

Industry and Employment

Introduction

5.1 North Lincolnshire Council seeks to promote the local economy through the development plan process as well as the Council's regeneration strategy. The latter seeks to encourage a vibrant, diverse environmentally and economically sustainable local economy, and to achieve an improved quality of life for the residents of the Local Plan area. PPG4 highlights the link between economic and environmental considerations such as energy consumption, transport congestion, waste generation and pollution. The key challenge is to integrate growth with the protection and enhancement of the wider environment. A healthy economy ensures new investment is attracted into North Lincolnshire and this can partly be used to achieve a

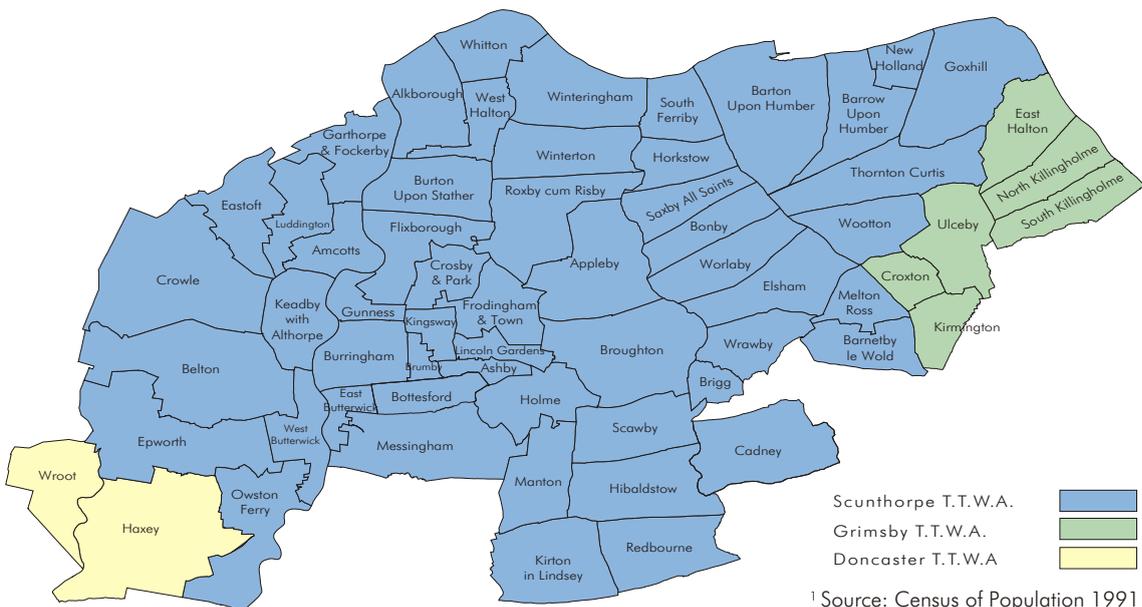
higher quality environment which in turn helps to attract further economic investment.

5.2 Both PPG4 and PPG13 emphasise that the location of employment activities affects the growth of road transport and may challenge the objective of sustainable development. PPG7 also stresses the need for development to benefit the rural economy and maintain or enhance the environment.

Employment Trends

5.3 Scunthorpe and Bottesford is the main urban area in North Lincolnshire, which has always provided employment for the majority of its own residents and for much of the surrounding Travel to Work Area (TTWA) population. Although the Scunthorpe TTWA covers the majority of North Lincolnshire there are two other TTWAs (Grimsby and Doncaster) which cover eight parishes. See map below.

Figure 5 - Travel To Work Areas 1998¹



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- 5.4 In the last twenty years however, the area has witnessed significant changes in both its economic structure and in employment trends. In the early 1970s the economic structure of the Scunthorpe TTWA was dominated by metal manufacture which employed 34% of the total workforce with the steel industry employing over 20,000 people. In 1976 the unemployment rate in the Scunthorpe TTWA was 4.1%, the same as the national average.
- 5.5 A significant reduction in the workforce employed in metal manufacture and associated industries occurred in the 1970s and 1980s as a result of the economic recession. The decline of the steel industry caused closures of large sections of the local steelworks. As a result, the unemployment rate in the Scunthorpe TTWA peaked at 19.2% in 1984 compared to the national average of 14%.
- 5.6 Two major government incentives for industry assisted the area during the 1980s. Two Enterprise Zones were granted in the Scunthorpe and Bottesford Urban Area (Normanby Ridge and Queensway) in September 1983 and an improved road network encouraged substantial new investment in Scunthorpe. A third was identified at Flixborough in April 1984, aided by Development Area designation. This resulted in a diversification of the economic base through growth in engineering, food processing, furniture manufacture and financial services and a subsequent reduction in the unemployment rate which by 1989 had fallen to 7% in the Scunthorpe TTWA. The Enterprise Zones are now largely developed and their designation has now ceased. Since Scunthorpe lost Development Area Status in 1993, fluctuations in unemployment have occurred and the current rate for North Lincolnshire (June 2000) is 3.9%
- 5.7 Although the majority of substantial investment had been directed to the Scunthorpe and Bottesford Urban Area prior to 1994, the Rural Development Commission designated the majority of the rural area as a Rural Development Area (RDA). This sought to help the economy and social well being of rural communities by assisting, for example, the establishment of Elsham village hall and a farm shop at Melton Ross. After April 1994, the RDA was reduced to cover the parishes of the Isle of Axholme, Brigg, Scawby, Redbourne, Hibaldstow, Kirton in Lindsey, Cadney, Holme and Manton. In July 2000 the European Commission approved a new Assisted Area map for the UK. Tier 3 status was awarded to the old Rural Development Area of North Lincolnshire (i.e. the same parishes). This status allows eligible companies to apply for an Enterprise Grant (discretionary and a percentage of fixed capital costs) towards expansion projects up until 2003. North Lincolnshire Council will continue to seek to include schemes compatible with the policies in this Plan in future Tier 3 Enterprise Grant projects.
- 5.8 The European Union also awarded Tier 2 status to five 1991 wards of North Lincolnshire. These old ward areas cover the parishes of Barton upon Humber(Park), Barrow upon Humber, New Holland, Thornton Curtis, Wootton, Goxhill, North and South Killingholme, East Halton, Ulceby, Croxton and Kirmington. Tier 2 status allows companies to apply to the DTI for Regional Selective Assistance (RSA is discretionary and a percentage of fixed capital costs) towards expansion projects. Proposed schemes for RSA in these parishes will have to conform to land use policy in this Local Plan and meet the eligibility criteria for Tier 2 RSA.
- 5.9 The employment structure in North Lincolnshire does not reflect the

Table 9 - North Lincolnshire - General Employment Structure ²

	North Lincolnshire	North and North East Lincolnshire	Yorkshire and Humberside	G.B.
	%	%	%	%
Industry and Construction	43	36	28	23
Services	36	39	43	46
Public Administration	17	21	25	26
Other	4	4	4	5

regional and national picture. Table 9 shows clearly that outside North Lincolnshire, industry and construction employment is in decline and service employment is high whilst within North Lincolnshire the reverse is the case. However, the Council's Economic Development Strategy predicts that the local employment structure will become closer to the regional and national picture with the growth sectors being services and distribution. A significant future change in service employment is likely to be in information services with the growth and improvement of computer technology and telecommunications.

- 5.10 It is anticipated that the nature of work will continue to change with increased flexibility in relation to the division of labour between men and women, and between full and part time work. The trend towards more home working, in relation to the substantial advances in Information Technology, is a striking example of a changing work pattern. The age structure of the labour force has changed with lower participation among younger (16-24) and older (50+) workers. It is also likely that people entering the job market for the first time are now likely to undergo career changes with a consequent need for lifetime learning.

Land for New Industry and Employment

- 5.11 The Humberside Structure Plan (1993) sets the strategic framework, and Policy E2 sets out the list of strategic employment sites. However, the changed emphasis on sustainable development in recent government guidance and the creation of North Lincolnshire Council has led to a substantial review of the main industrial and employment sites in the area. It is important therefore that the Local Plan strategy should reflect government advice, particularly PPG4, PPG7 and PPG13. Guidance in PPG 20 regarding coastal planning is also an important consideration, bearing in mind the proposals for industry and wharf development on the Humber Estuary. The key allocations in Policy IN1 and commitments listed in Table 10 are allied to the main population centres of the Scunthorpe and Bottesford Urban Area, Brigg and Barton. Other allocations and commitments are a reflection of particularly special locational advantages (e.g. South Humber Bank and the Humberside International Airport); or particular uses (e.g. New Holland and North Killingholme Airfield sites) which are suitable for strategic storage and distribution or accessible by water and rail transport; or are aimed at

² Source - The 1996 Annual Employment Survey (figures are expressed as a percentage of the total economically active population). Agricultural data from the MAFF Census of Agriculture is suppressed due to MAFF confidentiality rules.

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providing small scale sites in and around rural settlements with the intention of providing some employment opportunities for the rural population. The majority of the strategic sites have been retained and are listed below.

- South Humber Bank
- North Killingholme Airfield
- North Scunthorpe (Normanby Enterprise Park)
- North East Scunthorpe (between Normanby Road and the Steelworks)
- Brigg

- Barton
- New Holland
- Flixborough Industrial Estate
- River Humber and Trent Wharves
- Humberside International Airport

5.12 The definition of the strategic industrial sites is directly related to the overall strategy of the Local Plan. The emphasis is on the urban area of Scunthorpe and Bottesford, the principal settlements, the use of water transport along the Rivers Humber and Trent and Humberside International Airport. The potential for industrial uses to benefit from the wharves along the Rivers Humber

Table 10 - Committed Industrial Sites, January 1999.

Site	Location	Area Hectares	Use Class Permitted	Brownfield %	Greenfield %
CIN1	South Humber Bank	52	B1, B2, B8	0	100
CIN2	Sawcliffe Industry Park, Scunthorpe	28.2	B1, B2, B8	100	0
CIN3	Kingsway Business Park, Scunthorpe	0.6	B1	0	100
CIN4	South Park Industrial Estate, Scunthorpe	2.8	B1, B8	100	0
CIN5	Hebden Road Industrial Estate, Scunthorpe	0.8	B1	100	0
CIN6	Humber Bridge Industrial Estate, Barton	3.6	B1, B2, B8	0	100
CIN7	Humber Road, Barton	1.4	B1, B8	0	100
CIN8	Ancholme Business Park, Brigg	7.8	B1, B8	0	100
CIN9	Humberside International Airport	6.2	B1, B8	0	100
CIN10	Flixborough Industrial Estate	4.5	B1, B2, B8	100	0
CIN11	Elsham Wold Industrial Estate	3.8	B1, B2, B8	0	100
CIN12	New Holland Industrial Estate	25.1	B1, B2, B8	0	100
CIN13	Station Road, Hibaldstow	2.2	B1, B8	0	100
CIN14	North of Railway, Station Road, Kirton	3.2	B1	0	100
CIN15	Roxby Road Industrial Estate, Winterton	0.2	B1	0	100
CIN16	Spenn Lane North of Railway, Ealand	4.0	B1, B2, B8	0	100
	Total	146.4		24.8	75.2

and Trent is a matter of regional and national importance. This is reflected in Regional Planning Guidance.

- 5.13 Overall it is considered that there is enough land sufficiently well distributed to meet the anticipated variety of requirements for industrial development during the Plan period. North Lincolnshire has a total of 1,229.8 hectares (3,038.8 acres) of land either allocated or committed for industrial use. Some of these sites are well established and the pattern of future development is set by allocations, extant planning permissions and sites where development has started.
- 5.14 North Lincolnshire has industrial land already committed for development, defined as a site which has planning permission, and has either had roads and sewers implemented or development has commenced. These sites total 146.4 hectares (361.8 acres) and are identified in Table 10.
- 5.15 North Lincolnshire has a total of 1,083.4 hectares (2,677.1 acres) allocated on industrial sites. In these cases policies are required in the Local Plan to guide future industrial development.
- 5.16 Policy IN1 lists the key locations for new industrial development. It also gives particular details of which industrial uses will be permitted under the Town and Country Planning (Use Classes) Order 1987 (as amended) and illustrates which sites are classified as brownfield and greenfield. Policy IN2 covers the issue of the Alternative Uses of Industrial and Commercial Sites in the Urban Area and Principal Growth Settlements. Policy IN3 sets out Industrial and Commercial Development in the Urban Area, Principal Growth Settlements, South Humber Bank Area (including North Killingholme Airfield) and

Humberside International Airport development criteria, and other policies give more details on the sites outlined in Policy IN1. The issue of re-use or adaptation of existing rural buildings located outside development boundaries is covered in the Rural Development Chapter.

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IN1 - Industrial Development Location and Uses

New industrial development as defined by the Town and Country Planning Use Classes Order 1987 (as amended) will be allowed on the following sites.

Site	Location	Area Hectares	Use Classes Permitted	Brownfield %	Greenfield %
IN1-1	South Humber Bank	740.7	Estuary related B1, B2, B8	0	100
IN1-2	North Killingholme Airfield	141.0	Estuary related B1, B8	100	0
IN1-3	Normanby Enterprise Park, Scunthorpe	68.1	B1, B2, B8	100	0
IN1-4	Normanby Road, Scunthorpe	4.1	B2, B8	100	0
IN1-5	Railway land south of Trent Remine, Scunthorpe	6.6	B2, B8	100	0
IN1-6	Trent Remine, Scunthorpe	15.5	B2	100	0
IN1-7	Dawes Lane, Scunthorpe	3.5	B2	100	0
IN1-8	Orbital Park, Scunthorpe	29.7	B1, B2, B8	100	0
IN1-9	Former British Sugar Site, Brigg	20.5	B1, B2, B8	100	0
IN1-10	West of Falkland Way, Barton.	8.5	B1, B2, B8	0	100
IN1-11	Humber Bridge Industrial Estate, Barton	5.5	B1, B2, B8	0	100
IN1-12	Humberside International Airport	11.0	Airport Related B1, B8	100	0
IN1-13	Sandtoft Airfield	3.8	B1, B2, B8	100	0
IN1-14	South of Railway, Ealand	7.4	B1	100	0
IN1-15	South of Railway, Station Road, Kirton in Lindsey	0.9	B1	100	0
IN1-16	Redbourne Road, Kirton in Lindsey	1.3	B1	0	100
IN1-17	Station Yard, Station Road, Barnetby	8.0	B1	100	0
IN1-18	Beck Lane, Barrow upon Humber	2.2	B1	100	0
IN1-19	Soff Lane, Goxhill	2.5	B1	100	0
IN1-20	Railway Station, Ulceby Skitter	1.0	B1	100	0
IN1-21	South of Railway, Keadby	1.6	B1	100	0
	Total	1083.4		30.2	69.8

5.17 The Local Plan aims to ensure that sufficient land for industry is available with a suitable variety of well distributed sites to meet differing needs of existing and future industrial users. The majority of the area allocated is either within the main centres of population of Scunthorpe, Barton and Brigg or is located to take advantage of the River Humber deep water channel or the Humberside International Airport. The remaining smaller scale sites are situated in or close to villages with the intention to provide some employment opportunities for the rural population. Specific Use Classes are stated to ensure a degree of certainty and to ensure that potential investors are given firm guidelines on acceptable uses in different locations. There are certain instances where the nature of surrounding land uses will mean that only business (Use Class B1) would be an acceptable use. Consideration may be given to B2 uses if it can be demonstrated that there will be no adverse impact on residential amenity or environmental quality generally. Policies DS1 and IN3 are relevant in such cases as they cover the issues of development standards generally. Equally there are some areas where a wider range of land uses would be permissible because of the overriding need to exploit nationally scarce resources. Some of these sites will require more detailed policies and where appropriate are covered in this chapter.

5.18 Brownfield and greenfield sites have been identified in line with government guidance and the strategy of this Plan. Within settlements the majority of land allocated for industrial development is located on brownfield sites (91.7%). Although there are significant areas of industrial development allocated on greenfield sites, it should be recognised that these are principally located at the South Humber Bank. The South Humber Bank Industrial Area is located adjacent to a deep water channel of the River Humber and is of national

and regional importance to the economy of the area.

5.19 The Council recognises, that some of the sites have development constraints which will need to be investigated further. For example the sites allocated at the South Humber Bank Industrial Area (IN1-1) has access and accessibility problems which have to be addressed. The South Humber Bank Industrial Area is covered by policies IN4, IN5 and IN6 which together with the policy justification outline the known development problems. Policy IN5 is a phasing policy covering land north of Chasehill Road.

IN2 – Alternative Uses of Industrial and Commercial Sites in the Urban Area and Principal Growth Settlements

The change of use of existing industrial and commercial sites to non employment uses in the Scunthorpe and Bottesford Urban Area and the principal growth settlements of Barton upon Humber and Brigg will be permitted provided that it can be demonstrated that:

- i) evidence of attempts made to sell the site on the property market for the twelve months prior to the application being made, to retain the site for employment use has been fully explored, without success; and**
- ii) its future use would not harm residential amenity, cause highway or traffic problems, or have other significant adverse environmental effects.**

5.20 *There is an increasing trend to develop and convert sites previously occupied by industrial and commercial employment for other uses, particularly residential. In certain areas such sites may be a limited resource and it is important that where industrial and commercial employment sites are in short supply within the urban area and principal growth settlements, they are retained. The loss of employment sites, currently in industrial and commercial use, to housing development, may have an adverse impact on local economic activity, especially in areas where the creation of local employment is a priority. Policy RD4 covers the issue of the change of use of industrial and commercial sites in minimum and medium growth settlements, and should be referred to when relevant.*

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

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

- i) the development should respect its position and setting within the landscape and be**

compatible with existing and proposed surrounding uses, in particular adjoining residential areas. Landscaped buffer zones shall be provided to separate uses where appropriate. Consideration will be given to the use of other measures such as sound insulation, pollution control and restricted hours of working to minimise potential amenity problems, with the use of conditions and legally binding agreements as necessary; and

- ii) sites should be planned and laid out on a comprehensive basis. Particular attention should be paid to the layout, density, design, height and materials of the development. These should be in keeping and compatible with the layout of any existing nearby or adjacent development; and**
- iii) outside storage areas which are open to public view from beyond the site should be screened. Open storage and handling of loose materials and refuse will not be permitted. Enclosed roofed storage areas will be required to store such materials; and**
- iv) provision should be made within the curtilage of each industrial site for loading, off loading and**

**vehicle turning facilities;
and**

- v) comprehensive landscaping schemes, including suitable boundary treatment, should be submitted as part of a detailed planning application and be treated as an integral part of the development; and**

- 5.21 *It is of prime concern that the working environment should be of a high quality. As such it is essential that proper consideration is given to the development of both private and local authority industrial estates, in respect of matters such as site layout, services and parking, landscaping and building design.*
- 5.22 *This will be particularly important where developments abut or are in close proximity to sensitive areas. In the recent past industrial building design was largely limited to the construction of a shell in which certain processes could be performed. The aesthetic value of the building was very much a secondary matter. Proposals for industry and employment which seek to re-use existing derelict and industrial land and/or modernise or redevelop existing sites and buildings can therefore make an important contribution towards maintaining and improving the environment.*
- 5.23 *Good design should result in a building which is functional and economical in construction and use, and also visually pleasing. Normally, the form and scale of industrial buildings is such that they are potentially more visually intrusive and, therefore, it is all the more necessary to ensure a high standard of design.*
- 5.24 *Open storage of all industrial materials will inevitably have a detrimental*

impact on the surrounding area. This can be mitigated by screening the open storage area from public view, for example by planting and bunding. The open storage of loose materials can have a significant impact on air and soil pollution. For the purposes of policy IN3 these are defined as powdered or granular materials which are susceptible to wind movement. It is therefore essential that loose material is housed in enclosed roofed storage buildings.

South Humber Bank

- 5.25 RPG12 confirms the Humber Estuary is of strategic importance to the economy of the area. It also confirms that land should be safeguarded for industry requiring proximity to a deep water frontage.
- 5.26 The approved Humberside Structure Plan (1993) (Policy E5) allocates land between Grimsby Docks and East Halton Skitter for estuary related industry thereby taking advantage of the sites special potential as one of the last major deep water estuaries in Britain, which still has scope for new industry.
- 5.27 Policies IN4, IN5 and IN6 set out detailed proposals for development and use of land on the South Humber Bank. In addition, there are policies in the Development Standards chapter (DS9 and DS10) which expand on Structure Plan Policy EN13 covering new and existing hazardous installations and their relationship with surrounding development. The Health and Safety Executive are the acknowledged experts in assessing off-site risks associated with the use of hazardous substances and will be consulted where appropriate.
- 5.28 The main aim of policies in the Local Plan is to provide the maximum opportunity for industry to exploit the

area's unique potential while protecting the environment and without exposing local residents to unacceptable risks. Policy IN6 includes the provision of landscaped buffer areas of undeveloped land between settlements and industry. The future development of this large industrial allocation will require the preparation of a development brief in order to overcome known infrastructure constraints and to address sensitive environmental issues.

- 5.29 The Council recognises Associated British Ports permitted development rights conferred in legislation within the South Humber Bank Industrial Area at Humber Road and Rosper Road. Associated British Ports is committed to develop the Humber International Terminal extending Immingham Dock into the North Lincolnshire area. This new riverside terminal facility has been operational in since mid 2000. Work to develop the land behind the berth has started and will create a storage, processing and distribution terminal close to the quay. When complete it will provide 124 acres of operational land available for port related activities between the new quay and Humber Road/Rosper Road. The Council also recognises Simon Storage Group's permitted development rights conferred in legislation by the North Killingholme Haven Harbour Empowerment Order 1994 (HEO). This Order authorises the Company to construct and maintain specified works and undertake subsidiary works. Specified works authorised by the HEO qualify as permitted development under the GPDO 1995. Subsequent to the making of the HEO the company established that the landside development is on operational land associated with the harbour undertaking. The planning authority acknowledged this with a Section 106 agreement which preserved certain conditions attached

to the outline planning consent granted in 1993. Phase one of Simon's Humber Sea Terminal is under construction and was commissioned in May 2000, and will create approximately 100 jobs on completion.

IN4 - Estuary Related Development - South Humber Bank, Land Between South Killingholme Haven and East Halton Skitter

The South Humber Bank Industrial area between South Killingholme Haven and East Halton Skitter is proposed for estuary related B1, B2 and B8 industrial development and ancillary activities with close operational links. Proposals for estuary related development will be permitted provided that:

- i) land immediately fronting the deep water channel will be reserved for the development of jetties and the means of access to them; and**
- ii) a regular or essential requirement to import or export large amounts of material either by means of a private jetty or pipeline, or via the port of Immingham is demonstrated; and/or**
- iii) a requirement to take large amounts of water from the estuary is demonstrated; and/or**
- iv) a requirement for close operational links with firms which comply with the above and need direct pipeline or**

- conveyor belt connection is demonstrated; and**
- v) proposals will have to achieve a high standard of landscaping, particularly providing for belts of appropriate planting within large sites incorporating and enhancing existing landscape features;**
- vi) the proposal does not compromise the integrity of the existing South Humber Bank tidal defence system;**
- vii) the development proposed does not adversely affect high tide roosts and feeding areas either separately or in combination with other plans or projects.**
- 5.30 *The South Humber Bank Industrial Area is proposed for industrial development principally because the land is allocated adjacent to a deep water channel of the River Humber. The site therefore has special potential for estuary related industry to locate there. It will be essential for all proposals to meet the requirements for estuary related industry as specified in the policy. In addition, in order to prevent this land from being sterilised by industry not defined as requiring an estuary location, new port, wharf and jetty facilities and their means of access should not be prejudiced from being developed by firms which do not need such a location on the land fronting the deep water channel area. Jetties should be installed on the frontage to serve the large undeveloped backland areas.*
- 5.31 *This policy also ensures that existing companies can in principle extend their operations onto adjacent land already in their ownership. In particular this will*
- be acceptable on land between the existing refineries and at Rosper Road not defined as buffer areas.*
- 5.32 *The topography of the site and surrounding area is flat and any development will be prominent in the landscape. It will therefore be necessary for a high standard of landscaping within the site to be achieved. This requirement is in addition to the buffer areas located to the west and allocated in Policy IN6.*
- 5.33 *There are a number of potential hazards already situated within the area allocated for industry which are subject to the (Control of Major Accident Hazards (COMAH) regulations. New proposals for industry will need to be assessed in great depth where they are likely to fall within approved consultation distances of affected installations. It is also important that any new industry likely to involve similar constraints be located as far away from residential areas and other population groupings as can be reasonably achieved.*
- 5.34 *There are a number of British Gas mains, British Pipeline Agency oil pipelines and two Anglian Water Services water discharge pipelines routed through the area. Easement zones for these pipelines will therefore prevent development on certain strips of land within the area. These organisations are responsible for the maintenance of their respective pipelines and will be consulted where appropriate. In addition, any proposed development within the easement zones of high pressure oil pipelines will require consent from the Secretary of State for the Department of Trade and Industry.*
- 5.35 *In addition to planning and health and safety controls, developments requiring to discharge large volumes into the adjoining Humber will require appropriate consent from the*

Environment Agency, who would need to be satisfied as to the impact of any proposal on the environment. Also the Environment Agency will need to be satisfied that the integrity of the existing South Humber Bank tidal defence system is not compromised by further development as all land behind the flood defences is at risk from flooding. Policy DS16 covers this issue.

- 5.36 The South Humber Bank area contains a number of important wildlife habitats. Non designated pasture and agricultural land provides habitats for key bird species. It is therefore important to ensure that development of the two allocated sites has no adverse impact on local nature conservation. Policy LC1 specifically covers this issue.

IN4A – Port Related Development – ABP

Port related development within the port area designated on the Proposals Map will be supported.

- 5.37 The local, regional and national economic and functional importance of the Port of Immingham is acknowledged. The further development of the port area will be supported and encouraged. Most of the available land in the port area is likely to be developed for port related activities. The port area is within the control of Associated British Ports (ABP) which is a 'statutory undertaker' as defined by section 262 (i) of the Town and Country Planning Act 1990 and through the duties and powers invested in the company through the Transport Act 1981 (as amended). Under the provisions of sections 57 and 59 of the 1990 Act, planning permission is granted by virtue of the Town and Country Planning (General Permitted Development) Order 1995, Schedule 2, Part 17, Class B, for many of the ABP port related development activities for Immingham Docks.

IN5 - Estuary Related Development - South Humber Bank, Land Between Chase Hill Road and East Halton Skitter

Land between Chase Hill Road and East Halton Skitter is proposed for the expansion of existing estuary related industry. Proposals for new estuary related B1, B2 and B8 industry will be permitted provided that:

- i) provision is made for an appropriate standard of access to the remaining undeveloped land; and**
- ii) a high standard of landscaping is achieved, in particular providing for belts of appropriate planting within large sites incorporating and enhancing existing landscape features.**

- 5.38 This policy is additional to policy IN4 and aims to promote the land north of Chase Hill Road. The requirements for estuary related industry specified in policy IN4 will therefore apply to policy IN5. This policy is necessary because there is a basic lack of infrastructure. Access directly into the site and the overall accessibility pose particular problems. The site is within the Structure Plan allocation which seeks to make provision for estuary related B1, B2 and B8 major new industrial uses needing very large greenfield sites.

- 5.39 For development proposals relating to the South Humber Bank Industrial Area to proceed it is important that the surrounding highway system has the capacity to cater for the increased volume and loads likely to be generated. A Highways Agency study completed in November 1999, examined these development

proposals, focusing on their likely traffic impact. The study identified the scale of likely improvements that would be necessary to the trunk road network if the development proposals were carried out. The Council will seek further discussions with the DETR to establish the scale of future improvements to the A180/A160 trunk road scheme. The Highways Agency has undertaken a study of the problem in order that the limitations of the trunk road network can be identified. Further discussions with the Highways Agency are being pursued. The Council will investigate with the Highways Agency the possibilities for funding any improvements which may be required in relation to the further development of the South Humber Bank Industrial Area.

- 5.40 Recent investigations have revealed substantial detailed problems with achieving access into this site. Access into the site together with the overall accessibility for the area will have to be discussed between the Council, landowners and the Highways Agency.
- 5.41 Due to the complexity of the layout of existing services for the adjacent power generation and chemical industries, major and expensive accommodation works will be required on the site.
- 5.42 The site and surrounding area is flat and any development will be prominent in the landscape. It will therefore be necessary to achieve a high standard of landscaping within the site. This requirement is in addition to the buffer areas located to the west and allocated in Policy IN6.

IN6 - Defined Industrial Buffer Areas

Development will not be permitted within the defined amenity buffer areas associated with the South Humber Bank, North Killingholme Airfield and the former British Sugar

Site, Brigg industrial areas. Within these areas, schemes for indigenous tree and shrub planting and habitat creation will be required.

- 5.43 It is essential to maintain the separation between industrial and residential areas on amenity grounds and because much industrial building and activity can look unsightly.
- 5.44 The South Humber Bank Landscape Initiative, more fully explained in the Landscape and Conservation chapter, covers the industrial allocations on land to the east of Skitter Beck, and extends into the North East Lincolnshire Council area. On the South Humber Bank there is the potential to create a showcase where industry is placed in greater harmony with its surrounding countryside landscape character. The initiative aims to achieve individual improvements dovetailing with present and future operational needs and providing new habitats and a network of grassland, hedges, woodland and water between and around industry.
- 5.45 In this way, a more attractive environment can be created and maintained for the benefit of everyone concerned, in line with the wider environmental aims of this Plan and the Council's Regeneration Strategy.

North Killingholme Airfield

- 5.46 This former airfield was selected for industrial development in 1978 so as to make the maximum use of the main areas of dereliction and because the former runway made agricultural use unviable. The first phase of development has been completed. The construction of Lancaster Approach, has linked the site to East Halton Road. The area which remains was defined in agreement with MAFF and is fragmented into several different ownerships.

- 5.47 It is important to realise the full potential of the site and allow it to mature into an attractive employment asset for North Lincolnshire. A development brief will need to be prepared to secure the objectives of an efficient and workable layout for new industrial development; the protection of the potential land for agricultural use; the achievement of a high standard of landscaping and the progressive provision of the necessary infrastructure.

IN7 - North Killingholme Airfield

Land is proposed for industry at Lancaster Approach, North Killingholme Airfield. Planning permission for new industrial development west of the existing industry will be allowed for Class B8 estuary and port related industry and facilities and Class B1 business development. Proposals will be required to achieve a high standard of landscaping, particularly within large sites incorporating and enhancing existing landscape features.

- 5.48 *It is important for this site to support the existing and proposed estuary and dock related industry and facilities on land to the east. It is envisaged that warehousing and distribution with related haulage and depot facilities will be required at North Killingholme Airfield. In addition Use Class B1 business uses will be permitted. The site is not appropriately located for Use Class B2 industrial uses because they would damage the environment and amenity of villages. A development brief to address the known problems of access and drainage in addition to layout design and landscaping will be prepared. The requirement for landscaping within the site is particularly necessary because of the likelihood of large areas being developed for estuary related industrial storage uses. This landscape*

requirement is in addition to the buffer areas located adjacent to the site and allocated in Policy IN6.

IN8 - Former British Sugar Site, Scawby Road, Scawby Brook, Brigg

Planning permission for new industrial development will be allowed for Use Class B1 business development, Use Class B2 general industrial development and Use Class B8 warehouse and storage development at the former British Sugar site, Scawby Road, Scawby Brook, Brigg. Proposals will be required to achieve a high standard of landscaping.

- 5.49 *The former British Sugar site is classified as a brownfield site in terms of its location and its previous general industrial use, Use Class B2. The land to the south of the site has recently been developed with a combined cycle gas power station, after the closure of the sugar factory. This has left an area of land which previously included the major part of the former production areas, the existing buildings, extensive hard standing, surfaced car park and concreted storage areas. Access to the site will be gained from the existing approach road to the west. The site is located on the edge of the built up area adjacent to sensitive open countryside in close proximity to houses in both Scawby Brook and Brigg. The open flat topography of the location is highly visible from the surrounding area and, with the exception of the power station, the site is surrounded by the River Ancholme and Grades 2 and 3 agricultural land. A large housing allocation is also proposed on the opposite side (east) of the River Ancholme. The requirement for a high standard of landscaping within the site is therefore important in mitigating the effect of industrial development on the landscape and nearby housing. This is in addition to the buffer areas*

allocated in Policy IN6 and located on all sides of the former British Sugar site and to the south of the power station. The buffer areas will help to mitigate the effect of industrial development on the landscape and the amenity of existing and proposed residential areas.

Humberside International Airport

- 5.50 Humberside International Airport is recognised as a strategic airport within the Yorkshire and Humber region and this is reflected in recent Regional Planning Guidance. The airport is expected to grow over the Local Plan period in terms of its passenger capacity.
- 5.51 The Structure Plan encourages transport links based on the airport. It supports development to the capacity of the existing runways and the provision of land for economic activities with airport links. The airport provides significant employment which could increase in the future.
- 5.52 The airport is run by a private limited company partly owned by North Lincolnshire Council. The airport terminal was recently extended and runway extensions have been carried out. In addition to the established traffic associated with off-shore gas production and exploration, the runway extension has opened up other areas of potential business, particularly for UK and European flights. Holiday charter flights and regional distribution/collection business are potential growth areas.
- 5.53 The main objective of policy IN9 is to define an area for development of a regional airport facility whilst taking full account of the need to protect the character and landscape of the North Lincolnshire countryside. The aim is to allow only development necessary for either the operational efficiency of the

airport or which has economic activities with airport links. The committed development area known as the Airport Business Park (CIN9) has an implemented planning permission related to it (i.e. is serviced by roads and sewers and has some buildings and car parks developed). This planning permission did not restrict land uses to airport related economic activities. This makes the proper implementation of Policy IN9 even more important.

- 5.54 At present there is enough land allocated for airport related development to meet the current projections by the Airport Authority, but these projections may change within the lifetime of the Local Plan. If so, a formal modification to the Local Plan may be necessary.

IN9 - Humberside International Airport

Proposals at Humberside International Airport will be permitted for:

- i) the development of runway, apron and terminal facilities, aircraft maintenance and handling provision, warehousing and distribution services passing through the airport, emergency service buildings and navigational aids and fuelling facilities within the airport operational land boundary, if it is necessary for the operational efficiency of the airport; and**
- ii) development for economic activities with airport links at the proposed extension to the airport business**

park; Examples of types of development considered to be directly airport related are transport interchanges, administrative offices (airline handling agencies, tour operators ancillary to their operation at the airport, and customs and excise facilities), hotels and short and long stay car parks."

provided the following criteria are met:

- a) less directly related airport development such as conference and leisure facilities, offices and retail should be explicitly justified by the applicant and be of an appropriate scale relative to core airport related business; and**
- b) proposals should be accompanied by measures to mitigate potential noise disturbance either at source or at the point of reception; and**
- c) the development should not prejudice the safe and efficient operation of the airport and any opportunities for its future expansion.**

5.55 *The aim of this policy is to define a boundary for Humberside International Airport, where development will be allowed for the Airport's operational*

requirements and Business Park extension. Draft Government guidance (PPG13) advises the necessity of considering the extent to which development is related to the operation of the Airport in terms of operational efficiency and airport related economic development, and is sustainable, given planned levels of public transport (covered by policy T13). Whilst fully supporting the role of Humberside International Airport as an important regional facility, it will be important not to allow development which would prejudice the safe and efficient operation of the airport and development which does not have airport related economic links.

5.56 *It is important, in terms of the special location of the airport, being located away from the population centres, that the proposed extension to the existing serviced business park is used only for airport related economic activities. Government guidance (draft PPG13) advises that the less directly airport related development listed in this policy should be explicitly justified by the applicant and be of an appropriate scale relative to core airport related business, without attracting occupants or users more generally. Development not related to the airport's economic activity should be directed to sites allocated and committed elsewhere in the Plan area, in line with the overall strategy.*

5.57 *Accordingly, a business park extension is allocated for the development of economic activities with airport links. The area allocated, 11 hectares (27.3 acres), will extend the existing committed serviced business park, of which 6.2 hectares (15.4 acres) remains undeveloped. The development of the business park will eventually lead to the requirement for substantial works related to access improvements necessary for reasons of road safety and traffic movement. The timing and phasing of such improvements will be the subject of*

discussion and negotiation before applications for substantial development are submitted.

- 5.58 Development associated with an airport could create or lead to an increase in noise disturbance. It will therefore be necessary, in relation to such proposals, to mitigate the noise disturbance at either its source or at the point of reception. For example, the planning permission for a runway extension at the airport, given in January 1991, specifically conditions the type, weight and operating times of the aircraft for the reason of minimising the potential for increased noise disturbance to residents in the vicinity of the airport. The control of noise is also covered in Policies DS1 and DS11 of the Development Standards chapter.
- 5.59 To ensure compliance with safety standards, the Civil Aviation Authority will be notified of development proposals in accordance with established consultation procedures.

Wharves

- 5.60 North Lincolnshire has two primary river frontages, the Rivers Humber and Trent and there are existing wharves at the following locations:
- | | |
|----------------|--------------------------|
| River Humber - | North Killingholme Haven |
| | - South Killingholme |
| | - New Holland |
| | - Barrow Haven |
| River Trent | - Gunness |
| | - Keadby |
| | - Grove Wharf |
| | - Neap House |
| | - Flixborough |
| | - Burton upon Stather |
- 5.61 These wharves provide for a significant amount of industrial activity

and employment. In 1995 wharves handled 26.3 million tonnes of goods and employed 540 people.

- 5.62 Regional Planning Guidance confirms the Humber Estuary as being of strategic importance to the economy of the area whilst also being important for nature conservation. This is reflected in Policy IN10. It is important to protect the environment of Burton upon Stather and Normanby village from the unacceptable intrusion of heavy goods vehicles to and from Burton upon Stather Wharf (Policy IN11).

IN10 - Wharves

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

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

- 5.63 The importance of the Rivers Humber and Trent is recognised nationally, regionally and locally as strategically important to the economy of the area. The ten existing wharf locations have been established for some time. The River Humber wharves are located between South Killingholme Haven and

Barrow Haven and the River Trent wharves lie between Gunness and Burton upon Stather.

- 5.64 *The area with the greatest potential for new, extended port, wharf and jetty facilities is located fronting a deep water channel of the River Humber between South Killingholme Haven and North Killingholme Haven. Special provision is made in Policy IN4 on this frontage for the development of jetties and the means of access to them.*
- 5.65 *New or extended wharves should not be considered in isolation to their surroundings. Such developments will be constrained by the criteria listed above, which are covered in more detail by other policies in the Plan. In particular, the River Humber and its coastal margins have special nature conservation area designations including Ramsar, SPA, SSSI, LNR and SINC sites (Policies LC1, LC2, LC3 and LC4); the River Trent wharves are generally surrounded by high grade agricultural land which is protected by Policy RD1.*
- 5.66 *The Environment Agency will need to be satisfied that the integrity of the existing South Humber Bank tidal defence system is not compromised by further development as all land behind the flood defences is at risk from flooding (Policy DS16); and the road network accessing the wharf sites along the Rivers Humber and Trent will generally require improvement (Policies T15 and T17). It will be necessary to strike a balance between any wharf development and its direct or indirect impact on the river corridor landscape, coastal margins and the amenity of any settlement.*

IN11 - Burton upon Stather Wharf

New wharfage or wharf related development at Burton upon Stather

wharf will be permitted within the existing wharf boundaries provided it does not increase the existing environmental and traffic problems to and through Burton upon Stather and Normanby village.

- 5.67 *The policy aims to protect the environment of Burton upon Stather and Normanby village from the unacceptable intrusion of heavy goods vehicles. To reduce the environmental conflicts caused by heavy lorries it will be necessary to constrain future development at the wharf. If the operators wish to expand their wharf development they will have to relocate.*

IN12 - Bulk Rail Freight Handling Facilities

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

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

- 5.68 *Rail already has an important role in transporting bulk freight in North Lincolnshire. This policy aims to increase this role by concentrating bulk rail freight facilities at industrial sites located close to the existing rail network. This should have the effect of*

reducing the transport of freight by road and improving the amenity of road users and adjacent land users. Of the sites listed in Policy IN1, seven sites are considered appropriate for such rail facilities. Four sites are located in Scunthorpe close to the existing steel works and two sites are located close to the rail network serving the South Humber Bank Industrial Area and North Killingholme Airfield. The brownfield site at Station Yard, Barnetby is ideally located adjacent to the same rail network serving the estuary related industrial areas at the South Humber Bank.

