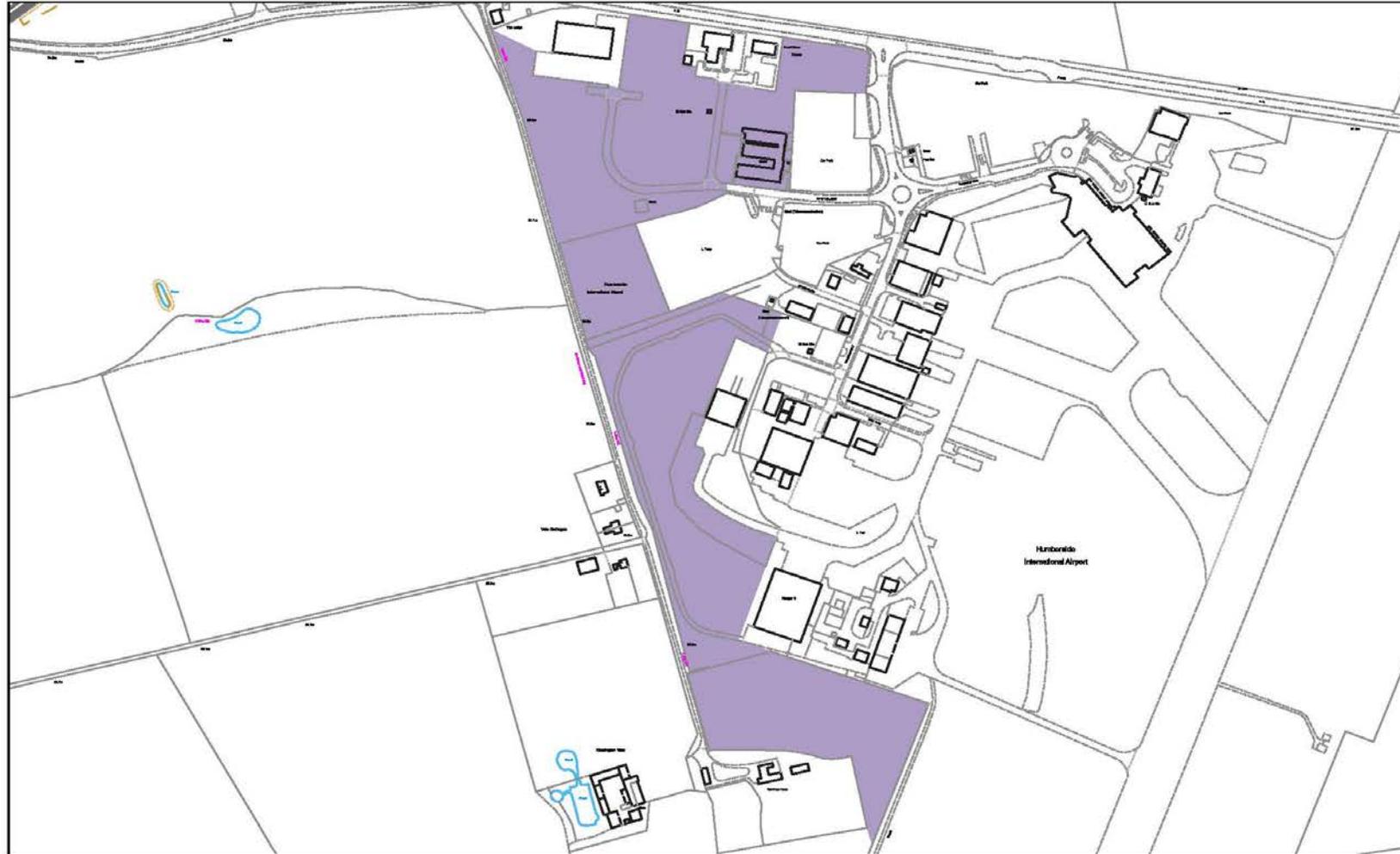


# HUME-1 Humberside Airport

HUME-1

1:5,000



<b>Site Name</b>	Humberside Airport	
<b>Site Reference</b>	HUME-1	<b>Promoter:</b> Humberside Airport <b>Agent:</b> N/A
<b>Site Location</b>	Humberside Airport	
<b>Settlement</b>	Kirmington	
<b>Site Area</b>	9.4 ha	
<b>Representations received and references</b>	122 (842041/14/122/HUME1/NS) English Heritage - East Midlands 240 (842759/56/240/HUME1/NS) Lincolnshire Wildlife Trust 320 (108832/06/320/HUME1/NS) Highways Agency 340 (844978/01/340/HUME1/1/2/3) Church Commissioners for England 354 (844978/02/354/HUME1/1/2/3) Church Commissioners for England	
<b>Sustainability</b>	<p>The site is in conformity with the Core Strategy Policies CS1: Spatial Strategy for North Lincolnshire, CS2: Delivering More Sustainable Development, CS3: Development Limits, CS11: Provision &amp; Distribution of Employment Land and CS26: Strategic Transport Infrastructure Proposals (Evidence Base ref: BAC06).</p> <p>These policies set out the broad spatial approach for the location of employment land allocations in North Lincolnshire. Policies CS1 and CS11 identify the strategic importance of the airport in terms of delivering significant economic growth and in doing so identify the provision of 20ha of employment land. Both policies, together with policy CS26, acknowledge that surface access is relatively poor and requires improving. As highlighted below, proposals for improving road access to the Airport are already funded and are due to begin in 2015 with completion by 2016.</p> <p><b>Settlement Survey (Evidence Base Ref: BAC19)</b></p> <p>Kirmington is the nearest settlement to the airport and is catergorised within the Settlement Survey (Evidence Base Ref: BAC19) as a Rural Settlement in the Core Strategy. The settlement scores very well in relation to the size as the settlement has a public house, two churches and a bowling facility. In overall sustainability terms, Humberside Airport scores poorly due to its isolated location set within the open countryside. However, operations are based around an existing established airfield that due to operational reasons requires such a location. Its proximity to the South Humber Gateway makes it an ideal location for business growth.</p> <p>The airport has been the subject of significant investment in recent years. It is currently the second largest helicopter base in the UK for the off-shore oil and gas industry in the southern North Sea, a role and a market segment which is continuing to grow. Other recent investments include a new £5m national training academy for BAE Systems providing up to 60 apprentice opportunities every year, and a new hotel. From 2015, it will become to one of the country's 10 bases for Air Sea Search &amp; Rescue operations. Improvements will also be taking place to the road network around the airport to provide better access to this key location.</p>	

	<p><b>Sustainability Appraisal</b></p> <p>All the proposed employment sites have been subject to a Sustainability Appraisal (Evidence Base ref: SUB04 and public consultation. In the Sustainability Appraisal Assessment Results for the Employment Sites are listed under Para 6.1. Detailed employment site appraisals are contained in Appendix J.</p> <p>With regards to the assessments against all SA economic objectives (p-t) significant positive effects were predicted for all of the allocated sites.</p> <p>Summary of the Positive and Negative Scores for Site HUME-1:</p> <ul style="list-style-type: none"> <li>• Strongly Positive: 0</li> <li>• Moderately Positive: 4</li> <li>• Strongly Negative: 0</li> <li>• Moderately Negative: 8</li> <li>•</li> </ul> <p>Overall, the site scores negatively which is not unexpected due to its location set away from North Lincolnshire's main urban areas. However, many of the sustainability issues such as accessibility and environmental concerns have been addressed through the detailed policy criteria and the resultant mitigation required.</p>
<p><b>Phasing and justification</b></p>	<p>The proposed site is expected to be delivered during phases 1 and 2 of the Plan Period (2014-2024) and is available for employment development and given the surrounding land-uses is suitable for the intended use. No absolute constraints have been identified for this policy which would prevent the site coming forward within this time span, The 10 year phasing period reflects the potential take up of employment land and the anticipated growth at the airport. Given the predicted economic upturn that major development on the South Humber Bank will bring about and its relative proximity to the airport it is likely that HUME-1 could be delivered earlier within the stated phased period.</p> <p>There is reasonable prospect that employment uses will be delivered on the site within the first five years.</p> <p>The council's adopted Core Strategy (June 2011) sets out the Council overall vision for the growth and development up to 2026. The vision involves the area becoming the Global Gateway for the north of England, taking advantage of its global connections provided by the UK busiest port complex and the two international airports at Humberside and Robin Hood Doncaster Sheffield. Spatial Objective 2 specifically identifies Humberside Airport as a key economic driver for North Lincolnshire as well as the wider Humber sub-region and seeks to work with partners to help realise its potential. Spatial Objective 4 supports the creation of a strong, competitive and diverse economy by encouraging business growth and employment opportunities supported by the delivery of strategic employment sites. One of these strategic sites is Humberside Airport. Spatial Objective 10 seeks to improve North Lincolnshire's transport network to ensure that the area's major economic development opportunities are well served. Improved surface access to Humberside Airport is a part of this.</p>

	<p>This is carried through into the DPDs policies, in particular policies CS1 and CS11 which identify the need to allocate around 20ha of land of economic development at the airport, as well as policy CS26, which identifies improved surface access as a main transport priority to support the growth at the airport. In addition, the Council's Local Transport Plan 3 (2011 to 2026), also recognises the strategic importance of Humberside Airport to the area's economy and highlights a number of improvements that are required to support further economic development at this key location.</p>
<p><b>Deliverability</b></p>	<p>The site is deliverable and is comprised of undeveloped parcels of land with a small area being used for airport car parking. Recent developments within the airport confines include a temporary permission for a 100 bed hotel. Any future development must take account of the nearby existing residential properties to the south and west through ensuring appropriate type of employment use and/or control measures to buffer the employment and residential uses. This is to prevent nuisance caused by noise/dust/odour/light.</p> <p>The Humberside Airport website highlights the presence of the business park and the location is well advertised through Council's Invest in North Lincolnshire website.</p> <p>The site is in SFRA Flood Zone 1.</p> <p>No public objections were received in relation to this site.</p>
<p><b>Infrastructure Requirements</b></p>	<p>No absolute infrastructure constraints that would affect the delivery of site HUME-1 have been identified. Policy HUME-1 identifies several issues that need to be address as part of any development on this site. These relate to:</p> <p><b>Highways/Site Access</b></p> <p>The policy identifies the need to improve the main access from the A18 to the airport site, and that within the site itself development should be served by the existing distributor road on the site (subject to Highway Authority agreement). In recognition of the strategic economic importance of Humberside Airport, improvements to the surface access via the A18 will be taking place. Construction work is due to start in 2015 for a new roundabout on the A18 at the existing access into the airport, a new signalised junction at Barnetby Top (A18/Kings Road junction) and local widening along Caistor Road. The works are funded and secured by the Humber Local Growth Fund and are expected to be completed by 2016.</p> <p><b>Sustainable Transport Access</b></p> <p>The policy seeks to improve surface access to Humberside Airport by sustainable transport modes, and reflect the aspirations of the Airport's Surface Access Strategy and the Local Transport Plan 3. These set out a number measures to improve surface access ranging from improved bus links and taxi links between the airport and Barnetby station and provision of better public transport information, to promote increased cycling. A Transport Assessment and Travel Plan are also required.</p> <p>The airport is currently served by the hourly Humber Flyer express bus service to/from Cleethorpes, Grimsby, Barton upon Humber and Hull. The nearest railway station to the site is Barnetby (3 miles away). This boasts an hourly service to/from Cleethorpes, Grimsby, Scunthorpe, Doncaster, Sheffield and Manchester, and a two hourly service to/from Cleethorpes, Grimsby, Lincoln and</p>

	<p>Newark.</p> <p><b>Water Supply/Waste Water Disposal</b></p> <p>The policy highlights that infrastructure upgrades will be required to the capacity of the Kirmington Water Recycling Centre (formerly known as sewage treatment works) and the surface water drainage network. It was noted that upgrades to infrastructure may be required to connect foul flows, depending on the nature of the business taking place on the site. Sufficient water resources to meet the future demand of the proposed employment site are available, however it was highlighted that some local reinforcements/upgrades to the water supply network are likely to be required. Water intensive industrial processes may be a concern and will have to be dealt with on a case-by-case basis.</p> <p><b>Land Contamination</b></p> <p>Paragraph 4.98 notes the site's previous use of the site as a military airfield. In order to address this, the paragraph highlights that a Contaminated Land Assessment may be required. If identified, there may be restrictions on the use of soakaways.</p>
<p><b>Biodiversity considerations and Constraints including any mitigation measures</b></p>	<p><b>Biodiversity</b> – no specific biodiversity constraints have been identified in relation to this site. Policy HUME-1 includes a requirement for an ecological survey to be undertaken and that a comprehensive landscaping scheme should be provided with biodiversity enhancements incorporated.</p> <p><b>Flood Mitigation</b> - no specific flood risk constraints have been identified in relation to this site as it is located in SFRA Flood Zone 1. As the site measures more than 1ha paragraph 4.96 and policy HUME-1, require a Flood Risk Assessment to be undertaken. This should include consideration of Sustainable Urban Drainage Systems and how the layout and form of development can reduce the overall level of flood risk.</p> <p><b>Heritage</b> - there is a large and extensive Iron Age and Roman settlement just 300 metres to the north east of this area which is a designated Scheduled Monument. Given the close proximity of the monument to this allocation, there is a high likelihood of archaeological remains within the area covered by HUME-1. The policy includes a requirement for a Heritage Assessment to be undertaken to demonstrate that the development will have no adverse impact on the historic environment. It should have particular regard to the impact of the development on the setting of the extensive Iron Age and Roman scheduled monument.</p>
<p>Specific questions raised by the Planning Inspector</p>	<p><b>What is the context for this proposed allocation in the light of any masterplan or strategy for the long-term development of Humberside Airport?</b></p> <p>Policies CS1 and CS11 of the Core Strategy (Document ref: BAC06) identifies Humberside Airport as a strategic employment location. As such 20ha is to be allocated to support the key role of the airport in delivering economic growth both locally and regionally. Such land will be reserved for economic activities with airport links. This approach is endorsed through the latest Employment Land Review (Document Ref: ECO03) and the proposed employment allocations, HUME-1 and HUME-2, contained within this DPD.</p> <p>The long term development goals and objective for the airport up to 2030/31 are established in the Humberside Airport Masterplan, 2007 (Document Ref: INF03). It envisaged continued growth in passenger and freight traffic over this time period, although recent passenger figures have shown a decline since the masterplan was published. Despite this downturn in passengers, the situation for</p>

Humberside Airport remains buoyant and it is continuing to grow.

The airport estate extends to over 344 acres (139ha) and includes substantial mix of aviation related businesses operate on the estate, including fixed wing aircraft and helicopter operations and maintenance, a diverse hangar portfolio and three flying schools. Land is identified for development, designated for business park use or applications in commercial aviation. The key air link to Amsterdam's Schipol Airport, provides access to over 800 destinations worldwide.

The airport is considered to be an attractive location for business growth and has been the subject of significant investment in recent years. It is the second largest helicopter base in the UK, after Aberdeen, for the off-shore oil and gas industry in the southern North Sea, a role and a market segment which is continuing to grow. Other recent investments include a new £5m national training academy for BAE Systems providing up to 60 apprentice opportunities every year, and the forthcoming development of a new 100 bed hotel. From 2015, it will become to one of the country's 10 bases for Air Sea Search & Rescue operations. Improvements will also be taking place to the road network around the airport to provide better access to this key location.

The proposed employment land allocations within the DPD are seen as vital in terms of developing the commercial side of Humberside Airport which assists the overall airport operations.