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DELIVERING GREATER ECONOMIC SUCCESS IN NORTH LINCOLNSHIRE

Introduction

- 9.1 A thriving economy and strong skills base is key in helping North Lincolnshire to grow and compete in an ever-changing global economy. The area's economy remains buoyant with a number of large-scale investments attracted to the area in recent years. However to ensure the full economic potential of North Lincolnshire is achieved and the area becomes the north of England's Global Gateway, further growth and diversification is still required.
- 9.2 The Core Strategy will set out a clear direction for the continued growth of the North Lincolnshire economy. It will provide support for the long-term success of existing and new businesses in the area to help encourage job creation and the diversification of the employment base, particularly in key growth sectors. Key strategic locations for employment land will be identified and their development supported, particularly the South Humber Bank as North Lincolnshire's main strategic employment location.
- 9.3 Allied to these steps, the skill levels of the population must be considered as part of the overall strategy. This is vital in attracting new industries to the area and improving opportunities for local people. The principal role for the Core Strategy is to provide the spatial planning framework, which supports skills development by improvements to educational and lifelong learning provision in North Lincolnshire at all levels. This will allow everyone to have a positive impact on the future prosperity of the area.

Context

National/Regional

- 9.4 At national level, through Planning Policy Statement (PPS 4), local authorities are encouraged to plan effectively and pro-actively for economic growth and to achieve a proper balance between economic opportunities and environmental and social considerations. A similar approach is taken towards the rural economy, which supports sustainable rural development. It recognises the importance of maximising the potential that rural areas have to offer whilst ensuring development does not have a negative effect on the environment. The importance of agricultural industries is also emphasised but acknowledges that diversification into non-agricultural activities is vital to the continuing viability of many farm enterprises.

- 9.5 The management of the regional economy is addressed by the Regional Spatial Strategy (RSS) and the Regional Economic Strategy (RES). Both aim to create a sustainable and competitive economy and when combined set out a clear economic strategy for Yorkshire and Humber. The economic vision for the Humber sub area, of which North Lincolnshire is a part, is of a “Global gateway with a thriving, outward looking, sustainable economy building on its unique assets of location, the estuary, ports connectivity and physical environment, perpetually changing for the benefit of people, business and the environment, whilst making significant contributions to the sustainability of regional, national and European communities.
- 9.6 The RSS identifies a number of key regional priority industrial/economic sectors and clusters, which should be supported through the planning process. These are:

Key Sectors	Key Clusters
<ul style="list-style-type: none"> Financial & Business Services Tourism Logistics Construction 	<ul style="list-style-type: none"> Advanced Engineering & Metals Chemicals Bio-science Digital Food & Drink Healthcare Technologies Environmental Technologies

- 9.7 In particular the RSS supports the diversification and development of Scunthorpe’s economy, especially the development of the service sector in order to enhance its role as a Sub Regional Town. It also makes specific reference to maximising opportunities around the ports and close to the estuary’s deep-water channel including safeguarding land to the north west of Immingham for estuary-related uses. In terms of the rural economy, the RSS supports its diversification and strengthening by facilitating development of rural industries, businesses and enterprises.
- 9.8 The RSS identifies a potential annual job growth of 550 full time equivalents for North Lincolnshire from 2006. This equates to around 11,000 new jobs in total up until 2026. In terms of future employment land, the RSS sets guidance on the level of land, which is required for industrial and storage/distribution uses. Between 2006 and 2021, it states that North Lincolnshire will require a net change in land for industrial and storage/distribution uses of 40ha – refer to table 9.1 below.

	Yorkshire and Humber Regional Spatial Strategy Requirement 2006-2021 (ha)	North Lincolnshire Local Plan Allocations (ha)	Completed (ha)	Outstanding (ha)
North Lincolnshire	40.00	1,229.80	153.93	1,075.87

Source Yorkshire & Humber Plan - Regional Spatial Strategy to 2026 (GOYH, 2008), Industrial Land Availability Monitoring, Spatial Planning, North Lincolnshire Council, 2008

	Main Town Centre Uses		Main Employment Uses		Public Services		Other
	Offices B1a	Retail & Leisure	Industry B1b/c B2	Storage/ Dist'n B8	Health & Education	Other	
North Lincolnshire	160	60	0	100	110	-10	130

Source: Yorkshire & Humber Plan - Regional Spatial Strategy to 2026 (GOYH, 2008)

Local Context

- 9.9 The development of an economy which is dynamic, diverse, and competitive, and that reflects the needs of the global 21st century market is a key objective of the Sustainable Community Strategy. It aims to create a culture where innovation and new enterprise can flourish and where knowledge and best practice are shared. It supports building on and developing the area's existing assets, including its regional position, transport infrastructure and the resources of the South Humber Bank.

North Lincolnshire Economy

- 9.10 North Lincolnshire has more businesses per 1,000 people than the regional average, but less than the national average. The vast majority of business units in North Lincolnshire have 1-10 employees, and the proportion of business units in each size category in North Lincolnshire is similar to the regional profile. There are over 3,000 businesses throughout North Lincolnshire covering a range of sectors and industries. In 2008, the top ten private sector employers in North Lincolnshire were:
- Tata Steel
 - 2 Sisters Food Group
 - ConocoPhillips
 - Watson Norie Ltd
 - Cape Industrial Services Ltd
 - Bibby Distribution Services Ltd
 - C Spencer Ltd
 - Clugston Construction
 - Hanson Support Services Ltd
 - Lloyds TSB Bank Plc - Mortgage Unit
- 9.11 In North Lincolnshire, the main business sectors are defined as "clusters" as there are a number of companies working within one particular or related industry, particularly in port related activities/logistics, services, chemicals and petrochemicals, food, metals and metal products, and energy. In 2006, the distribution, hotels and restaurants; and banking, finance and insurance sectors jointly accounted for over half of the number of businesses in North Lincolnshire. Compared to the regional averages North Lincolnshire had a fairly similar profile, the only exceptions being that the construction sector had a slightly higher proportion; and banking, finance and insurance a slightly lower proportion.
- 9.12 Compared to the national averages, there are some notable differences. Manufacturing, construction, distribution, hotels and restaurants, and transport and communications all had a higher proportion of businesses in North Lincolnshire compared to the national average. However, in banking, finance and insurance the proportion of businesses in this sector in North Lincolnshire was around two-thirds of the national average.
- 9.13 In 2007, North Lincolnshire's overall employment rate compared favourably with other areas in the Humber. Indeed, there has also been a growth in the employment rate since 2004 similar to the regional average, but below the national average.

- 9.14 The high level of low skilled jobs, particularly in the manufacturing sector, is a major risk for the local economy. It is precisely these jobs in other parts of northern England that have been relocated abroad. However, North Lincolnshire has been fortunate not to suffer this decline so far, and the fact that businesses have remained in North Lincolnshire may be a reflection of the productivity of local workers, good relations between employers and workers, or the advantages that the area has in terms of location and connectivity.
- 9.15 In terms of the local economy, North Lincolnshire has seen a slower growth in productivity than the national average, and growth in jobs has been lower than that seen nationally. The industrial base is dominated by a small number of industries and individual companies.
- 9.16 A large proportion of jobs in North Lincolnshire, particularly in low value manufacturing, only pay the minimum wage. Employees in the area work the longest hours in the region so average hourly pay rates are below the regional and national averages. North Lincolnshire has difficulties in attracting and recruiting higher-skilled staff and managers (for example, operations, financial, and planning), and few recent graduates are employed in the area.
- 9.17 Public transport links in the area are not aligned to shift working and employment locations, and the Humber Estuary creates a natural barrier to transport. Indeed, the Humber Bridge tolls are an economic barrier creating separate economies and labour markets on either bank of the estuary, as evidenced in the Humber Bridge Tolls Impact Assessment in October 2008. This has led to a major local campaign for the abolition of the tolls involving the four Humber councils, the Chamber of Commerce, community organisations and a range of other partners.
- 9.18 Demand for warehousing space is higher nearer the docks and wharves rather than in Scunthorpe town centre where there are vacant properties. North Lincolnshire is also affected by having low levels of office and retail space compared to the region.

Approach

- 9.19 The Sustainable Community Strategy seeks to see the area develop a diverse and dynamic economy supported by an adaptable and highly skilled workforce. This will involve attracting further investment in the area by both new and existing companies, and through raising the skills of local residents to ensure that the workforce is equipped to meet the needs of present and future employers.
- 9.20 The economy of North Lincolnshire and the Humber sub region lags behind regional and national performance. The need for the area to improve is outlined and promoted in the North Lincolnshire Economic Development Strategy which sets aspirations and explains how North Lincolnshire will contribute towards delivery of the City Region Development Programme (CRDP). A number of key growth sectors have been identified including environmental technologies, high-tech manufacturing, and food and drink manufacturing, and its over-arching goal is to create an economy that is diverse, dynamic, competitive and reflects local needs.
- 9.21 The strategy also highlights the importance of the area as a major contributor to the economic performance of the wider region and aims to complement and add value to existing and proposed economic development and regeneration related strategies and initiatives. It seeks to drive development in North Lincolnshire above and beyond aspirational aims in order to deliver further sustainable growth in the area. The principles of the Economic Development Strategy guides and provides the thrust for the North Lincolnshire Employment Land Review.

- 9.22 The North Lincolnshire Employment Land Review provides an employment land assessment for use by North Lincolnshire Council in developing the Local Development Framework (LDF) and informing long-term employment land provision in the area. It is a key component of the LDF's evidence base and performs four main functions, which are to: assess the suitability of sites for employment development; look to safeguard the best sites in the face of competition from other higher value uses; identify those that are no longer suitable for employment development that should be made available for other uses; and enable the council to identify an up to date and balanced portfolio of employment sites in the LDF.
- 9.23 Since 2003, unprecedented changes have taken place in the economy and this continues to have an impact on local economic forecasting including future growth industries, employment projections and employment land requirements. Over the past six years, a number of the allocated sites have been developed, but some also remain vacant. The Employment Land Review takes into account these outstanding allocations when considering the amount of employment land that the council is required to allocate in the LDF. This economic shift has altered future predictions for the local employment structure, thus changing anticipated employment land and premises requirements. The council is also in the process of producing a Local Economic Assessment (LEA), which will be written in partnership with an LEA for the Hull and Humber Ports City Region.

Future Provision

- 9.24 The Employment Land Review assessed available employment land stock alongside the RSS requirements, latest economic forecasts and new potential employment sites. Table 9.3 illustrates the future employment land requirement of 168 hectares for North Lincolnshire and how outstanding Local Plan allocations currently contribute to that requirement.

	Future Land Requirement up to 2026 (Ha)	Allocated (Ha)	Proposed Retained Sites	Proposed Additional sites	Balance (Ha)
Scunthorpe	71.00	107.84	80.09	57.77	-66.86
Sandtoft Airfield*	58.50	1.58	1.58	56.92	0
Humberside Airport	20.00	10.12	10.12	9.88	0
Other North Lincolnshire-wide locations**	18.50	89.47	58.23	78.78	-118.51
Total	168.00	209.01	150.02	203.35	-185.37

* Approximately half of the wider 100-hectare site is already developed.

** Excluding the South Humber Bank and North Killingholme Airfield 'special' sites.

- 9.25 Table 9.3 above shows an over-allocation of 185 hectares, or an additional 120%. This total excludes the regionally important proposals for new employment at the South Humber Bank which is a very specific, long-term allocation making it difficult to predict future land take up, and at North Killingholme Airfield which will accommodate port-related uses.
- 9.26 This surplus results from the retention of vacant allocated sites that are considered developable, the de-allocation of allocated sites that are considered unsustainable and not developable, and the introduction of new sites that benefit from planning permission and/or that have been identified on their own merit. Approximately 40% of the proposed sites are the retained and vacant element of North Lincolnshire Local Plan's proposed and committed sites, whilst the remaining 60% of land arises from additional sites that have come forward.

- 9.27 The continuing growth of Scunthorpe as North Lincolnshire's main urban area is reflected in the allocation and is closely linked with the housing growth central to the Core Strategy.
- 9.28 In the Market Towns the provision of small and medium scale employment opportunities will be encouraged in order to meet the need to provide local jobs. Accordingly the retention and enhancement of existing sites will be supported, and if appropriate additional land allocated. Therefore around 10 hectares of employment land will be provided.
- 9.29 Further strategic allocations are proposed at Sandtoft and Humberside Airport. The 58.5 hectare brownfield site at Sandtoft provides potential for a logistics park that would maximise its proximity to the M180 motorway, subject to satisfactory access arrangements being met. A logistics park in this location will support the growth of the South Humber Bank ports by providing a suitable for storage and distribution of goods. A Transport Study and Economic Viability Study (Sandtoft Evidence Base Document) covering the business park proposal have been undertaken that demonstrates that the site can be developed with satisfactory access arrangements.
- 9.30 A 20 hectare allocation at Humberside Airport is proposed to help bolster airport operations and to maximise freight potential with particular regard to the Perishables Hub, the region's first airside cold storage facility. The release of this land will be phased and will only come forward when the existing Local Plan allocation has been developed.
- 9.31 The Rural Strategy for North Lincolnshire has brought together the main priorities of all the agencies involved in economic, social and environmental regeneration and renewal activity across rural North Lincolnshire.
- 9.32 The agricultural industry is still important to North Lincolnshire's economy. Farming has had to undergo considerable change in recent years. Increasingly, farmers have had to diversify their businesses to include rural related enterprises including tourism. The countryside needs to develop thriving businesses whilst ensuring that there is no harm to the qualities that make North Lincolnshire's rural areas special.
- 9.33 The Market Towns and Rural Settlements are key locations for improving the quality of life and the environment. In recent years a number of rural settlements have seen a decline in their services. It is important that this trend is reversed so that such settlements can become thriving, inclusive and sustainable communities, through economic growth and diversification. This could be promoted through rural business development, sustainable tourism, rural affordable housing schemes and appropriate leisure opportunities in the wider countryside. New development, including conversions should be of a scale and character appropriate to each settlement or location where a social or economic need is demonstrated. These factors will not be at the expense of the quality of the rural environment.

CS11: PROVISION AND DISTRIBUTION OF EMPLOYMENT LAND

The council will support the continued expansion and improvement of North Lincolnshire's economy in order to create a step change in the area's role regionally and nationally. This will be achieved through the identification and allocation in the Housing and Employment Land Allocations DPD of a range of appropriate sites for employment and economic uses that will meet the requirement for an additional 40 hectares of employment land between 2006 and 2021 as identified within the Regional Spatial Strategy. This land will accommodate traditional land use (use classes B1, B2 & B8) as well as key priority growth sectors.

Strategic employment sites will be identified in the following broad locations:

Scunthorpe – 71 Hectares

1. To support the renaissance of Scunthorpe around 71 hectares will be identified and allocated. Principle locations will be:
 - Scunthorpe North – B1, B2 and B8 uses
 - Town Centre – B1 and town centre uses
 - Scunthorpe West – B1- High quality business park – Lincolnshire Lakes.

Market Towns -10 Hectares

2. To support North Lincolnshire's market towns as key hubs of the rural economy.

Humberside Airport – 20 Hectares

3. To support the key role of the airport in delivering economic growth both locally and regionally, around 20 hectares will be reserved for economic activities with airport links.

Sandtoft Business Park – 58.5 Hectares

4. To support the growing logistics industry in North Lincolnshire and to take advantage of the connections provided by the airports of Humberside and Doncaster Robin Hood, and the South Humber Bank ports, around 59 hectares will be allocated for a logistics and distribution park. The development of this strategic location will be subject to satisfactory access arrangements being put in place.

General Provisions

To support development elsewhere within North Lincolnshire that meet local employment needs and maximises other special locations.

In considering all development proposals for employment purposes in North Lincolnshire, regard should be given to making all locations accessible by range of transport modes in particular by public transport, cycling and walking. Accordingly, travel plans will be required setting out how employment locations will be linked to settlements in the area.

Rural Economy

To deliver a thriving rural economy by supporting development or activities that assist in rural regeneration and that strengthen or diversify rural businesses.

- 9.34 This policy aims to ensure that the right amount and quality of employment land is available in North Lincolnshire to support the growth of the local economy and help deliver the vision for the area. The exact extent of the key allocations will be defined in the Housing & Employment Land Allocations DPD.

South Humber Bank

- 9.35 The South Humber Bank (SHB) is an expansive area of flat land located on the southern bank of the Humber Estuary. The site is the most important employment site in the Humber sub-region. As the site provides the largest employment land allocation located alongside the last major undeveloped deep-water estuary in the country, it is also of national importance. This is further highlighted in the Regional Spatial Strategy (RSS) and the Northern Way Growth Strategy, which draws on the significance of the site and its development having a major contribution to the local and regional economy.
- 9.36 The development of the SHB is fundamental to achieving its economic potential. The site is ideal for a range of port-related industries or those requiring proximity to a deep-water frontage. The SHB is part of a larger cluster of port-related activity along the south bank of the Humber, with the ports of Grimsby and Immingham being the largest ports complex in the UK in terms of tonnage handled (65.3 millions tonnes of cargo in 2008). There is a major opportunity for these ports to have significant growth and expansion. Collectively with the ports of Hull and Goole, they also form the fourth largest complex in Europe in terms of tonnage handled, and are the UK's most northerly port complex that can offer overnight services of less than 12 hours to and from continental Europe. As such with the right development the South Humber Bank has the real potential to becoming the north of England's Global Gateway. The continuing development of the South Humber Bank is the council's key economic driver. The importance of this area is reflected in its strategic allocation.
- 9.37 Improvements to the transport infrastructure in and around the SHB, particularly to the north, have been identified as key to helping realise the SHB's full potential. These improvements are for the internal network which are owned by the Local Highways Authority. In addition, despite having the advantage of excellent links to the road network and the rest of the country via the A180 and M180, work is needed to improve the A160, which provides direct port access from Brocklesby Interchange junction off the A180. These improvements were given preferred route status in March 2010, by the Secretary of State, after £95m was allocated to the scheme by the Regional Funding Allocation. The road scheme was viewed as one of the biggest priorities in the whole of the Yorkshire and Humber region. Such is its importance as an economic driver for the region, the previous Government in November 2008's Pre-Budget Statement, took the unusual step of allocating an extra £30m to improve the scheme – viewing it as of internationally significant.
- 9.38 The rail networks to the site is currently acceptable, however a study is currently being undertaken to determine how existing and improved road and rail networks can better serve the area. Other constraints affecting the SHB are land drainage issues and potential flood risk and nature conservation. All these issues will need to be addressed in order for it to be developed to its full potential.
- 9.39 The South Humber Bank employment area is currently occupied by a range of estuary-related industrial operators such as large oil, gas and electricity companies, riverside terminal facilities and associated activities including storage, processing and distribution. The area is also fast becoming an energy capital. The site is already home to a number of chemical companies, which provide 27 percent of the UK's oil refinery capacity.
- 9.40 In contrast, the SHB is also regionally significant in environmental terms and is home to sensitive estuary and wetland habitats and some important bird species. The entire Humber Estuary is designated as a Site of Special Scientific Interest (SSSI), Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar which is directly adjacent to the South Humber Bank Strategic Employment Site (SHBSE). There is also a separate SSSI North Killingholme Haven, which is located within the SHBSE site.

- 9.41 Essential development to the South Humber Bank can be successfully achieved alongside the preservation of existing nature conservation areas, wildlife habitats and species by ensuring it has no adverse impact on the local environment. Establishing buffer areas around existing and proposed industry, requiring high quality landscaping to screen industrial development and the provision of new habitats and local green networks between and around industrial areas will help to minimise any potential negative effects inflicted by industrial development on the environment. A strategic approach to mitigation for loss of SPA bird feeding and roosting habitats is being advanced by a number of agencies operating in the South Humber Bank, together with an area outside the South Humber Bank allocation. This mitigation only provides for the loss of a feeding and roosting site for SPA/Ramsar birds, therefore further mitigation is likely to be required for protected species and BAP species.
- 9.42 Furthermore, in order to protect the intertidal habitats which form part of the Humber Estuary SAC, SPA and Ramsar site it is considered by North Lincolnshire Council that there is a presumption against development on intertidal habitats within the South Humber Bank Strategic Employment Site (SHBSES). The frontage of the SHBSES will be reserved for port related activities only and development will only be permitted where it can be demonstrated that the relevant Habitat Regulations test can be met. For example, where adverse effects on the integrity of the SAC (and its intertidal and/or subtidal habitats) are identified and cannot be mitigated, development will only take place where there are no alternatives and where there are imperative reasons of overriding public interest and where permission has been granted by the Secretary of State (once compensatory measures are agreed).
- 9.43 A study has been undertaken to look at the feasibility of developing the key employment area. The feasibility study found that the site is regionally strategic and should be developed for regionally significant projects in key sectors including chemicals, ports/logistics, food manufacturing and environmental technology, which is identified as a key sector in regional and sub-regional policy. Whilst the area is environmentally sensitive, it is suggested there is scope to accommodate further development whilst enhancing ecological assets and managing flood risks.
- 9.44 The delivery of the South Humber Bank Strategic Employment Site will be achieved through the following Plans, Boards and Delivery Groups:
- South Humber Bank Master Plan (2004)
 - Individual South Humber Bank Infrastructure, Economic and Environmental Studies that up date the South Humber Bank Master Plan where relevant
 - South Humber Bank Gateway Board
 - South Humber Bank Gateway Delivery Group and its South Humber Bank Ecology Sub-Group
- 9.45 This collaborative framework has the support of key delivery partners and will ensure the successful large-scale future development of the South Humber Bank, help to overcome existing constraints, and harmonise potential conflict between economic development and the environment; thus achieving sustainable development objectives.
- 9.46 Investment interest in the South Humber Bank Strategic Employment Site is key to the delivery of the site. To emphasise the importance of investment it should be noted that South Humber Gateway investment indications regarding freight ferry, ports and logistics and rail from 2005 to 2008 amounted to £420 million. Projected investment indications from 2008 to 2013 amount to just over £2 billion in relation to power and energy generation from biomass and gas firing, enhanced freight ferries, manufacturing, petro-chemicals, ports and logistics, as well as improved rail and road access.

- 9.47 In 2009, approval was given for branding the area as the 'South Humber Gateway'. This will help to improve the marketing potential of the area and increase the amount of inward investment. Approval was also given for establishment of a South Humber Gateway Board which will guide the work of officers who are responsible for helping the area achieve its potential of attracting £2billion in investment and creating 10,000 jobs.
- 9.48 Future employment land provision in this area is in the form of an existing Local Plan employment land allocation and combining it with a review of the area to form an extensive site. Most of this land is still available for development. The council need to review the actual perimeter boundary and sites within it in terms of appropriate areas for employment and nature conservation. The supporting paragraphs to policy CS12 give an explanation of the framework of how the development is to be delivered and the progress of relevant studies. This includes an explanation that a number of studies have recently been completed and planning proposals and applications have come forward in recent times, and some studies are still continuing with particular regard to future infrastructure requirements and protection, enhancement and mitigation of nature conservation and the landscape. Policy CS12 therefore relates to a broad strategic location of around 900 hectares that continues the existing allocation in a Local Plan. The site is not a strategic allocation. A strategic allocation would have to specify precise land use boundaries to be justified and such matters will be addressed in detail relevant and equivalent to a more detailed Development Plan Document and any subsequent SPDs as appropriate.

CS12: SOUTH HUMBER BANK STRATEGIC EMPLOYMENT SITE – A BROAD LOCATION

The South Humber Bank Strategic Employment Site (SHBSES) will be reserved for B1, B2 and B8 port related activities to take special advantage of its location, flat topography and adjacent a deep water channel of the River Humber as an extension to Immingham Port and the Humber Sea Terminal.

The delivery of the SHBSES will be achieved through the following Plans, Boards and Delivery Groups:

- South Humber Bank Master Plan (2004);
- Individual South Humber Bank Infrastructure, Economic and Environmental Studies that up date the South Humber Bank Master Plan where relevant
- South Humber Bank Gateway Board (formed May 2009)
- South Humber Bank Gateway Delivery Group and its South Humber Bank Ecology Sub-Group

The Plans, Strategies and Investment Decisions and Programmes for the SHBSES should:

a) Role and Function of the Site

Maintain, increase and enhance the role of Immingham Port as part of the busiest port complex in the UK, by extending port related development northwards from Immingham Port to East Halton Skitter in harmony with the environmental and ecological assets of the Humber Estuary. This will include safeguarding the site frontage to the deep water channel of the River Humber for the development of new port facilities and the development of new pipe routes needing access to the frontage. The deep water channel offers the opportunity of developing a new port along the River Humber frontage between Immingham Port and the Humber Sea Terminal. The role of the South Humber Ports should be strengthened by providing an increased number of jobs particularly giving employment opportunities for North Lincolnshire and North East Lincolnshire residents.

b) Economic Development

Diversify and develop the economies of North Lincolnshire and North East Lincolnshire Council areas within the Humber sub area's economy. This can be achieved in the following ways: by making the most of the multimodal transport links and proposed highway improvements on site and to the port entrance along the A160 from the A180; by enhancing and improving the railway line between the East Coast Main Line at Doncaster and Immingham; by enhancing the established South Humber Ports; by taking the sustainable opportunity to transfer goods by trans-shipping goods from the southern and south eastern UK ports and by offering berths for transporting goods by barge/boat inland along the well connected inland waterways; and by utilising the workforces of the nearby towns of Scunthorpe, Immingham, Grimsby and Cleethorpes.

Attract value added employment port-related activities and maximise opportunities around the ports by enhancing and improving skills. This can be achieved by encouraging the expansion of existing training centres such as CATCH near Immingham and taking opportunities to create new training centres within the South Humber Ports area. These opportunities should also benefit the existing and growing economic clusters of the energy, chemicals and food sectors. This will include the diversification of the energy sector into the development of renewable energy such as biomass opportunities.

c) Infrastructure

Develop an infrastructure strategy to improve transport accessibility and movement, drainage and flood defence.

Improve multimodal land access to the South Humber Ports and develop their complementary roles. The transport strategy includes the delivery of the South Humber Bank Transport Study outcomes within the SHBSES, the Highways Agency A160/A180 Highway Improvement Scheme (top priority in the Regional Transport Priorities) anticipated to begin construction around 2015 and the Network Rail Freight Utilisation Strategy that programmes line speed and signalling improvements between Immingham and Doncaster (being carried out within the current strategy 2007 and 2014) and the Killingholme Loop (that will enable a one way freight rail route into the South Humber Ports) post 2015.

In improving transport accessibility, it is vital that the ports can be accessed by a range of transport modes, including public transport, cycling and walking. Accordingly, robust travel plans should be developed to show how the area will be linked to surrounding settlements.

Development will be assisted by a drainage programme. Works are programmed to start and be completed in 2011. The outcome will be to include surface water and sewage management solutions to accommodate development of the SHBSES without harming the natural environment.

Safeguard and improve the flood defences of the SHBSES from tidal flooding through partnership working with the Environment Agency and its Humber Flood Risk Management Strategy (March 2008), North Lincolnshire and North East Lincolnshire Councils, Yorkshire Forward, landowners and industry. This will include managing the predicted effects of climate change in harmony with the development of port related activities by managing and minimising the risk of flooding.

d) Environment

Protect and enhance the biodiversity and landscape character of the Humber Estuary by harmonising the ecology, nature conservation and landscape with port related development activities. This will be achieved by implementing the South Humber Gateway Conservation Mitigation Strategy Delivery Plan (SHGCMSDP). The SHGCMSDP will identify appropriate areas of mitigation for the loss of offsite SPA and Ramsar waterbird roosting and foraging habitat. These areas will be delineated and safeguarded in the Housing and Employment Land Allocations DPD. The SHGCMSDP will help unlock the economic development opportunity of the South Humber Bank Employment Site whilst ensuring the protection of the Humber Estuary Special Protection Area, SAC and Ramsar site and developing new green infrastructure. The delivery of this SHGCMSDP will link directly to the Green Infrastructure Strategy for North Lincolnshire and will be produced by partnership working with Natural England, Royal Society for the Protection of Birds (RSPB), Lincolnshire Wildlife Trust, Environment Agency, Yorkshire Forward, North Lincolnshire and North East Lincolnshire Councils, landowners and industry. New development will also need to harmonise with the North Killingholme Haven Pits SSSI and the Local Wildlife Sites such as Chase Hill Wood (a proposed Local Nature Reserve) Burkinshaws Covert, Halton Marsh Clay Pits and Rosper Road Ponds.

- 9.49 The aim of this policy is not just to recognise the economic advantages of developing the site for employment use and port extension but also to acknowledge the importance of the environmental and ecological assets of the area. Any proposed development must harmonise with these assets.

Lifelong Learning and Skills

- 9.50 Businesses in North Lincolnshire have identified skills as a key factor in remaining competitive. Therefore it is vital that the council continues to support educational and training development in the area to ensure that today's workforce and the workforce of the future are equipped with the necessary skills to meet the ever-increasing demand from local employers.

- 9.51 In order to raise educational attainment and adjust school provision to changing needs, the council in its role as the Local Education Authority (LEA) has produced a School Asset Management Plan 2003 – 2008. This sets out a number of proposals for improving overall education provision in North Lincolnshire, meeting the supply and demand for school places, and extending the role of schools to better serve the wider community. As part of the process of improving educational standards and ensuring pupils have high quality learning environments, the council has embarked on the Building Schools for the Future programme. This represents around £70 million of investment in new school facilities and a vision for delivering future educational services. It is mainly concentrated in the first instance on secondary school provision in the Scunthorpe urban area.
- 9.52 North Lincolnshire has a high quality further education sector which makes a substantial contribution to the economy and its future prosperity. This includes John Leggott College and North Lindsey College.
- 9.53 The council encourages these establishments to continue to deliver excellent education services, whilst developing stronger links with their neighbouring communities. In addition, the council supports investment in higher education facilities, such as the potential creation of a Knowledge Campus. The Scunthorpe Strategic Development Framework proposes that the Knowledge Campus be based on John Leggott College, North Lindsey College and the Kingsway Centre, forming a centre of some reputation for learning, enterprise and creativity for North Lincolnshire. The ambition would not be to create a University of Scunthorpe but to form a campus that would be a multi-institutional site that demonstrates lifelong learning, business excellence and economic regeneration. The Knowledge Campus could encourage young people to stay in the area for their higher education and in turn find jobs in the local area. The Knowledge Campus is one of a number of potential projects that will help to increase the skills levels of local people to help ensure they are able to find well-paid, secure employment in the future.
- 9.54 The LDF can help to deliver this vision by including policies to support the provision of new or enhanced schools. Where school sites become redundant, they should be redeveloped in a way that supports the creation of sustainable linked communities.

CS13: LIFELONG LEARNING AND SKILLS

The council will support improvements in education provision to enable everyone to share North Lincolnshire's growing prosperity by:

1. Assisting in the implementation of the Schools Organisation Plan and School Asset Management Plan 2003 – 2008 by identifying suitable sites that are accessible so that new schools can play their part in creating sustainable communities.
2. Helping to deliver the Building Schools for the Future programme.
3. Supporting the extended role of schools in the community to enable wider community use of school facilities.
4. Working with the Learning and Skills Council, providers of further and higher education, employers and neighbourhood renewal partnerships to identify sites and premises for new or expanded provision for further/higher education, training and lifelong learning.
5. Supporting the development of a Knowledge Campus to deliver locally based higher education facilities in Scunthorpe focussed around John Leggott College, North Lindsey College and the Kingsway Centre and other projects aimed at improving the skills and employability of local people.

Where proposals are identified for the development of educational facilities that include school or further/higher education, facilities should be:

- Of high quality design, well related to neighbourhood services and amenities, and easily accessible by sustainable transport modes.
- Include, where appropriate, provision for community use in addition to their educational use.

Proposals for the redevelopment of redundant educational sites should support the creation of sustainable, linked communities including the wider need to protect open spaces and playing pitches.

- 9.55 This policy aims to facilitate improvements to education provision, including the continuing support of a Knowledge Campus, provided that they also contribute to greater community use and the wider objectives of the spatial strategy. It also seeks to ensure that any redundant educational sites are redeveloped in a sustainable way. This policy will be implemented through the normal planning process.

Monitoring

- 9.56 The following indicators and targets will be used in monitoring the implementation and effectiveness of the policies contained in this chapter:

Indicator	Target
Amount of employment land available by type.	Five year supply of land for offices, industry and distribution (50 hectares) always to be available for development
Amount of floorspace developed for employment by type.	Delivering at least 10 hectares of employment land within North Lincolnshire per annum and between 2006 and 2026.
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
Knowledge Campus.	Increase Higher Education offer within North Lincolnshire
Working age population qualified to at least level 2 or higher.	65.5% of the working population qualified to at least level 2 or higher
Working age population qualified to at least level 3 or higher.	44% of the working population qualified to at least level 3 or higher
Working age population qualified to at least level 4 or higher.	23% of the working population qualified to at least level 4 or higher

Key Documents:

- Planning Policy Statement (PPS) 4: Planning for Sustainable Economic Growth (DCLG, December 2009)
- The Yorkshire & Humber Plan – Regional Spatial Strategy to 2026 (GOYH, 2008)
- Regional Economic Strategy 2006 to 2015 (Yorkshire Forward, 2006)
- North Lincolnshire Employment Land Review (NLC, 2009)
- Scunthorpe Strategic Development Framework (Gillespies/Yorkshire Forward, 2005)
- Economic Development Strategy (NLC, 2009)
- South Humber Bank, Feasibility and Masterplanning Study (BDP Planning, 2004)
- Killingholme Marshes Drainage Improvements Design Stage 1 Report (Hannah Reed Associates Ltd, 2009)
- Humber Flood Defence Strategy (Environment Agency, 2008)
- Sandtoft Evidence Base Document (Pell Frischmann, 2009)

Link to Key Objectives

Spatial Objectives:

1, 2, 4, 5, 6, 7, 8, 9

SA Objectives:

SA2; SA3; SA5; SA8; SA9; SA10; SA11; SA12; SA13; SA16; SA17; SA19; SA20; SA21; SA22; SA23; SA24; SA25; SA26; SA27; SA28