypass to enable a more efficient movement of freight between the South Humber Ports and the A1(T) at Newark.*
- *Access improvements to Scunthorpe from the west to relieve existing congestion, via improvements to the Berkeley Circle and to provide access to the Lincolnshire Lakes area.*
- *Improvements to the A18 and local roads to provide access to proposed logistics park at Sandtoft Airfield.*
- *In the longer term, the potential realignment of the A1077 west of South Ferriby, should the Environment Agency no longer continue to maintain all flood defences along the Humber Estuary.*

2. Rail Schemes

- *Upgrades to the South Humber Main Line between Doncaster and Immingham and improvements to the Brigg line and in the Wrawby junction area to support access to the South Humber Bank ports.*
- *Restoration of the rail access to the northern section of the South Humber Bank Industrial Area to create the Killingholme Loop, through the use of the former rail alignment between Goxhill and the South Humber Bank area.*

3. Airport Surface Access

- *Supporting improved international connections at Humberside Airport by ensuring road and rail surface access improvements (from the M180 and the Barnetby to Cleethorpes railway line) are delivered commensurate with the expected growth of the airport.*

4. *Water Transport Schemes*

- *Encouraging increased barge/boat movements inland from the South Humber Bank ports to transfer goods.*

5. *Scunthorpe Urban Renaissance*

- *Supporting transport improvements that will assist in the delivery of the key transformation projects proposed as part of the Scunthorpe Urban Renaissance Programme. This will involve road and potentially rail access improvements to provide better quality access to Scunthorpe and developments such as the Lincolnshire Lakes.*

6. *Electronic and Telecommunications Technology*

- *Supporting the introduction of the latest electronic and telecommunications technology subject to consideration of any impact on the environment and public health.*

In delivering the key strategic infrastructure schemes and programmes it is vital to ensure that necessary nature conservation, landscape and flood risk issues are addressed and mitigated against, particularly at the South Humber Bank area and potentially at Sandtoft Airfield. It will also be necessary, where relevant and appropriate, for this policy to apply the promotion of sustainable transport measures set out in Policy CS25.”

Policy CS27 – Planning Obligations

1.4.15 *“Where a development proposal generates an identified need for additional infrastructure, North Lincolnshire Council will, through the negotiation of planning obligations pursuant to Section 106 of the Town & Country Planning Act 1990 and in accordance with guidance set out in Circular 05/2005, seek to ensure that the development proposal:*

1. *Meets the reasonable cost of new infrastructure and improvements to existing infrastructure made necessary by the proposal in order to support, for example, affordable housing, maintenance payments, highway infrastructure, nature conservation, transport initiatives, utilities, education, community facilities, health, leisure and recreation provision, public art and waste management; and/or*
2. *Mitigates the impact(s) of the development; and/or*
3. *Offsets the loss of any significant amenity or resource through compensatory provision elsewhere; and/or*
4. *Provides for the ongoing maintenance of facilities provided as a result of the development.”*

1.5.0 Housing and Employment Land Allocations DPD

1.5.1 The South Humber Bank is identified for development within the Housing and Employment Land Allocations DPD.

Policy PS1 – Presumption in Favour of Sustainable Development

- 1.5.2 *“When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.*

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- *Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or*
- *Specific policies in that Framework indicate that development should be restricted.”*

Policy SHBE-1 – South Humber Bank

- 1.5.3 *“The South Humber Bank employment site (900 ha- gross area) is North Lincolnshire’s ‘jewel in the crown’, premier employment site. It is allocated as a strategic site for port activities to take special advantage of its location, flat topography and being adjacent to a deep water channel of the River Humber as an extension to Immingham Port and Humber Sea Terminal the site has a unique employment offer. This employment site is a major part of the South Humber Gateway which forms a four mile area fronting the Humber estuary. It is one of the last undeveloped deep-water estuaries in Europe and provides a unique opportunity for the economy of North Lincolnshire and the Humber to create high value and substantial employment opportunities on a transformational scale. It is therefore vital that this asset is developed so as to maximise the transformational economic potential of the site and must be safeguarded from piecemeal proposals and any investments that do not meet this maxim.*

The site will be developed with the following site specific criteria:

- *The site should provide only B1, B2 and B8 industrial land uses and ancillary development that are associated with port activities, including land based development allowing for the potential future development of a port that meet the tests of the Habitats Regulations.*
- *The land within the site along the deep-water frontage of the Humber Estuary between the Port of Immingham and the Humber Sea Terminal has special locational characteristics and is unique, being one of the last undeveloped deep-water estuaries in Europe. New development is therefore required to maximise the potential for high value jobs and high job densities and this part of the site will be safeguarded against piecemeal development proposals that do not meet these employment maxims.*
- *Development of the site shall only take place if there has been appropriate consideration given to the international, national and local protected sites for nature conservation. This includes*

complying with the tests of the European Habitats Regulations (Birds and Habitat Directives).

- *All development proposals within the site will have to comply with the Waterbird Mitigation identified in the SHB Mitigation Strategy. The preferred alternative sites for on-site waterbird mitigation areas at Halton Marsh (A) and Killingholme Marsh (B) are indicated on the proposal map for SHBE-1. Off-site mitigation may be required depending on what on-site options are chosen.*
- *A Transport Assessment and Travel Plan will be required for all large developments*
- *An ecological assessment will be required*
- *Any proposals for new transport infrastructure will need to consider the design and timescales for the Highways Agency's A160 Port of Immingham Improvement Scheme.*
- *Pollution and waste control measures should be implemented wherever practical and relevant to the proposed development*
- *Use of materials and development works shall be sensitive to the location*
- *A structural landscape scheme is required as a buffer to limit the visual impact of development and improve the amenity of nearby communities between the western edge of the employment site and the villages of South Killingholme, North Killingholme and East Halton.*
- *On site and off site landscaping schemes and biodiversity enhancement shall be considered within the framework of the South Humber Bank Landscaping Initiative in relation to development proposals.*
- *Landscape buffering of at least 15 metres width around the Local Wildlife Sites will be required*
- *A surface water and sewage management solution is required to accommodate development on the employment site to the satisfaction of the North East Lindsey Water Management Board and the Anglian Water Authority.*
- *A Flood Risk Assessment will be required for individual developments on the majority of the site in compliance with National and Local flood risk guidance and Core Strategy Policy CS19.*
- *Land to the north of the Humber Sea Terminal will require a flood defence enhancement scheme to be resolved with the Environment Agency, Natural England and landowners in relation to the existing flood defences and proposed development behind these flood defences.*
- *A Heritage Assessment will be required to demonstrate that the development will have no adverse impact on the historic environment. Particular regard will need to be undertaken of the impact of any proposals upon those elements which contribute to the significance of the Scheduled Monuments to the west of this allocation. Development proposals should ensure that those elements which contribute to their significance are conserved."*

1.6.0 Supplementary Planning Guidance and Documents

1.6.1 The following Supplementary Planning Guidance and Documents which support the North

Lincolnshire Local Plan (2003) and North Lincolnshire Local Development Framework are relevant:

- Design Guidelines for Industrial Development SPG;
- Public Rights of Way SPG;
- Landscape Character Assessment & Guidelines;
- Wind Energy Development SPG;
- Planning for Renewable Energy Development SPD; and
- Sustainable Drainage Systems (SuDS) and Flood Risk Guidance.

1.7.0 Draft North Lincolnshire Local Plan (Publication Plan – October 2021)

1.7.1 A list of the proposed policies contained within the Regulation 19 Publication Plan (October 2021) is provided below. Again, it should be emphasised that this plan is yet to be submitted for examination and, therefore, the policies contained therein hold no weight in the determination of the Material Change 2 submission.

- Policy SS1 – Presumption In Favour of Sustainable Development;
- Policy SS2 – Spatial Strategy for North Lincolnshire;
- Policy SS3 – Development Principles;
- Policy SS8 – Employment Land Requirements;
- Policy SS9 – Strategic Site Allocation – South Humber Bank;
- Policy TC2 – Placemaking and Good Urban Design;
- Policy DQE1 – Protection of Landscape, Townscape and Views;
- Policy DQE3 – Biodiversity and Geodiversity;
- Policy DQE5 – Managing Flood Risk;
- Policy DQE6 – Sustainable Drainage Systems;
- Policy DQE7 – Climate Change and Low Carbon Living;
- Policy DQE8 – Renewable Energy Proposals;
- Policy DQE11 – Green Infrastructure Network;
- Policy DQE12 – Protection of Trees, Woodland and Hedgerows;

- Policy HE1 – Conserving and Enhancing the Historic Environment;
- Policy CSC1 – Health and Wellbeing;
- Policy DM1 – General Requirements;
- Policy DM3 – Environmental Protection.

1.8.0 Conclusions

- 1.8.1 This technical note sets out the extant planning policy for North Lincolnshire Council as requested within the ExB’s written response. There are no other planning policies which are extant and of relevance to the consideration of the Material Change 2 submission.

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