

# North Lincolnshire Local Development Framework Housing & Employment Land Allocations Development Plan Document: Revised Submission Draft (April 2014)



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**Schedule B: Minor Changes (Editing) – Post Submission**  
**9<sup>th</sup> April 2015**

Spatial Planning  
Planning & Regeneration  
Places Directorate  
North Lincolnshire Council  
Civic Centre  
Ashby Road  
Scunthorpe  
DN16 1AB



### Schedule B: Minor Changes (Editing) to the Housing & Employment Land Allocations Development Plan Document: Revised Submission Draft - Changes Post Submission

The minor editorial changes proposed in this schedule are being proposed as a result of further factual updates and editorial corrections identified since the submission of the Housing & Employment Land Allocations Development Plan Document: Revised Submission Draft. This document will be updated as necessary during the Examination of the Housing and Employment Land Allocations Development Plan Document: Revised Submission Draft (April 2014) and the Examination Hearing in January 2015. The date that the schedule was last updated will be recorded in the footer of the document to avoid confusion between different versions. Deleted text is shown using strikethrough and additional text is underlined.

**Table 1: North Lincolnshire Local Development Framework - Housing & Employment Land Allocations Development Plan Document: Revised Submission Draft – Proposed Minor Changes (Editing) Post-Submission**

| Reference Number | Page/Inset No. | Policy or Paragraph Number       | Proposed Minor Change   | Reason  |
|------------------|----------------|----------------------------------|---|---|
| HE/MIN1          | 3              | 1.6                              | Amend paragraph 1.6 “During the Public Examination for the Core Strategy and it was agreed to bring forward Gypsy and Traveller allocations in the General Policies DPD when it would be clearer on planning policy”, to delete the word “and”.                 | To correct typographical error and to address representation submitted by Ms. Kate Longstaff (183762/01/2/1.6/NS) |
| HE/MIN2          | 9              | PS1                              | Indent fourth and fifth criteria to be the sub criteria of criteria 3   | To correct drafting error.  |
| HE/MIN3          | 19             | Policy SCUH-1<br>After para 3.47 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule.                                   |
| HE/MIN4          | 21             | Policy SCUH-2<br>After para 3.56 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule.                                   |
| HE/MIN5          | 23             | Policy SCUH-3<br>After para 3.63 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule.                                   |

| Reference Number | Page/Inset No. | Policy or Paragraph Number         | Proposed Minor Change   | Reason  |
|------------------|----------------|------------------------------------|---|---|
| HE/MIN6          | 25             | Policy SCUH-4<br>After para 3.68   | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN7          | 27             | Policy SCUH-5<br>After para 3.76   | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN8          | 29             | Policy SCUH-6<br>After para 3.82   | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN9          | 30             | Policy SCUH-7<br>After para 3.86   | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN10         | 33             | Policy SCUH-8<br>After para 3.93   | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN11         | 35             | Policy SCUH-9<br>After para 3.103  | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN12         | 37             | Policy SCUH-10<br>After para 3.112 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN13         | 39             | Policy SCUH-11<br>After para       | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |

| Reference Number | Page/Inset No. | Policy or Paragraph Number         | Proposed Minor Change   | Reason  |
|------------------|----------------|------------------------------------|---|---|
|                  |                | 3.119                              |   |   |
| HE/MIN14         | 41             | Policy SCUH-12<br>After para 3.126 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN15         | 43             | Policy SCUH-13<br>After para 3.134 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN16         | 44             | Policy SCUH-14<br>After para 3.139 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN17         | 47             | Policy SCUH-15<br>After para 3.145 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN18         | 49             | Policy SCUH-16<br>After para 3.151 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN19         | 51             | Policy SCUH-17<br>After para 3.158 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN20         |                | New Policy SCUH-18 to be inserted  | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |

| Reference Number | Page/Inset No. | Policy or Paragraph Number            | Proposed Minor Change   | Reason  |
|------------------|----------------|---------------------------------------|---|---|
|                  |                | After para in Implementation section. |   |   |
| HE/MIN21         | 57             | Policy SCUH-C1<br>After para 3.172    | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN22         | 59             | Policy SCUH-C2<br>After para 3.179    | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN23         | 60             | Policy SCUH-C3<br>After para 3.185    | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN24         | 63             | Policy SCUH-C4<br>After para 3.192    | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN25         | 65             | Policy SCUH-C5<br>After para 3.200    | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN26         | 67             | Policy SCUH-C6<br>After para 3.206    | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |

| Reference Number | Page/Inset No. | Policy or Paragraph Number         | Proposed Minor Change   | Reason  |
|------------------|----------------|------------------------------------|---|---|
| HE/MIN27         | 69             | Policy SCUH-C7<br>After para 3.212 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN28         | 70             | Policy SCUH-C8<br>After para 3.212 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN29         | 73             | Policy SCUH-C9<br>After para 3.225 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN30         | 77             | Policy BARH-1<br>After para 3.233  | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN31         | 79             | Policy BARH-2<br>After para 3.240  | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN32         | 81             | Policy BARH-3<br>After para 3.249  | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN33         | 83             | Para 3.251                         | Amend paragraph 3.251 to delete "A15" and replace with "A18".   | To correct an inaccuracy.   |
| HE/MIN34         | 85             | Policy BRIH-1<br>After para 3.259  | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |

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|------------------|----------------|-----------------------------------|---|---|
| HE/MIN35         | 87             | Policy BRIH-2<br>After para 3.266 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN36         | 87             | Policy BRIH-3<br>After para 3.274 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN37         | 91             | Policy BRIH-4<br>After para 3.274 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN38         | 93             | Policy BRIH-5<br>After para 3.290 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN39         | 97             | Policy CROH-1<br>After para 3.299 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN40         | 99             | Policy CROH-2<br>After para 3.304 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN41         | 103            | Policy KIRH-1<br>After para 3.312 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN42         |                | New Policy to be inserted         | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |

| Reference Number | Page/Inset No. | Policy or Paragraph Number   | Proposed Minor Change   | Reason  |
|------------------|----------------|--|---|---|
|                  |                | KIRH-2.<br>After Implementation section                              |   |   |
| HE/MIN43         |                | New Policy to be inserted<br>KIRH-3.<br>After Implementation section | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN44         | 106            | Policy WINH-1<br>After para 3.320                                    | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN45         | 109            | Policy WINH-2<br>After para 3.325                                    | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN46         | 111            | Policy WINH-3<br>After para 3.331                                    | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |
| HE/MIN47         | 113            | Policy WINH-4<br>After para 3.336                                    | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u> | To link the policy and supporting text to the Infrastructure Delivery Schedule. |



| Reference Number | Page/Inset No. | Policy or Paragraph Number   | Proposed Minor Change   | Reason  |                                |                     |                             |                           |              |              |        |             |                   |                   |                           |     |        |             |                    |                             |        |        |        |              |            |                          |           |       |        |       |            |                 |    |       |        |              |            |                    |        |     |                |  |                   |                           |               |           |        |  |                   |                    |        |     |        |              |          |                        |        |                                |        |              |       |             |           |      |
|------------------|----------------|------------------------------|---|---|--------------------------------|---------------------|-----------------------------|---------------------------|--------------|--------------|--------|-------------|-------------------|-------------------|---------------------------|-----|--------|-------------|--------------------|-----------------------------|--------|--------|--------|--------------|------------|--------------------------|-----------|-------|--------|-------|------------|-----------------|----|-------|--------|--------------|------------|--------------------|--------|-----|----------------|--|-------------------|---------------------------|---------------|-----------|--------|--|-------------------|--------------------|--------|-----|--------|--------------|----------|------------------------|--------|--------------------------------|--------|--------------|-------|-------------|-----------|------|
| HE/MIN48         | 120            | Paragraph 4.25/<br>Table 4.1 | Update to Table 4.1: Allocated Employment Sites. This should read as follows:   | To update table 4.1: Allocated Employment Sites in relation to the addition of site HUME-1a and the change of site areas to SANE-1, NEWE-1 and EALE-1 (As identified as Proposed Main Modifications to the DPD) |                                |                     |                             |                           |              |              |        |             |                   |                   |                           |     |        |             |                    |                             |        |        |        |              |            |                          |           |       |        |       |            |                 |    |       |        |              |            |                    |        |     |                |  |                   |                           |               |           |        |  |                   |                    |        |     |        |              |          |                        |        |                                |        |              |       |             |           |      |
|                  |                |                              | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Final Policy Reference</th> <th style="text-align: center;">Previous References</th> <th style="text-align: center;">Location</th> <th style="text-align: center;">Policy Name</th> <th style="text-align: center;">Use</th> <th style="text-align: center;">Site Area ha</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">SHBE-1</td> <td style="text-align: center;">IN1-1, 57-1</td> <td style="text-align: center;">South Humber Bank</td> <td style="text-align: center;">South Humber Bank</td> <td style="text-align: center;">B1,B2, B8 Estuary Related</td> <td style="text-align: center;">900</td> </tr> <tr> <td style="text-align: center;">NKAE-1</td> <td style="text-align: center;">IN1-2, 31-1</td> <td style="text-align: center;">North Killingholme</td> <td style="text-align: center;">North Killingholme Airfield</td> <td style="text-align: center;">B1, B8</td> <td style="text-align: center;">138.21</td> </tr> <tr> <td style="text-align: center;">SCUE-1</td> <td style="text-align: center;">IN1-3, 36-70</td> <td style="text-align: center;">Scunthorpe</td> <td style="text-align: center;">Normanby Enterprise Park</td> <td style="text-align: center;">B1,B2, B8</td> <td style="text-align: center;">35.10</td> </tr> <tr> <td style="text-align: center;">SCUE-2</td> <td style="text-align: center;">36-66</td> <td style="text-align: center;">Scunthorpe</td> <td style="text-align: center;">Mortal Ash Hill</td> <td style="text-align: center;">B1</td> <td style="text-align: center;">15.48</td> </tr> <tr> <td style="text-align: center;">HUME-1</td> <td style="text-align: center;">IN1-12, CIN9</td> <td style="text-align: center;">Kirmington</td> <td style="text-align: center;">Humberside Airport</td> <td style="text-align: center;">B1, B8</td> <td style="text-align: center;">9.4</td> </tr> <tr> <td style="text-align: center;"><u>HUME-1a</u></td> <td></td> <td style="text-align: center;"><u>Kirmington</u></td> <td style="text-align: center;"><u>Humberside Airport</u></td> <td style="text-align: center;"><u>B1, B8</u></td> <td style="text-align: center;"><u>12</u></td> </tr> <tr> <td style="text-align: center;">HUME-2</td> <td></td> <td style="text-align: center;"><u>Kirmington</u></td> <td style="text-align: center;">Humberside Airport</td> <td style="text-align: center;">B1, B8</td> <td style="text-align: center;">7.8</td> </tr> <tr> <td style="text-align: center;">SANE-1</td> <td style="text-align: center;">IN1-13, 56-1</td> <td style="text-align: center;">Sandtoft</td> <td style="text-align: center;">Sandtoft Business Park</td> <td style="text-align: center;">B1, B8</td> <td style="text-align: center;"><del>58.5</del><br/><u>55.3</u></td> </tr> <tr> <td style="text-align: center;">BRIE-1</td> <td style="text-align: center;">IN1-9, 10-19</td> <td style="text-align: center;">Brigg</td> <td style="text-align: center;">Brigg Sugar</td> <td style="text-align: center;">B1,B2, B8</td> <td style="text-align: center;">20.5</td> </tr> </tbody> </table> |   | Final Policy Reference         | Previous References | Location                    | Policy Name               | Use          | Site Area ha | SHBE-1 | IN1-1, 57-1 | South Humber Bank | South Humber Bank | B1,B2, B8 Estuary Related | 900 | NKAE-1 | IN1-2, 31-1 | North Killingholme | North Killingholme Airfield | B1, B8 | 138.21 | SCUE-1 | IN1-3, 36-70 | Scunthorpe | Normanby Enterprise Park | B1,B2, B8 | 35.10 | SCUE-2 | 36-66 | Scunthorpe | Mortal Ash Hill | B1 | 15.48 | HUME-1 | IN1-12, CIN9 | Kirmington | Humberside Airport | B1, B8 | 9.4 | <u>HUME-1a</u> |  | <u>Kirmington</u> | <u>Humberside Airport</u> | <u>B1, B8</u> | <u>12</u> | HUME-2 |  | <u>Kirmington</u> | Humberside Airport | B1, B8 | 7.8 | SANE-1 | IN1-13, 56-1 | Sandtoft | Sandtoft Business Park | B1, B8 | <del>58.5</del><br><u>55.3</u> | BRIE-1 | IN1-9, 10-19 | Brigg | Brigg Sugar | B1,B2, B8 | 20.5 |
|                  |                |                              | Final Policy Reference  |   | Previous References            | Location            | Policy Name                 | Use                       | Site Area ha |              |        |             |                   |                   |                           |     |        |             |                    |                             |        |        |        |              |            |                          |           |       |        |       |            |                 |    |       |        |              |            |                    |        |     |                |  |                   |                           |               |           |        |  |                   |                    |        |     |        |              |          |                        |        |                                |        |              |       |             |           |      |
|                  |                |                              | SHBE-1  |   | IN1-1, 57-1                    | South Humber Bank   | South Humber Bank           | B1,B2, B8 Estuary Related | 900          |              |        |             |                   |                   |                           |     |        |             |                    |                             |        |        |        |              |            |                          |           |       |        |       |            |                 |    |       |        |              |            |                    |        |     |                |  |                   |                           |               |           |        |  |                   |                    |        |     |        |              |          |                        |        |                                |        |              |       |             |           |      |
|                  |                |                              | NKAE-1  |   | IN1-2, 31-1                    | North Killingholme  | North Killingholme Airfield | B1, B8                    | 138.21       |              |        |             |                   |                   |                           |     |        |             |                    |                             |        |        |        |              |            |                          |           |       |        |       |            |                 |    |       |        |              |            |                    |        |     |                |  |                   |                           |               |           |        |  |                   |                    |        |     |        |              |          |                        |        |                                |        |              |       |             |           |      |
|                  |                |                              | SCUE-1  |   | IN1-3, 36-70                   | Scunthorpe          | Normanby Enterprise Park    | B1,B2, B8                 | 35.10        |              |        |             |                   |                   |                           |     |        |             |                    |                             |        |        |        |              |            |                          |           |       |        |       |            |                 |    |       |        |              |            |                    |        |     |                |  |                   |                           |               |           |        |  |                   |                    |        |     |        |              |          |                        |        |                                |        |              |       |             |           |      |
|                  |                |                              | SCUE-2  |   | 36-66                          | Scunthorpe          | Mortal Ash Hill             | B1                        | 15.48        |              |        |             |                   |                   |                           |     |        |             |                    |                             |        |        |        |              |            |                          |           |       |        |       |            |                 |    |       |        |              |            |                    |        |     |                |  |                   |                           |               |           |        |  |                   |                    |        |     |        |              |          |                        |        |                                |        |              |       |             |           |      |
|                  |                |                              | HUME-1  |   | IN1-12, CIN9                   | Kirmington          | Humberside Airport          | B1, B8                    | 9.4          |              |        |             |                   |                   |                           |     |        |             |                    |                             |        |        |        |              |            |                          |           |       |        |       |            |                 |    |       |        |              |            |                    |        |     |                |  |                   |                           |               |           |        |  |                   |                    |        |     |        |              |          |                        |        |                                |        |              |       |             |           |      |
|                  |                |                              | <u>HUME-1a</u>  |   |                                | <u>Kirmington</u>   | <u>Humberside Airport</u>   | <u>B1, B8</u>             | <u>12</u>    |              |        |             |                   |                   |                           |     |        |             |                    |                             |        |        |        |              |            |                          |           |       |        |       |            |                 |    |       |        |              |            |                    |        |     |                |  |                   |                           |               |           |        |  |                   |                    |        |     |        |              |          |                        |        |                                |        |              |       |             |           |      |
|                  |                |                              | HUME-2  |   |                                | <u>Kirmington</u>   | Humberside Airport          | B1, B8                    | 7.8          |              |        |             |                   |                   |                           |     |        |             |                    |                             |        |        |        |              |            |                          |           |       |        |       |            |                 |    |       |        |              |            |                    |        |     |                |  |                   |                           |               |           |        |  |                   |                    |        |     |        |              |          |                        |        |                                |        |              |       |             |           |      |
| SANE-1           | IN1-13, 56-1   | Sandtoft                     | Sandtoft Business Park  | B1, B8  | <del>58.5</del><br><u>55.3</u> |                     |                             |                           |              |              |        |             |                   |                   |                           |     |        |             |                    |                             |        |        |        |              |            |                          |           |       |        |       |            |                 |    |       |        |              |            |                    |        |     |                |  |                   |                           |               |           |        |  |                   |                    |        |     |        |              |          |                        |        |                                |        |              |       |             |           |      |
| BRIE-1           | IN1-9, 10-19   | Brigg                        | Brigg Sugar   | B1,B2, B8   | 20.5                           |                     |                             |                           |              |              |        |             |                   |                   |                           |     |        |             |                    |                             |        |        |        |              |            |                          |           |       |        |       |            |                 |    |       |        |              |            |                    |        |     |                |  |                   |                           |               |           |        |  |                   |                    |        |     |        |              |          |                        |        |                                |        |              |       |             |           |      |

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|------------------|----------------|----------------------------|--|---------------------|--------------------|---------------------------------|-----------|-------------------------|--|
|                  |                |                            | BARE-1   | IN1-11, CIN-6, 7-17 | Barton upon Humber | Humber Bridge Industrial Estate | B1,B2, B8 | 7.15                    |  |
|                  |                |                            | NEWE-1   | CIN-12              | New Holland        | New Holland Industrial Estate   | B1,B2, B8 | <del>2.0</del><br>21.47 |  |
|                  |                |                            | EALE-1   | CIN-16, 14-5        | Ealand             | Spen Lane                       | B1,B2, B8 | <del>4.0</del> 3.2      |  |
|                  |                |                            | EALE-2   | IN1-14              | Ealand             | South of Railway                | B1,B2, B8 | 6.0                     |  |
| HE/MIN49         | 123            | Paragraph 4.32             | Amendment to the paragraph through the deletion of the words “...the plan SHBE1 (A- Halton Marsh and B Killingholme Marsh)”, from the fifth sentence, and the inclusion of the following wording “The preferred alternative locations for waterbird mitigation at Halton Marsh and Killingholme Marsh, have been indicated on Inset 57”. This reflects the Statement of Common Ground agreed in relation to the South Humber Bank with RSPB, Natural England and Lincolnshire Wildlife Trust. This will read as follows: “The preferred alternative locations for waterbird mitigation <del>have been indicated on the plan SHBE 1 (A – at Halton Marsh and B – Killingholme Marsh),</del> have been indicated on Inset 57”. |                     |                    |                                 |           |                         | Agreed through Statement of Common Ground with RSPB, Natural England & Lincolnshire Wildlife Trust |
| HE/MIN50         | 123            | Paragraph 4.34             | Amendment to the paragraph through insertion of a new third sentence. This reflects the Statement of Common Ground agreed in relation to the South Humber Bank with RSPB, Natural England and Lincolnshire Wildlife Trust. This will read as follows: “If the option to provide a smaller area of waterbird mitigation land on East Halton Marsh is carried out there will be a requirement to provide a further 50 hectares of waterbird mitigation offsite comprising 20 hectares of core habitat plus a 150 metre wide wetland buffer. If the larger area is provided, then the additional 50 hectares will not be required. <u>The current waterbird mitigation sites are indicated on Inset 57</u> ”.                   |                     |                    |                                 |           |                         | Agreed through Statement of Common Ground with RSPB, Natural England & Lincolnshire Wildlife Trust |

| Reference Number | Page/Inset No. | Policy or Paragraph Number | Proposed Minor Change  | Reason   |
|------------------|----------------|----------------------------|--|--|
| HE/MIN51         | 124            | Paragraph 4.37             | Amendment to the paragraph through the deletion of the wording “/compensation” from the first sentence. This will read as:<br><br>“There are options for waterbird mitigation/ <del>compensation</del> to be provided beyond the boundaries of the SHB employment allocation as part of Able UK’s Option 2, as long as this does not affect the ability of the designated site to meet its conservation objectives”  | Agreed through Statement of Common Ground with RSPB, Natural England & Lincolnshire Wildlife Trust |
| HE/MIN52         | 125            | 4.46                       | Amendment to the paragraph through the insertion of a new third sentence. This should read as follows: <u>“It is likely that some developer contribution to flood defences will be necessary.”</u>   | To reflect discussions and agreement with the Environment Agency.                                  |
| HE/MIN53         | 126            | 4.48                       | Amendment to the paragraph through the insertion of additional bullet point with the wording “Humber Nature Partnership”. This will read as follows:<br><br>“The delivery of the site will be achieved in partnership through the following Plans, Boards and Delivery Groups that include landowners, private industry, Government Agencies, North Lincolnshire Council, local organisations and national charities.<br><ul style="list-style-type: none"> <li>• South Humber Bank Master Plan (2004) - where relevant</li> <li>• Individual South Humber Bank infrastructure, economic and environmental studies that update, in part or whole, the South Humber Bank Master Plan (2004)</li> <li>• Humber and Greater Lincolnshire Local Economic Partnerships</li> <li>• South Humber Bank Mitigation Strategy.</li> <li>• North Lincolnshire Local Transport Plan 3 (2011-2026)</li> <li>• North Lincolnshire South Humber Bank Transport Strategy 2010</li> <li>• North Lincolnshire Interim Transport Planning Guidance for the South Humber Gateway</li> <li>• <u>Humber Nature Partnership.</u>”</li> </ul> | Agreed through Statement of Common Ground with RSPB, Natural England & Lincolnshire Wildlife Trust |

| Reference Number | Page/Inset No. | Policy or Paragraph Number       | Proposed Minor Change   | Reason   |
|------------------|----------------|----------------------------------|---|--|
| HE/MIN54         | 127            | Para 4.51                        | <p>Delete current paragraph and replace with new updated text.</p> <p><del>The site at Halton Marshes north of the Humber Sea Terminal has planning permission to develop 270 hectares of port logistic land uses and includes land for landscaping and wildlife conservation. The Able Marine Energy Park (AMEP) at Killingholme Marsh is a major infrastructure proposal (terrestrial development area of 245 hectares and 45 hectares of concrete quays reclaimed from the Humber Estuary) that includes a proposed new port at the South Humber Bank, also includes land for landscaping and wildlife conservation. The associated Public Examination finished in November and was approved by the Secretary of State in December 2013. Port development alone is predicted to generate over 4000 jobs on site in addition to many more expected in ancillary industries.</del></p> <p>The Able Logistics Park at Halton Marshes north of the Humber Sea Terminal offers a 497.5ha (1,229.5 acres) site with full planning permission in place for the creation of extensive warehousing (1,700,000m<sup>2</sup>), external storage and transportation depots. 300 constructional jobs are expected to be created with some 4100 direct jobs in relation to the Able Marine Energy Park and many thousands of additional jobs expected to be created by the supply chain. The Able Marine Energy Park (AMEP) at Killingholme Marsh designed following extensive liaison with the offshore wind industry, will offer 1,289m of new heavy duty deep water quays and 366.7 hectares (906 acres) of developable land. It is designed specifically for the marine renewables sector providing a multi-user facility for the manufacture, storage, assembly and deployment of next generation offshore wind turbines and their associated supply chains. It is comprised of approximately 75,000 sq m of gross floorspace over some 11 buildings with the remaining open site area to be used for infrastructure, storage and assembly uses. A Development Consent Order for AMEP was granted by the Secretary of State for Transport in December 2013.</p> | To reflect the current situation with the Able Marine Energy Park and Able Logistics Park. |
| HE/MIN55         | 127            | Policy SHBE-1<br>After para 4.55 | <p><u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u></p>  | To link the policy and supporting text to the Infrastructure Delivery Schedule.            |
| HE/MIN56         | 129            | Policy NKAE-1<br>After para 4.65 | <p><u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u></p>  | To link the policy and supporting text to the Infrastructure Delivery Schedule.            |

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| Reference Number | Page/Inset No. | Policy or Paragraph Number       | Proposed Minor Change  | Reason  |
|------------------|----------------|----------------------------------|--|---|
| HE/MIN57         | 132            | 4.75                             | Amendment of paragraph to read: -<br><br>"The Phoenix and Phoenix Parkway Local Nature Reserves are located towards the south western corner of the site. <u>The southern part of the site also falls within the Slag Banks Local Wildlife Site (LWS) which was selected for its acid grassland habitat and as a mosaic of other habitats including neutral grassland and wetlands.</u> The Grayling butterfly, a UK BAP species, has been recorded next to this site."  | To clarify and/or improve the written justification in relation to the proximity of the Slag Banks Local Wildlife Site (LWS). To address representation submitted by Lincolnshire Wildlife Trust (842759/54/238/SCUE1/3). |
| HE/MIN58         | 133            | Policy SCUE-1<br>After para 4.76 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u>  | To link the policy and supporting text to the Infrastructure Delivery Schedule.   |
| HE/MIN59         | 135            | Policy SCUE-2<br>After para 4.87 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u>  | To link the policy and supporting text to the Infrastructure Delivery Schedule.   |
| HE/MIN60         | 138            | 4.92                             | Amend existing paragraph and replace with new text that reflects recent developments at Humberside Airport. New paragraph to read as follows:<br><br>The airport has established air traffic associated with the off-shore gas production and exploration and UK domestic and European flights. In addition there a number of charter flights with the number being seasonally influenced. <del>Currently access into the airport is achieved by one junction off the A18. This junction is not traffic light controlled and has a central right turn lane for traffic heading to the airport from Melton Ross. Currently access into the airport is achieved by one junction off the A18. This junction is not traffic light controlled and has a central right turn lane for traffic heading to the airport from Melton Ross.</del> <u>The airport has also 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 consented 103 bedroomed hotel. From 2015, it will</u> | To bring the supporting text up to date and to bring consistency with new wording proposed for HUME-1a (Main Modification)  |

| Reference Number | Page/Inset No. | Policy or Paragraph Number | Proposed Minor Change  | Reason   |
|------------------|----------------|----------------------------|--|--|
|                  |                |                            | <u>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.</u>  |  |
| HE/MIN61         | 138            | New Paragraph after 4.92   | <p>New paragraph to reflect proposed highway improvements to the main Airport access and elsewhere on local highway network.</p> <p><u>Currently access into the airport is achieved by one junction off the A18. This junction is currently not traffic light controlled and has a central right turn lane for traffic heading to the airport from Melton Ross. In recognition of the strategic economic importance of Humberside Airport, improvements to the surface access have been sought with funding secured by the Humber Local Growth Fund.</u></p> <p><u>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. These works are expected to be completed by 2016. These access improvements will provide an appropriate level of infrastructure to accommodate the scale of additional employment allocations required at the airport.</u></p> | To bring the supporting text up to date and to bring consistency with new wording proposed for HUME-1a (Main Modification) |
| HE/MIN62         | 138            | 4.93                       | <p>New addition to the end of the paragraph to reflect proposed highway improvements to the main Airport access. Paragraph to read as follows:</p> <p>The site is adjacent to Humberside Airport that offers excellent air freight opportunities and good strategic access via the A18 and M180. Access would be through the existing airport business park from the A18. It forms an ideal site for B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses particularly those associated with air freight or training operations. <u>Given the secured works to improve the airport's main access it is unlikely that the development of this site will require further short term improvements to the main A18 Airport junction. However, the effective operation of the improved A18 junction will be subject to monitoring by the Highway Authority.</u></p>   | To bring the supporting text up to date and to bring consistency with new wording proposed for HUME-1a (Main Modification) |

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|------------------|----------------|----------------------------------|--|--|
| HE/MIN63         | 139            | Policy HUME-1<br>After para 4.99 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u>  | To link the policy and supporting text to the Infrastructure Delivery Schedule.  |
| HE/MIN64         | 140            | 4.105                            | Amendment of paragraph to read: -<br><br>“The site is both a Local Wildlife Site ( <u>LWS</u> ) and a Local Geological Site ( <u>LGS</u> ). <u>Melton Ross Quarry was selected as a LWS for its brownfield mosaic and calcareous grassland habitats, and as a LGS for the scientific and cultural value of the chalk exposures.</u> ”  | To clarify and/or improve the written justification in relation to the Local Wildlife Site and a Local Geological Site. To address representation submitted by Lincolnshire Wildlife Trust (842759/57/241/HUME2/3).  |
| HE/MIN65         | 142            | 4.107                            | Amend 2 <sup>nd</sup> sentence to remove the words “but” and “productive” to read “It forms part of a former World War II airfield <u>but which</u> mostly comprises <del>productive</del> agricultural land”  | The proposed change is agreed as the agricultural land is not Grade 1 and as such is not considered to be the most productive land. Addresses representation submitted by Mr. Nick White (844988/01/341/SANE1/NS)  |
| HE/MIN66         | 142            | 4.108                            | Amend paragraph “A small part of the site is currently allocated in the North Lincolnshire Local Plan for B1 (Offices/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses. Adjacent land uses include the M180 motorway to the north and Belton Road to the south. Along Belton Road there are a number of businesses including the Sandtoft Tileries site and the Sandtoft Trolley Bus Museum. <u>The wider Sandtoft Airfield contains in the region of 40 businesses, as such Sandtoft Airfield represents an existing key employment location within the District, fulfilling an important role particularly in relation to these firms benefiting from a location near to the strategic road network.</u> The small village of Sandtoft is located <del>a short distance</del> <u>immediately</u> to the west of <u>the allocation</u> separated by Idle Bank Road <del>from the site by High Levels Bank</del> ”. | The proposed changes are considered to add greater clarity to the paragraph wording regarding the role of Sandtoft and to provide clearer description of the location of Sandtoft village. Addresses representation submitted by Mr. Nick White (844988/01/341/SANE1/NS) |
| HE/MIN67         | 142            | 4.112                            | Delete the existing paragraph and replace with revised wording to provide clarification regarding access arrangements for site SANE-1, as well as to address issues raised by the Inspector. This should read as follows:<br><br>“ <del>The preferred access option involves directing vehicles to the site from Junction 2 of the M180 via the existing A161, A18 and High Levels Bank Road. Junction</del>   | To clarify and/or improve the written justification in relation to the access arrangements for site SANE-1 Sandtoft Business Park and to address issues raised by the Inspector at the Examination.  |

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|                  |                |                                   | <p>improvements are likely to be necessary where the M180 slip roads join the A161 as well as at the A161/A18 junction and the A18/High Levels Bank junction. It will also be necessary to improve the Hatfield Waste Drain Bridge on High Levels Bank. The existing motorway bridge may require improvement subject to a structural appraisal.</p> <p><u>Local access improvements to serve Employment Site SANE-1 will be required that include a roundabout on Belton Road, a roundabout on High Levels Bank Road (C202) and a link road through the site. Off-site mitigations measures will be needed which are likely to include carriageway widening to the M180 overbridge; widening to Brook Corner; improvements to A18/High Levels Bank Junction; improvements to the Crowle Gyratory and traffic management works to Westgate Road. These measures will be delivered in a phased manner in accordance with a masterplan accompanying any planning application(s) to be agreed with North Lincolnshire Council.</u></p> |   |
| HE/MIN68         | 143            | Policy SANE-1<br>After para 4.116 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u>  | To link the policy and supporting text to the Infrastructure Delivery Schedule.   |
| HE/MIN69         | 147            | Policy BARE-1<br>After para 4.127 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u>  | To link the policy and supporting text to the Infrastructure Delivery Schedule.   |
| HE/MIN70         | 148            | 4.135                             | <p>Inset new second sentence into the paragraph to reflect the site's proximity to the Silversides Settling Ponds Site of Nature Conservation Importance and the New River Ancholme Local Wildlife Site. This should read as follows:</p> <p><u>"An ecological survey will be required as the area is reported to be home to a number of protected species including barn owls, bats and water vole. The site is close to Silversides Settling Ponds Site of Nature Conservation Importance and the New River Ancholme Local Wildlife Site. "</u></p>  | To clarify and/or improve the written justification in relation to the Silversides Settling Ponds Site of Nature Conservation Importance and the New River Ancholme Local Wildlife Site. To address representation submitted by Lincolnshire Wildlife Trust (842759/60/244/BRIE1/NS). |



| Reference Number | Page/Inset No. | Policy or Paragraph Number        | Proposed Minor Change  | Reason   |
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| HE/MIN71         | 149            | Policy BRIE-1<br>After para 4.136 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u>  | To link the policy and supporting text to the Infrastructure Delivery Schedule.  |
| HE/MIN72         | 152            | Policy NEWE1                      | Amendment to the first paragraph of policy NEWE-1 to reflect the overall area of land at New Holland Industrial Estate and its phased release. This should read as follows:<br><br>"Land at the New Holland Industrial Estate (New Holland <del>2ha</del> <u>21.47ha</u> ) is allocated for employment use <u>and consists of a phased development of 2ha plots...</u> "   | To clarify and/or improve the written justification in relation to the phased release of industrial land at the New Holland Industrial Estate. To address a point of clarity raised by the Inspector at the Examination.   |
| HE/MIN73         | 153            | Policy NEWE-1<br>After para 4.146 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u>  | To link the policy and supporting text to the Infrastructure Delivery Schedule.  |
| HE/MIN74         | 155            | Policy EALE-1<br>After para 4.154 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u>  | To link the policy and supporting text to the Infrastructure Delivery Schedule.  |
| HE/MIN75         | 156            | 4.162                             | Insert new paragraph 4.162 under the heading "Proposed Development" to reflect the proximity of the site to the Stainforth & Keadby Canal and its associated Local Wildlife Site. This should read as follows:<br><br><u>"To the immediate north of the site is the Stainforth and Keadby Canal which falls within the Stainforth and Keadby Canal Corridor Local Wildlife Site (LWS). The Canal was selected as a LWS for its freshwater based (canal and drain), course grassland and reedbed habitats."</u> | To clarify and/or improve the written justification in relation to the Stainforth and Keadby Canal which falls within the Stainforth and Keadby Canal Corridor Local Wildlife Site (LWS). To address representation submitted by Lincolnshire Wildlife Trust (842759/63/247/EALE2/NS). |
| HE/MIN76         | 157            | Policy EALE-2<br>After para 4.162 | <u>Site specific infrastructure requirements identified for this site in the Infrastructure Delivery Schedule (Appendix 5) will be implemented within the timescales agreed by the identified lead delivery organisation at the Planning Application stage.</u>  | To link the policy and supporting text to the Infrastructure Delivery Schedule.  |

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| HE/MIN77  | 157 & 158   | 4.162 to 4.166             | Paragraphs to be renumbered following the insertion of new paragraph 4.162. These will become paragraphs 4.163 to 4.166.   | To reflect the addition of new paragraph 4.162 |        |  |   |  |   |  |  |  |   |  |  |   |   |   |   |  |
| HE/MIN78  | 158   | 4.166 & Table 4.2          | <p>Amendment to Table 4.2 to reflect the addition of site HUME-1a, the change in site area for SANE-1 and the anticipated job creation at the South Humber Bank.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Indicator</th> <th style="width: 50%;">Target</th> </tr> </thead> <tbody> <tr> <td>Annual amount of employment land developed by type within Scunthorpe</td> <td>To deliver 71 hectares of employment land in Scunthorpe by 2026</td> </tr> <tr> <td>Annual amount of employment land developed by type at Humberside Airport</td> <td>To deliver <del>20</del> <u>29.2</u> hectares of employment land Humberside Airport by 2026</td> </tr> <tr> <td>Annual amount of employment land developed by type at Sandtoft Business Park</td> <td>To deliver <del>58.5</del> <u>55.3</u> hectares of employment land at Sandtoft Business Park by 2026</td> </tr> <tr> <td>Annual amount of employment land developed by type within the Market Towns</td> <td>To deliver 10 hectares of employment land within the Market Towns by 2026</td> </tr> <tr> <td>Annual amount of employment land developed in the rest of North Lincolnshire</td> <td>To deliver 8.5 hectares of employment land in the rest of North Lincolnshire</td> </tr> <tr> <td>Annual amount of employment land developed by type at the South Humber Bank</td> <td>To deliver the South Humber Bank allocation by 2026</td> </tr> <tr> <td>Annual amount of job created through inward investment at the South Humber Bank location.</td> <td>To deliver the South Humber Bank allocation by 2026<br/><br/><u>To create 4,100 new jobs at the South Humber Bank</u></td> </tr> </tbody> </table> | Indicator                                      | Target | Annual amount of employment land developed by type within Scunthorpe | To deliver 71 hectares of employment land in Scunthorpe by 2026 | Annual amount of employment land developed by type at Humberside Airport | To deliver <del>20</del> <u>29.2</u> hectares of employment land Humberside Airport by 2026 | Annual amount of employment land developed by type at Sandtoft Business Park | To deliver <del>58.5</del> <u>55.3</u> hectares of employment land at Sandtoft Business Park by 2026 | Annual amount of employment land developed by type within the Market Towns | To deliver 10 hectares of employment land within the Market Towns by 2026 | Annual amount of employment land developed in the rest of North Lincolnshire | To deliver 8.5 hectares of employment land in the rest of North Lincolnshire | Annual amount of employment land developed by type at the South Humber Bank | To deliver the South Humber Bank allocation by 2026 | Annual amount of job created through inward investment at the South Humber Bank location. | To deliver the South Humber Bank allocation by 2026<br><br><u>To create 4,100 new jobs at the South Humber Bank</u> | To update table 4.2: Indicators and Targets in relation to the addition of site HUME-1a, the change of site area to SANE-1(as identified as Proposed Main Modifications to the DPD) and the anticipated job creation at the South Humber Bank. |
| Indicator   | Target  |                            |  |  |        |  |   |  |   |  |  |  |   |  |  |   |   |   |   |  |
| Annual amount of employment land developed by type within Scunthorpe                      | To deliver 71 hectares of employment land in Scunthorpe by 2026   |                            |  |  |        |  |   |  |   |  |  |  |   |  |  |   |   |   |   |  |
| Annual amount of employment land developed by type at Humberside Airport                  | To deliver <del>20</del> <u>29.2</u> hectares of employment land Humberside Airport by 2026                         |                            |  |  |        |  |   |  |   |  |  |  |   |  |  |   |   |   |   |  |
| Annual amount of employment land developed by type at Sandtoft Business Park              | To deliver <del>58.5</del> <u>55.3</u> hectares of employment land at Sandtoft Business Park by 2026                |                            |  |  |        |  |   |  |   |  |  |  |   |  |  |   |   |   |   |  |
| Annual amount of employment land developed by type within the Market Towns                | To deliver 10 hectares of employment land within the Market Towns by 2026   |                            |  |  |        |  |   |  |   |  |  |  |   |  |  |   |   |   |   |  |
| Annual amount of employment land developed in the rest of North Lincolnshire              | To deliver 8.5 hectares of employment land in the rest of North Lincolnshire  |                            |  |  |        |  |   |  |   |  |  |  |   |  |  |   |   |   |   |  |
| Annual amount of employment land developed by type at the South Humber Bank               | To deliver the South Humber Bank allocation by 2026   |                            |  |  |        |  |   |  |   |  |  |  |   |  |  |   |   |   |   |  |
| Annual amount of job created through inward investment at the South Humber Bank location. | To deliver the South Humber Bank allocation by 2026<br><br><u>To create 4,100 new jobs at the South Humber Bank</u> |                            |  |  |        |  |   |  |   |  |  |  |   |  |  |   |   |   |   |  |

| Reference Number | Page/Inset No. | Policy or Paragraph Number        | Proposed Minor Change   | Reason  |
|------------------|----------------|-----------------------------------|---|---|
| HE/MIN79         | 166            | 7.10                              | Amendment to the paragraph through the insertion of a new final sentence. This should read as follows: <u>"The planning obligation will be insisted on where it is necessary to make the development safe to people."</u> | To reflect discussions and agreement with the Environment Agency.                           |
| HE/MIN80         |                | Inset 18:<br>Epworth              | Minor amendment to the development limit to include existing industrial building at the Station Road Industrial Estate.   | To address query raised by the Inspector during the hearing sessions on development limits. |
| HE/MIN81         |                | Inset 23:<br>Haxey                | Minor amendment to the development limit to include existing building forming part of the Duke William Hotel and public house.  | To address query raised by the Inspector during the hearing sessions on development limits. |
| HE/MIN82         |                | Inset 26:<br>Kirmington           | Minor amendment to the development limit to include three dwellings adjoining the north eastern edge of the built up area formed by the properties fronting Limber Road and those on Ransom Court.                        | To address query raised by the Inspector during the hearing sessions on development limits. |
| HE/MIN83         |                | Inset 27:<br>Kirton in<br>Lindsey | Minor amend to the development limit to include the entirety of the coach depot off Station Road.   | To address query raised by the Inspector during the hearing sessions on development limits. |