

Site Name	Land north of A18 at Humberside Airport	
Site Reference	HUME-2	Promoter: Singleton Birch Agent: SLR Consulting
Site Location	Land north of A18 at Humberside Airport	
Settlement	Kirmington	
Site Area	7.93ha	
Representations received and references	123 (842041/15/123/HUME2/NS) English Heritage - East Midlands 241 (842759/57/241/HUME3/3) Lincolnshire Wildlife Trust 319 (108832/05/319/HUME2/NS) Highways Agency	
Sustainability	<p>The site is in conformity with the Core Strategy Policies CS1: Spatial Strategy for North Lincolnshire, CS2: Delivering More Sustainable Development, CS11: Provision & 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>Settlement Survey (Evidence Base Ref: BAC19)</p> <p>Kirmington is the nearest settlement to the airport and is categorised 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.</p> <p>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 and investment.</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 & 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>Sustainability Appraisal</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>When assessed against the SA economic objectives (p-t), significant positive effects were predicted for the site.</p> <p>Summary of the Positive and Negative Scores for Site HUME-2:</p>	

	<ul style="list-style-type: none"> • Strongly Positive: 1 • Moderately Positive: 6 • Strongly Negative: 5 • Moderately Negative: 6 <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>
Phasing and justification	<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 land-uses to the south east 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-2 could be delivered earlier within the stated phased period.</p> <p>It offers a suitable location for employment development and will contribute to the creation of sustainable mixed communities. There is reasonable prospect that employment uses will be delivered on the site within the first five years.</p>
Deliverability	<p>It is considered that the site is deliverable and consists of vacant scrubland that previously formed an active quarry.</p> <p>Singleton Birch have confirmed that the 7.8ha site is currently vacant and available for immediate development with expectations that the development of HUME-2 would be brought forward in Phases 1 and 2 of the plan period (2014-2024).The deliverability of the site is further reinforced by WYG's submission which is attached to this proforma as Appendix 1.</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 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 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>There are no significant flood risk issues with the site falling within SFRA Flood Zone 1.</p>
Infrastructure Requirements	<p>No absolute infrastructure constraints that would affect the delivery of site HUME-2 have been identified. Policy HUME-2 identifies several issues that need to be addressed as part of any development on this site. These relate to:</p> <p>Highways/Site Access</p>

	<p>The policy identifies that vehicular access to the site would be achieved via a new junction fronting the A18 which will need to be agreed with the Highways Authority.</p> <p>In support, the site owner (Singleton Birch) have undertaken an Access Appraisal (Refer to Appendix 1 - ADDITIONAL INFORMATION RELATING TO STRATEGIC EMPLOYMENT SITE ON LAND NORTH OF THE A18 AT HUMBERSIDE AIRPORT: HUME 2) which demonstrates that the site can be safely accessed by a new junction fronting the A18 towards the south eastern corner of site HUME-2.</p> <p>Based on anticipated activity of the site, this study confirmed that flows would remain well within the road's available capacity and that the provision of a new access junction off the A18 would not materially impact road safety. Indeed, a new junction would have significant benefit by providing a new 'feature' which would enable additional speed restrictions to be imposed to slow traffic and mitigate an existing road speed concerns. Development of this site could also include potential off site mitigation on the A18 either in isolation, through financial contributions or jointly as part of the overall airport development strategy.</p> <p><i>The proposed junction serving HUME-2 would be independent from the main airport access which is subject to a programme of improvements- see below for more information.</i></p> <p>On a separate note, 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 located 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 proposed works is funded and secured by the Humber Local Growth Fund and is expected to be completed by 2016. This would assist with the overall delivery of the site but is mutually independent.</p> <p>Sustainable Transport Access</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 promoting 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 Newark.</p> <p>Water Supply/Waste Water Disposal</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>Biodiversity considerations and Constraints including any mitigation measures</p>	<p>Flood Mitigation - no specific flood risk constraints have been identified in relation to this site as it is located SFRA Flood Zone 1. As it measures more than 1ha, paragraph 4.102 and policy HUME-2 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</p>

	<p>overall level of flood risk.</p> <p>Biodiversity/Geodiversity – this site is a Local Wildlife Site (LWS) and a Local Geological Site (LGS). However, this is considered not to be an absolute constraint to its development. Policy HUME-2 deals via the inclusion of a criteria stating that any proposal which is likely to have an adverse impact on a Local Wildlife Site (LWS) or Local Geological Site (LGS) shall not be approved unless it can be clearly demonstrated that there are reasons for the proposal which outweigh the need to safeguard the intrinsic nature conservation value of the site. In all cases where development is permitted which may cause such damage, the damage shall be kept to a minimum. Planning obligations shall be used to ensure the protection and enhancement of each site’s nature conservation value. Compensatory measures will be used if necessary. The policy also includes a requirement for an ecological survey to be undertaken, and a comprehensive landscaping scheme incorporating biodiversity enhancements.</p> <p>Heritage – there is a large and extensive Iron Age and Roman settlement just 300 metres to the north east of this area which is designated a 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-2. 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 nearby extensive Iron Age and Roman scheduled monument.</p>
<p>Specific questions raised by the Planning Inspector</p>	<p>Is this proposed allocation compatible with the site’s designation as both a Local Wildlife Site and a Local Geological Site, and does Policy HUME-2 provide sufficient guidance to address any necessary mitigation measures?</p> <p>HUME-2 is currently identified as a Local Wildlife Site and a Local Geological Site. The policy acknowledges that any development proposal that would have an adverse impact on a Local Wildlife Site or Local Geological Site shall not be approved unless it can be clearly demonstrated and that there are reasons for the proposal that outweigh the need to safeguard the intrinsic nature conservation value of the site. This wording was agreed through consultation with the council’s ecologist and is intended to allow site development whilst minimising any environmental impact. In addition the policy stipulates that a comprehensive landscaping scheme, including biodiversity enhancement and an ecology survey is required. This site is under the ownership of Singleton Birch, the adjacent quarry operator, which are committed to developing the site.</p> <p>Singleton Birch have undertaken an assessment (Refer to Appendix 1 - <i>ADDITIONAL INFORMATION RELATING TO STRATEGIC EMPLOYMENT SITE ON LAND NORTH OF THE A18 AT HUMBERSIDE AIRPORT: HUME 2</i>) of the actual conditions on site and consider that the Melton Ross Quarry LWS does not support habitat that meets the description and criteria of the NERC Act (2006) Section 41 priority habitat of Open Mosaic Habitats on Previously Developed Land.</p> <p>It is further considered that this priority habitat type is not present. The site does not support significant areas of Lowland Calcareous Grassland that would fulfill the S41 NERC Act (2006) habitat criteria and that the areas potentially supporting this habitat-type equate to approximately 1% to 2% of the total area of the LWS, and are typically associated with the peripheral rock faces that would be avoided by any development of this site for employment use.</p> <p>More realistically, it is considered that there are features present within the site of potential local nature conservation value (typically taken to relate to the parish scale) and therefore, in mitigation, no development programme would be undertaken without an ecological appraisal in accordance with best practice standards.</p> <p>As with any potential development site, the outcome of the ecological appraisal would be used to guide any potential development using the best practice ‘mitigation hierarchy’, in which developments are designed to avoid any features of ecological interest, mitigate where this is not viable, and as a final resort provide compensation if neither avoidance nor mitigation are possible.</p>

Melton Ross Quarry LWS is a small part of a much wider quarrying landscape that is constantly creating the new pioneer habitats for which the LWS was designated, through the ongoing quarrying activity, such that it should not be appraised in isolation. The site is not currently managed for nature conservation and natural successional processes will inevitably degrade any potential biodiversity value of the mosaic habitat assemblage over time.

However, permitting development at the site would enable long-term management and enhancement for nature conservation to be implemented and secured by means of condition, ensuring a long-term benefit for nature conservation rather than the current transitory one.