



Pinsent Masons

BY E-MAIL

Grahame Gould
Lead Member of the Panel of Examining Inspectors
Immingham Eastern Ro-Ro Terminal
National Infrastructure Planning
Temple Quay House
2 The Square
Bristol
BS1 6PN

Your Ref: TR030007

24 January 2024

Dear Mr Gould,

THE INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES 2010 (AS AMENDED) – LETTER SENT UNDER RULE 17

RESPONSE ON BEHALF OF CLDN PORTS KILLINGHOLME LIMITED

I refer to your letter dated 22 January 2024 (**the Examining Authority's Letter**) issued under Rule 17 of the Infrastructure Planning (Examination Procedure) Rules 2010 (as amended), which requested further information from CLdN Ports Killingholme Limited (**CLdN**) in relation to the examination (**the Examination**) of the application for development consent by Associated British Ports (**the Applicant**) for the Immingham Eastern Ro-Ro Terminal (**IERRT or the Proposed Development**).

CLdN notes that since it made its final submissions at Deadline 9 (in accordance with the Examination Timetable), namely its Closing Submissions [[REP9-022](#)] and Response to the Applicant's Deadline 8 Submissions [[REP9-023](#)], the Applicant has submitted further documentation into the Examination (both at Deadline 10 on 18 January 2024, and via an additional submission subsequently accepted by the Examining Authority on 23 January 2024 using its discretion to accept a late submission). These additional submissions were not required by the Examination timetable and CLdN has not had an opportunity to consider or respond to them. This response is therefore limited to the specific requests made in the Examining Authority's Letter but CLdN requests the Examining Authority to consider how much weight to give those additional submissions by the Applicant in light of the circumstances, which of course apply equally to all other interested parties.

CLdN has addressed the matters raised in the Examining Authority's Letter in turn below, using sub-headings and cross-references to previous Examination submissions as appropriate in order to demonstrate that this response is made in the context of submissions already made and explored in the Examination. The only new information being provided by CLdN has been kept to a minimum and is submitted now entirely in response to the specific questions asked of it by the Examining Authority.

Pinsent Masons LLP

30 Crown Place Earl Street London EC2A 4ES

T +44 (0) 20 7418 7000 F +44 (0) 20 7418 7050 DX 157620 Broadgate

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Question 1 – CLdN and Stena

Requested copy correspondence

As requested by the Examining Authority, CLdN has provided at **Appendix 1** a copy of the letter dated 9 February 2021 sent by CLdN to Stena Line (**Stena**) relating to limits on ground slots for unaccompanied trailers at the Port of Killingholme (**Killingholme**) during the period following the UK's exit from the European Union (**Brexit**).

CLdN refers to the following submissions made during the Examination:

- CLdN's Response to Deadline 2 Submissions [\[REP3-020\]](#), page 8;
- CLdN's Post Hearing Submissions from Issue Specific Hearing 3 (ISH3 PHN) [\[REP4-017\]](#), page 13;
- CLdN's note on the Port of Killingholme (**the Killingholme Note**) [\[REP4-021\]](#), page 1 and then page 20, part 4; and
- CLdN's Closing Submissions [\[REP9-022\]](#), paragraph 3.49.1.

In summary, the relevant passages in these submissions demonstrate that during the period of Brexit, Killingholme was experiencing constraints on available space due to very high volumes of cargo and exceptionally long dwell times. This was common with many Ro-Ro terminals across the UK and Europe. CLdN wrote to all its customers between December 2020 and February 2021 setting out details of its new arrangements for managing freight as well as new customs documentation requirements at this time.

Data submitted by CLdN into the Examination in CLdN's Closing Submissions [\[REP9-022, page 12\]](#) and throughout the Dwell Times Statement of Common Ground [\[REP6-020\]](#) demonstrate that dwell times have now returned to durations in line with historic norms.

In order to show that there was complete equity of treatment by CLdN in operating Killingholme, CLdN has provided at **Appendix 2** a copy of the equivalent letter sent by CLdN to its own shipping line (CLdN Ro-Ro SA / Cobelfret Ferries NV) dated 9 February 2021 (as Killingholme also has contracts with its affiliated shipping lines).

At the time of the exceptional circumstances of Brexit, no terminal could offer guaranteed unlimited space and dwell times to any individual shipping lines; and, indeed, there was no contractual basis for CLdN to do so for any of its operators at Killingholme. CLdN found Stena's position in relation to this, as expanded on below, to be unhelpful and uncooperative, creating an unnecessary dispute at a time when CLdN was using all best endeavours to ensure that Killingholme remained open and could continue to handle the cargo shipped by all customers.

Reasoning for CLdN's notice to Stena in respect of termination of the Europoort contract

Turning to the Examining Authority's request for CLdN to provide the precise reason, including matters of timing, for CLdN giving Stena "*notice on 12 March 2021 in respect of...Europoort contract which saw the termination of that service from Killingholme on 31 December 2021*", alongside commenting on the "*restrictions, limitations and conditions proposed*" upon which Stena's submission [\[REP9-029\]](#) alleges that subsequent negotiations foundered, Stena has chosen to elide the issue of management of Brexit-related issues and the conclusion of new contracts in a way that gives a misleading impression of the position. These issues are dealt with separately below.

Termination of the Europort contract

As to termination of the Europort contract, Stena had previously disputed the existence of any limits on ground slots applicable to its services as outlined in CLdN's letter of 9 February 2021. Stena responded to CLdN's letter of 9 February 2021 on 12 February 2021, again disputing the ground slot storage allocation and asserting that it had the right to longer dwell times than those being imposed by CLdN as a result of Brexit and that there were no limitations on ground slots/capacity. CLdN wrote to Stena on 24 February 2021 to provide further explanation to Stena of the need for specific allocations to manage the throughput at Killingholme and the contractual and operational basis for the number of ground slots made available, in which CLdN explained that there were explicit and implicit limits on capacity in the respective Europort and Hoek van Holland stevedoring contracts at that time.

The precise reason for the termination of the Europort contract was Stena's conduct at a time of considerable system stress for the UK Ro-Ro industry as a whole; namely Stena's refusal to accept and abide by the specified ground slot arrangements and Stena's additional refusal to agree arrangements for meeting the operating costs of a new Border Control Post (**BCP**). The impact of this refusal was detrimental to the efficient operation of Killingholme.

As indicated above, CLdN and Stena were discussing commercial arrangements for payments from Stena to support operating expenses for the new BCP (again, required as a result of Brexit). The content of these discussions is commercially confidential and in any event CLdN does not consider that it would assist in answering the Examining Authority's question for these to be described in detail. However, for the purposes of understanding the context of the termination of the Europort contract, Stena insisted on tying the agreement on the operating costs of the BCP to the extension of the Europort contract and a guarantee of unlimited space. This was not appropriate given that those costs (attributable in part to Stena's then existing services) would arise regardless of whether a contract was extended. The issue of an unlimited space guarantee related only to the terms of the Europort contract renewal and was not relevant to the separate and immediate matter of BCP operating costs. The reason for referencing this point is to give context to CLdN's quote at page 11 of its ISH3 PHN, which stated that "*Stena were not ejected by CLdN, there were other commercial reasons*".

In terms of the termination of the Europort contract, therefore, CLdN wishes to emphasise the following:

- CLdN was entitled to terminate the contract under its terms (as a rolling 3-month contract) – a contractual right which both CLdN and Stena had;
- as explained above, the termination resulted from a specific set of circumstances, rather than being an arbitrary decision by CLdN. In particular, it related to Stena's refusal and resistance to abide by storage capacity limits and dwell times (in the context of the exceptional circumstances surrounding Brexit);
- again, as explained above, Stena's refusal to engage with CLdN in commercial discussions regarding the BCP operating costs, which needed to be addressed urgently given the Sanitary and Phytosanitary Controls inspection regime which was to be introduced imminently as a result of Brexit, was also a factor;
- despite the above, CLdN gave Stena 9 months' notice of this termination;
- the contract for the Hoek van Holland service between CLdN and Stena remained in place and was honoured by CLdN; and
- CLdN subsequently reinitiated commercial discussions with Stena for contract renewals and extensions (given the post-Brexit return to normality of dwell times [\[REP6-020\]](#)), opening the door for the return of the Europort service. CLdN has commented separately on its offers to Stena in the Killingholme Note.

The letter from CLdN to Stena terminating the Europoort contract dated 12 March 2021¹ is provided at **Appendix 3**. This makes clear CLdN's regret at terminating the contract but that it was left with no choice as a result of Stena's unreasonable behaviour. Notwithstanding that, CLdN subsequently resumed making commercial offers to Stena for its services to remain at / return to Killingholme.

New contracts

The reference by the Examining Authority to "*restrictions, limitations and conditions proposed*" in relation to discussions around potential extensions of both the Europoort and Hoek van Holland contracts with Stena should be seen as separate from the issues around Brexit. However, it must be understood that one of the reasons that those discussions did not progress to conclusion of a contract is that Stena continued to insist on contractual arrangements that did not contain any specific allocation of ground slots.

CLdN considers that Stena's reference to specific correspondence is selective and misleading, again mixing up the two issues of the management of Killingholme around Brexit and new contracts. Stena's reason for rejecting the new contracts – the apparently unreasonable imposition by CLdN of limits and restrictions – is disingenuous. Stena was seeking an impossible commercial outcome, which was unsustainable; no terminal will offer any customer an open-ended contract in that respect, as it would make management of that terminal impossible. Killingholme is, in that context, no different to any other terminal within the UK or Europe. Stena was seeking an outcome that it would not, in CLdN's reasonable commercial experience as a port and shipping operator, conclude with any other Ro-Ro terminal in the UK or Europe.

Stena made a commercial decision to reject CLdN's subsequent offers and instead to rely on operating its services from a new terminal (IERRT) that does not yet have consent, will have restrictions and limitations and, if it obtains consent, will not be available by the time the Hoek van Holland contract at Killingholme expires.

It is incorrect for Stena, or the Applicant, to suggest that the failed commercial discussions with CLdN help to make the case for the Proposed Development: the commercial decisions and preferences of one operator do not equate to a need case under the National Policy Statement for Ports.

Question 2 – capacity at Killingholme

The second question in the Examining Authority's Letter asks whether Killingholme would be able to accommodate the number of daily scheduled Ro-Ro services that the Proposed Development has been designed to accommodate in addition to CLdN's current services. This is in relation to the Applicant's submission [\[REP10-017, paragraph 5.14\(b\)\]](#) questioning the existence of evidence that potential alternative means of providing infrastructure exist to support additional Ro-Ro capacity on the Humber.

CLdN has assumed, in answering this question, that "*CLdN's current services*" (as the Examining Authority has put it) does not include Stena, meaning the question is whether Killingholme can accommodate the additional services designed for IERRT on top of CLdN's use of it as a shipping line.

In short, the answer to this question is yes. CLdN refers the Examining Authority to Part 3 of the Killingholme Note, which includes current and future capacity calculations at Killingholme. Also in this section of the Killingholme Note, on page 15, is reference to the fact that "*CLdN has the*

¹ CLdN notes that this letter is erroneously dated 12 March 2020, but in reality it was sent to Stena on 12 March 2021 and is therefore referred to as such throughout this response.

capability to reallocate and expand storage if future demand requires it". This, along with the point made at page 8 of the Killingholme Note that *"the ownership of the terminal and expansion land...gives CLdN the ability to expand and optimize the terminal"*, demonstrates that CLdN has the ability to expand Killingholme to provide the additional capacity that would be required as an equivalent to IERRT. This expansion would require minor modifications to Killingholme, which are explained in the sub-headings below (per the Examining Authority's request).

CLdN has reviewed and had regard to the points raised in Stena's submissions ([[REP8-059](#)] and [[REP9-029](#)]) and, as the Examining Authority will see, cross-references to CLdN's submissions flagged in the Examining Authority's Letter ([[REP4-021](#)], [[REP6-036](#)] and [[REP9-023](#), section 4]).

Before demonstrating quantitatively that there is sufficient available capacity at Killingholme to accommodate the freight flow on a similar basis to that for IERRT, CLdN would refer the Examining Authority to submissions in relation to this issue that CLdN has already made during the Examination:

- dwell times are flexible and can be altered to respond to levels of demand and available landside storage capacity space. For the calculations of capacity set out below under the second sub-heading, the latest average dwell time of 1.16 days at Killingholme is utilised (see paragraph 16 of CLdN's Deadline 6 Submissions, at Appendix 2 [[REP6-036](#)]). In reality, dwell time could be stretched to be slightly lower than this if required at Killingholme. There is no commercial advantage to artificially extending dwell times to prevent efficient operation and throughput;
- CLdN maintains its position that IERRT's throughput is not deliverable in reality (see paragraphs 3.35 to 3.46 of CLdN's Deadline 9 Submissions [[REP9-023](#)]) but it has carried forward the maximum realistic throughput for the purposes of this assessment;
- CLdN maintains its view that Humber demand forecasts have likely been overstated by the Applicant, particularly in the short term (see paragraphs 2.1-2.2 of CLdN's Closing Submissions [[REP9-022](#)] for more detail). As such, it is highly unlikely that the level of throughput that is arrived at when combining CLdN's current services with the realistic maximum throughput at IERRT would need to be accommodated at Killingholme (or elsewhere on the Humber) in the short term. This conclusion is further strengthened by the fact that there is currently no order for Stena's "Design Vessel" to actually be built, with only high level parameters for what this vessel might eventually look like provided at the time of writing (see Stena's Deadline 9 Submissions [[REP9-029](#)], where Stena states that *"the design vessel is simply a parameters envelope – beam draft and length. It does not exist and will almost certainly never exist in the exact form of all three dimensions"*). No order has been placed for any vessel of this size. For the purposes of answering the Examining Authority's question, however, this level of maximum IERRT throughput has been conservatively assumed as occurring at the year of opening in the second sub-heading below, even though it is unrealistic; and
- increases to demand and capacity will not happen overnight, but incrementally over time. This letter therefore distinguishes between the position over the short-term and future growth up to 2050.

The remainder of this section sets out clearly how Killingholme is more than capable of accommodating both CLdN's current services and the number of daily scheduled Ro-Ro services that the Proposed Development has been designed to accommodate.

2(a) – availability of three berths for vessels of similar characteristics to those identified in [[REP8-059](#)] including at least one vessel of the "Design Vessel's" dimensions

In summary, subject to standard industry modifications, the berths at Killingholme could provide 3 berths for vessels of similar characteristics to those identified in [[REP8-059](#)].

Killingholme has 6 existing berths at the terminal. It is operationally feasible for all 6 berths to be in operation simultaneously depending on the size of the vessels but including those with similar characteristics identified in [\[REP8-059\]](#).

CLdN has made clear in the Killingholme Note that the largest vessels (the CLdN G9 and equivalently the “Design Vessel”) are currently restricted to Berth 3. Accommodating additional vessels of these sizes would require minor modifications to Berths 1 and 2, and 5 and 6. These modifications would involve the addition of one additional pier to ensure safe mooring.

On page 16 of the Killingholme Note, CLdN confirms that these vessels are currently restricted to Berth 3 at Killingholme. However, page 19 of the Killingholme note states that *“it is technically and in engineering terms feasible to install one or more additional piles to the end of existing berths to extend berth lengths. This would increase the length of Berths 1 and 2 from 242m to 262m, matching the existing length of Berth 3. Such works would enhance flexibility, allowing an option for which berth a G9-sized vessel uses. Berth 5 could be adapted in the same way”*.

Piling for one additional pier would take 1 to 2 days. It is acknowledged that such works would require specific consent but there is a reasonable prospect that as they are in an existing port facility they would be consented, subject to standard conditions. The use of berths by specific vessels would be subject to relevant navigational simulation and assessment, although much of this work would be done prior to consent/installation. Works would be confined to piling and associated tie-ins with existing piles. There would be no need to adapt existing pontoons and causeways via which freight is loaded/unloaded.

CLdN does not anticipate that the usage of any such modifications would arise at the same time and certainly not in the projected opening year of IERRT (likely 2025/26).

The allocation of vessels to specific berths would also be subject to detailed testing and commercial discussions between any relevant operator and CLdN. The largest vessels (CLdN’s G9 vessels and any vessel the same dimensions as the “Design Vessel”) would most likely be allocated to Berths 1 and 3. The other berths at Killingholme could be flexibly deployed for more standard sized vessels including Stena’s T Class vessel and other vessels in CLdN’s fleet.

Once these activities have been completed, Killingholme would be able to accommodate the three IERRT services (including the “Design Vessel”, which is smaller than CLdN’s existing G9 vessels) and CLdN’s services on more than one berth at Killingholme. In all cases, Berth 6 would still remain unused.

2(b) – availability of sufficient land and highway capacity to accommodate the freight flow on a similar basis to that for the Proposed Development

Demand

Real time factual data on throughput at Killingholme is now available for all months of 2023. This data is collected by collating data provided by ship manifests, which are documents listing the cargo, passengers and crew of a given ship. Over January to December 2023, the following unaccompanied (trailers plus containers) throughput was brought through Killingholme:

- CLdN services: 368,390 units;
- Stena (Hoek) service: 62,498 units; and
- Total unaccompanied throughput: 430,888 units.

This represents a slight change compared to the 2022 figures, which were presented in Table 5.1 of the Volterra Report in CLdN’s Deadline 2 Submissions [\[REP2-031, Appendix 1\]](#). This table shows that total throughput was 540,841 units in 2022, of which 473,769 units were

unaccompanied (trailers and containers), and 67,072 were accompanied units (self drives). Comparing this to the 2023 data, it is clear that overall unaccompanied throughput at Killingholme in 2023 was slightly lower than what it was in 2022. This was driven by a decrease in CLdN unaccompanied throughput (in line with general market trends), which was partially offset by a slight increase in unaccompanied traffic for Stena on the Hoek service at Killingholme.

The Examining Authority's question relates to whether demand for: (i) CLdN's current services; and (ii) the throughput that IERRT has been designed to accommodate can be accommodated at Killingholme. Therefore, the following two figures are calculated:

1. CLdN's 2023 unaccompanied throughput (containers and trailers) was 368,390 units. Stena's current throughput at Killingholme is excluded, as noted above, given that this service will relocate to IERRT and would therefore represent double counting if included in this estimate. This assumption aligns with CLdN's view throughout the Examination that IERRT's actual function is to provide a facility to which Stena can relocate its existing operations, as stated clearly in paragraph 3.46 of CLdN's Closing Submissions [REP9-022]; and
2. in Stena's Deadline 8 Submissions [REP8-059], it is stated on page 1 that *"in line with its company ethos, it is important for Stena Line to operate an efficient terminal with a realistic, practical throughput and not one running consistently at a very high level of occupation. The practical throughput for IERRT has been indicated at 525,000 RoRo units per year which is in effect 80% of the assessed 660,000 RoRo units maximum level of activity"*. On page 2, the tables then show that the expected proportion of accompanied throughput is 28%, implying that 72% of the 525,000 units would be unaccompanied throughput. Whilst CLdN has maintained throughout its submissions that it does not believe the IERRT will be able to deliver this level of unaccompanied units in practice (see paragraphs 3.41.1, 3.42 and 3.43 of CLdN's Closing Submissions [REP9-022]), for the purposes of answering the Examining Authority's question this unaccompanied proportion assumption is adopted. Based on Stena's estimate, there would be a maximum of 378,000 unaccompanied Ro-Ro units at IERRT.

When combined, there would be a requirement for 746,390 unaccompanied (trailers plus containers) to be accommodated at Killingholme each year.

Capacity at Killingholme

Killingholme's current and future landside storage capacity has been presented clearly throughout the course of the Examination, based on an industry-standard dwell time methodology. Paragraph 17 of Appendix 2 in CLdN's Deadline 6 Submissions [REP6-036] shows that the most accurate and up to date estimate of annual existing capacity for unaccompanied Ro-Ro units at Killingholme is 675,764 units in 2023, rising to 807,931 by 2025. Expansion work to 2025 is ongoing and has been approved by CLdN's Board. It does not require additional consents.

The Killingholme Note sets out how Killingholme could expand its landside storage capacity in the future should the market require it. CLdN maintains that it has provided consistent and factual clarity throughout the Examination about capacity at Killingholme (both now and in the future), how capacity is managed at the port, and how additional capacity can be delivered in the future. Part 2 of the Killingholme Note sets out how landside capacity could be expanded. Notably, it shows on page 10 that *"the total available development land at Killingholme (at 32.3Ha) exceeds what appears to be the unaccompanied RoRo storage at IERRT. Even if the areas identified for self-drives / accompanied units is less than 10Ha, Killingholme's available development land is equivalent to the total size of IERRT"*.

At no point has CLdN asserted that enhancements to storage land could be achieved without requisite planning approvals, where permitted development rights do not apply. Nonetheless,

what would be involved in enhancing storage space is generally ground works to existing port storage compounds to accommodate heavier loading.

CLdN's Deadline 6 Submissions [REP6-036] provide a stylised scenario of how Killingholme could expand in the future. The increasing green line on Figure B of that submission shows how capacity might expand at Killingholme in the future. Paragraphs 4.27 and 4.28 of the Volterra Report in CLdN's Deadline 2 Submissions [REP2-031, Appendix 1] set out this stylised expansion scenario originally with incremental increases in landside capacity conservatively added over time. It is important to note that this scenario does not fully build out Killingholme's total landside potential as it would leave no surplus space for automotives to be stored on the site.

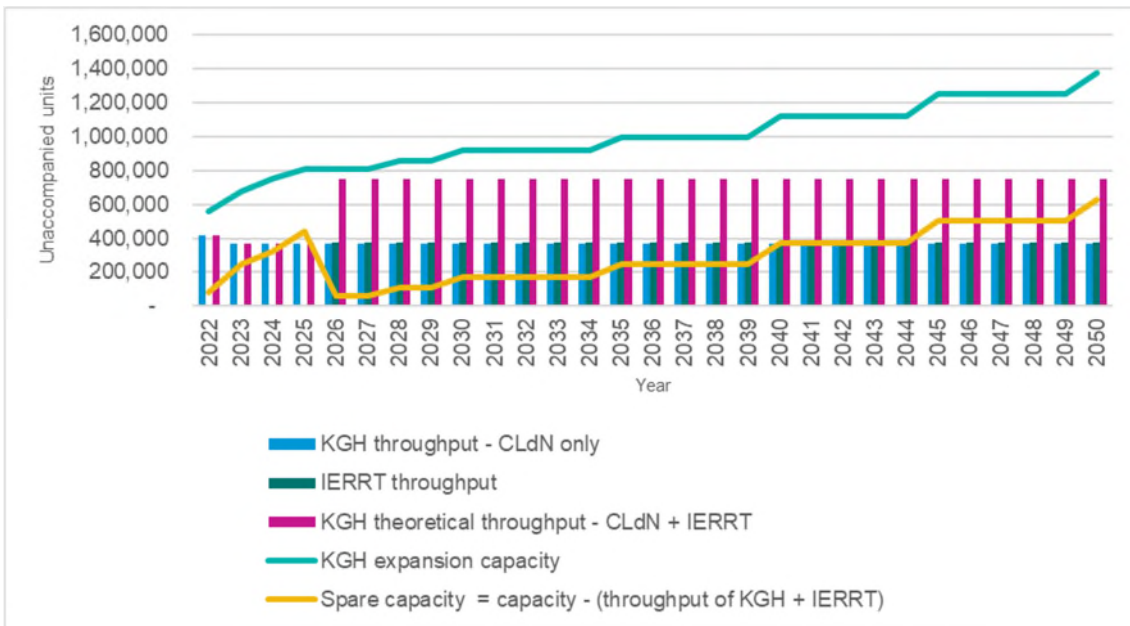
Precise figures on Killingholme's capacity potential in this scenario are provided in the figure and table below. This shows that Killingholme could incrementally increase capacity to 919,112 unaccompanied units by 2030, rising by 1,373,120 by 2050. Naturally the rate of increase is flexible and can be responsive to changes in future demand, with paragraph 4.28 of the Volterra Report in CLdN's Deadline 2 Submissions [REP2-031, Appendix 1] stating that *"that it would take approximately 12-18 months to construct and enable further trailer bays across the Port's site."*

Accommodating IERRT's throughput

CLdN has been clear throughout the Examination that there is spare capacity at Killingholme now and that there is potential to expand in the future. Combining estimates of demand and capacity requested by the Examining Authority allows for a test of whether Killingholme has the landside storage capacity to accommodate CLdN's current services and IERRT's unaccompanied throughput.

The figure and table provided below demonstrates clearly that there is a very reasonable prospect that this level of throughput can be accommodated at Killingholme. Importantly, it should be noted that:

- 2026 is assessed, given that this is considered the earliest year that IERRT could begin operation and hence throughput could be transferred to Killingholme in this scenario. 2026 represents the worst case for the capacity assessment, as it: (i) unrealistically assumes IERRT is at the maximum practical level of throughput in its first year of opening; and (ii) assumes Killingholme's capacity in 2025, not accounting for any (currently unconfirmed) expansion at the port. Yet, in this worst case, there is still spare capacity at Killingholme equivalent to over 50,000 unaccompanied units (approx. 8% spare capacity);
- by 2030, spare capacity at Killingholme is back up to almost 20% in this scenario tested, as the port responds to increased market demand by expanding its available landside capacity; and
- by 2040, there could be up to 33% spare capacity at Killingholme against this level of demand tested.



Unaccompanied throughput (trailers + containers)	2023	2026	2030	2040	2050
KGH expansion capacity	675,764	807,931	919,112	1,120,893	1,373,120
KGH throughput – CLdN services only	368,390	368,390	368,390	368,390	368,390
IERRT throughput (72% of total)	-	378,000	378,000	378,000	378,000
KGH theoretical throughput – CLdN + IERRT	368,390	746,390	746,390	746,390	746,390
Spare capacity (expansion capacity – throughput of CLdN current + IERRT)	244,876	61,541	172,722	374,503	626,730

Note: KGH throughput removes Stena's Hoek service throughput (62,498 unaccompanied in 2023) as the ExA's clarification asks for IERRT throughput to be added to CLdN's current services. In addition, IERRT throughput is conservatively assumed to be 525,000 units per year, of which 72% is unaccompanied cargo.

Transport

Given: (1) the current size of Killingholme (both in terms of the terminal itself and the berths within it); (2) the throughput at Killingholme which is already possible as a result; and (3) the fact that Killingholme would grow in accordance with forecast market demand (as its history shows) as part of accommodating IERRT (as set out in the next-subheading below) CLdN would anticipate that accommodating IERRT at Killingholme would likely lead to highways impacts of a broadly similar magnitude to those identified in the Applicant's Transport Assessment Addendum [\[REP7-013, Annex J\]](#). It is acknowledged that CLdN has not undertaken any such highways assessments relating to this (which would involve modelling of the specific scenarios requested). In the event that any such highways impacts should arise, they would be assessed, monitored and mitigated appropriately (including discussions with the relevant highway authority).

Further, the minor modifications required to Killingholme to accommodate IERRT, as referenced above, would be routine and would therefore appropriately cover any impacts on highway capacity (if they were to arise).

2(c) – any need for additional consents

CLdN is already considering applications for consents to enable the extensions to berths at Killingholme. However, were recent and existing services (or volumes) to return to Killingholme in future CLdN would not need to obtain additional consents to accommodate these. The purpose of considering extension of the existing berths is to pre-empt market demand and to enhance resilience.

In the longer-term, were Killingholme to accommodate the full IERRT (as is the question posed by the Examining Authority – i.e. meeting the growth asserted by the Applicant and the changes to Stena’s operations), it is possible that such additional consents may be required by CLdN to facilitate the minor modifications to Killingholme detailed above.

It will be understood that CLdN has not developed specific plans to meet the alleged need for IERRT as it does not consider that such need currently exists. Any future expansion will depend on the development of market demand on the Humber, reflecting CLdN’s historic approach to meeting market opportunities. However, in response to the Examining Authority’s question and referencing the expansion of Killingholme described above, the minor modifications (to accommodate IERRT) could easily be made in the future when market demand requires them. Such modifications are routine for a facility such as Killingholme and there is no reason to suggest that they would have significant environmental impacts, notwithstanding the need to follow the relevant consenting processes and to complete the required assessments.

Landside modifications would likely fall within the scope of CLdN’s Harbour Empowerment Order 1994 (as amended by the corresponding Harbour Revision Order 2006) on CLdN’s existing operational land. Even if specific planning permission were required for landside elements, or MMO and other consents for marine side works, these would relate to the enhancement of existing port facilities. The environmental effects would be assessed in that context.

Therefore, whilst the minor modifications to expand Killingholme to accommodate IERRT in the long-term (or indeed expansion for any other reason) would require the relevant assessments and consents, the works would not be wholly new development and would occur on existing operational land at Killingholme.

Further, CLdN considers that there is a reasonable prospect of obtaining the required consents, given that the minor modifications would be in line with the following:

- the North-East Lincolnshire Local Plan policy which “*seeks to promote sustainable economic growth with investment within North-East Lincolnshire*” whilst “*recognis[ing] the important role of the port and logistics sector in the local economy*” as highlighted in the North-East Lincolnshire Council Local Impact Report ([\[REP1-023\]](#), paragraph 5.2);
- the North Lincolnshire Local Development Framework² objective to “*optimise the opportunities provided by the Humber Ports as an international trade gateway for the region and country*” (**Appendix 4**, paragraph 3.7), noting that “*North Lincolnshire’s vision is to become the Global Gateway for the north*” (**Appendix 4**, paragraph 1.1); and
- the proposed North Lincolnshire Local Plan³ which seeks to “*encourage and support international connections by ensuring that transport access to our ports [are] improved and maintained, in order to support increased growth*” and thus “*the [continued]*”

² CLdN refers the Examining Authority to **Appendix 4** which includes extracts of the relevant sections of the North Lincolnshire Local Development Framework for submission into the Examination.

³ CLdN refers the Examining Authority to **Appendix 5** which includes extracts of the relevant sections of the proposed North Lincolnshire Local Plan for submission into the Examination.

development of South Humber Gateway ports [including Killingholme] is supported through this Plan” (Appendix 5, paragraph 2.69).

Throughout the examination CLdN has endeavoured to present a factual and evidence-based assessment of actual existing and future capacity at Killingholme. To a significant extent those submissions have been made in the context of the Applicant’s presentation of incorrect data, which in many cases (such as dwell times and the actual and future capacity at Killingholme) were shown to be wrong. At no point has CLdN presented the provision of future capacity in a way that would suggest to any reasonable observer that such expansion may not require planning or other consents. However, in each case, there is a reasonable prospect of obtaining such consents subject to conditions for an existing and established port facility. CLdN remains confident that Killingholme will continue to serve the UK and Humber freight markets and will be able to secure any required consents to achieve that.

Please do not hesitate to contact me if you require any further information from CLdN.

Yours sincerely

Robbie Owen
Partner
for Pinsent Masons LLP

This letter is sent electronically and so is unsigned.

APPENDIX 1 – CLDN’S LETTER TO STENA DATED 09 FEBRUARY 2021



C.RO Ports Killingholme Limited

Clough Lane
North Killingholme
North Lincolnshire
DN40 3JP

Tel: +44 (0)1469 540381
www.croports.com

Stena Line BV
Att. Marcel van der Vlugt
Stationsweg 10
3151 Hoek van Holland
The Netherlands

Killingholme, 9 February 2021

Dear Marcel,

Re: Terminal Capacity at C.RO Ports Killingholme

We are writing to our line customers following the strain experienced in the last months on terminal capacity for unaccompanied trailers at Killingholme. During November and December 2020 our terminal was exceptionally busy (i.e., the highest volumes on record) and operating at maximum capacity. Since 1st January 2021, which marked the end of the Brexit Transition Period, C.RO's capacity has remained under pressure from a steep increase of the average dwell times on quay of unaccompanied trailers when compared to the average of 2020 and previously.

In the last weeks, we have (narrowly) avoided terminal gridlock on several occasions, which would have stopped or delayed vessel sailings for all line customers to/from Killingholme. We have in reality only been able to do so by actively working with you and our other line customers by targeting some high-capacity and long dwelling customers (e.g., P&O Ferrymasters) and by conditionally reducing their shipments to/from Killingholme.

We regret of course the commercial opportunity lost to both you and us, as it is clear that without these longer dwelling units, our customers could have shipped and we could have handled more units through Killingholme.

C.RO is equally aware of the impact that uncertainties around customs formalities, potential changes in business model and haulage planning are having on some customers and which could subsist in the market after the end of the Brexit Transition Period, all with a potentially negative impact on the dwell time of units on quay. C.RO is logically concerned with minimising the risk of disruption to your operations from another line customer of C.RO potentially exceeding their terminal capacity allocation and vice versa. Finally, C.RO wishes to ensure a growth path for each of its line customers.

Separately, through recent exchanges with others in Stena Line, it would seem that it is believed within Stena Line that in our current agreements on Hoek van Holland and Europort no caps on terminal capacity (and hence maximum volume throughput) exist. C.RO believe this is factually not correct and any misunderstanding must be avoided and clarified now.

For the reasons set out above, C.RO will set out transparently how it manages the terminal capacity (limits) for the unaccompanied trailers segment at Killingholme.

Registered Office: 2nd floor, 130 Shaftesbury Avenue,
London, W1D 5EU

Registered in England number: 00278815
VAT Registration number: GB-668-3350-14

In terms of the contractual basis, both the Hoek van Holland and Europoort contracts provide in their clause 3.1.1 the provision that C.RO will use reasonable endeavours to provide its stevedoring and cargo facility services at Killingholme subject to the physical limitations of the terminal.

In terms of the available capacity for unaccompanied units, in 2020 Stena Line has shipped trailers on average dwell times and used terminal space at C.RO accordingly as follows:

2020 – Unaccompanied Trailers	Hoek van Holland	Europoort
Volume	51,292	58,607
Import Dwell Time (average)	0,558 days	1,071 days
Export Dwell Time (average)	0,207 days	0,316 days
Total terminal slots used (average)	166	

The average number of slots used by Stena Line in 2020 (166) as well as the average number of slots used by Stena Line during the busiest period experienced in the first weeks of December 2020 when the terminal was operating at its limits (average 246), amounted to 30% of the total of used slots at Killingholme.

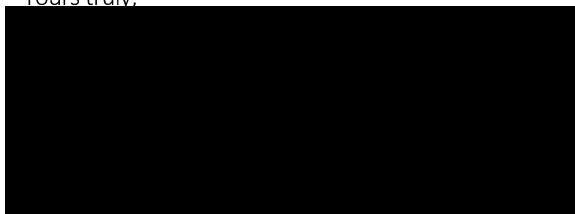
If we take into account the total number of slots for unaccompanied trailers available at C.RO (i.e., 950) then Stena Line’s 30% share thereof amounts (cumulatively for both Stena lines) to **maximum 290 ground slots**. This is until further notice the maximum number of physical slots for unaccompanied trailers available to Stena Line at any time on terminal. The total number of units on quay at any moment is the sum of all Stena Line Import units, Stena Line Export units and units in storage by Stena Line customers on quay.

We have calculated that on that basis a volume growth of up to approx. 30% on the 2020 volume in the unaccompanied trailer segment is still possible for Stena Line within the physical constraints of the terminal, and on the assumption of maintaining last year’s average dwell time of units on quay. Consequently, if the average dwell time increases, a lesser yearly volume throughput will be achievable, and if the average dwell time reduces a higher yearly volume throughput will be achievable using this maximum number of ground slots.

We hope the above clarifies both the contractual position and our operational approach to the terminal capacity limitations for you and our other customers. C.RO trusts that by making both the available terminal capacity and the limitations thereon explicit to you, and by outlining the dynamics between dwell time and volume throughput capacity Stena Line will be able to make the best commercial and operational decisions for its business.

We would be grateful if you could acknowledge your good receipt of this letter by reply.

Yours truly,



General Manager UK

Cc: Erik Thulin, MD Stena Line B.V.

**APPENDIX 2 – CLDN’S LETTER TO CLDN RO-RO SA / COBELFRET FERRIES NV DATED 09
FEBRUARY 2021**



C.RO Ports Killingholme Limited

Clough Lane
North Killingholme
North Lincolnshire
DN40 3JP

Tel: +44 (0)1469 540381
www.croports.com

CLdN ro-ro SA / Cobelfret Ferries NV

Att. Gary Walker
p/a 3-7 rue Schiller
L-2519 Luxembourg

Killingholme, 9 February 2021

Dear Gary,

Re: Terminal Capacity at C.RO Ports Killingholme

We are writing to our line customers following the strain experienced in the last months on terminal capacity for unaccompanied trailers at Killingholme. During November and December 2020 our terminal was exceptionally busy (i.e., the highest volumes on record) and operating at maximum capacity. Since 1st January 2021, which marked the end of the Brexit Transition Period, C.RO's capacity has remained under pressure from a steep increase of the average dwell times on quay of unaccompanied trailers when compared to the average of 2020 and previously.

In the last weeks, we have (narrowly) avoided terminal gridlock on several occasions, which would have stopped or delayed vessel sailings for all line customers to/from Killingholme. We have in reality only been able to do so by actively working with you and our other line customers by targeting some high-capacity and long dwelling customers (e.g., ECS) and by conditionally reducing their shipments to/from Killingholme.

We regret of course the commercial opportunity lost to both you and us, as it is clear that without these longer dwelling units, our customers could have shipped and we could have handled more units through Killingholme.

C.RO is equally aware of the impact that uncertainties around customs formalities, potential changes in business model and haulage planning are having on some customers and which could subsist in the market after the end of the Brexit Transition Period, all with a potentially negative impact on the dwell time of units on quay. C.RO is logically concerned with minimising the risk of disruption to your operations from another line customer of C.RO potentially exceeding their terminal capacity allocation and vice versa. Finally, C.RO wishes to ensure a growth path for each of its line customers.

For the reasons set out above, C.RO will set out to CLdN ro-ro and Cobelfret Ferries ('CLdN') transparently how it manages the available terminal capacity (limits) for the unaccompanied trailers segment at Killingholme.

In terms of the contractual basis, C.RO puts forward that there is a need in view of the changes outlined in this letter for parties to agree a variation to clause 2.5 of our agreement, which contains C.RO's undertaking to provide sufficient terminal space to accommodate CLdN's volume for up to 72 hours after arrival. This is no longer physically possible, and C.RO suggest to rather take account of actual historical dwell times of cargo units to measure CLdN's and other line customers' allocation on terminal.

In 2020 CLdN has shipped trailers on average dwell times and used terminal space at C.RO accordingly as follows:

Registered Office: 2nd floor, 130 Shaftesbury Avenue,
London, W1D 5EU

Registered in England number: 00278815
VAT Registration number: GB-668-3350-14

2020 – Unaccompanied Trailers	Rotterdam	Zeebrugge
Volume	75,457	92,302
Import Dwell Time (average)	1,262 days	
Export Dwell Time (average)	0,389 days	
Total terminal slots used (average)	382	

The average number of slots used by CLdN in 2020 (382) as well as the average number of slots used by CLdN during the busiest period experienced in the first weeks of December 2020 when the terminal was operating at its limits (average 582), amounted to 70% of the total of used slots at Killingholme.

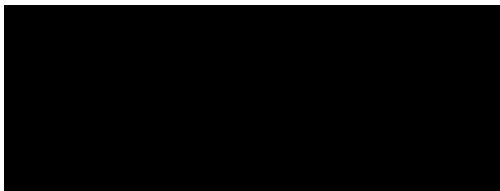
If we take into account the total number of slots for unaccompanied trailers available at C.RO (i.e., 950) then CLdN’s 70% share thereof amounts (cumulatively for both CLdN lines) to **maximum 660 ground slots**. This is until further notice the maximum number of physical slots for unaccompanied trailers available to CLdN at any time on terminal. The total number of units on quay at any moment is the sum of all CLdN Import units, CLdN Export units and units in storage by CLdN customers on quay.

We have calculated that a volume growth of up to approx. 30% on the 2020 volume in the unaccompanied trailer segment is still possible for CLdN within the physical constraints of the terminal, and on the assumption of last year’s average dwell time of units on quay. Consequently, if the average dwell time increases, a lesser yearly volume throughput will be achievable, and if the average dwell time reduces a higher yearly volume throughput will be achievable using this maximum number of ground slots.

We hope the above clarifies both the contractual position and our operational approach to the terminal capacity limitations for you and our other customers. C.RO trusts that by making both the available terminal capacity and the limitations thereon explicit to you, and by outlining the dynamics between dwell time and volume throughput capacity CLdN will be able to make the best commercial and operational decisions for its business.

We would be grateful if you could acknowledge your good receipt of this letter by reply.

Yours truly,



General Manager UK

APPENDIX 3 – CLDN'S LETTER TO STENA DATED 12 MARCH 2021



C.RO Ports S.A.
3-7 Rue Schiller
L-2519 Luxembourg

Stena Line
Att. Annika Hult and Niclas Mårtensson
p/a Stationsweg 10
3151 Hoek van Holland
The Netherlands

Luxembourg, 12 March 2020

Dear Annika and Niclas,

We have always had a lot of esteem for the Stena group and have always felt that our companies, with a similar shareholder structure and a similar no-nonsense corporate culture, were destined to get along well.

It saddens us immensely to see how in a short time a once excellent relationship has deteriorated.

We feel the recent Border Control Post discussion has been misused by you, both in trying to force an extension to the term of a contract which was agreed by two consenting parties and by demanding capacity guarantees you know (or should know) we cannot physically deliver.

The systematic threats of competition litigation in this context are an insult to our C.RO Ports colleagues at the Killingholme terminal and beyond who have worked day and night to cope with the immense challenge of the Brexit transition. In very difficult circumstances they have done a terrific job in managing the acute space shortages on the terminal, to the benefit of all its customers.

The consequence of your unreasonable behaviour is that our board has decided to trigger the termination clause in the Europoort agreement.

We see this as the only way for the terminal to defend itself against a counterpart whose unrealistic demands on the one hand are jeopardizing the service level that we are committed to

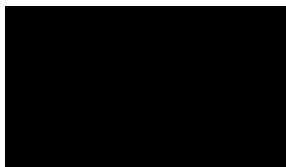


provide to all our long-standing customers and whose threats on the other hand are undermining our faith in whatever arrangements we may have with it.

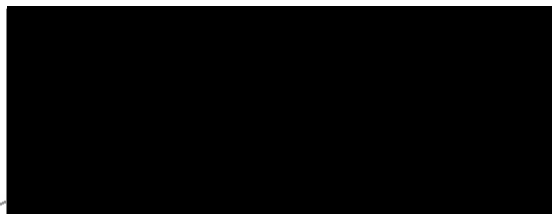
Once again, we are very sorry that our excellent relationship deteriorated so rapidly and that we have been left feeling with no alternative to this course of action.

Notwithstanding the above, it goes without saying for us that C.RO Ports remains fully committed to continue to provide Stena Line with the service level you have come to expect of us over the past 21 years on your Hoek van Holland service.

Yours faithfully,



Chairman of the board



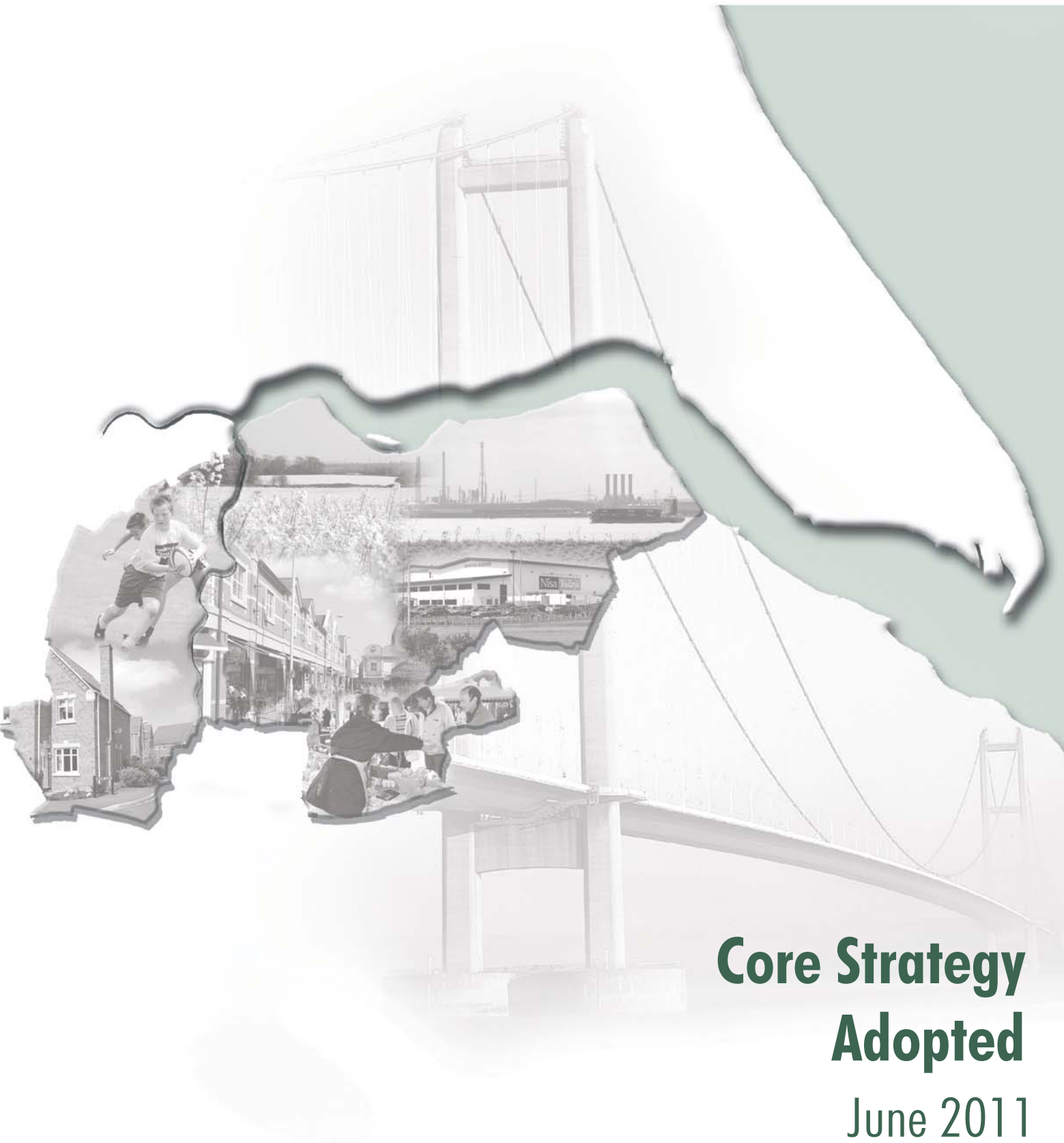
CEO

**APPENDIX 4 – EXTRACT FROM THE NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK
2011**



North Lincolnshire Local Development Framework

People · Places · Spaces



Core Strategy Adopted

June 2011



www.northlincs.gov.uk

1

A NEW PLAN FOR NORTH LINCOLNSHIRE (2006 TO 2026)

- 1.1 North Lincolnshire's vision is to become the Global Gateway for the north. With a growing population, the busiest port complex in the United Kingdom and with potential investment of over £3bn on the South Humber Bank over the next 10 years, this vision is a distinct reality.
- 1.2 Located on the south bank of the Humber Estuary, North Lincolnshire's prime location places the area at a distinct advantage to access the European mainland and its main trading and commercial centres via the Humber ports of Killingholme and Immingham, which handle over a quarter of the United Kingdom's imports and exports. North Lincolnshire also benefits from excellent transport links including two international airports – Humberside Airport and Doncaster Robin Hood Airport, and well-developed motorway, road and rail networks connecting the area with the rest of the country and beyond.
- 1.3 In support of the growing economy and the potential creation of 10,000 jobs on the South Humber Bank, the area must provide 15,700 new homes between 2004 and 2026 in sustainable communities. To do this, schemes such as Lincolnshire Lakes are crucial to ensuring that North Lincolnshire remains competitive and can provide homes, services and infrastructure that enhance the quality of life for everyone and meets the needs of existing and future residents.
- 1.4 Lincolnshire Lakes has the potential to make a significant contribution to effecting a positive change for Scunthorpe in the direction of a sustainable, modern and vibrant economy. Bringing with it significant financial, social and environmental benefits for North Lincolnshire, its community and the wider region. It will do this through the creation of a high quality, sustainable urban extension for Scunthorpe incorporating new homes, business parks and leisure facilities in an attractive waterside setting, which will put Scunthorpe on the map as a location of choice in the 21st century, changing its image and placing it on a new economic trajectory. This flagship project forms a fundamental part of the transformation of the town. Its delivery reflects the priorities of North Lincolnshire Council, the Scunthorpe Town Team and the North Lincolnshire Strategic Partnership. The project has captured the hearts and minds of the local community, business and media alike. Together with the other major renaissance projects in the town it will enhance Scunthorpe's role as major sub-regional town in the wider Yorkshire & Humber region creating an area that is thriving and a location of choice to live, work and invest.

- 1.5 To ensure that North Lincolnshire is a world class environment, major renaissance programmes are underway. Significant plans have been created to develop the urban heart of the area through the creation of new education and leisure facilities within Scunthorpe and major investment in the town centre including new retail and business accommodation. In support of the need to create sustainable and thriving communities in our rural areas, rural renaissance and LEADER programmes are helping to drive forward substantial yet sympathetic changes to our Market Towns. The Crowle Market Place redevelopment scheme has already made an important impact on one of North Lincolnshire's major market towns through improvements to the town centre.
- 1.6 North Lincolnshire is also in a unique position to be at the heart of the growing low carbon and green economy - a renewable energy capital. There is significant interest in the area to develop various forms of green energy generation facilities, particularly on the South Humber Bank. Lincolnshire Lakes could become an exemplar for combined heat and power whilst the area's proximity to the recently announced off-shore wind energy zones could allow the area to become a key location for the manufacturing of wind turbines. The emerging technology of carbon capture and storage - pumping CO₂ from heavy industry and power generation to disused gas wells under the southern North Sea, will also be important, particularly given the presence of the steel, power generation and petrochemicals industries within and adjacent to the area.
- 1.7 Whilst it is our ambition to grow North Lincolnshire into an attractive and thriving place to live and work, it is one of our main priorities to ensure that all developments are sustainable and complement and enhance the area's high quality natural and built environment without any detrimental impact.
- 1.8 The purpose of Local Development Framework (LDF) is to take a long-term view, which supports the transformation of North Lincolnshire. This Core Strategy sets out the long term spatial planning framework for the development of North Lincolnshire up to 2026 by providing strategic policies and guidance to deliver the vision for the area including the scale and distribution of development, the provision of infrastructure to support it and the protection of our natural and built environment. It will also help to ensure that the investment decisions of key bodies are not made in isolation, but are properly co-ordinated, with a strong focus on the principles of sustainable development.
- 1.9 The Core Strategy should be read as a whole to enable the reader to understand the combined effect of the document's objectives and policies upon a planning proposal. The document should also be read with the accompanying Sustainability Appraisal Report and Appropriate Assessment.



2

NORTH LINCOLNSHIRE TODAY – A SPATIAL PORTRAIT

Introduction

- 2.1 To achieve and sustain the vision of North Lincolnshire being the north of England's Global Gateway, the area must plan not only for the needs of existing communities, but ensure that it remains a destination of choice; a place where people and businesses choose to live and invest in. The strategy to get there must be based on a good understanding of the area's characteristics and the key opportunities and challenges presented by them. This portrait sets out some of these characteristics.

Location/Settlement Pattern

- 2.2 Covering an area of 328 square miles (84,952ha) on the southern bank of the Humber Estuary, on the United Kingdom's east coast, North Lincolnshire is home to 160,250 people¹. However, North Lincolnshire is unlike many of its counterparts in Yorkshire and Humber in that its population is growing and is expected to reach 184,000 by 2021 and 198,900 by 2031². These projections indicate that the younger age groups lose population whilst the older age groups increase in significant proportions. This change in demographics is projected to be more acute in North Lincolnshire than across England and Wales as a whole. In North Lincolnshire the proportion of total population aged 65 and over is projected to increase to 27.1% in 2028 from just 17.7% in 2006. Across England and Wales this change is expected to reach 21.9% in 2028 up from 16.1% in 2006³.
- 2.3 North Lincolnshire has a very distinct settlement pattern. It comprises the large urban area of Scunthorpe (population 71,003)⁴, located in the centre of the area, which acts as the main service centre. Scunthorpe is identified in the Regional Spatial Strategy as a sub-regional town. It is complemented by six market towns - Barton upon Humber (population 10,043) and Brigg (5,296) to the east and Crowle (4,400) and Epworth (3,919) to the west as well as Winterton (4,834) to the north and Kirton in Lindsey (2,860)⁵ to the south, which are also important service centres. Outside these settlements North Lincolnshire is predominately rural with around 80 villages of varying sizes spread across an attractive countryside.

1 ONS (2008), Mid Year Population Estimates

2 ONS (2006), Populations projections

3 North Lincolnshire Council Housing Needs and Market Assessment 2006 final report November 2006

4 ONS (2007) Mid Year Population Estimates

5 ONS (2005) Mid Year Population Estimates

A Global Gateway - South Humber Gateway

- 2.4 North Lincolnshire's geographical location in the United Kingdom allows the area to take full advantage of the trading opportunities with the countries bordering the North Sea. The ports at Killingholme & Immingham are the busiest in the United Kingdom accounting for 12% of all port traffic. In 2008, this totalled 65 million tonnes of cargo⁶. These ports are part of the multi-modal North European Trade Axis (NETA), the broad trade and transport corridor from Ireland and across Northern England to mainland Europe. Collectively the Humber Ports are the fourth busiest in Europe. It is the Global Gateway for trade to and from the United Kingdom.
- 2.5 The South Humber Bank Industrial Area provides significant employment opportunities and potential for economic growth. It is currently the largest area of undeveloped land in England adjacent to a deep water estuary, which places it at a significant advantage compared with its other UK competitors. Recent years have seen significant levels of private and public sector investment including a planning application submitted by Able UK that was approved by North Lincolnshire Council on 14th October 2010 subject to Secretary of State call in, which could signal direct investment in the region of £100 million. The proposed development would see the creation of transport depots, warehousing and external storage areas, together with offices, a business park linked to the estuary, motel and truck stop restaurant.
- 2.6 To aid the development of this area £95 million has been agreed through the Regional Fund Allocation to upgrade the A160 between the A180 and the port entrance. When the Government assessed major infrastructure needs in the UK they committed £300 million nationally, with successful lobbying a further £30 million was secured to ensure that the best possible enhancements could be achieved. Currently, the precise details for the start of construction are unknown, however it is anticipated to be by 2015.
- 2.7 The railway lines are also a key artery for freight to and from the South Humber Bank ports. Around 25% of the freight carried on the country's rail network starts and ends its life there. Network Rail have already undertaken improvement works on the Doncaster – Immingham and Brigg lines which will further assist the development of the South Humber Bank. Further improvements are in the pipeline with the proposed development of the Killingholme Loop, which will create a new rail access to the site, allowing for an increased number of freight trains to and from the area.
- 2.8 Due to the strategic importance of the Global Gateway, the South Humber Gateway Board has been created to drive forward ambitious plans for the location. Some of the key functions of the group are shaping the strategic direction of the South Humber Gateway, co-ordinating planning and planning gain and marketing. The board comprises the leaders and chief executives of North Lincolnshire and North East Lincolnshire councils, plus the directors of economic development from the two councils, and an executive director from Yorkshire Forward, the Regional Development Agency. Overseeing environmental issues and developing green infrastructure will be of significant importance over the coming years to complement and support the growth of the Global Gateway.
- 2.9 The Global Gateway is equally important with regards to the Green Economy around the estuary, and the area has great potential for green energy with regards to bio fuels and wind turbines. Due to the current types of industry already in this region this would be a natural progression. Drax Biomass (Immingham) Ltd recently announced a £700m renewable energy power plant for the South Humber Bank. The need for green energy is only going to increase and the South Humber Bank is an ideal site having already established links to the power and energy industries.

6 Department for Transport, (Maritime Stats 2008)

An Expanding Economy

- 2.10 North Lincolnshire's economy is buoyant and has an ever developing diversity. Recent significant investments by major companies show that there is a willingness to invest in North Lincolnshire. At the South Humber Bank both Total Fina Elf and Conoco Phillips have invested a total of £600 million since January 2007. Elsewhere major investment by Nisa Today's has taken place in recent years at Normanby Enterprise Park in Scunthorpe, whilst Humberside Airport has seen the development of a £1.6 million Perishables Hub for the food industry. More recently CanPack opened a £60 million manufacturing plant in Scunthorpe creating 300 jobs. The green economy was further enhanced when North Lincolnshire's first wind farm opened in 2009, consisting of 8 wind turbines on a 300 acre site at Bagmoor.
- 2.11 Manufacturing still plays an important role in North Lincolnshire's economy. The Tata steelworks remains North Lincolnshire's single largest private sector employer and is one of the most productive plants in Europe. Tata's presence has created an abundance of skills in the metal and engineering sector. Many companies operating in this sector use cutting-edge engineering and manufacturing techniques and take a global lead in advancing the technology.
- 2.12 Key growth sectors and clusters within the area are food and drink, metals and engineering, logistics, chemicals and electronics. Tourism and the service sector are also expanding. In 2007, the majority (67%) of the working population was employed in the service sector with 23% being employed in manufacturing. Distribution, hotels and restaurants and public administration, education and health employ around 22% of those in the service sector. This is also borne out in the job structure as there is a greater than average concentration of jobs within the skilled trades, operatives and elementary occupations, whilst jobs at managerial and professional levels are below average. Trends show that this is likely to continue in the short to medium term.
- 2.13 The unemployment rate in North Lincolnshire currently sits at 5.5%, which is broadly similar to the national and regional averages, but significantly lower than some neighbouring Yorkshire and the Humber districts. Wage levels in North Lincolnshire are above the regional and national average. Mean annual salaries in North Lincolnshire are £24,118 compared to £19,900 in Yorkshire & Humber and £22,360 in England and Wales. On first examination the average wage for North Lincolnshire compares well to that of the region. Closer examination highlights that much of North Lincolnshire's workforce is actually receiving well below the average annual wage. 20% of workers are earning less than £10,183 per annum and 30% are earning less than £13,296 per annum⁷. An important fact for North Lincolnshire is that wages include allowances paid for shift work. This means that there are a high proportion of employees earning above average due to the shift allowances. Therefore, as the above figures show, there is a growing disparity between those on higher and lower incomes.
- 2.14 Tourism is an increasingly important part of the area's economy. During 2008, visitors brought £167 million into the local economy and supported around 4,000 jobs. Alongside existing attractions such as Waters' Edge Visitor Centre and Country Park, Alkborough Flats and Normanby Hall and Country Park, North Lincolnshire offers great opportunities to develop "green" tourism via the natural assets such as the Humber Estuary and the River Trent together with the area's landscape and countryside.

7 North Lincolnshire Council Housing Needs and Market Assessment 2006 final report November 2006

Town Centres

- 2.15 Significant changes to Scunthorpe town centre have included the opening of The Parishes retail and leisure complex, and £40 million of private sector investment. This provided 250,000 sq. ft of retail floorspace and attracted a number of national retailers such as HMV, H&M, Wilkinsons and Costa Coffee. As part of the development a new multi-screen cinema, a new bus station and multi storey car park were provided. However, the town continues to face competition from nearby centres such as Doncaster, Grimsby, Hull, Lincoln, Meadowhall and Sheffield. Further significant change is proposed for Scunthorpe town centre as part of the Scunthorpe Urban Renaissance programme.
- 2.16 The area's market towns of Barton upon Humber, Brigg, Crowle, Epworth, Kirton in Lindsey and Winterton are key service centres for the local community and those of the surrounding settlements. All are characterised by their historic centres and have a good range of shops, services, facilities and thriving evening economies. Brigg is well known for its markets and fairs which attract visitors to the area. Crowle is currently undergoing major rural renaissance improvements.

Transport Infrastructure

- 2.17 North Lincolnshire is in the fortunate position to have one international airport within its boundary as well as another within easy reach. Both provide major opportunities for the area and the region in terms of economic growth and the development of air freight. Both Humberside Airport and Robin Hood Airport Doncaster Sheffield plays host to a range of scheduled and charter services which operate to a variety of destinations. Humberside Airport is also the second largest heliport in the UK reflecting the area's strong connections with the offshore oil and gas industry. To maximise these opportunities, particularly for Humberside Airport, surface access including public transport connections need to be improved.
- 2.18 The A160 provides a crucial link to the South Humber Bank ports and employment area. It is programmed to undergo major upgrading works to support the continued growth of the ports. The M181/M180/M18 connects North Lincolnshire to the M62 trans-pennine routes and A1/M1 north-south routes. These motorway links bring most of the UK's major cities within a four hour drive of the area. The M180/A180 have one clear advantage, as they are relatively congestion free. However, outside North Lincolnshire there are issues regarding the wider motorway network and its capacity, in particular on the M18 between its junction with the M180 at Thorne and its interchange with the A1 (M) to the south of Doncaster. The A15 also provides a key route for the area, linking it northwards to Hull, York, the north east of England and Scotland via the Humber Bridge and south to Lincolnshire and the East Midlands.
- 2.19 The Trans-pennine rail route is an important part of the national rail network providing fast, convenient links to the main north-south and east-west rail services, via connections at Doncaster. There are also direct links to Sheffield, Manchester and Manchester Airport. Other services link the area to Lincoln and Newark, whilst Barton upon Humber is also served by a regular service to and from Grimsby and Cleethorpes. A limited passenger service operates between Cleethorpes and Sheffield using the Barnetby to Gainsborough line via Brigg and Kirton in Lindsey.
- 2.20 With the majority of North Lincolnshire being rural, public transport services are largely limited. Services are generally good on the main transport corridors between major towns in North Lincolnshire and surrounding large towns and cities, and within the Scunthorpe urban area. Away from these corridors and the urban area, bus services can be infrequent and limited.

A Place to Live

- 2.21 North Lincolnshire has a range of housing spread across its towns and villages. As a result of its attractive environment, good services and buoyant economy, it has become a desirable place for many people to live, therefore residential development has increased considerably in recent years. The area has approximately 70,000 dwellings, however due to expected population growth and economic developments an additional 12,000 new dwellings will be required up to 2026.
- 2.22 The profile of the area's housing stock differs considerably from the region as a whole as there are considerably more detached or semi-detached dwellings, whilst the quantities of terraced houses and flats are substantially less. In terms of tenure, North Lincolnshire has a greater proportion of owner occupation and lower levels of renting.
- 2.23 By national standards, North Lincolnshire's house prices are relatively low. Pre 2008 property price increases had seen homes becoming unobtainable. Since the economic downturn the average house price has fallen to £107,892⁸, a decrease of 11% on the previous year. Although this has helped to make housing more affordable, due to mortgage lenders being more stringent with their lending requirements and the drop in price being a fraction of the previous years increases, this is still resulting in a general lack of affordable housing for local people, especially in rural settlements where house prices are considerably higher. At the opposite end of the spectrum the former Crosby renewal area of Scunthorpe still appears in the top 10 most deprived super output areas in England with a gradual decline of owner-occupiers
- 2.24 As a greater proportion of the population is move toward pensionable age, there are clear implications for housing policy. This generation are likely to very different from those that have retired previously. It is likely that they are going to want greater independence, to live in their own homes and will exercise more choice and make demands of different services. Demographic trends also indicate movement towards greater number of households being small in size.

Deprivation, Health & Wellbeing

- 2.25 In 2007, North Lincolnshire was ranked as the 132nd most deprived local authority in England out of 354, which means that it is amongst the top 50% most deprived⁹. This, however, is an improvement on its 2004 ranking of 121st. The area has 9 neighbourhoods in the top 20% most deprived in England all of which are concentrated in the Scunthorpe Urban Area, in particular in the Crosby area. These areas suffer from unemployment, low incomes, poorer quality housing and there are high incidences of crime and low educational attainment.
- 2.26 In comparison to the rest of the United Kingdom, the health and well being of people who live in Yorkshire and the Humber is some of the poorest in England, especially during the last two decades. Health in North Lincolnshire is good overall, but there are significant variations in health levels across North Lincolnshire with neighbourhoods in Scunthorpe experiencing high levels of deprivation. NHS North Lincolnshire identified rising levels of obesity in the area and the fact that North Lincolnshire is statistically one of the worst areas in the country.

8 Land Registry data – May 2009

9 ONS, Index of Multiple Deprivation 2007

- 2.27 The Director of Public Health's 2007 Report for North Lincolnshire identified three key priority areas for health improvement over the next three years, which are likely to have a major impact on our population's future health if they are not adequately addressed. They include tackling coronary heart disease, maintaining a healthy bodyweight, and tobacco control. Other important issues include the promotion of mental health and emotional well being amongst the local population and encouraging sensible drinking.

Education

- 2.28 In terms of educational attainment, North Lincolnshire generally mirrors the national and regional averages for those gaining five or more GCSEs at grades A to C. Locally this is 61.4% of students compared with 62.1% regionally and 65.3% nationally. Whilst John Leggott College and North Lindsey College provide further education opportunities for around 15,000 full and part time students, at degree level however, the proportion of residents achieving a degree or equivalent in North Lincolnshire is 19%, below both national (28%) and regional (24%) levels. This is mainly due to the lack of opportunities locally for students to access higher education, as well as the lack of job opportunities in the area for graduates. As part of addressing this issue, the Scunthorpe Urban Renaissance programme proposes to create a Knowledge Campus in Scunthorpe.

Environment

- 2.29 Flood risk and climate change pose a number of challenges for North Lincolnshire. The Humber Estuary and the area's rivers have extensive flood plains, which could flood in extreme circumstances. The risk may increase in the future with rising sea levels. The Humber Flood Risk Management Strategy includes a programme to improve flood defences and areas for storing flood water are being created. So far one such area has been developed at Alkborough Flats. Other areas for potential flood water storage include Flixborough Grange and land close to Goxhill Haven.
- 2.30 North Lincolnshire has a varied natural and built environment. The area has an abundance of wildlife habitats, which range from the world class, internationally important areas of the Humber Estuary and Crowle Moors, through to nationally and regionally important wildlife and geological sites, and sites of particular local importance. These sites include five international designations (one Ramsar, two Special Areas of Conservation and two Special Protection Areas), 29 Sites of Special Scientific Interest (SSSI's), 10 Local Nature Reserves (LNR's), 200 Local Wildlife Sites (Sites of Importance to Nature Conservation – SINC's), and 22 Local Geological Sites (Regionally Important Geological Sites – RIG's). North Lincolnshire is also characterised by a variety of landscapes ranging from the clay pits of the Humber Estuary, the rolling chalk escarpment of the Lincolnshire Wolds, the Ancholme Valley, the Lincoln Edge, the Trent Valley and the Isle of Axholme.
- 2.31 Significant changes to the landscape have resulted following the extraction of minerals where semi-natural landscapes, such as Barton Clay Pits and the Ironstone Gulleys, have been created, and also from the development of large scale industry such as at Killingholme at the mouth of the Humber Estuary. The southern Isle of Axholme has the most extensive surviving examples of a medieval landscape in England, notably the medieval open strip fields and Turbaries, both of which are of considerable national importance. These attributes together with enclosed land and the overall settlement pattern of the area make it unique in the country.

- 2.32 The wetland areas of the Ancholme Valley, the Trent Valley, and the Humber coast, have high archaeological potential, particularly in relation to the preservation of organic finds and palaeo-environmental remains. There are a number of high quality ecclesiastical sites, particularly those at the Thornton Abbey Augustinian Monastery and St Peter's Church in Barton-upon-Humber. The area has 1,088 listed buildings, 17 Conservation Areas and 44 Scheduled Ancient Monuments (SAMs). The proportion of Grade 1 Listed Buildings is twice the national average, which indicates the historic importance of the area. However, the 2009 Heritage At Risk Register showed that over 30% of North Lincolnshire's Scheduled Monuments and 40% of its Conservation Areas were at risk. The need to reconcile the development needs of the area with the protection of heritage assets is an important issue for the plan to address.

Urban & Rural Renaissance

- 2.33 North Lincolnshire is also undergoing a renaissance. The Scunthorpe Urban Renaissance programme aims to bring about a major change in the town's image and to make it a more effective economic driver for the area. A number of major transformational projects are now underway, including the Lincolnshire Lakes, town centre developments, Baths Hall - new entertainment venue and rejuvenation of Doncaster Road, creation of a knowledge campus in partnership with further and higher education providers, The Pods - a new state of the art sporting and leisure facility, and improvements to Central Park.
- 2.34 Elsewhere in Scunthorpe, other projects are underway to regenerate local neighbourhoods. In the Crosby area, the Advance Crosby programme is working to improve housing, communal areas, green space and education in an area of deprivation, whilst in the Westcliff area, a project to improve the existing shopping precinct is also underway.
- 2.35 In the rural areas, the Crowle Market Place redevelopment will transform the town's market place, providing a functional, attractive and safe environment for residents. The proposed redevelopment includes changes to the road network to create an easier flow of traffic and ensuring the market place can be accessed safely by both vehicles and pedestrians. It will also allow for the relocation of existing facilities to open up the market place, a brand new bistro/café in the market place, including an area for outside seating and extra parking spaces.



3

PUTTING THE LOCAL DEVELOPMENT FRAMEWORK INTO CONTEXT

Introduction

- 3.1 The Core Strategy sets out the long term spatial planning framework for the development of North Lincolnshire up to 2026 by providing strategic policies and guidance to deliver the vision for the area including the scale and distribution of development, the provision of infrastructure to support it and the protection of our natural and built environment with a strong focus on the principles of sustainable development. The spatial strategy set out in this document has been shaped by national and regional planning policy as well as the Sustainability Community Strategy. Other influences include extensive public consultation, the Sustainability Appraisal/Strategic Environmental Assessment and the evidence base.

Policy Context

National

- 3.2 Government produces policy in the form of legislation (which interprets European policy), Planning Policy Guidance and Statements (PPG and PPS), Circulars and other statements to ensure that the planning system achieves its stated objectives. The Local Development Framework should not have policies that replicate national policy, but rather introduce policies and proposals that are needed to bring about the Council's vision and strategic objectives, and adopt a plan, monitor, manage approach.
- 3.3 National planning policy places emphasis on delivering sustainable communities. This focuses on transforming towns into vibrant centres of activity as well as ensuring rural areas continue to thrive. There is also a need for accelerated housing provision to meet existing and future needs. Key measures include a focus on sustainable development which makes the most efficient use of land, reduces the need to travel and gives priority to the use of previously developed land.

Regional

- 3.4 The Yorkshire and Humber Plan – Regional Spatial Strategy to 2026 issued in May 2008 guides development in the Yorkshire and Humber region over the next 15 to 20 years and forms part of the development plan for North Lincolnshire. This means that the Regional Spatial Strategy (RSS) is used alongside the North Lincolnshire Local Plan and in the future the Local Development Framework to make planning decisions in the area. Local Development Documents must be in general conformity with the Regional Spatial Strategy to 2026¹.

¹ Planning & Compulsory Purchase Act 2004 – section 24

- 3.5 The RSS helps define the future roles of places; how places work together and, ultimately, about the effect places have on the quality of life that people living in, working in or visiting that area experience. It provides a broad and long term development strategy for the region, for everyone in the area as well as generations to come. It seeks to help the region become more competitive, meet its housing needs and address its environmental and transport pressures in ways that are sustainable.
- 3.6 The RSS embodies the Regional Transport Strategy. Local authorities must take this into account when preparing their Local Development Frameworks and Local Transport Plans. It will also be an important influence on housing, economic development, waste, renaissance and other strategies, and guide the investment plans and priorities of a range of delivery agencies, infrastructure and service providers.
- 3.7 The main points of the RSS Core Approach which are relevant to North Lincolnshire, are:
- Transform economic, environmental and social conditions in the Regeneration Priority Areas - the older industrialised parts of South Yorkshire, West Yorkshire and the Humber.
 - Optimise the opportunities provided by the Humber Ports as an international trade gateway for the region and the country.
 - Support Principal Towns and Local Service Centres as hubs for the rural and coastal economy and community and social infrastructure and encourage diversification of the rural economy.
 - Protect and enhance the region's environmental resources including areas of international and national importance and the character and qualities of the region's coast and countryside including for economic and social development.
 - Avoid exacerbating environmental threats to the region and reduce the region's exposure to those threats.
 - Avoid increasing flood risk and manage land and river catchments for flood mitigation, renewable energy generation, biodiversity enhancement and increased tree cover.
 - Ensure that transport management and investment support and help deliver the spatial strategy.
- 3.8 It also focuses on policies and strategies for sub-areas of the region. North Lincolnshire is part of the Humber sub-area, which broadly mirrors that of the Northern Way's Hull and Humber Ports City Region. In the Humber sub-area, it is expected that there will be a focus on supporting the regeneration and renaissance of the area's main urban areas (Hull, Scunthorpe and Grimsby) to enhance their roles and improve urban quality. Also there is a strong emphasis on realising the potential of the Humber Ports, as one of the United Kingdom's global gateways, and that this is supported by significant regeneration and growth. All this should be achieved without damaging the quality and integrity of the Humber Estuary.

Sub-regional

- 3.9 North Lincolnshire is part of the Humber Estuary sub-area, along with East Riding of Yorkshire, the City of Kingston upon Hull and North East Lincolnshire. The Estuary represents a shared opportunity for growth through the expansion of its ports. The Hull & Humber Ports City Region Development Plan, which resulted from the Northern Way Growth Strategy aims to make the most of the sub-region's opportunities provided by its key location and ports to improve the economy and help the north of England close the productivity gap with the south.

Local

3.10 The Core Strategy must also take into account the Council’s strategic priorities and other key Council strategies such as the Local Transport Plan and those of other organisations in North Lincolnshire, which have a spatial dimension.

3.11 The Core Strategy is also the spatial expression of North Lincolnshire’s Sustainable Community Strategy 2006 - “Many Faces, One Community”. The Strategy which is prepared by the North Lincolnshire Strategic Partnership (NLSP) outlines a series of improvements that the public and key partners want to see in the area by 2010. Its vision is:

“North Lincolnshire is a place where we all:

- *Live in decent homes and safe neighbourhoods and have choices about our future*
- *Have the chance to learn, develop skills and work in satisfying jobs*
- *Lead healthy lifestyles and make use of a wide range of quality leisure and cultural facilities*
- *Make special efforts to improve conditions for the least well off in our communities and ensure that quality of life improves for everyone over the next 10 years*
- *Take pride in our area, respect our neighbours, and protect our natural environment.”*

3.12 As part of this four shared ambitions and priorities have been developed to which all NLSP members are signed up to. These are:

Shared Ambitions	Shared Priorities
An area that is thriving - our first ambition is that North Lincolnshire is a place where the economy is thriving and where everyone enjoys sustainable growth. Central to this is an economy that is diverse, dynamic and competitive, and which reflects the needs of the 21st century.	<ul style="list-style-type: none"> • Create a strong identity for the area • Develop a dynamic economy • Develop an adaptable and highly skilled workforce • Implement the Area Renaissance programme in our towns and villages
Communities that are confident and caring - our second shared ambition is to strengthen local communities and ensure inequalities in quality of life are reduced.	<ul style="list-style-type: none"> • Support capacity building in our communities • Reduce inequalities in health • Improve the quality of our local environment • Improve the quality of our homes and neighbourhoods • Enable people to feel and be safe • Look after the future well being of our communities
Individuals can see the difference - our third ambition is to raise the quality of life of individual residents so that everyone is enabled to lead healthy and fulfilling lives. It especially means that our children and young people are safe, healthy, and happy and are supported to develop to their full potential. It also means making sure that our older residents are supported to lead independent lives and feel valued by their local communities	<ul style="list-style-type: none"> • Support and celebrate achievement • Help people to look after their health • Support people to maintain their independence • Develop opportunities for active leisure and recreation
Everyone works together for the benefit of the area - our fourth ambition is that everyone works together for the benefit of the area and has opportunities to shape the future of North Lincolnshire. It is about reconnecting communities and individuals. This fits in with the NLSP’s aim of “working together to make a better future for the people of North Lincolnshire”	<ul style="list-style-type: none"> • Developing a shared identity • Developing communities to achieve the area vision • Re-engaging communities • Area cohesion

3.13 The Core Strategy has a key role to play in supporting and delivering the shared ambitions as well as some of the shared priorities. In particular, it can assist in delivering ambitions and priorities relating to the creation of a dynamic economy, improving the quality of the local environment, improving the quality of homes and neighbourhoods, ensuring high quality design and improving the quality of life for local residents.

Public Consultation and Stakeholder Involvement

- 3.14 The Government has placed community involvement at the heart of the Local Development Framework system to help create sustainable communities. The Core Strategy must take into account the views of local people, stakeholders and other interested parties. When developing the Core Strategy, the document was subject to several stages of public consultation as set out in the adopted Statement of Community Involvement, the first version of which was adopted in April 2006 and its successor, adopted in July 2010. All the comments received during the consultation periods were taken into account in preparing this document. Comments received during the preparation of the Core Strategy can be found on the council's website www.northlincs.gov.uk or are in the evidence base.

A Robust and Credible Evidence Base

- 3.15 A key requirement of the Local Development Framework system is that documents and the policies and proposals set out in them are based on a robust and credible evidence base. This is a collection of various policy statements, strategies, studies and other relevant information ranging from government policy through to local strategies as well as specific studies commissioned by the council. Details of the evidence base and how it has influenced the spatial strategy can be found in the accompanying evidence base document. Copies of this can be found on the council's website www.northlincs.gov.uk.

Sustainability Appraisal & Strategic Environmental Assessment

- 3.16 The Local Development Framework should enable North Lincolnshire to develop sustainably. Therefore, each of the Local Development Documents being prepared must be subject to a Sustainability Appraisal (SA)² and comply with the requirements of the EU Directive on Strategic Environmental Assessment (SEA)³. This means testing objectives, strategies and policies at each stage of preparation to assess their potential impact on environmental, economic and social objectives and making any necessary changes to ensure sustainability. The SA Report, which accompanies this document fulfils these requirements.
- 3.17 A Scoping Report was produced for the Core Strategy Issues & Options consultation in 2005. This was followed by an SA of the Preferred Options Document, which appraised both the proposed objectives, and the various options for strategy and policies put forward at that stage. The outcomes and recommendations of the SA have been taken into account when preparing this document wherever possible.

Appropriate Assessment

- 3.18 Under Regulation 60 of the Conservation of Habitats and Species Regulations 2010 (The Habitats Regulations) a Habitats Regulation Assessment has been carried out for the Core Strategy in order to consider whether its policies and proposals have the potential to result in adverse effects upon a 'European Site'. These are sites that have been designated for their international nature conservation interests and include:
- Special Areas of Conservation (SAC) - designated under European Council Directive 92/43/EEC(a) on the Conservation of Natural Habitats and of Wild Fauna and Flora (the Habitats Directive);

² Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks, ODPM, 2005

³ Environmental Assessment of Plans and Programmes Regulations 2004, and A Practical Guide to the Strategic Environmental Assessment Directive, ODPM, 2005

- Special Protection Areas (SPA) designated under the European Council Directive 79/409/EEC on the Conservation of Wild Birds (the Birds Directive); and,
 - The UK Government (in the accompanying circular to Planning Policy Statement 9) as a matter of policy has chosen to apply the Appropriate Assessment procedures in respect of Wetlands of International Importance (Ramsar sites) even though these are not European sites as a matter of law.
- 3.19 Within North Lincolnshire there are six European Sites. Those of relevance to the Core Strategy are the Humber Estuary SAC, Humber Estuary SPA and Humber Estuary Ramsar site; the Thorne and Hatfield Moors SPA; the Thorne Moor SAC; and the Hatfield Moor SAC.
- 3.20 In accordance with Regulation 60 of the Habitats Regulations a Habitats Regulation Assessment has been carried out to determine whether this document is likely, (either alone or in combination with other plans and projects), to have a significant effect upon the European sites identified. The results of the Appropriate Assessment show that there are no likely significant effects on the integrity of any of the European sites. The accompanying Appropriate Assessment Report and AA Review show the outcome of the assessment (copies of these reports and a summary are available on request and can be accessed on the Council's website).
- 3.21 However, in accordance with the precautionary principle enshrined within the Habitats Regulations, it is recommended that further consideration and assessment will need to be made for relevant proposals at the development control stage. This includes development that may arise out of Policies CS2, CS3, CS4, CS7, CS8, CS9, CS10, CS11, CS13, CS14, CS15, CS18, CS20, CS21, CS22, CS23, CS24, CS25, CS26 and CS27. This will require the preparation of a thorough ecological assessment of the likely effects upon the relevant "European" site or sites. Any development that cannot demonstrate that it would not have a significant adverse effect upon the integrity of a site of European or international importance to nature conservation will be refused.

Delivering the Core Strategy

- 3.22 The Core Strategy will be supported by a number of planning policy documents known as Development Plan Documents (DPDs), all of which must be in conformity with the Core Strategy. The DPDs will include:
- Area Action Plans – these provide a framework for areas of major change. The first of these is the Lincolnshire Lakes Area Action Plan;
 - Site Allocation DPD's – these will set out site/area specific proposals for the future use of individual sites. The Council is producing a document covering Housing & Employment Land Allocations;
 - A General Policies DPD - this will deal with other designations such as open space and areas of nature conservation, as well as more detail policies to assist in decision making on planning applications;
 - A Minerals & Waste DPD – this will set out the Council's approach to the extraction and use of minerals as well as the sustainable management of waste; and
 - A Proposals Map – this will show policies and proposals for the area.
- 3.23 In addition, the Council may produce Supplementary Planning Documents (SPDs) to help amplify and expand on the policies contained in the above documents. The need for additional DPDs and future SPDs will be determined through the Annual Monitoring Report (AMR) process and the formal review of the Local Development Scheme (LDS). Over the next few years, these Local Development Documents will replace the existing policies of the North Lincolnshire Local Plan, which was adopted in May 2003.

Monitoring and Keeping the Strategy Up to Date (Annual Monitoring Report)

3.24 The Council is required to ensure that the DPD's for North Lincolnshire are up to date and remain relevant. This helps to provide the certainty in which long term planning and investment decisions can be made. The spatial strategy set out in this document has to be capable of being delivered on the ground. It also needs to be flexible and adaptable to change. In ensuring that this takes place, the role of monitoring is vital. The principal tool to assess whether or not the strategy is being delivered is the Annual Monitoring Report (AMR). This document must be produced and submitted to the Secretary of State at the end of each calendar year. The AMR contains a series of indicators and targets to assess the performance of the policies and whether they are being delivered in the correct manner. Should the strategy not be performing as required, the AMR will identify the issue and suggest appropriate action to remedy it. Each section of the Core Strategy contains a set of monitoring indicators and targets which are the same as those in the AMR to ensure policies are performing adequately.

Key Documents

- Yorkshire & Humber Plan - Regional Spatial Strategy to 2026 (GOYH, 2008)
- Many Faces, One Community – North Lincolnshire's Sustainable Community Strategy (NLSP, 2006)
- Statement of Pre-Submission Consultation (NLC, 2009)
- Evidence Base Document (NLC, 2009)
- Sustainability Appraisal Report (NLC, 2009)
- Appropriate Assessment Report (NLC, 2009)
- Planning Policy Statement (PPS)12: Local Spatial Planning (DCLG, 2008)
- Annual Monitoring Report (NLC, 2008)

APPENDIX 5 – EXTRACT FROM THE PROPOSED NORTH LINCOLNSHIRE LOCAL PLAN

SAFE | WELL | PROSPEROUS | CONNECTED

North Lincolnshire Local Plan Submission

November 2022



**North
Lincolnshire
Council**

2 North Lincolnshire: Facts & Figures

- 2.1 Our ambition is that North Lincolnshire is the best place for our residents and businesses. To achieve and sustain this ambition and outcomes we need to make sure we plan not only for the needs of existing communities but that we also ensure it remains a destination of choice, as well as an area that is cleaner, greener and safer.
- 2.2 The North Lincolnshire Local Plan (2020 to 2038) and the strategy for meeting our ambitions must be based on a good understanding of where North Lincolnshire is today and its characteristics. It should also consider the issues and challenges it faces as well as the opportunities it offers.
- 2.3 The information set out below is based on some of the early evidence gathered to support the Local Plan, as well as statistical information provided by the council's Research and Intelligence Team.

OUR TRANSFORMATION SO FAR

- 2.4 The area is transforming, and we want to continue to build on this success creating the best place for our residents. Over £5 billion of investment in our economy, communities and infrastructure has either taken place or is due to take place in the short term. Amongst the transformational projects that are either completed, under construction, or have or shortly will go through the planning process are:
- The Able Marine Energy Park on the South Humber Gateway is a strategic site that will develop as an energy cluster. This area has been designated as a Freeport in 2021 and allocated £75 million to develop the quay.
 - The North Lincolnshire Shopping Park, which opened in October 2014, is a £23 million investment that created 300 jobs. The development is anchored by Marks and Spencer .
 - The Engineering University Technical College (UTC) Northern Lincolnshire in Scunthorpe, which opened in 2015, is an £11 million investment offering 600 student places and 220 jobs. The UTC provides a specialist engineering education for students from Years 9 to 12.
 - The Maritime & Coastguard Agency's new Search & Rescue base operated by Bristow Group opened in 2015 at Humberside Airport. This £12m investment created 60 jobs.
 - The BAE Systems Training Academy at Humberside Airport is a £5 million investment creating around 60 apprentice opportunities each year resulting in 150 jobs. It is a first of its kind for North Lincolnshire.
 - The 4-star 103-room Hampton by Hilton Hotel at Humberside Airport is a £7m investment creating 100 jobs. It was developed in conjunction with the council supporting the project with a Regional Growth Fund grant. It opened in July 2017.
 - £96.9m investment by Highways England to upgrade the A160 to a dual carriageway along with improvements to the A160/A180 Brocklesby Interchange and at the entrance to the South Humber Bank ports. This is a central element hub supporting development of one of our area's key economic opportunities and has recently been completed.
 - £9.6m Northern Lincolnshire Superfast Broadband - 98% of Northern Lincolnshire has access to superfast broadband speeds.
 - Priority Schools Building Programme (PSBP) - £60 million of Government funding has been used to rebuild and refurbish eight schools in North Lincolnshire including Baysgarth School in Barton, The Vale Academy in Brigg, Burton-Upon-Stather Primary School, Crosby Primary School, Oasis Academy Henderson Avenue in Scunthorpe, Brumby Junior School, and Ashby's Grange Lane Primary School (replacing Grange Lane Infant and Grange Lane Junior Schools).

- £13.5 million is to be invested in a number of our schools to maintain and improve buildings and facilities.
- 15 miles of North Lincolnshire's coastline between the Humber Bridge at Barton upon Humber and South Killingholme will be part of the England Coastal Path.
- £60 million will be invested in Scunthorpe town centre by 2024 as part of major programme to become a centre for learning, living, leisure and business.
- £800,000 investment in new market in Ashby High Street, Scunthorpe (opened November 2017), and £4 million invested in the newly opened St John's Market in Scunthorpe town centre.
- Over £13 million has been invested to deliver 3.8 kilometres of hard flood defences along the River Trent between Keadby Bridge and M181 motorway bridge. This will facilitate the Lincolnshire Lakes development and provide protection to the existing village of Burringham, without increasing flood risk to the existing villages on the west bank.
- Over £4 million has been invested to deliver to Northern Junction on the M181.
- Over £20 million funding has been secured from the Towns Fund to invest in a number of projects within the urban area of Scunthorpe.
- In March 2020, British Steel was bought by Jingye Group, a leading Chinese multi-industrial company specialising in iron and steel manufacturing.
- The South Humber Industrial Investment Plan is a major 15-year programme of investment that will enable large-scale economic growth, with a goal of creating a substantial new industrial infrastructure to support the major South Humber ports, and will reduce environmental constraints by releasing the potential of good-quality development land for employment between the Ports of Immingham and Grimsby.
- Humber Low Carbon Pipelines Project. The proposals are to create an onshore network of underground pipelines to transport captured carbon dioxide and hydrogen. The pipelines are intended to connect to major emitters and power stations in the Humber region, such as Drax, the new power station at Keadby, British Steel in Scunthorpe, Uniper's Killingholme site near Immingham and Equinor's proposals for hydrogen production at Saltend.

2.5 The new Local Plan is an opportunity to look afresh at what sort of place we want North Lincolnshire to be over the life of the Plan (the next 18 years).

NORTH LINCOLNSHIRE – THE LOCATION

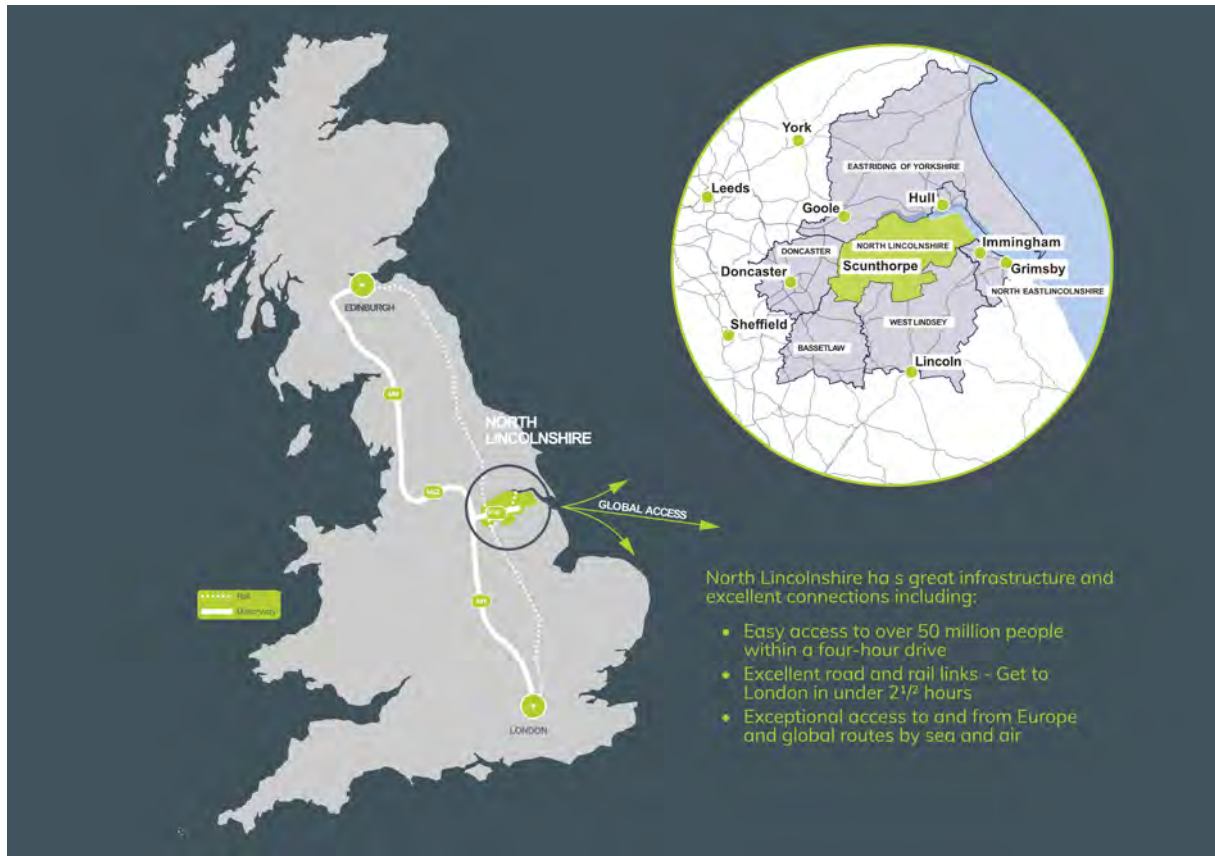
2.6 One of our main opportunities is the prime location of North Lincolnshire within the UK. Coupled with our high-quality environment and attractive communities this makes North Lincolnshire a great place for our existing and new residents and businesses.

2.7 Located at the mid-point of the United Kingdom's east coast on the south bank of the Humber Estuary (equidistant between London and Edinburgh), North Lincolnshire covers 328 square miles (859 km²). This location is a national and international asset. We are one of the country's key trade gateways to and from Europe and the wider world and over 50 million people are within a four-hour drive. Residents and businesses can take advantage of our less congested road and rail networks, our faster commuting journeys, and easy access to UK and continental markets.

2.8 North Lincolnshire is a predominantly rural area made up of a number of historic market towns: Barton upon Humber; Brigg; Crowle; Epworth; Kirton in Lindsey; and Winterton. These are surrounded by many desirable larger and smaller villages and hamlets as well as an attractive countryside. At the centre of the area lies Scunthorpe our main focus for education, jobs, retail, services, and industry.

2.9 Our neighbours are East Riding of Yorkshire, Hull, Lincolnshire (West Lindsey), Nottinghamshire (Bassetlaw), North East Lincolnshire and South Yorkshire (Doncaster). We are currently members of the Humber Local Enterprise Partnership¹ and Greater Lincolnshire Local Enterprise Partnership². Their economic strategies are set out in the Humber Strategic Economic Plan (SEP) and the Greater Lincolnshire SEP and both LEPs are developing Local Industrial Strategies. Their visions, ambitions and priorities such be reflected in Local Plans. Going forward North Lincolnshire Council and North East Lincolnshire Council will only be full members of the Greater Lincolnshire LEP.

FIGURE 2.1: NORTH LINCOLNSHIRE'S LOCATION



2.10 North Lincolnshire also falls within the area covered by the Northern Powerhouse and Midlands Engine initiatives to rebalance the economy and drive growth across northern and central England. The council is a member of Transport for the North (TfN) (the country's first Sub-National Transport Body)³, and supports the work of Midlands Connect⁴. TfN's Strategic Transport Plan for the North⁵ sets out the case for strategic transport infrastructure investment through to 2050. It centres on transformational inter-city and pan-Northern connectivity improvements, ensuring that these are each in their own right drivers of economic growth in the North and the UK as a whole. This will also include improving pan-Northern access to the North's major ports and international airports.

1 The Humber Local Enterprise Partnership comprises public and private organisations including the four Unitary Authorities of Hull City Council, East Riding of Yorkshire Council, North Lincolnshire Council and North East Lincolnshire Council.
 2 The Greater Lincolnshire Local Enterprise Partnership comprises public and private organisations including the three upper-tier authorities of Lincolnshire County Council, North and North East Lincolnshire Councils and the seven district councils of Lincolnshire.
 3 Transport for the North brings together the North's nineteen local transport authorities and business leaders along with Network Rail, Highways England, and HS2 Ltd and works with Central Government to provide a single voice on transport investment in the North (North East, North West and Yorkshire & Humber).
 4 Midlands Connect – Powering the Midlands Engine
 5 TfN – Draft Strategic Transport Plan (January 2018)

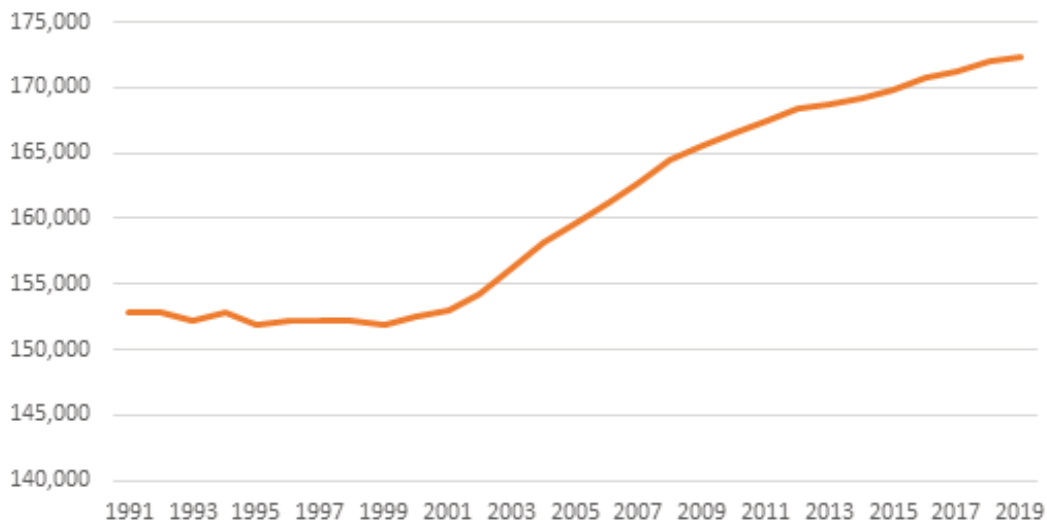
2.11 Working with our neighbours and the bodies listed above is an essential requirement in developing and delivering our new Local Plan.

KEY CHALLENGE – CROSS BOUNDARY WORKING

To work with our neighbours and partners to deliver the Local Plan.

A GROWING POPULATION

FIGURE 2.2: NORTH LINCOLNSHIRE'S POPULATION (1991 TO 2019)



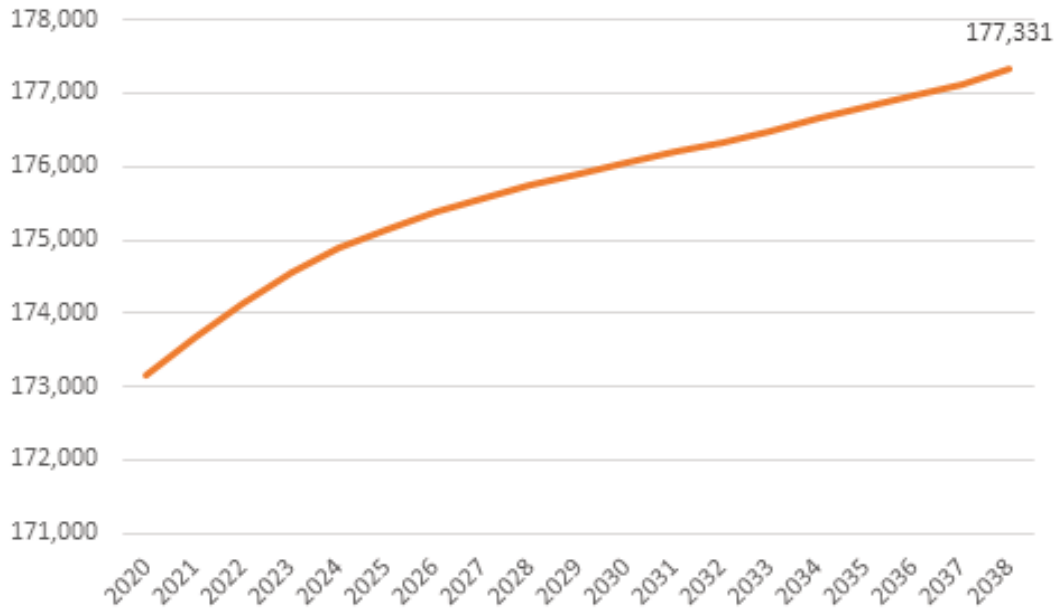
Source: ONS Mid-Year Population Estimates 2019

2.12 North Lincolnshire is home to 172,300 people⁶ and our population is set to grow over the coming years. During the ten years between 2009 and 2019 it grew by 4% and over the lifetime of the new Local Plan and beyond trends predict that our population will increase by around a further 2.4% to reach 177,331 in 2038⁷. Our ambition is that our population will continue to grow, and different growth scenarios are considered later in the Plan. Whichever growth scenario is selected the Plan will need to ensure that the right level, choice, quality and type of housing, jobs, facilities, and services (including infrastructure) is provided to sustain it.

6 ONS Mid-Year Population Estimates 2019

7 ONS Population Projections - Total (2018 to 2043)

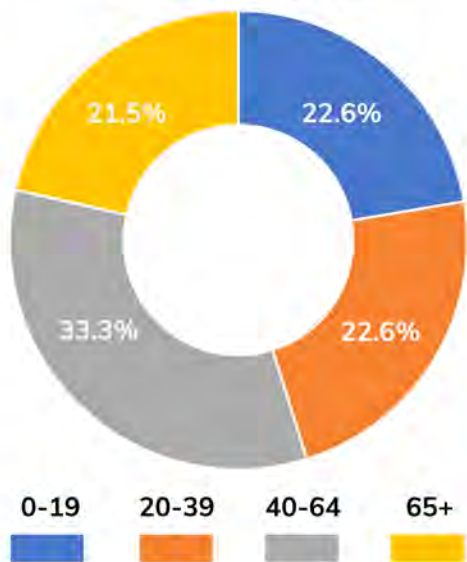
FIGURE 2.3: NORTH LINCOLNSHIRE - PROJECTED POPULATION GROWTH



Source: ONS Population Projections 2018 to 2043

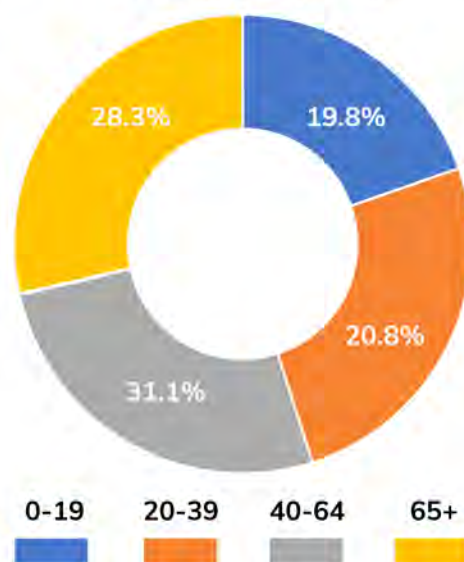
2.13 Although our population is growing, trends show that its make-up is also changing. By far the biggest increase in population is projected to take place in people of pensionable age (65+), with a projected increase of 35%. Indeed, 28.3% of North Lincolnshire’s population is projected to be aged 65 and over by 2038⁸. Our future housing policy will, therefore, need to reflect and meet the requirements and aspirations of the aging population as part of ensuring the creation of balanced, sustainable communities. For example, by providing appropriate housing that would allow them to continue to live in their local area or retirement living.

FIGURE 2.4: NORTH LINCOLNSHIRE AGE PROFILE (2020)



Source: ONS Population Projections 2018 to 2043

FIGURE 2.5: NORTH LINCOLNSHIRE AGE PROFILE (2038)



Source: ONS Population Projections 2018 to 2043

8 ONS Population Projections – Broad Age Band (2018 to 2043)

- 2.14 Trends show that the number of households in our area is expected to increase from 73,775 in 2020 to around 79,845 in 2038⁹. This represents a total growth of 6,070 households. However, their average size is set to decrease from 2.33 people in 2018 to 2.19 in 2038¹⁰. Therefore, our future housing mix, density and design need to reflect this change.

KEY CHALLENGE – POPULATION CHANGES

To meet the housing requirements of our growing, and increasingly older population

BEST PLACE FOR OUR RESIDENTS

- 2.15 We have a range of housing spread across our towns and villages. Due to our attractive environment, good education and services, prosperous economy, and lower living costs North Lincolnshire has become a desirable place for many people to live.
- 2.16 In 2019 there was a total of 76,401 dwellings in North Lincolnshire. There is a greater proportion of private sector properties in the area with lower levels of public sector (social housing) stock. 85.1% of all dwellings are either owner occupied or privately rented (65,004) compared to an England average of 82.6%. The remaining 14.9% (11,397) are rented out by housing associations, registered social landlords or other public sector bodies¹¹.
- 2.17 The profile of the area's housing stock is very different to the wider region (Yorkshire & the Humber). There are considerably more detached and semi-detached dwellings (73% in North Lincolnshire compared with 54% regionally) whereas the proportion of terraced houses and flats is substantially less (24% locally compared with 44% regionally)¹².
- 2.18 Average house prices remain low compared to the national and regional averages, at £163,580 compared to £196,438 in the region and £300,054 nationally¹³, and there are 'hotspots' in the local housing market with affordability issues, particularly in our rural areas. These factors together put the area at significant advantage to our neighbours and provide an opportunity for growth that our Local Plan must grasp.

KEY CHALLENGE – HOUSING PROVISION

Providing a sufficient supply of housing land and quality houses supported by infrastructure provision, in the right locations in North Lincolnshire to support economic growth, including meeting the needs for all our communities.

- 2.19 Housing plays a fundamental role in supporting the health and wellbeing of its residents and it is vital to ensure more housing choice is available to support the needs of our communities. Over the last 10 years a total of 3,681 new dwellings have been delivered in North Lincolnshire with a net additional average of 368 homes per annum (North Lincolnshire Housing & Economic Needs Assessment 2020). The spatial distribution of housing supply in recent years has been concentrated in the Scunthorpe and Bottesford

9 ONS 2018-Based Household Projections (mid-2001 to mid-2043)

10 ONS 2018-Based Household Projections (mid-2001 to mid-2043)

11 Gov.UK Live tables on dwelling stock (2019)

12 Valuation Office Agency Table CTSOP3.1

13 Land Registry open data standard report (July 2020)

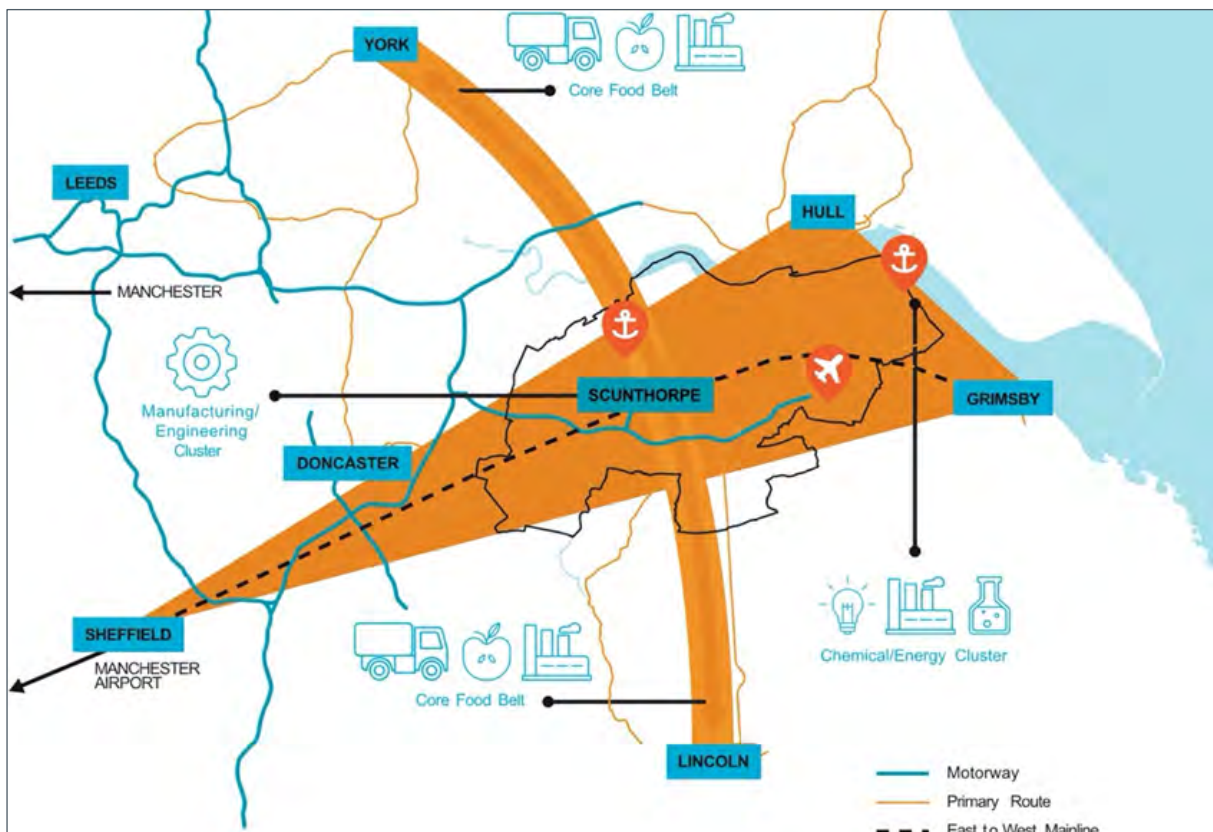
Urban Area and the market towns of Barton upon Humber, Brigg, Crowle, Kirton in Lindsey and Winterton.

- 2.20 The North Lincolnshire HENA 2020 has determined that North Lincolnshire can be described as a self-contained housing market area in that the majority of households seeking to move; look for another house within the authority area. We should therefore plan for the needs of our existing and future communities without the requirement to look outside of North Lincolnshire. Discussion with our neighbouring authorities indicates there is no current requirement to take account of their housing needs.

A PROSPEROUS ECONOMY

- 2.21 North Lincolnshire's economy is prosperous and has an ever-developing diversity. It supports 74,000 jobs¹⁴ and is home to over 5,500 businesses¹⁵ including major companies such as Associated British Ports (ABP), Able UK, British Steel, BAE Systems, C. Spencer, Eastern Airways, Nisa Today, Phillips 66, Singleton Birch, Wren and Prax Group. We are a recognised leader in advanced engineering; chemicals and petrochemicals; food and drink; metals; and ports, freight, and logistics, whilst the tourism sector is also growing. We sit in the heart of several economic corridors that offer opportunities for growth.

FIGURE 2.6: ECONOMIC CORRIDORS



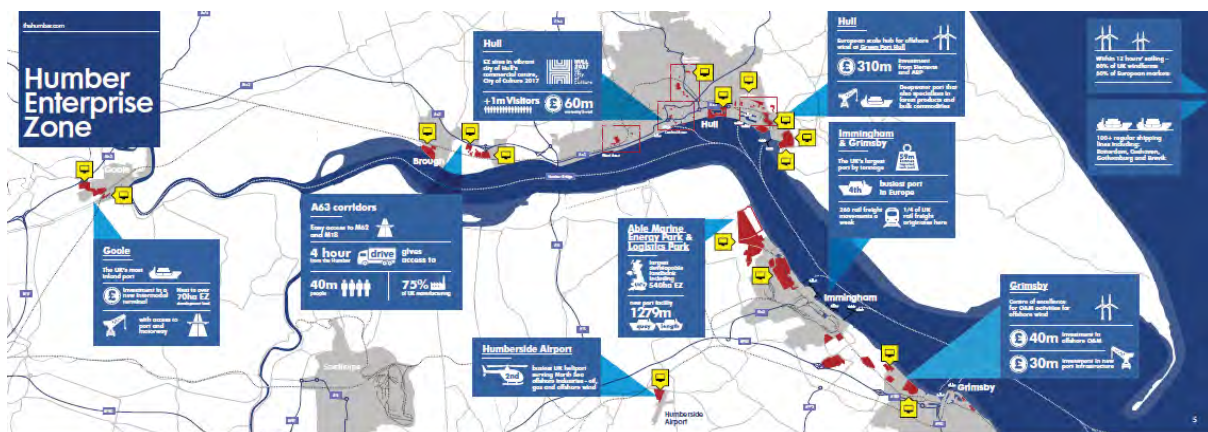
- 2.22 As part of expanding our economy we are looking to support new and emerging sectors. North Lincolnshire's unique offer means that it is well placed to support growth in the advanced manufacturing and energy sectors within the area. We benefit from having a

15 NOMIS Labour Market Profile - North Lincolnshire from Inter Departmental Business Register (ONS) (2020)

supply chain and the resources to enable the development of new software/hardware for this sector. Scunthorpe is home to a number of suppliers that offer bespoke and specialised products to the sector and who have the ability to develop new technologies through their Research and Development functions. The University Campus North Lincolnshire development is linked to the Universities of Lincoln and Hull. It provides an additional educational facility for further development within these sectors. In addition, we are home to one of Europe's leading steel manufacturers in British Steel who produced around 3 million tonnes of quality steel, which is a key supplier to the rail industry.

- 2.23 Another of our key sectors for growth is food. This will help to increase our brand image through the supply of high-quality food products. Greater Lincolnshire region grows 12% of the England's total food and is home to an even greater proportion of the country's food processing industry. Our advantageous location, easy access to the motorway and rail networks and proximity to the UK's busiest port makes it ideal to support the growth of this sector. A specific Perishable Hub for the food industry is available at Humberside Airport. We also offer logistical support and a mature supply chain for the sector. We have a number of national and international haulage firms in the area that designed to meet the sector's needs. Our supply chain ranges from bespoke training providers, recruitment specialists and packaging specialists to appropriate storage facilities
- 2.24 The South Humber Gateway is a major strategic national, local, and regional employment site and together with existing port operations is one the UK's major trade gateways to the north of England, the Midlands and beyond. The South Humber Gateway consists of facilities that are located both within and indeed beyond the North Lincolnshire boundary, and functions collaboratively between the local authorities and marine operators. It offers the largest undeveloped area of land next to a deep-water estuary in the UK and is at the centre of the developing offshore renewables industry.
- 2.25 It is also home to over a quarter of the UK's petrochemical refining capacity provided by Lindsey Oil Refinery and Humber Refinery, operated by Total and Phillips 66 respectively. Much of this area includes the Able Marine Energy Park and Able Logistics Park and is part of the Humber Enterprise Zone (EZ), which is the country's largest, and is also designated as part of the Humber Freeport. The EZ supports the growth of the ports, logistics and renewables sector and it is the region's ambition to become a leading national and international centre for the renewables sector. Access to this key location has been improved by a £15.5m programme of gauge enhancement to South Humber main line between Doncaster, Immingham and Killingholme to accommodate larger freight trains. Humberside Airport is also included in the EZ.

FIGURE 2.7: HUMBER ENTERPRISE ZONE (SOURCE: WWW.HUMBERLEP.ORG)



- 2.26 In the Scunthorpe area, Normanby Enterprise Park is one of the area's major employment locations, being home to a wide range of businesses.

KEY CHALLENGE – ECONOMIC DEVELOPMENT

Providing a sufficient supply of employment land, supported by infrastructure provision, in the right locations in North Lincolnshire to support economic growth, including meeting the requirement of our existing and emerging businesses and sectors.

- 2.27 Of our working age population (those aged 16 to 64) there are 75,200¹⁷ (March 2020) people in employment in North Lincolnshire (65,000 employees and 10,000 self-employed)¹⁶. Our employment rate stands at 72.9%¹⁶, which is lower than both the regional rate of 74.0%¹⁶ and the national rate of 76.2%¹⁶. The unemployment rate in North Lincolnshire stands at 5.1%¹⁶, higher than the regional (4.2%)¹⁶ and nationally (4.0%)¹⁶. The levels of those claiming Job Seekers Allowance has increased to 5,830 (5.6%) in November 2020¹⁸ following the coronavirus pandemic, a significant increase from the March 2020 figure of 3,600 (3.5%). Youth unemployment (18-24)¹⁷ in November 2020 was at a rate of 10.3% compared to 9.0% regionally and 9.1% nationally. However, the unemployed form a small percentage of the population, particularly when looking at specific age groups, the Annual Population Survey (APS) unemployed estimates within lower geographies are based on very small samples, so for many areas are unreliable.
- 2.28 Key sectors for existing and emerging growth in North Lincolnshire have been identified as manufacturing, construction and transport and storage because of the existing impact they are making on the North Lincolnshire economy, or where it is believed future growth could be generated.
- 2.29 The manufacturing sector is North Lincolnshire's largest sector for employment (2019 data). With an established history, manufacturing plays a significant role in the area and has therefore been identified as a key sector. The manufacturing sector employs 22.1% of all in employment in North Lincolnshire, more than double the regional and national rates of 11.0% and 7.8%. The health sector is the second largest sector for employment in North Lincolnshire with a rate 11.6%, lower than regionally (13.4%) and nationally (12.7%).
- 2.30 North Lincolnshire's economy is highly dependent upon effective transport and is well situated for logistics business due to direct access to the strategic road network and close proximity to the South Humber ports. The amount of people employed in the transport & storage sector at 7.8%¹⁸ of all people in employment is higher than regionally with 5.1% and nationally with 5.0%.
- 2.31 Furthermore, a modern, competitive, and efficient construction industry is essential to economic prosperity locally, regionally and nationally. The number of people employed in the construction sector has risen significantly between 2018 and 2019 by 16.7%¹⁹ and now employs 7.8%, this remains higher than regionally with 5.4% and nationally with 5.0%²⁰.

16 Humber-Enterprise-Zones-AH-Digital-Brochure-With-Links2.pdf (humberlep.org)

17 Labour Market Briefing Pack (2020_07_30)

18 LIVE_VERSION_Skills_and_Employability_Plan_indicators (SEP7/8)

19 LIVE_VERSION_Economic_Growth_Plan_Indicators (EGP-8.1)

20 NOMIS, Business Register and Employment Survey: Open Access (2018)

KEY CHALLENGE – EMPLOYMENT

To provide increased levels of employment within North Lincolnshire to support economic growth.

- 2.32 Scunthorpe town centre is our main retail and service destination. £60m of investment is planned to regenerate the town centre by 2024. These transformational projects aim to increase the number of people and businesses in the town, in particular Scunthorpe's High Street. The investment will create more than 200 jobs, and around 1,200 student places. These projects include:
- Completed £11m Engineering University Technical College Northern Lincolnshire, catering for 12 to 19 year olds.
 - Completed £5.8m headquarters building for Ongo Homes - space for 250 employees.
 - Completed £5.7m Church Square House extension - space for 600 council workers.
 - Completed £4m relocation of Scunthorpe Market, and £1m Scunthorpe Central Library refurbishment;
 - Completed £1.15m Highways Infrastructure Improvements to future proof the town centre networks.
 - Completed £10m University Campus North Lincolnshire, 1,200 students participating in full and part time programmes.
 - £1m Accelerated Towns Fund to increase the green infrastructure in Church Square.
 - £10.6m Future High Streets Fund bid to redevelop the former Scunthorpe Market Site into a mixed-use development.
 - Over £20 million funding has been secured from the Towns Fund to invest in a number of projects within the urban area of Scunthorpe.
- 2.33 Our distinct and diverse market town centres like Barton upon Humber, Brigg, Crowle, Epworth, Kirton in Lindsey and Winterton are key service centres for the local communities and their surrounding towns and villages. All are characterised by their historic centres and have a good range of shops, services and facilities along with thriving evening economies. Barton upon Humber is home to the Humber Bridge, the Water's Edge Visitor Centre & County Park, Baysgarth Park and its historic churches, whilst Brigg is well known for its markets and fairs that attract visitors to our area. Epworth is well known for its connections with Methodism, and Crowle has undergone a programme of regeneration based around its historic market square.
- 2.34 In Scunthorpe, the district centres of Ashby High Street and Frodingham Road also provide a wide range of services and facilities for their own areas and surrounding communities. One of our main challenges is to ensure the continued vitality and viability of our town centres, particularly Scunthorpe town centre, in a world where such areas are moving away from their traditional role towards a more multi-functional role.

KEY CHALLENGE – TOWN CENTRES

To protect and improve the vitality and viability of our town and district centres, in particular Scunthorpe town centre, in the light of changing shopping, leisure and working patterns, to ensure they remain key hubs for our communities and are more competitive against centres in neighbouring areas.

- 2.35 Tourism in North Lincolnshire contributes over £186 million to the local economy and employs over 2,389 people. There are currently 2,273 accommodation bed spaces²¹ and over 40 visitor attractions. We enjoy a drier, sunnier climate than much of the UK due to our sheltered position in the East of England, making it ideal for enjoying outdoor activities and events. Day visits are the main income for tourism sector businesses. It is a sector that prior to the COVID-19 pandemic was a growing sector and we have clear ambitions for further growth to make North Lincolnshire a destination of choice.
- 2.36 The area's natural landscapes and environment is a major asset. Due to our large rural areas, North Lincolnshire has been able to build its nature tourism offer through investment in projects such as the Ancholme Way, Alkborough Flats, Crowle Moors, Waters' Edge Visitor Centre & Country Park and the Isle of Axholme Historic Landscape Partnership. Coupled with our arts, heritage, leisure, culture, and outdoor sports offer, it provides a strong selling point and a vital link to the regeneration and economic growth of the area.

KEY CHALLENGE – VISITOR ECONOMY

To maximise our current assets and develop new and existing offers to attract visitors to the area, alongside investment in infrastructure and ensuring we protect and enhance the natural environment and those assets that make North Lincolnshire an attractive place to visit.

EDUCATION & SKILLS

- 2.37 There are 78 schools in North Lincolnshire (14 secondary; 4 junior; 5 infant; 53 primary and 2 special schools). Twenty-six of the primary and infant schools have nursery provision, whilst three of the secondary schools have a sixth form offering a wide range of post-16 courses and quality provision.
- 2.38 Children have access to an excellent foundation to education in North Lincolnshire with the vast majority of early years' schools being judged to be 'good' or 'Outstanding' by Ofsted, and 98% of non-domestic childcare rated as 'good' or 'outstanding' as at August 2020. A large majority of North Lincolnshire's Early Years Foundation Stage children (71.7%) achieved a good level of development in 2019, placing the local authority in line with the national average.
- 2.39 A very large majority of schools in North Lincolnshire were judged to be 'good' or 'Outstanding' by Ofsted at their most recent inspection (90% as at August 2020). Children's engagement with education is high, with the overall absence rate in North Lincolnshire being 4.7% in 2019, a result which places North Lincolnshire equal to the national average.
- 2.40 In 2020, the majority of Key Stage 4²² pupils (71.3%) achieved a Grade 4 or above in English & Maths GCSEs. This result places North Lincolnshire above the national, regional & statistical neighbour averages. Also, the proportion of vulnerable children²³ achieving a strong pass (grade 5 or above) in both English & Maths was above the national average.
- 2.41 Two Further Education colleges (John Leggott College and North Lindsey College) and a University Technical College (UTC) (Engineering UTC Northern Lincolnshire) can be found in Scunthorpe. John Leggott College and North Lindsey College provide 15,000 full time and part time students.

21 STEAM Final Trend Report North Lincolnshire (2018)

22 Key Stage 4 is one of the four stages in the National Curriculum covering the two years when most pupils work towards their General Certificate of Secondary Education (GCSEs) or other approved qualification.

23 Vulnerable Children are identified as either a) pupils eligible for free school meals or b) pupils with an Education Health & Care plan

- 2.42 Scunthorpe's previous Civic Centre became a new University Campus in September 2019 offering places to around 1,200 students. The UCNL works in partnership with the University Lincoln, University of Hull, University of Huddersfield and Sheffield Hallam University who validate their courses.

KEY CHALLENGE – EDUCATION & SKILLS

To protect, improve and increase the provision of education and skills in North Lincolnshire, considering changing demographics, and growth patterns, including increasing the number of people with a Level 4 Qualification.

HEALTH AND WELLBEING

- 2.43 The health and wellbeing of our residents varies across the area and is influenced by a wide range of factors including lifestyle as well as social, environmental, and economic conditions. People in North Lincolnshire are living longer than ever before. However, there are still health inequalities in the area.
- 2.44 Although life expectancy has improved year on year in the area in line with national trends, there is still a 3-year gap between the life expectancy of men and women. Overall, people born in North Lincolnshire can expect to live to 79.0 years (males) and 82.4 years (females)²⁴. However, life expectancy for people living in our most deprived areas is still lower than for those living in the least deprived. Similarly, they are more likely to experience the greater burden of poor health in older age than those living in the least disadvantaged areas.
- 2.45 This provides both a key challenge and an opportunity for the Local Plan by ensuring that alongside homes, jobs and transport infrastructure all local people have ready access to those services and facilities, such as quality green space, they need for their everyday lives which will enable them to have healthier lives. This will, in turn, contribute positively to community health and wellbeing. Raising the quality of place will also have a key role to play.
- 2.46 North Lincolnshire Clinical Commissioning Group (CCG) is the NHS organisation responsible for designing, developing and buying local health services in the North Lincolnshire area. Responsibility for many public health functions has now passed to North Lincolnshire Council which now has a statutory duty to take steps to improve the health and well-being of residents of the area. Both the CCG and the council's Public Health function will be key partners in developing the Local Plan. This includes commissioning services.
- 2.47 Healthcare provision in North Lincolnshire includes Scunthorpe General Hospital (which includes Accident & Emergency services) and other NHS healthcare providers. There are 19 GP surgeries, 17 dental practices, 32 pharmacies and 17 opticians in the area²⁵.
- 2.48 Green open space can contribute to active healthy lifestyles. The incorporation into the pattern of development, good urban design, and safe places for active play and food growing, which are accessible by walking, cycling and public transport, is an important role for the Local Plan.

24 ONS Life Expectancy at birth by sex, UK, 2001 to 2003 to 2016 to 2018 (December 2019)

25 NHS – Services Near You

KEY CHALLENGE – HEALTH & WELLBEING

To improve the health outcomes for all of North Lincolnshire's people by reducing levels of deprivation and ensuring everyone has access to green open space and opportunities for employment, services and to live healthier lives.

DEPRIVATION

- 2.49 Levels of deprivation in North Lincolnshire are worsening. The most recent Indices of Multiple Deprivation (IMD)²⁶ show that the number of our Lower Super Output Areas (LSOAs)²⁷ in the 10% most deprived areas in the country has increased and the number of LSOAs in the least deprived areas has decreased since 2015. North Lincolnshire is ranked as the 115th most deprived local authority area in England (of 326)²⁸ (compared to a ranking of 127th most deprived in 2015). Almost 11% of the area's LSOAs are in the 10% most deprived nationally, and the main pockets of deprivation in North Lincolnshire are concentrated in the Scunthorpe urban area. The main challenge and opportunity for the Local Plan is to ensure that its policies and proposals seek to reduce deprivation levels and reduce inequalities.

KEY CHALLENGE – DEPRIVATION

To reduce deprivation locally and enable communities to flourish.

ENVIRONMENT

- 2.50 North Lincolnshire is home to a wealth of high quality natural, built, and historic environments that contribute to the quality of life enjoyed by local people and visitors as well as our sense of place. With over 80 miles of estuary and rivers the area is predominately rural with an attractive countryside, varied landscapes, and wildlife habitats as well as high quality, distinctive townscapes. It is essential that these assets are protected and enhanced whilst ensuring that necessary economic and housing growth are also allowed to take place. The importance that these habitats play in underpinning quality places to live and work, health and wellbeing, green tourism and provision of ecosystem services, should not be underestimated, helping to make the links between the natural environment and all other themes within the plan.
- 2.51 These wildlife habitats range from the world class, internationally important areas of the Humber Estuary and Crowle Moors, through to nationally, regionally, and locally important wildlife and geological sites. These sites include five international designations (one Ramsar site, two Special Areas of Conservation and two Special Protection Areas), two National Nature Reserves (NNRs), 29 Sites of Special Scientific Interest (SSSI's), 14 Local Nature Reserves (LNR's), 215 Local Wildlife Sites (LWS), and 37 Local Geological Sites (LGS).

26 The English Indices of Deprivation 2019 is the Government's official measure of deprivation at a local level. The indices consist of scores and rankings for each of the 32,844 Lower Super Output areas (LSOAs) in England, as well as summary data for Local Authorities. LSOAs and Local Authorities are ranked with 1 being the most deprived.

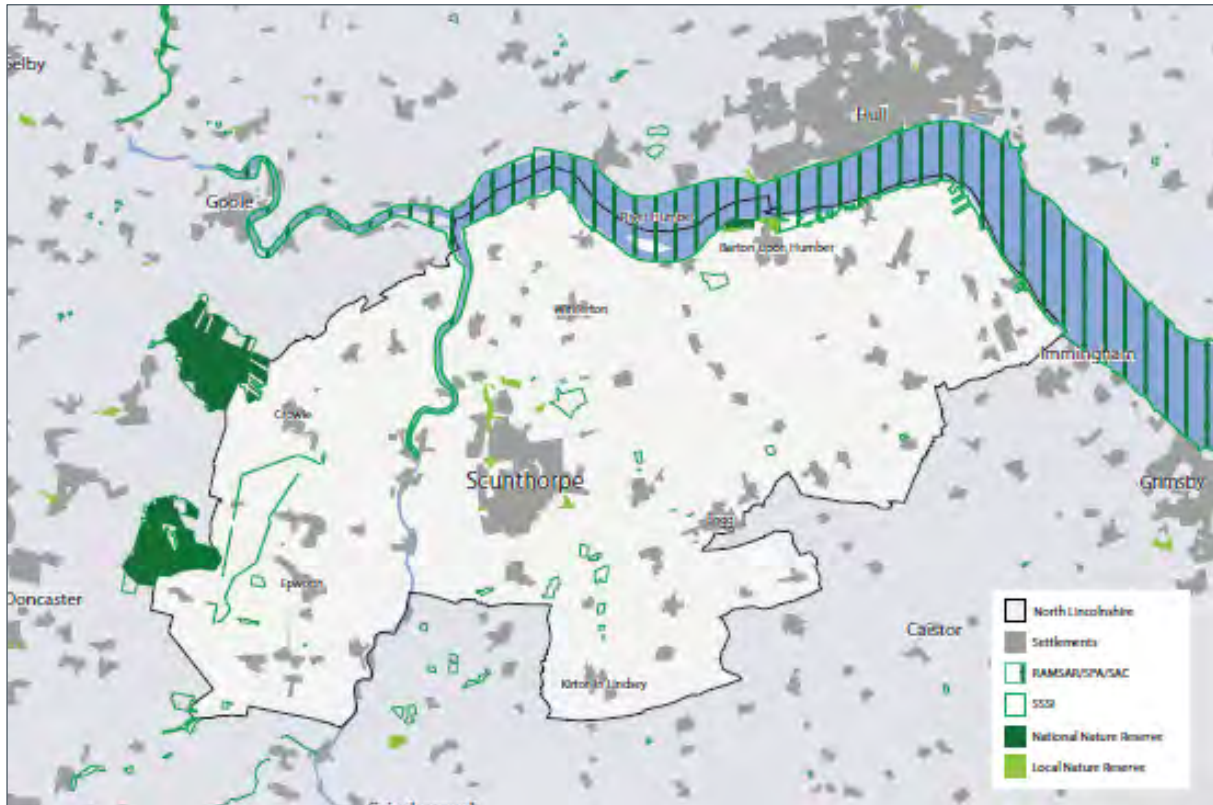
27 These are geographic areas used by the ONS and others for reporting small area statistics. They are designed to be of a similar population size, with an average of approximately 1,500 residents or 650 households. There are 32,844 Lower-layer Super Output Areas (LSOAs) in England.

28 Index of Multiple Deprivation, 2015

KEY CHALLENGE – NATURAL ENVIRONMENT

Protect and enhance our biodiversity and geodiversity sites and wider ecological network that supports them addressing the need for Nature Recovery Networks which allow biodiversity to survive, thrive and move throughout the countryside, building in resilience to impacts from climate change or development and through measurable mandatory biodiversity net gain.

FIGURE 2.8 OUR ENVIRONMENTAL ASSETS



2.52 North Lincolnshire is also characterised by a variety of landscapes ranging from the clay pits of the Humber Estuary, the rolling chalk escarpment of the Lincolnshire Wolds, the Ancholme Valley, the Lincoln Edge, the Trent Valley, and the Isle of Axholme. The National Character Areas developed by Natural England recognises that the North Lincolnshire area consists of the following profiles: the Humberhead Levels, Humber Estuary, Lincolnshire Coast and Marshes, Lincolnshire Wolds, Central Lincolnshire Vale and Northern Lincolnshire Edge with Coversands. North Lincolnshire is actively seeking the extension of the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) into the area to further protect our most valued landscapes. The southern Isle of Axholme has the most extensive surviving examples of a medieval landscape in England, notably the medieval open strip fields and turbaries, both of which are of considerable national importance. Our landscapes, particularly the wetland areas, have potential for archaeological remains dating back to pre-historic times.

2.53 It is important that the full biodiversity crisis nationally is recognised locally. This involves protecting and enhancing not just our protected sites, which form the core reservoirs of our remaining biodiversity, but also the wider countryside. The 25 Year Environment Plan and the Environment Act 2021 both recognise the need for Nature Recovery Networks which allow biodiversity to survive, thrive and move throughout the countryside, building in resilience to impacts from climate change or development and through measurable mandatory biodiversity net gain.

- 2.54 North Lincolnshire is also a place rich in heritage. We have 912 Listed Buildings (39 Grade I; 36 Grade II*; 837 Grade II), 17 Conservation Areas and 46 Scheduled Monuments. We also have a number of buildings which, whilst not listed on the national heritage list, are considered important buildings of townscape merit.

KEY CHALLENGE – HISTORIC ENVIRONMENT

Protecting our historic environment and heritage assets for everyone to enjoy now and in the future.

- 2.55 The majority of North Lincolnshire is rural and, as such, has large areas of agricultural land. Most of this is classified as agricultural Grades 2 and 3 (very good and good to moderate quality). However, there are areas of the highest quality Grade 1 (excellent) land, which are found mainly in the valley of the River Trent as well as in parts of the Isle of Axholme and some areas of the Lincolnshire Wolds²⁹.

KEY CHALLENGE – AGRICULTURAL/RURAL ECONOMY

Promote a prosperous rural economy through sustainable business growth, agricultural diversification and rural growth that respects the character of the countryside.

- 2.56 Significant parts of North Lincolnshire are at risk of flooding (including tidal, fluvial surface and groundwater) from a number of sources: The River Trent; River Ancholme; the Humber Estuary; and a variety of smaller rivers and drains. There is a need to balance the development required to sustain North Lincolnshire's economic growth and the constraints imposed by flood risk. A 'sequential-approach' has been taken to site selection so that development is, as far as reasonably possible, located where the risk of flooding (from all sources) is lowest, taking account of climate change and the vulnerability of future uses to flood risk. In addition, the need for schemes to actively reduce flood risk should be acknowledged.
- 2.57 Air quality within our area is generally good as highlighted in air quality monitoring data³⁰. However, more challenging air quality issues are found in Scunthorpe associated with dust levels arising from local steel making and associated industries. The council is working with local industry via collaborative strategies to address this issue.
- 2.58 North Lincolnshire has declared one Air Quality Management Areas (AQMAs): the Scunthorpe Town AQMA. Air quality monitoring data is regularly reviewed and assessed to determine whether these areas are required or whether their extent can be reduced. The most recent assessment of the monitoring data has shown that air quality in these areas has improved significantly. As a result, the Scunthorpe Town AQMA was reduced. This is subject to consultation with stakeholders and the public.
- 2.59 North Lincolnshire benefits from the presence of the River Trent and the Stainforth & Keadby canal, which are both capable of handling waterborne freight. Both waterways provide a direct route to the Humber Ports (and marine sourced aggregate) and provide an alternative route for bulky freight materials without the need for HGV traffic. The use of waterways for the transportation of waterborne freight, especially bulk materials and of sustainable transport which can help in reducing greenhouse gas emissions and reduce congestion on the local highway network. Research by the Commercial Boat Operators Association (CBOA), using a case study of the transport of steel by water,

29 Agricultural Land Classification Map – Yorkshire & Humber (Natural England)

30 Air quality monitoring data can be found at: [REDACTED]

highlights that carbon emissions of transport by water can be 45% lower than that of comparative transport by road.

KEY CHALLENGE – AIR QUALITY

To improve air quality in North Lincolnshire generated by heavy industry and traffic and ensure that development is directed away from areas with poor air quality.

INFRASTRUCTURE

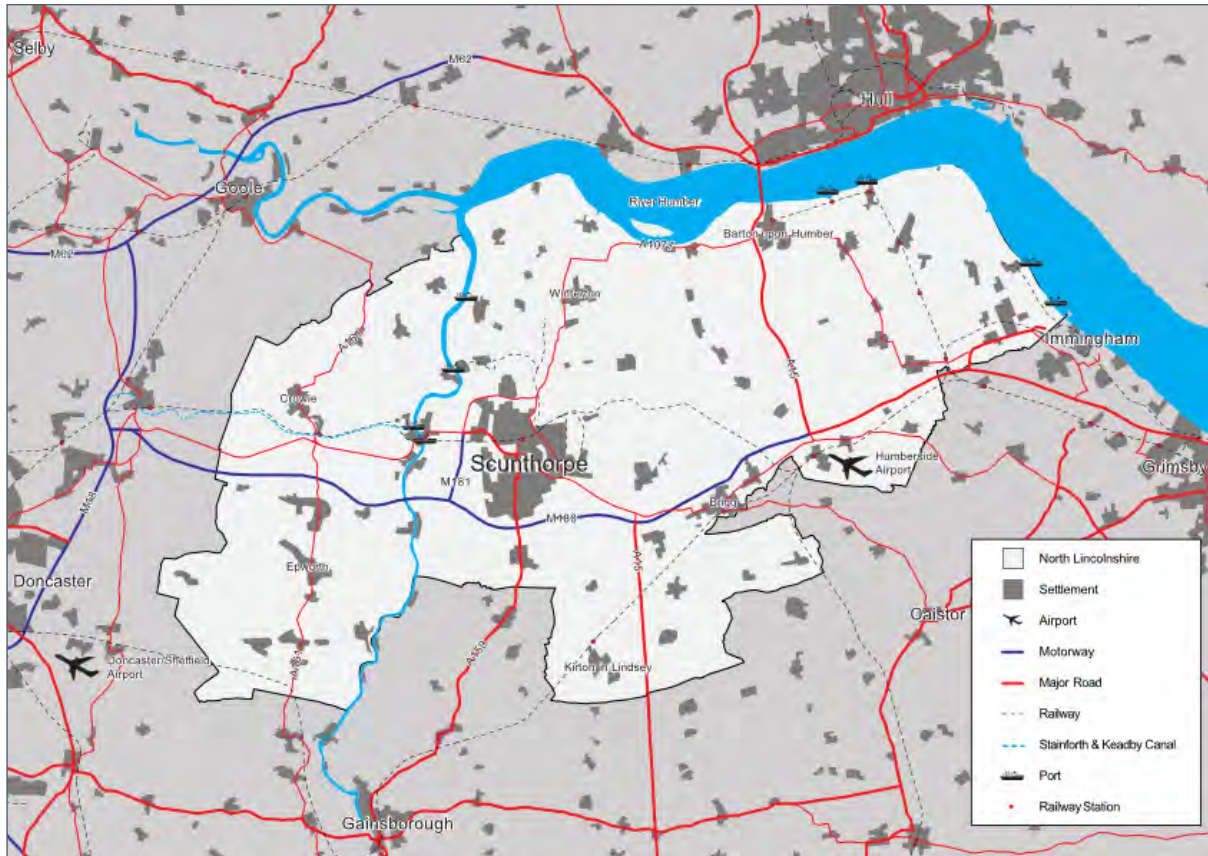
TRANSPORT

- 2.60 One of North Lincolnshire's major strengths and opportunities is its high-quality transport network and international connections. We have easy access to the UK's motorway and trunk road network. The M180, M181, A180 and A160 link the South Humber Gateway Ports and Scunthorpe as well as the rest of the area to the main north/south routes (the A1/M1) and trans-pennine routes (the M62 via the M18). Many of the North's key centres like Doncaster, Sheffield, Manchester, Leeds, York, and Liverpool are accessible within two hours, whilst much of the rest of the country is within around a 4 hours' drive. A £96.9 million major upgrade to improve access of the A160 between the A180 and the entrance to the ports has recently been completed by Highways England. This provides enhanced access for freight traffic and will support their growth and development.
- 2.61 The A15 is also an important transport corridor which is of strategic importance for both housing and employment growth. To the north it links North Lincolnshire with Hull and East Riding of Yorkshire, as well as providing an alternative route to York and the north east via the Humber Bridge. To the south, it provides an important route to Lincoln and the wider Lincolnshire area as well as an alternative link to the A1/M1 via the A46. This southern section has been identified as needing improvement. North Lincolnshire Council, and Lincolnshire County Council are engaging with the Midlands Connect Trans-Midland Trade Corridor Study to investigate options to create safer roads, improve transport connections and increase journey times.
- 2.62 Our rail network is essential for moving people and freight, and the area has 11 railway stations. Regular services link the area to Doncaster, Cleethorpes, Grimsby, Sheffield, and Manchester (including Manchester Airport) as well as Lincoln and Newark. London is 2½ hours by train (via Doncaster). A local service links Barton upon Humber with Grimsby, whilst there is also a limited service between Sheffield and Cleethorpes via Kirton in Lindsey, Brigg and Barnetby.
- 2.63 About a quarter of the country's rail freight passes through the area's rail network. Around £15.5 million has been invested by the Humber Local Enterprise Partnership, Network Rail and the council on the completion of gauge enhancements that are allowing larger freight containers to travel on the rail network between the South Humber Gateways ports, Scunthorpe and Doncaster.
- 2.64 The council will continue to work with our partners like Transport for the North, Network Rail and train operators to improve the rail network in our area.

KEY CHALLENGE – STRATEGIC TRANSPORT

Ensuring that our strategic transport network (road, rail and air) is improved to support our ambitions for growth and safer roads and to further develop our regional and national connectivity, working with our partners.

FIGURE 2.9: OUR TRANSPORT CONNECTIONS



2.65 Most of our bus services operate to and from Scunthorpe Bus Station. The existing bus network is split into urban services operating within the Scunthorpe urban area³¹ and rural or inter-urban services that operate across North Lincolnshire³², linking the more rural settlements in the area as well as places outside the authority with urban locations. We also have the unique JustGo service. JustGo enables travel between the hamlets and hubs and into Scunthorpe, enabling access to essential services. The latest technology enables the best route scheduling, smooth booking, online payment, real-time text alerts and vehicle utilisation to deliver an economically viable solution. The transformation of booking and scheduling technology is designed to significantly improve performance, reduce wait times, increase vehicle efficiency and boost overall sustainability. Passenger's requests can be made via the app or by phone. It is designed to improve transport opportunities in rural communities and some market towns where there is an infrequent conventional bus service.

2.66 The Sustrans Route 1 and 169, which are part of the National Cycle Network, pass through North Lincolnshire. Route 1 runs north to south through the area from the Humber Bridge to the boundary with Lincolnshire near Barnetby-le-Wold, whilst Route 169 'The Ridgeway' runs north to south along the ridge of Scunthorpe towards Normanby. We have also developed a network of 13 rural routes ranging from six miles to 50 miles in length specifically for recreational cyclists.

2.67 North Lincolnshire boasts approximately 320 miles of public rights of way that give walkers, horse riders, cyclists, and off-road motorist's access into the local countryside. Two long distance paths also pass through our area. The Nev Cole Way starts in North Lincolnshire at Burton upon Stather and travels eastwards along the south bank of the Humber before leaving the area at North Killingholme. The Viking Way enters North

31 Scunthorpe Town Bus Services Map

32 North Lincolnshire Rural Bus & Rail Services Map

Lincolnshire at Barton upon Humber after crossing the Humber Bridge and runs southwards across the area before heading towards the city of Lincoln and its final destination at Oakham in Rutland.

KEY CHALLENGE – LOCAL TRANSPORT

Increasing opportunities for the use of sustainable modes of transport including public transport, cycling and walking, to access employment, services and for leisure and recreation, whilst reducing the need to use the private car.

INTERNATIONAL LINKS

- 2.68 North Lincolnshire has excellent international links. We are located at the eastern end of the main Trans Pennine corridor for freight and logistics between the Mersey and the Humber and into Europe. The South Humber Gateway Ports (Grimsby, Immingham & Killingholme) are the busiest in the country by tonnage (59 million tonnes in 2015³³). We also have four thriving inland ports (Flixborough Wharf; Grove Port; Gunness; and Keadby) on the River Trent that give ease of access to the European waterways and the open sea via the Humber Estuary.
- 2.69 There are two international airports in and around North Lincolnshire that provide air links to Europe and beyond - Humberside Airport and Doncaster Sheffield Airport. Humberside serves over 230,000 passenger a year and enjoys three daily direct flights to/from Amsterdam's Schiphol Airport – one of the globe's major hub airports, which offers connections to over 800 destinations worldwide. It is also one of the largest heliports in the UK supporting the oil, gas and offshore wind sectors. It is the regional base for one of the UK's search and rescue helicopters. Regular freight ferries operate from the South Humber Gateway ports to destinations in mainland Europe whilst P&O Ferries operate daily overnight passenger services from the nearby Port of Hull to Rotterdam (Netherlands). The continuing development of Humberside Airport and South Humber Gateway ports is supported through this Plan.

KEY CHALLENGE – INTERNATIONAL CONNECTIONS

Encourage and support our international connections by ensuring that transport access to our ports and airport is improved and maintained, in order to support increased growth.

DIGITAL CONNECTIVITY

- 2.70 North Lincolnshire has around 12% coverage for fibre to the premise (FTTP) gigabit capable infrastructure. It is key that we drive forward to achieve 100% coverage as soon as possible.

KEY CHALLENGE – DIGITAL CONNECTIVITY

Increase coverage for FTTP Broadband connectivity within North Lincolnshire and ensuring provision of digital infrastructure and telecommunications to support businesses and residents, taking advantage of new 5G networks and smart technologies.

33 UK Port Freight Statistics: 2015, Department for Transport

MINERALS

- 2.71 North Lincolnshire's geology ensures the presence of several different mineral resources in the area. These include sand and gravel, limestone, chalk, silica sand, clay, ironstone, and peat as well as hydrocarbon (oil and gas) deposits.
- 2.72 There are five quarries extracting either chalk or limestone and four extracting either sand and gravel, or silica sand. Ironstone extraction ceased some time ago, as has peat extraction. There are two operational oil wells located at Crosby Warren, to the north east of Scunthorpe and at Wressle. North Lincolnshire has a number of Petroleum Exploration and Development Licences (PEDLs).
- 2.73 National policy clearly sets out the importance of safeguarding mineral resources to prevent their sterilisation from non-minerals development. It is also important that North Lincolnshire makes its contribution to national and regional mineral supply.

KEY CHALLENGE – MINERALS

Ensure we meet the needs for aggregates and other minerals and protect existing resources from sterilisation, whilst managing the impacts of extraction on our landscape and communities.

WASTE

- 2.74 National Planning Policy for Waste is focused on moving waste up the waste hierarchy to reduce the reliance on waste disposal and to promote waste as a resource. North Lincolnshire is well served by waste infrastructure and is net self-sufficient in the management of waste.
- 2.75 The area has significant waste management capacity which provides for the needs of North Lincolnshire and a number of authorities elsewhere. Several of North Lincolnshire's existing landfill sites are due to close in the mid/late 2020's, presenting a future challenge for the disposal of waste produced in the area as well as further afield.
- 2.76 Existing sites for the management of waste should be safeguarded..

KEY CHALLENGE – WASTE

To promote management of waste in line with the waste hierarchy and ensure the protection of existing sites from non-waste development.