

NKAE-1 North Killingholme Airfield

NKAE-1

1:25,000



Site Name	North Killingholme Airfield	
Site Reference	NKAE-1	Promoter: Land owner/developer Agent: N/A
Site Location	North Killingholme Airfield	
Settlement	North Killingholme	
Site Area	138.21ha	
Representations received and references	120 (842014/12/120/NKAE1/NS) - English Heritage - East Midlands 237 (842759/53/237/NKAE1/NS) - Lincolnshire Wildlife Trust 317 (108832/03/317/NKAE1/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 and Distribution of Employment Land and CS12: South Humber Bank Strategic Employment Site – A Broad Location (Evidence Base Ref: BAC06). The proposed site is outside the development limit (existing and proposed) for North Killingholme village which the settlement hierarchy identifies as a Rural Settlement.</p> <p>The site is in close proximity to the South Humber Gateway, the area's key economic and employment asset. Policies CS1 and CS12 strongly support its growth, allocating around 900ha of land for B1, B2 and B8 port related employment uses. North Killingholme Airfield is ideally place to benefit from the growth and development of this area, potentially acting as an overspill for any activities displaced by new development, or as location in its own right for new port related growth.</p> <p>Settlement Survey (Evidence Base Ref: BAC19)</p> <p>The site is located close to the South Humber Bank industrial area to the west of the Port of Immingham.</p> <p>It will benefit from improved access when the A160/A180 improvements come on stream in 2016. North Killingholme village is served by a local bus service to/from East Halton and Immingham (three services per day in each direction). This service connects at Immingham with services to Grimsby and Cleethorpes. The nearest railway stations to the site are situated at Ulceby (3 miles) (2 hourly service to/from Cleethorpes, Grimsby & Barton upon) and Haborough (3 miles) (2 hourly service to/from Cleethorpes, Grimsby & Barton upon Humber; 2 hourly service to/from Cleethorpes, Grimsby, Lincoln & Newark; 2 hourly service to/from Cleethorpes, Grimsby, Scunthorpe, Doncaster, Sheffield & Manchester).</p> <p>Sustainability Appraisal</p> <p>All the proposed employment sites have been subject to a Sustainability Appraisal (SA) (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>	

Summary of the Positive and Negative Scores for Site NKAЕ-1:

- Strongly Positive: 4
- Moderately Positive: 3
- Strongly Negative: 0
- Moderately Negative 5

Overall, the site scores positively.

Particular benefits were identified against SA Objective b (to tackle poverty, social exclusion and inequality geographically).

Significant positive effects were also predicted where employment sites are likely to improve accessibility to employment opportunities for a greater proportion of the population. Sustainable locations and requirements for improvements to walking, cycling and public transport were contributors to predictions of positive effects against this SA Objective (c). Similar effects were predicted against SA Objective l (*to improve public transport provision and promote sustainable modes of transport*).

When assessed against the SA economic objectives (p-t) significant positive effects were predicted for the site.

Of all the proposed employment sites SCUE-1 and NKAЕ-1 are considered the most sustainable when taking into consideration the balance between the predicted positive and negative effects. The sites have a large number of strongly positive and moderately positive effects that outweigh, on balance, the predicted moderately negative effects.

NKAЕ-1 has been assessed to have four strongly positive and three moderately positive effects, with all of the strongly positive effects being under the economic criteria and the three moderately positive effects being split between social, environmental and economic criteria. The 138.21ha site is previously developed land and was allocated in the North Lincolnshire Local Plan for estuary-related offices/light industrial and storage and distribution uses. It forms part of a former World War II airfield including buildings and former runways/access strips, although there are large tracts of undeveloped agricultural land that surrounds the former runways. The site is surrounded by agricultural land and there are a significant number of existing businesses that have developed on the site.

NKAЕ-1 has a strongly positive score against the following SA criteria: improve the overall employment rate (objective p); increase the total number of VAT registered businesses (p); encourage inward investment (p); and contribute to the vibrancy of towns and villages (q). It has also been assessed to score moderately positive against the following: Locate growth near to areas of deprivation (b); minimise the risk of flooding to people and property from rivers and watercourses (e); and encourage a range of employment types (r).

Many of the sustainability issues which scored negatively, such as accessibility and environmental concerns, have been addressed

	through the detailed policy criteria and the resultant mitigation required.
Phasing and justification	<p>The proposed site is expected to be delivered during phase 2 of the Plan Period (2019-2024) and is available for immediate 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 across North Lincolnshire in similar locations. Given the predicted economic upturn that major development on the South Humber Bank will bring about and its proximity to this site it is likely that NKAЕ-1 could be delivered earlier within the stated phased period.</p> <p>The site offers a suitable location for employment development and will contribute to the creation of sustainable mixed communities and there is a reasonable prospect that employment uses will be delivered on the site within the plan period.</p>
Deliverability	<p>The site is deliverable. The site is previously developed land and was allocated in the North Lincolnshire Local Plan for estuary related B1 (Offices/Light Industrial) and B8 (Storage and Distribution) uses. It forms part of a former World War II airfield including buildings and former runways/access strips, although there are large tracts of undeveloped agricultural land that surrounds the former runways. The site is surrounded by agricultural land to the north, south and west. There are a significant number of existing businesses that have developed along Lancaster Approach and along former runways/service strips.</p> <p>No public objections were received in relation to this site.</p>
Infrastructure Requirements	<p>No absolute infrastructure constraints have been identified for this site and the following issues have been addressed through specific criteria and mitigation within the policy.</p> <p>Until the A160/A180 Port of Immingham Improvement scheme has been completed during early 2017, alternative routes to the site, avoiding C131 Top Road should be investigated. The Highways Authority supports the development proposal in principle, subject to the necessary assessments being completed and appropriate mitigation measures being agreed.</p> <p>In relation to sustainable transport, North Killingholme village is served by a local bus service to/from East Halton and Immingham (three services per day in each direction). This service connects at Immingham with services to Grimsby and Cleethorpes. The nearest railway stations to the site are situated at Ulceby (3 miles) (2 hourly service to/from Cleethorpes, Grimsby & Barton upon) and Haborough (3 miles) (2 hourly service to/from Cleethorpes, Grimsby & Barton upon Humber; 2 hourly service to/from Cleethorpes, Grimsby, Lincoln & Newark; 2 hourly service to/from Cleethorpes, Grimsby, Scunthorpe, Doncaster, Sheffield & Manchester)</p> <p>Anglian Water considers that there will be sufficient water resources available to meet the needs of the development on the site. However, it was highlighted upgrades will be required to the water supply network. In relation to Waste Water, it was highlighted infrastructure upgrades may be required to South Killingholme sewage treatment works as well as to the capacity of the foul sewerage network. Furthermore, it was stated that depending on the nature of the businesses on the site, infrastructure upgrades may be required to connect any foul flows.</p>
Biodiversity considerations and Constraints	No absolute biodiversity or environmental constraints have been identified for this site and the following issues have been

<p>including any mitigation measures</p>	<p>addressed through specific criteria and mitigation within the policy.</p> <p>Flood Mitigation - the site lies within SFRA Flood Zone 1. As the site measures more than 1ha a Flood Risk Assessment is required. 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>An assessment will need to be undertaken of the impact of any proposals upon those elements which contribute to the significance of designated assets within the vicinity, especially the Scheduled Monuments to the east of this allocation and the Grade I Listed Church at East Halton. Development proposals should ensure that those elements which contribute to their significance are conserved.</p> <p>Given the undeveloped nature of the site an Ecological Survey will be required.</p>
<p>Specific questions raised by the Planning Inspector</p>	<p>Does Policy NKAE-1 provide sufficient guidance and clarity to address vehicular access constraints in the vicinity of this site?</p> <p>The DPD under policy NKAE-1 states that “Until the A160/A180 Port of Immingham Improvement scheme has been completed, alternative routes to the site, avoiding C131 Top Road should be investigated, to address the numerous concerns made by adjacent residents. All access arrangements will need to be agreed with the Highway Authority.”</p> <p>The A160/A180 scheme is currently going through the National Infrastructure Directorate (NID) process for Nationally Significant Infrastructure Projects with the examination currently ongoing. Construction for the scheme is expected to begin in April 2015 and take approximately 18 months to complete.</p> <p>Site NKAE-1 is expected to be delivered in Phase 2 of the plan period (2019-2024) and hence the A160/A180 improvement scheme is expected to be completed prior to the majority of the site is developed. Once the A160/A180 improvement scheme is completed access arrangements can be finalised which would minimise local constraints and issues.</p>