

## **CABINET**

<b>DATE</b>	02/09/2020
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder for Environment and Transport
<b>RESPONSIBLE OFFICER</b>	Clive Tritton, Interim Director of Environment, Economy and Growth
<b>SUBJECT</b>	Stallingborough Interchange Employment Site Supplementary Planning Document adoption
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	CB 04/20/05

### **CONTRIBUTION TO OUR AIMS**

The 'North East Lincolnshire Local Plan 2013 to 2032' was adopted by the Council in March 2018. The Local Plan sets out how North East Lincolnshire will grow and change over a fifteen year period, and how this will be achieved. Supplementary Planning Documents (SPD), provide additional guidance to specific policies in the Local Plan.

The adoption of the final Stallingborough Interchange Employment Site SPD supports the Council's Stronger Economy priority by generating increased certainty for developers and encouraging private investment that will help to meet the Borough's economic development targets.

### **EXECUTIVE SUMMARY**

This report seeks Cabinet approval to adopt the 'Stallingborough Interchange Employment Site Supplementary Planning Document' (attached at Appendix A) in accordance with the 'Town and Country Planning (Local Planning) (England) Regulations 2012, as amended.

### **RECOMMENDATIONS**

It is recommended that Cabinet:

1. Approves the adoption of the Stallingborough Interchange Employment Site Supplementary Planning Document.
2. Authorises the Director of Economy and Growth to appropriately publish the same.

### **REASONS FOR DECISION**

The Council has a statutory duty, as a local planning authority, to prepare and maintain an up to date 'Development Plan'. The preparation of Supplementary Planning Documents that support the adopted Local Plan whilst not a statutory duty, do provide additional guidance on policies set out in the Plan and will support the future development of this strategic site.

## 1. BACKGROUND AND ISSUES

The Council adopted its Local Plan in March 2018. Policy 7 of the adopted Plan sets out the areas of land allocated for employment development, under classes B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution).

The purpose of the Stallingborough Interchange Employment Site SPD (Stallingborough SPD) is to support future development of the Stallingborough strategic employment site ELR016a & b.

A significant proportion of the overall site covered by the Stallingborough SPD is designated as an enterprise zone. The site is already attracting significant commercial interest and the first development has commenced. The adoption of the Stallingborough SPD will provide clarity for landowners, developers and potential occupiers of the opportunities and acceptable forms of development on the site.

The site forms an integral part of the South Humber Industrial Investment Programme (SHIIP) which seeks to ensure opportunities for economic growth are capitalised on over the next five to ten years.

A significant proportion of the overall site also has the benefit of planning permission granted under application reference DM/0105/18/FUL (<https://www.nelincs.gov.uk/planning-and-development/planning-applications/>). The specific aspects of this proposal have been subject to a Habitats Regulations Assessment, including a wintering bird survey covering the entire site allocation, and an Environmental Impact Assessment.

A public consultation was undertaken on the draft Stallingborough SPD which ran from Monday 19 August to Friday 4 October 2019. The consultation was undertaken in accordance with the procedures set out in the adopted 'Statement of Community Involvement (2013)' (<https://www.nelincs.gov.uk/planning-and-development/planning-policy/statement-of-community-involvement/>).

Responses to the consultation are available to view on the consultation portal (<https://nelincs-consult.objective.co.uk/portal>).

Although a total of 15 comments were received, this relatively low response reflects the rural nature of the scheme and the fact that the main points have already been addressed as part of the planning application consultation.

In addition to the formal consultation a further drop in event was held which ran concurrently with a highways event on Tuesday 7<sup>th</sup> January 2020 at the former Immingham Library.

A summary of the main issues raised during the consultation and at the drop in event are set out below:

- No reference to biodiversity or the natural environment in the 'Development Considerations' section.
- Additional cross referencing to specific Local Plan policies.
- No reference to buses within the design considerations and transport

sections, particularly the inclusion of access to buses as form of transport for employees to and from home to work.

- Protection of the water environment.
- Foul and surface water drainage, including SuDs.
- Include map showing area of future archaeological works.
- Establish location and protection of utilities (gas and electric).

After considering all of the comments received it is recommended that, subject to the amendments set out in the 'Consultation response report' (attached Appendix B), Cabinet approve and adopt the update Stallingborough Interchange Employment Site Supplementary Planning Document (attached Appendix A).

Once adopted the Stallingborough SPD whilst not forming part of the 'Development Plan', or additional policies to the development plan will form a material consideration in the determination of planning applications.

## **2. RISKS AND OPPORTUNITIES**

The Local Plan was subject to various assessments during its preparation including a Sustainability Appraisal, Habitats Regulations Assessment and Health Impact Assessment.

## **3. OTHER OPTIONS CONSIDERED**

The Council could do nothing and rely on national policies and guidance and the policies set out in the adopted Local Plan. However, by providing additional information to developers, landowners and communities, the Council is seeking to put in place a more comprehensive policy framework that will support economic development on the strategic employment site whilst ensuring related impacts are given full consideration as part of the planning process.

## **4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS**

Adoption of the final Stallingborough Interchange Employment Site Supplementary Planning Document, following public consultation, will generate a positive reputational impact for the Council by generating increased certainty for developers and encouraging private investment.

The adopted document will be made available to view on the Council's website (<https://www.nelincs.gov.uk/planning-and-development/planning-policy/>) and in paper on request. Responses to the consultation are available to view on the consultation portal (<https://nelincs-consult.objective.co.uk/portal>).

## **5. FINANCIAL CONSIDERATIONS**

There are no additional costs to the Council associated with the implementation of the Supplementary Planning Document. Copies of the adopted document will be available to download from the Council's website free of charge. Paper copies of the document will be available on request. A charge will be made to cover the costs of printing.

## **6. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS**

The adoption of the Stallingborough SPD provides the Council with a means to guide the development of the Stallingborough strategic site in a way that will recognise and realise the economic and social benefits of a high quality working environment whilst working towards and developing a greener infrastructure and helping to reduce the impacts of climate change.

## **7. CONSULTATION WITH SCRUTINY**

No consultation has been undertaken with Scrutiny although the SPD has been the subject to wide ranging consultation.

## **8. FINANCIAL IMPLICATIONS**

There are no direct financial implications a result of this report.

It is anticipated, however, that the adoption and publication of the Supplementary Planning Document will have a positive impact on economic investment to the area.

## **9. LEGAL IMPLICATIONS**

Whilst the Council is not required as a matter of law to adopt and publish supplementary planning documents, they are nevertheless accepted as a prudent and desirable measure to give further guidance and to bolster the planning process.

## **10. HUMAN RESOURCES IMPLICATIONS**

There are no direct HR implications

## **11. WARD IMPLICATIONS**

The development is located within the Immingham ward. However, all wards could benefit from the economic implications of developing the site in respect of the number of potential employees.

## **12. BACKGROUND PAPERS**

North East Lincolnshire Local Plan 2013 to 2032 (2018)  
(<https://www.nelincs.gov.uk/planning-and-development/planning-policy/the-local-plan/the-new-local-plan/north-east-lincolnshire-local-plan-2013-2032-adopted-2018/>).

Cabinet 12 February 2020, Item 10 – SHIIP CPO Land Assembly  
(<https://www.nelincs.gov.uk/meetings/cabinet-48/>)

Cabinet 7 August 2019, Item 9 – Stallingborough Interchange Employment  
Site Supplementary Planning Document  
(<https://www.nelincs.gov.uk/meetings/cabinet-43/>).

Cabinet 10 July 2019, Item 5 – Advanced Engineering Unit Stallingborough (<https://www.nelincs.gov.uk/meetings/cabinet-42/>).

Cabinet 10 April 2019, Item 8 – Advanced Engineering Unit, Stallingborough (<https://www.nelincs.gov.uk/meetings/cabinet-40/>).

Special Cabinet 14 December 2017, Item 3 – Review of South Humber Industrial Investment Programme, Investment and Return on Investment (<https://www.nelincs.gov.uk/meetings/special-cabinet-6/>).

Planning application reference DM/0105/18/FUL (<https://www.nelincs.gov.uk/planning-and-development/planning-applications/>).

### **13. CONTACT OFFICER(S)**

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**COUNCILLOR STEWART SWINBURN**  
**PORTFOLIO HOLDER FOR ENVIRONMENT AND TRANSPORT**

North East Lincolnshire

Stallingborough Interchange  
Employment Site  
Supplementary Planning Document

January 2020



Working in Partnership



■	Foreword	
1	Purpose of this SPD	4
2	Preparation process	6
	<b>Environmental assessment</b>	<b>6</b>
■	About the site	
3	Site location	10
4	Enterprise zone status	12
5	Site description	16
6	Planning context	20
■	Development principles	
7	Development strategy	24
	<b>Vision/Key objectives</b>	<b>24</b>
	<b>Mix of uses (B1, B2, B8 and restrictions)</b>	<b>24</b>
	<b>Council's role/funding</b>	<b>25</b>
8	Development considerations	28
	<b>Design standards</b>	<b>28</b>
	<b>Flood risk and drainage</b>	<b>31</b>
	<b>Heritage</b>	<b>32</b>
	<b>Utilities</b>	<b>33</b>
	<b>Transport</b>	<b>34</b>
■	Delivering development	
9	Indicative layout and phasing	38
10	Planning application process	40
■	Further information	
A	Contact details	42



## Purpose of this SPD

- 1.1** This Supplementary Planning Document (SPD) has been prepared to support the future development of the Stallingborough strategic employment site ELR016a & b. The site is allocated for employment development, use classes B1 (Business), B2 (General Industrial) and B8 (Storage) and Distribution) under Policy 7 of the North East Lincolnshire Local Plan 2013 to 2032 (2018).
- 1.2** This SPD supports the economic growth of the South Humber employment zone and provides greater detail on how the adopted policies set out in the local plan will be interpreted. As an SPD the key purposes of the document are to:
- Identify the vision and objectives for the site;
  - Provide clarity on the decision making process;<sup>(1)</sup>
  - Provide clarity to landowners and developers of the opportunities and acceptable forms of development;
  - Support coherent development across the site, including delivering supporting infrastructure.
- 1.3** The SPD sets out development principles which will deliver the identified vision and objectives of the site. The development principles are split into two sections, the development strategy and development considerations. The development strategy sets the strategic context of the site whilst the development considerations relate to site specific considerations.

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1 The SPD will be a material consideration in determining planning applications submitted for the site.

## Preparation process

- 2.1** This SPD has been prepared by North East Lincolnshire Council, as the Local Planning Authority. Its preparation supports the South Humber Industrial Investment Programme (SHIIP) and is supported by a raft of technical information supporting the Local Plan allocation and the subsequent planning application submitted for a significant proportion of the site; ref DM/0105/18/FUL.
- 2.2** The preparation of this SPD has included a period of public consultation which was undertaken in accordance with the Statement of Community Involvement (SCI).<sup>(2)</sup>

### Environmental assessment

- 2.3** The SPD has been informed by the evidence supporting the North East Lincolnshire Local Plan. The site was promoted through the call for sites process during the preparation of the Plan and was originally assessed as part of the Employment Land Review, December 2014. This led to the site's proposed allocation within the Pre-submission Draft Local Plan 2016 which ultimately led to the site's allocation within the adopted Local Plan, March 2018.
- 2.4** Throughout the local plan process the proposed allocations have been subject to Habitats Regulations Assessment and Integrated Sustainability Appraisal and Strategic Environmental Assessment.
- 2.5** Sustainability Appraisal (SA) is a statutory requirement of the Planning and Compulsory Purchase Act 2004. It is designed to ensure that the plan preparation process maximises the contribution that a plan makes to sustainable development and minimises any potential adverse impacts. The SA process has appraised the likely social, environmental and economic effects of the policies and proposals within the plan from the outset of its development.
- 2.6** Strategic Environmental Assessment (SEA) is also a statutory assessment process required under the SEA Directive, transposed in the UK by the SEA Regulations (SI 2004 No1633). The purpose of the SEA as defined by Article 1 of the SEA Directive is ...to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans..... with a view to promoting sustainable development.
- 2.7** Under Article 6 (3) and (4) of the Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (Habitats Directive) local plans are also subject to Habitats Regulations Assessment (HRA). The purpose of HRA is to assess the

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2 The Statement of Community Involvements sets out how the Council will seek to engage with its communities when preparing planning policy documents, including SPD. A copy of the latest SCI can be found on the Council's website (<https://www.nelincs.gov.uk/planning-and-development/planning-policy/>).

impacts of a land-use plan against the conservation objectives of a European designated site and to ascertain whether it would adversely affect the integrity of that site.

- 2.8** A significant proportion of the overall site also has the benefit of planning permission granted under DM/0105/18/FUL - Hybrid application seeking outline consent with access, landscaping and scale to be considered for the development of a 62ha Business Park comprising up to 120,176 sq.m for B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution), associated infrastructure and internal highways. Full application for the creation of a new roundabout, new access roads, associated highway works, substations, pumping stations, drainage and landscaping (Amended FRA and Drainage Strategy July 2018). The specific aspects of this proposal have been subject to Habitat Regulations Assessment (including a wintering bird survey covering the entire site allocation) and Environmental Impact Assessment.



## Site location

- 3.1** Located on the southern bank of the River Humber at the heart of the established South Humber Bank Employment Zone, the Stallingborough Interchange employment site is in a prime location with easy access to both the national motorway network and international trading routes. The site is approximately two miles south of the Port of Immingham and seven miles north of the Port of Grimsby and next to the A180 dual carriageway.
- 3.2** The Port of Grimsby and Port of Immingham complex (port complex) is the largest in the UK by volume and the only port complex in the Midlands Engine area. In 2016, the port complex handled 55 million tonnes of trade and more than 300 rail freight movements weekly. As the largest port on the Humber it is seen as the key to making the wider Humber Ports complex the busiest in the UK and fourth busiest in Europe.<sup>(3)</sup>
- 3.3** A new South Humber Bank Link Road, connecting Hobson Way and Moody Lane will provide further improvement to the highway network between the ports of Grimsby and Immingham by 2020.<sup>(4)</sup>



Figure 3.1 Location map

3 The wider Humber port complex includes the Ports of Grimsby, Immingham, Hull and Goole.  
4 Construction on the South Humber Bank Link Road commenced early in 2019 and is expected to take around 16 months to complete.

## Enterprise zone status

4.1 There are a number of Enterprise Zones within North East Lincolnshire, offering a wide range of different opportunities for economic development. The largest of which is the Stallingborough Enterprise Zone.

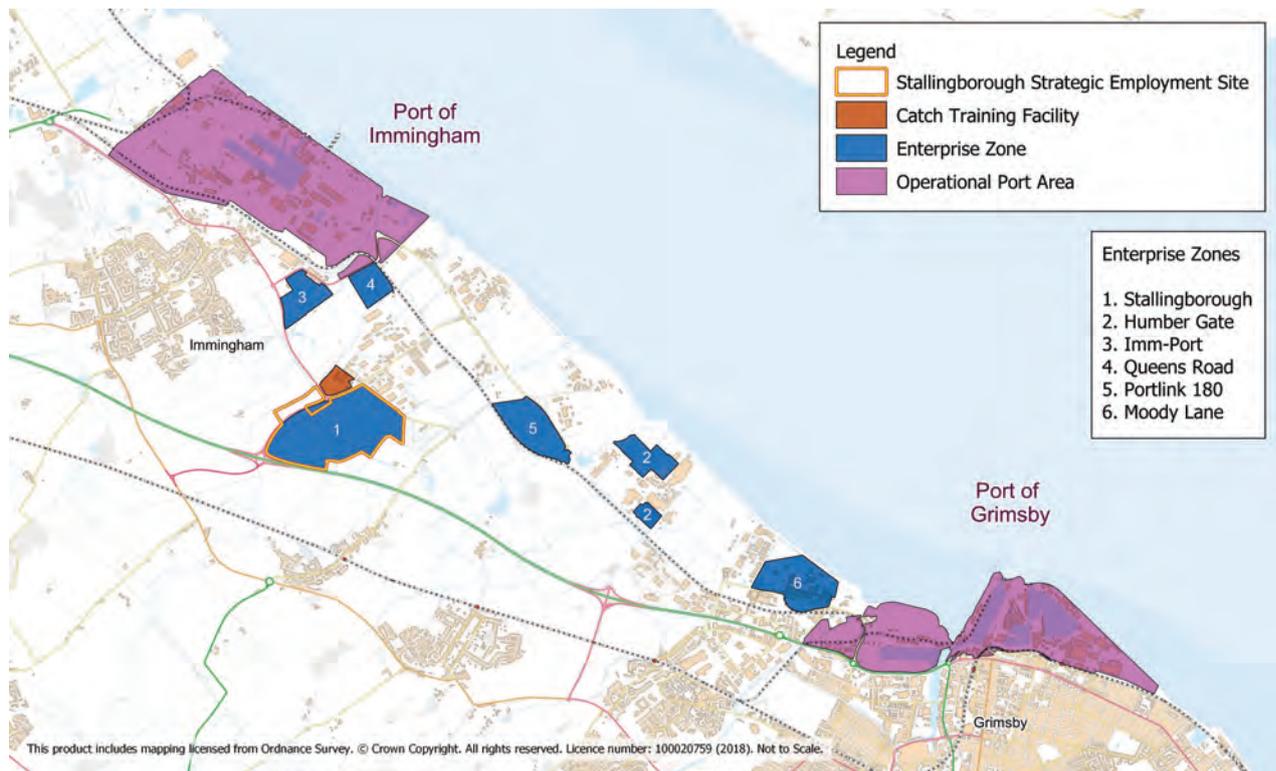


Figure 4.1 Enterprise Zones within North East Lincolnshire

4.2 A significant proportion of the overall Stallingborough Interchange employment site (Stallingborough Interchange site) has been designated as an enterprise zone (EZ) (see Figure 4.1 'Enterprise Zones within North East Lincolnshire' below) offering Enhanced Capital Allowances unlocked by £2.6m of Local Enterprise Partnership (LEP) funding and strategic intervention. The site is already attracting significant commercial interest from a range of potential investors attracted by the site's excellent strategic location and benefits of the EZ status.

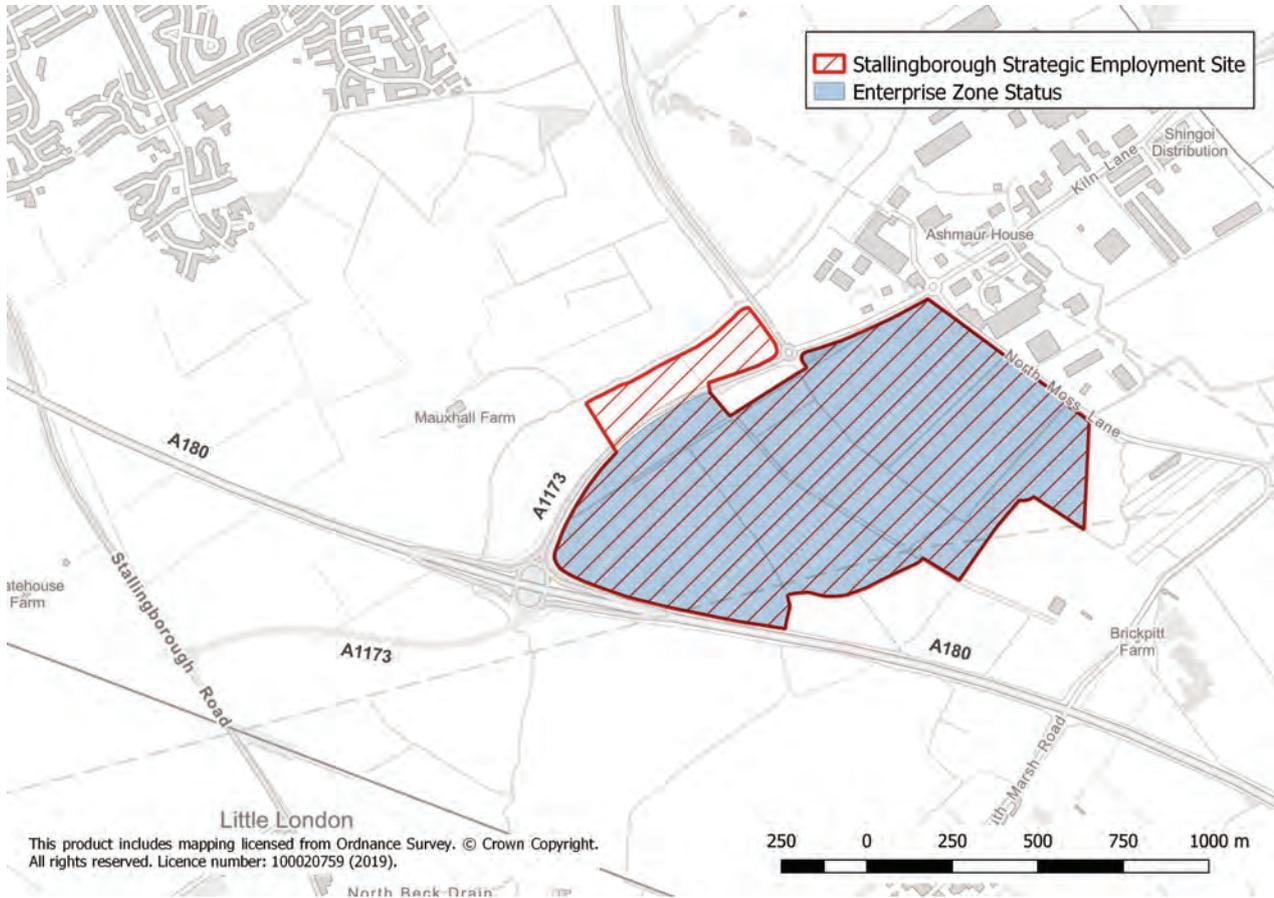


Figure 4.2 Enterprise Zone Status



## Site description

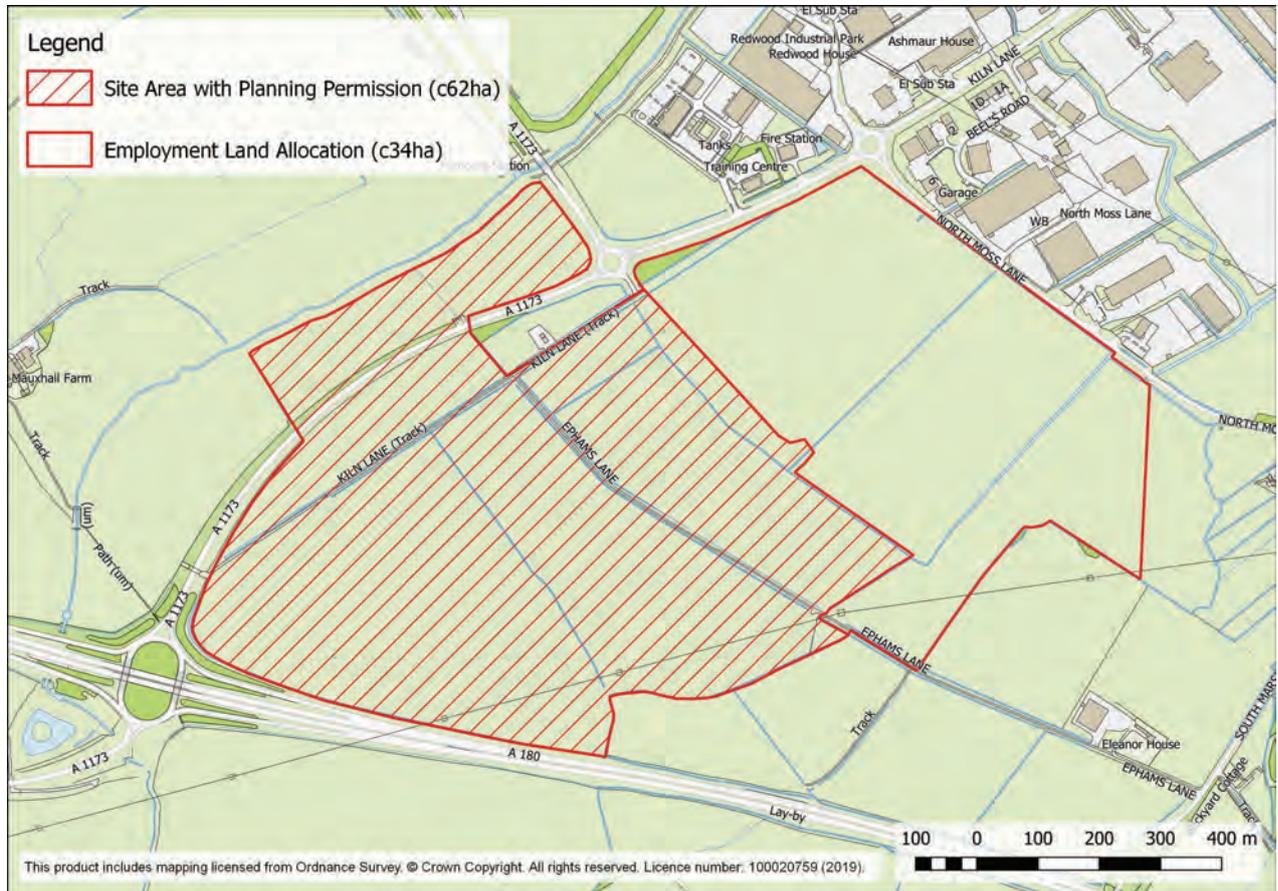


Figure 5.1 Site Plan

- 5.1 The site is located immediately to the north of the A180 dual carriageway adjacent to the Kiln Lane industrial estate and straddles the A1173. The majority of the site is to the south of the A1173 with a small proportion to the north, with the northern boundary formed by the North Beck Drain.
- 5.2 The majority of the land is currently in use as agricultural land and is generally flat in nature. The site is crossed by a number of significant drainage channels and is over looked from the elevated A180 Stallingborough Interchange. In addition a line of pylons and overhead lines cross the south of the site, with a second line of pole mounted lines running north to south to the west of the site.
- 5.3 A water abstraction site operated by Crystal Ltd is situated adjacent to the A1173 roundabout towards the northern edge of the site. The abstraction site does not form part of the Stallingborough Interchange site.

- 5.4** The nearest neighbouring buildings are those of North Moss Lane and Beels Road. These buildings are predominantly industrial in nature, use categories B2 and B8. The Humber Chemical Focus (HCF) CATCH site is located directly north of the site, this site has seen recent growth and provides training opportunities for the chemical, process engineering and renewables industries.
- 5.5** The total site area is circa 96ha this includes circa 62ha which has the benefit of planning permission. The remaining circa 34ha to the east is in separate ownership but forms part of the wider employment land allocation.

### Land ownership

- 5.6** The site is in a number of land ownerships which includes North East Lincolnshire Council. It is being delivered by the Council working together with and supported by the remaining land owners. The latest position regarding land ownership is available from the Council.<sup>(5)</sup>

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5 Contact [David Robinson](#) or [Duncan Ferguson](#) for further information.



## Planning context

## National Planning Policy Framework

- 6.1** National planning policy is set out in the National Planning Policy Framework (NPPF), the latest version published in February 2019. The NPPF must be taken into account in the preparation of local plans and is a material consideration in planning decisions. The local plan has therefore been prepared in conformity with the NPPF and this SPD has likewise been prepared in conformity.
- 6.2** The SPD reflects the requirements of the NPPF that Local Planning Authorities plan positively for sustainable development. In particular, the SPD has been prepared to contribute to the provision of a clear economic vision and strategy for the site, which positively and proactively encourages sustainable economic growth.

## North East Lincolnshire Local Plan

- 6.3** The North East Lincolnshire Local Plan was formally adopted in March 2018. Policy 7 of the adopted plan allocates the site as a strategic employment site ELR016a & b for employment development under use classes B1 (Business), B2 (General Industrial) and B8 (Storage) and Distribution). The Local Plan identifies an expected delivery within the plan period of 20ha. This was based on initial predictions but does not place any restrictions on a faster pace of delivery.
- 6.4** The Local Plan identifies an indicative sector focus of Ports and Logistics, which is primarily focused around the operational ports and the immediate hinterland. The sector focus has been identified to illustrate the cluster of related employment uses but does not serve as a planning policy restriction.
- 6.5** The policies in the North East Lincolnshire Local Plan that are considered to be particularly relevant to future development proposals:
- PO1 Employment Land Supply;
  - PO5 Development boundaries;
  - PO6 Infrastructure;
  - PO7 Employment Allocations;
  - PO33 Flood Risk;
  - PO36 Promoting Sustainable Transport;
  - PO39 Conserve and Enhance Historic Environment;
  - PO41 Biodiversity and Geodiversity, and;
  - PO42 Landscape.

## South Humber Industrial Investment Programme

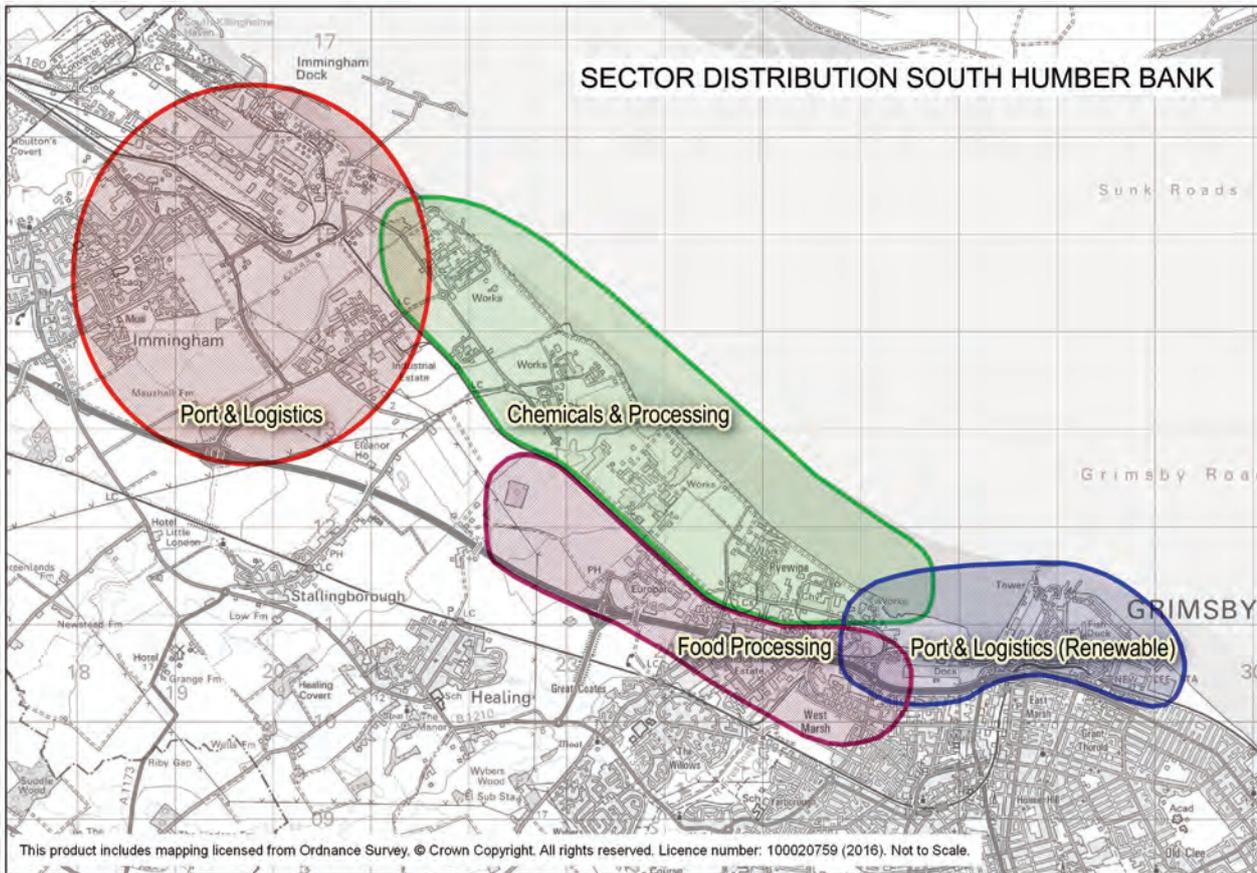


Figure 6.1 Sector distribution

- 6.6** The Stallingborough Interchange site forms an integral part of the South Humber Industrial Investment Programme (SHIIP). This is a strategic investment programme which seeks to ensure that the opportunities for economic growth within North East Lincolnshire are capitalised over a five to ten year period, overcoming current deficiencies in the provision of suitable sites and premises to secure business investment, job creation and a stronger economy.
- 6.7** Over recent times the take up of employment land and the delivery of floorspace has been limited. Whilst successive local plans have allocated significant land for development the take up has been poor. Since 2010 development rates have averaged 9,017 sq.m. per annum. This poor delivery rate has restricted the supply of new building stock, which has resulted in a significant shortfall in the supply of modern premises. Further analysis of the market shows that around 3% of the overall floorspace is standing vacant. Given that normal turnover levels would be considered sustainable at 10% vacancy, it indicates that the industrial property market is severely constrained by a lack of choice.

- 6.8** The SHIP programme is specifically set out to utilise public and private sector resources to overcome current deficiencies and constraints in the commercial property market through the provision of suitable sites and premises. The Stallingborough Interchange site is a key element in this strategy.
- 6.9** The wider SHIP programme includes further targeted enabling works, addressing infrastructure constraints, and ecological mitigation, and aligns closely with supporting strategies related to labour force skills and recruitment.
- 6.10** The SHIP programme aligns closely with the economic strategies of the Humber and Greater Lincolnshire LEPs. Specific funding has been secured from the Humber LEP towards the implementation of the Stallingborough Interchange site access from the A1173.

## Development strategy

- 7.1** The Stallingborough Interchange site includes the large strategic allocated employment site ELR016a & b, which is capable of accommodating a range of different B1, B2 and B8 uses. With independent access points on North Moss Lane as well as the A1173, there is a considerable degree of flexibility in relation to how development could be progressed across the site.

### Vision/Key objectives

- 7.2** The Stallingborough Interchange site with its location next to the A180 and proximity to the port of Immingham is considered to be a gateway site which will feature as a key element of the 'engine room' of the local economy.
- 7.3** The key driver for the development of this site will be the generation of employment opportunities. The Council will act to deliver serviced 'oven ready' land, with the option of developing premises, to enable the Borough's growth opportunities to be realised.
- 7.4** The Local Plan seeks to deliver 8,800 jobs over the plan period 2013 to 2032, the focus is on five key sectors to deliver sustained economic prosperity. The Stallingborough Interchange site will play a key role in delivering these jobs.
- 7.5** The vision for the Stallingborough Interchange site is of an attractive modern industrial park. One which combines well designed development in a structured layout including efficient and sustainable transport, and landscaping incorporating sustainable drainage and heritage

### Mix of uses (B1, B2, B8 and restrictions)

- 7.6** North East Lincolnshire's existing sector strengths and future opportunities are expected to be in the following areas that will define the future development of the site:
- **Advanced Engineering & Manufacturing (AEM)** – The AEM sector is generally characterised as the activities of Original Equipment Manufacturers (OEM's) in and suppliers to the Automotive and Aerospace sectors. This is not a sector that has traditionally formed a part of the local economy but work to underpin the new marketing activity of SHIP has confirmed that the Borough is well positioned to target this sector moving forward.
  - **Port Centric Manufacturing & Logistics** – It is expected that the sites proximity to the Port of Immingham and the A180 will naturally lead to interest from the ports and logistics sector and those manufacturing operations that require close proximity to the port. Whilst this will be encouraged a key determinant regarding investment of this sort will be in relation to the number and quality of the jobs

created. On this basis the site will be promoted to attract value added logistics operations to the site or manufacturing operations that need access to the port for logistical reasons.

- **Energy** – Whilst the offshore operations & maintenance sector has been making a significant contribution to the regeneration of the port of Grimsby it is expected that other kinds of land based green energy production will create investment opportunities for Stallingborough. In turn this type of investment will create opportunities for private wire and other kinds of energy and heat provision that will attract other investment from high energy demand industries.
- **Speciality Chemicals** – The South Humber Bank has for 70 years been the base for the second biggest Process Industries and Chemicals cluster in the UK. Stallingborough's proximity to the port and the potential for off grid local power options are likely to attract further investment in this sector. Whilst other local Enterprise Zone sites may lend themselves to large scale investments in this sector these tend to be capital intensive and generate relatively few jobs.

**7.7** With regard to site layout; the Council will steer development to locations that focus logistics and manufacturing (activities enclosed within buildings) to the west of the site and those with open process operations and/or a requirement for external storage to the east of the site. The site area to the north of the A1173 may offer opportunities for ancillary uses that support the wider business park development.

### Council's role/funding

**7.8** North East Lincolnshire Council is both a partial land owner of the Stallingborough Interchange site and enabler in bringing forward the site's early development. The Council has delivered key infrastructure that supports the site including the A1173 road link and has secured planning permission for a 64ha area of the site. The Council is committed to the delivery of the main access to the site off the A1173 and the initial spur road into the site.

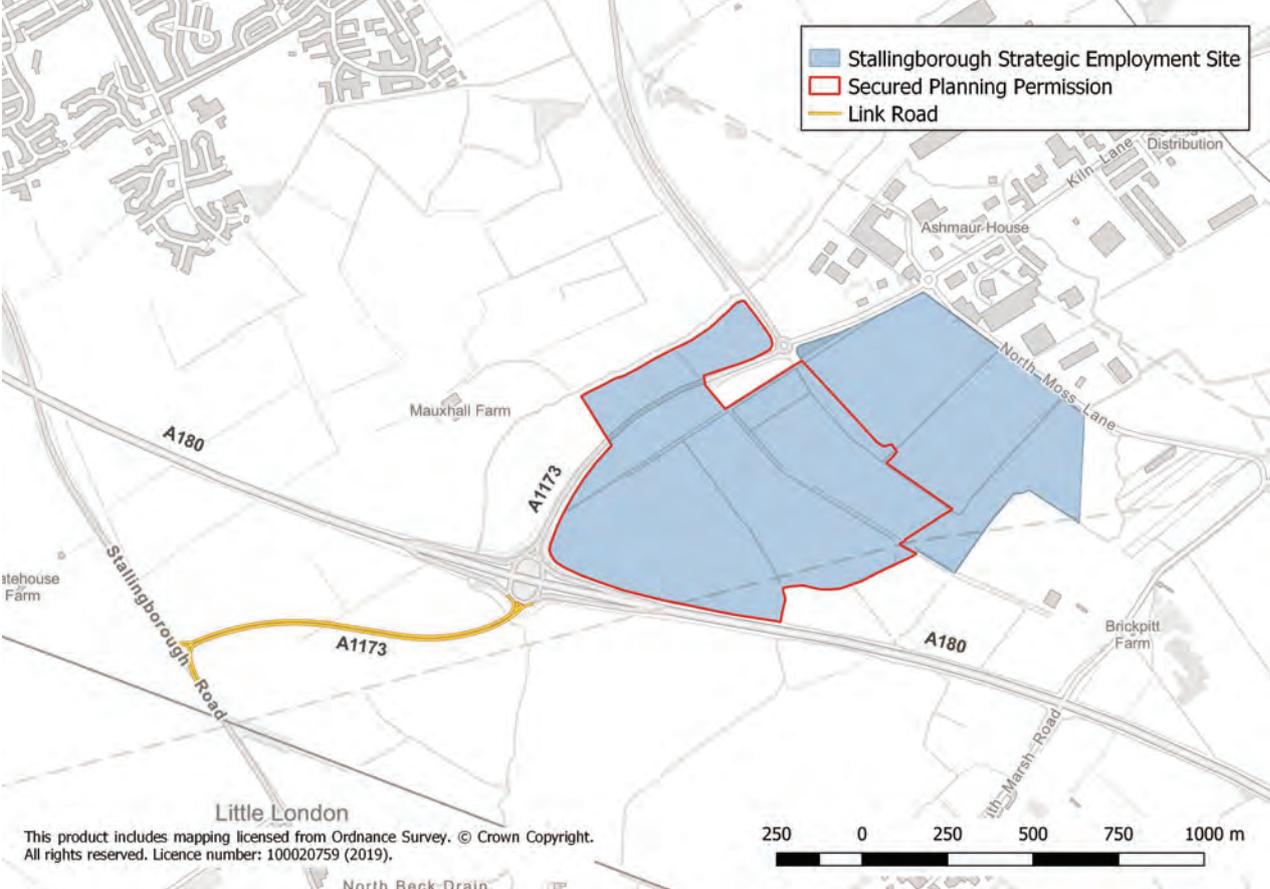


Figure 7.1 Infrastructure Delivery

## Development considerations

- 8.1** There are a number of specific development considerations that should be addressed in any proposal for development of the site. These aspects relate to technical constraints as well as design considerations which are set out to ensure the overall design quality of the estate is maintained as development comes forward.
- 8.2** The Stallingborough Interchange site from the aspect of design standards should be considered as two connected but separate parcels. The land to the east fronting North Moss Lane and separated from the remaining business park site by the drain running north from Middle Drain to the existing A1173 roundabout is considered as one parcel. This land is considered more suitable for developments which include open process elements ie not within enclosed buildings, and which may include elements of external storage. Any building forms should however, accord with the overall building standards for the whole site.
- 8.3** The remaining parcel of land has tighter development standards that reflect its more prominent location and the character of the site which the council is seeking to promote and deliver, these are set out below.

### Design standards

- 8.4** North East Lincolnshire Council is committed to the success of the Stallingborough Interchange site, and will aim to secure prominent world class businesses and buildings of a high design standard. The establishment of Design Standards together with the council's role as landowner and the on-going construction and investment in high quality public infrastructure are evidence of this commitment.
- 8.5** The public realm - roads, footpaths, street lighting, signage and landscaping will be uniform throughout the site. It will be designed to a standard that presents a quality finish but which requires low maintenance. The Council will be responsible for the long term maintenance of the areas of public realm on adoption.
- 8.6** The Design Standards are intended to be binding on developers and occupiers of the business park and will be a material planning consideration in relation to planning applications. The Design Standards should not be seen as restrictive controls but as measures to assure future investors that their development will be set within a business park where other developments are of a consistent standard and quality.

### Highways

- 8.7** Within the site a hierarchy of roads will be established - the primary road will be the entrance road leading from a new A1173 roundabout that will eventually loop around the site to connect to the existing A1173 roundabout. Secondary roads will lead from primary road to provide access to individual plots. All public roads will be constructed to adoptable standards and will be adopted as public highways.

- 8.8** The primary road will be landscaped incorporating a mixture of planting incorporating trees and shrubs that provide an attractive entrance to the site but which also have low maintenance requirements. The initial spur is to be constructed to the following standards which should be maintained as the site develops:
- The carriageway is to be 7.3m wide, widening to 8m around radius' smaller than 100m with a 20m taper before and after. A 3m wide footway/cycleway on a minimum of one side depending on suitability with plot entrances. Behind the footpaths is to be a 2m service strip on either side of the carriageway. The estate roads are to be illuminated by street lights.
  - Footpaths are to be surfaced with 6mm close graded macadam. Carriageway is to be surfaced with Hot Rolled Asphalt with chippings. All verges and embankments are to be top-soiled and grass seed. The site shall incorporate pedestrian and cycle provision to maximise sustainable travel opportunities.
- 8.9** Provision for access to public transport should be made, adopting a 400m walk to bus stop standard in accordance with Policy 36 of the North East Lincolnshire Local Plan (2018).
- 8.10** The car parking needs of all employees and visitors to the development are to be provided within the individual development plots. No highway 'on Street' parking will be permitted. Any additional requirement beyond normal expectations should be accommodated within the development plot.

### **Building Form**

- 8.11** In principle structures are not limited in height or the number of occupiable floors, loading and service areas should be located along building facades that front the highway and should be screened from views from the A180. Particular care should be taken to present an attractive view of the site from the elevated views from the A180. Buildings should be set back from the highway frontage to accommodate landscaping and establish a clear vista along the road. This zone may include landscaping, car parking, and/or circulation areas. Any structures within this zone should not exceed one metre in height except where specifically approved. Where structures front wider areas of landscaping or balancing ponds this set back distance may be reduced. Individual set backs between individual development plots should be two metres for parking areas and five metres for buildings, thus assuming a minimum ten metres between adjacent buildings. Multiple buildings in the same ownership will not be subject to this restriction when designed as one complex of buildings.
- 8.12** Mechanical, electrical and telecommunication equipment must be screened by enclosures designed as integral elements of the main building structure with finishes to match exterior walls or roof.

- 8.13** Auxiliary structures such as gatehouses, sub stations and refuse enclosures will be permitted but should be designed as complementary structures including building materials. Walls and fences should be complimentary to the architecture of principal building in form and materials.
- 8.14** Consideration will be given to levels of noise, vibrations and smells so as not to cause nuisance to other occupiers of the site

### **Building Materials**

- 8.15** In an effort to maintain the quality of development across the site certain design parameters should be adhered to. Natural colours of materials are preferred over loud brash colours. Primary colours should be restricted to window and doors and specific highlights. The use of reflective glass will be discouraged, instead tinted or shading devices (intrinsic to the architectural design of the building) will be encouraged.

### **Landscaping**

- 8.16** On-plot landscaping should be incorporated. A proportion of which should be located within car parking areas, to screen and break up such areas. The Council can advise on appropriate species which will be both attractive and low maintenance and maintain uniformity across the whole site.

### **Biodiversity/Natural environment**

- 8.17** Opportunities should be taken to minimise impacts on and provide net gains for biodiversity, including by establishment of corridors of natural environment across and around the perimeter of the site; and the implementation of SuDs proposals.

### **Lighting**

- 8.18** Lighting within individual plots should be complementary to the overall site and landscaping within it. No lighting columns should be higher than the columns on the public roads within the site. All lighting should be directed in a downward direction and incorporate measures to minimise over-spill.

### **Signage**

- 8.19** Signage should be consistent across the site. The format should include provision of the occupier's name and logo. Signage of this nature may be located in a prominent position at the site entrance but not within the adopted areas of public realm; or on the building structure where integrated sympathetically within the design of the structure.

## Temporary Structures and Storage

- 8.20** No temporary structures will be permitted other than during construction in compliance with planning approval. External storage will be strictly controlled and discouraged. All waste must be stored within the buildings or stand-alone structures constructed specifically for the purpose.

## Flood risk and drainage

- 8.21** The site is located in flood zone 3 on the Environment Agency Flood Maps and in a high risk flood zone on the Strategic Flood Risk Assessment (SFRA). In regard to the sequential test, this was a matter of principle that was considered through the allocation process in the Local Plan. In order for the site to become allocated the local plan process considered other sites and assessed which were most suitable. As this site has been allocated in the North East Lincolnshire Local Plan 2018 it is considered that the sequential test has been passed.
- 8.22** The Environment Agency raised no objection to the recent planning application subject to a condition that mitigation measures detailed in the accompanying Flood Risk Assessment (FRA) are implemented in subsequent reserved matters applications. The mitigation measures detailed are as follows:
- Flood resilient and resistant measures to be incorporated into the development;
  - A safe refuge to be provided within each development on the site at a minimum of 4.5m Above Ordnance Datum (AOD).
- 8.23** Furthermore, each development proposal at the reserved matters stage will necessitate submission of a site and development specific Flood Risk Assessment that looks at that particular development and how best to make it safe in flood risk terms. This may result in changes to safe refuge levels.
- 8.24** The recent planning application also included a drainage strategy within the ES which looks at the use of sustainable urban drainage systems and included an indicative site plan showing the use of swales and attenuation ponds to store water on site and release at a rate to be agreed with the relevant authorities. This is in principle acceptable but the final drainage system design and discharge rates will need to be agreed. This approach is supported by the North East Lincolnshire Council Drainage Engineer, the Drainage Board and Anglian Water in respect of both surface water and foul water.

## Heritage

- 8.25** Previous work to establish the archaeology on the Stallingborough site has included geophysical survey which identified a complex of features. This led to further archaeological evaluation to further identify the date, rates of survival and importance of the archaeological remains on site. This work demonstrated that the site had a high status stone built building with potentially settlement and an industrial malting's site, all dating to the Late Iron Age to Early Roman period.
- 8.26** Further trial excavation was then undertaken to explore the limits of the archaeological features in order to inform an adequate mitigation strategy for these remains. This stage of evaluation further confirmed the earlier results that this site contains an important and potentially high status (wealthy) settlement containing a stone built building with additional settlement and industry in the form of kilns, potential being used for metal working.
- 8.27** The stone built building is rare in this part of Lincolnshire and the levels of preservation is good and the additional associated industry could mean that there are more specialist features present on site which could further our knowledge of this form of settlement in Lincolnshire. This site has been interpreted as a possible estate centre from which other close by Roman sites could be managed.
- 8.28** The evaluation has shown that this site is important and the levels of preservation are good and that further work on this site could provide a better knowledge of these types of rare Late Iron Age and Roman estate centre sites, and perhaps find evidence of the relationships to other nearby associated settlements. The extents of the surviving archaeology has been successfully identified through the evaluation allowing for requirement for further work to be restricted to only part of the proposed development site.
- 8.29** As a consequence of the initial evaluation, prior to development taking place (on the identifies site of significance), a scheme involving the stripping of top soil, under archaeological supervision, any archaeological features should then be identified, evaluated and recorded. This should be followed by a written report supported by any specialist reports.<sup>(6)</sup>

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6 Further information is available from [Louise Jennings](#).

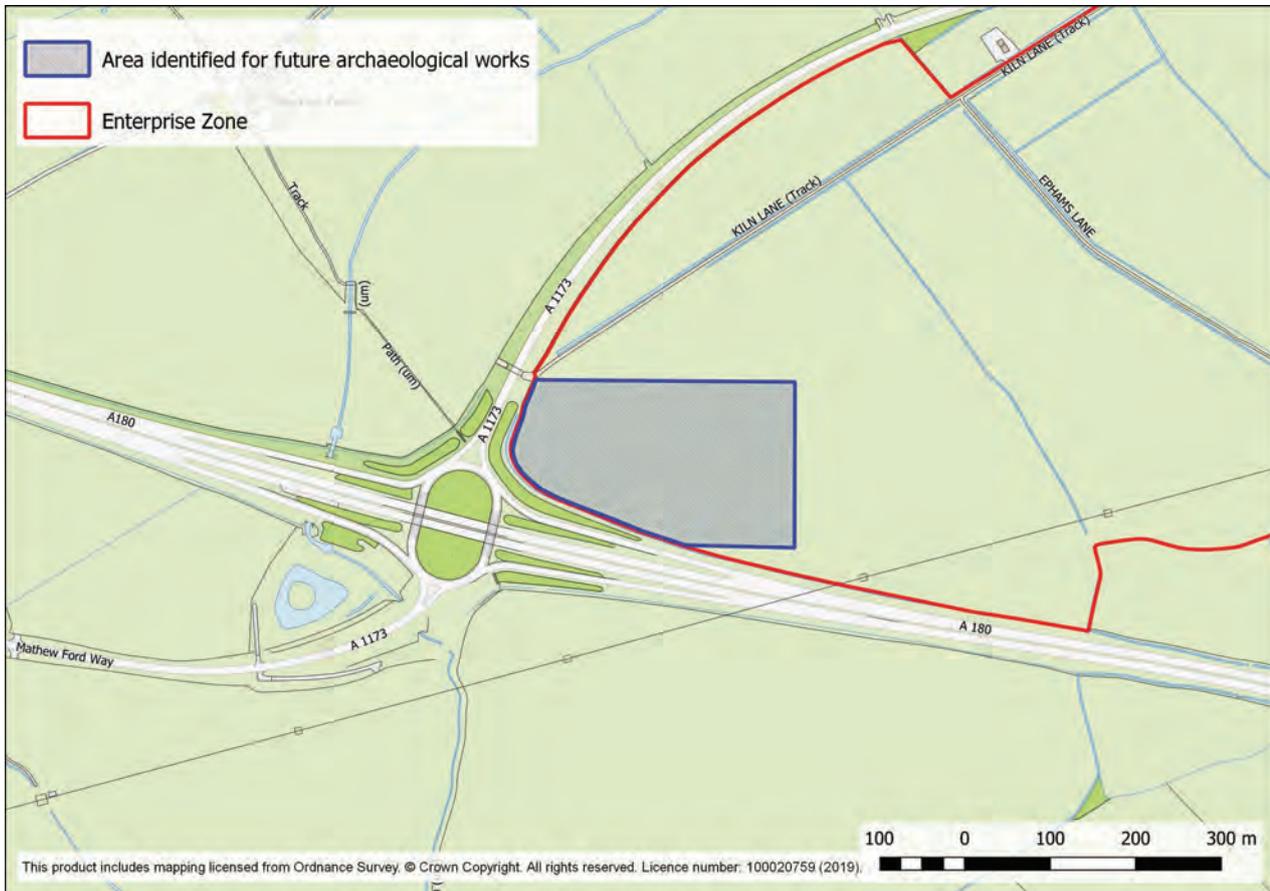


Figure 8.1 Area of future archaeological works

## Utilities

**8.30** As part of the SHIP programme a number of significant infrastructure improvements (utilities) are or will soon be in place. The latest infrastructure provision is as follows:

- **Electricity** - 7MVA supply is to be supplied to the site. This is specifically for development of Phase 1 and Phase 2. Higher wattage is available for the wider site but this will require the construction of a new substation. It is currently proposed that the electricity supply to the site is managed by Northern Powergrid. Further information about increased electricity supply to the site can be gained from [Northern Powergrid](#).
- **Gas** - A gas supply is available at the site and is connected to the main network.
- **Drainage** - A new pumping station is to be located at the adjacent CATCH site will service the entirety of the CATCH and Stallingborough site.

- **Potable water** - *Stallingborough supply is connected to a high pressure mains which runs across the northern edge of the site adjacent to the CATCH development site.*
- **Telecommunications** - *British Telecommunications (BT) will enable required local connections to provide infrastructure at desired speed and capacity of site users. There is an expectation that the site will have high speed broadband.*

**8.31** Future development must consider the location of existing utility infrastructure when planning the layout and design of the development.

**8.32** National Grid have registered an interest in connection with their assets, as overhead lines, on the site could be affected by the proposed development. This is a matter that will be resolved through clarification of the nature of the future development which will need to be designed to reflect the necessary wayleaves and easements.

## Transport

**8.33** The proposed development is of a significant size and when fully built out has the potential to attract significant amounts of traffic. A comprehensive Transport Assessment which considers the immediate and wider impact of the development on the highway network has been undertaken. A number of issues have been considered as follows;

1. **The A1173/Kiln Lane roundabout** - The proposed development would cause potential harm to how the junction flows and as such mitigation is proposed in the form of:
  - a. An improved southern arm onto the roundabout;
  - b. Widening of the A1173 northern arm into the roundabout; and,
  - c. Widening the A1173 western arm into the roundabout.

These above measures are detailed in Table 6.1 of the Transport Assessment Addendum which is included in the planning application documents.<sup>(7)</sup>

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7 A copy of the planning application documents can be downloaded from the Council's website at: <https://www.nelincs.gov.uk/planning-and-development/planning-applications/>, and searching for application reference DM/0105/18/FUL.

2. **The A180/A1173 junction (Stallingborough Interchange)** - where there is potential detriment to the flows through the junction when modelled in the 2032 scenario i.e when the development is built out. This requires the following mitigation measures: - Widen the northern arm of the A1173 into the junction.
3. **Pyewipe and Westgate roundabouts** - Consideration has been given to the Pyewipe and Westgate roundabouts on the A180 entering Grimsby. It is noted that these junctions already run over capacity during the peak hours. The proposed development would, as indicated by the junction modelling, impact on these traffic flows. However, this would only be at most a 2.3% increase in traffic flows.

**8.34** Future developments may have their own requirements over and above what is stated in the outline planning permission. Any development which goes above the assumptions in the outline application's Transport Assessment will need to be justified through their own Transport Assessment. Particular reference should be made to the need to consider sustainable transport and Travel Plans.



## Indicative layout and phasing

- 9.1 Figure 9.1 'Indicative layout' provides an indication of how the site could be developed. This is highly dependent on the nature of development that is advanced by prospective investors. It should therefore not be seen as a prescriptive blueprint but simply as an illustration.
- 9.2 The Council will consider individual development proposals on their individual merits which may lead to revisions to the overall layout of the site, however, the basic development principles should still be maintained.

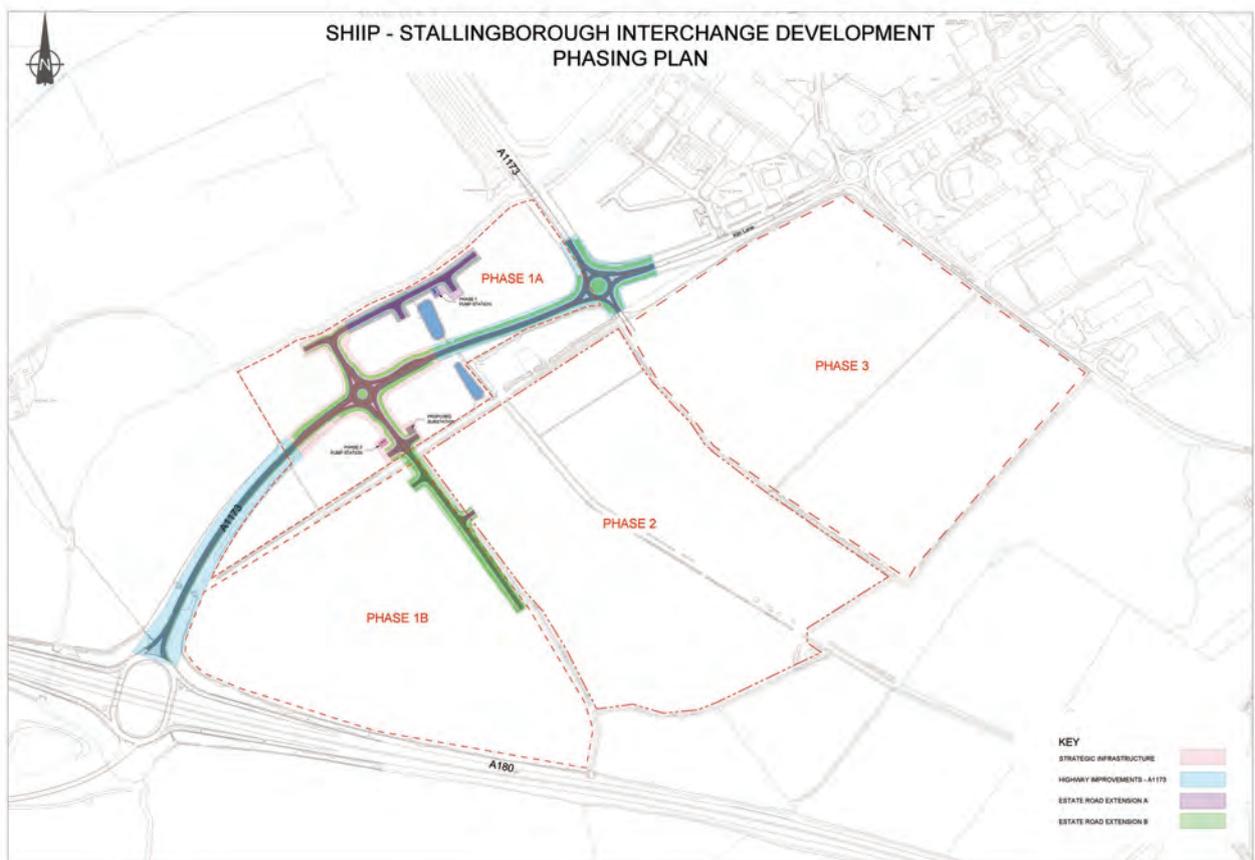


Figure 9.1 Indicative layout

### Phasing

- 9.3 The Council does not intend to control the development of the overall site through an imposed phasing strategy. Instead it will consider development on an individual basis as it is brought forward by investors. As previously stated the nature of the site is such that development is likely to take place from access points on both the A1173 and North Moss Lane. This means development could progress from one direction of both directions simultaneously.

## Planning application process

- 10.1** In its role as the Local Planning Authority, the Council welcomes early dialogue on proposals within the North East Lincolnshire area. As part of this dialogue the Council offers a comprehensive pre-application advice service<sup>(8)</sup> which developers are encouraged to use. This enables applicants to find out whether the Council is likely to support an application, before committing to further work and expense. It also means that we can work with you to reduce the likelihood of the need for changes to the proposal once an application has been submitted.
- 10.2** Development proposals for the Stallingborough Interchange site should seek to be in line with the Local Plan and the Development principles of this SPD. Planning applications will need to provide information in accordance with national and local validation requirements and the Local Planning Authority are happy to enter into discussions regarding validation requirements.

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8 More information is available on the Council's website <https://www.nelincs.gov.uk/planning-and-development/>.

## Contact details

<p>Development Management Services</p>	<p>Address: Planning, New Oxford House, 2 George Street, Grimsby, North East Lincolnshire, DN31 1HB.</p> <p>Tel: 01472 326289 option 1</p> <p>Email: <a href="mailto:planning@nelincs.gov.uk">planning@nelincs.gov.uk</a></p>
<p>Economic Development</p>	<p>Address: New Oxford House, 2 George Street, Grimsby, North East Lincolnshire, DN31 1HB.</p> <p>Tel: 01472 324698 or 01472 324605</p> <p>Email: <a href="mailto:enquiries@investnel.co.uk">enquiries@investnel.co.uk</a> or <a href="mailto:david.robinson@nelincs.gov.uk">david.robinson@nelincs.gov.uk</a></p> <p>Website: <a href="https://www.southhumber.co.uk/">https://www.southhumber.co.uk/</a> and <a href="https://investnel.co.uk/">https://investnel.co.uk/</a></p>
<p>Regeneration</p>	<p>Address: New Oxford House, 2 George Street, Grimsby, North East Lincolnshire, DN31 1HB.</p> <p>Tel: 01472 324604</p> <p>Email: <a href="mailto:duncan.ferguson@nelincs.gov.uk">duncan.ferguson@nelincs.gov.uk</a></p>

Table A.1 Useful contact information

# Document Availability

If you would like to receive this document in any other language or in another format such as large print, Braille or on audiotape, please contact:

Spatial Planning Team  
Tel: (01472) 323370 / 324272  
Email: [spatialplanning@nelincs.gov.uk](mailto:spatialplanning@nelincs.gov.uk)

Spatial Planning  
ENGIE  
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Grimsby  
DN31 1HB

# Stallingborough Interchange Employment Site SPD Consultation Responses Report

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Comment reference number	Consultee/respondent	Document section	Comments	Officer recommendations
SI-SPD6	Mr Sacha Rossi NATS Safeguarding	Stallingborough Interchange employment site SPD	Dear Sirs, having reviewed the Draft Stallingborough Interchange SPD, NATS has no comments to make.	Noted.
SI-SPD8	Mr Ian Stuart Avoca PLD	Stallingborough Interchange employment site SPD	Thank you for letting me know but I have no comments.	Noted.
SI-SPD12	Waltham Parish Council	Stallingborough Interchange employment site SPD	This document was discussed at the Waltham Parish Council Meeting on 1 <sup>st</sup> October and the Parish Council have no comments to make.	Noted.
SI-SPD1	Emma Brook Planning Policy, Nottinghamshire County Council	Stallingborough Interchange employment site SPD	Thank you for consulting the NCC policy team on the draft SPD document for Stallingborough Interchange.  Considering the proposal, the NCC does not have any strategic comments to make at this time.  Please do not hesitate to contact me if you have any questions,	Noted.
SI-SPD13	Mr Merlin Ash Natural England	Stallingborough Interchange employment site SPD	Thank you for your consultation on the above dates 19 August 2019.  Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhances, and managed for the benefit of present and future generations, thereby contributing to sustainable development.  Natural England is disappointed that there is no section regarding biodiversity or the natural environment in the Development Consideration section of the SPD. In particular we consider that a site of this scale has opportunities to deliver green infrastructure in line with policy 10 of the North East Lincolnshire Local Plan.  Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaption and biodiversity enhancement. GI can be designed to maximise the benefits needed for this development. Additional evidence and case studies on green infrastructure, including the economic benefits of GI can be found on the Natural England <a href="#">Green Infrastructure web pages</a> .	Include additional text within the Development Considerations, after paragraph 8.15, section to cover biodiversity/natural environment.  <i>Biodiversity/Natural Environment</i>  <i>Opportunities should be taken to minimise impacts on and provide net gains for biodiversity, including by establishment of corridors of natural environment across and around the perimeter of the site; and the implementation of SuDs proposals.</i>  Include additional text, after paragraph 6.4, to highlight the policies in the Local Plan which are particularly relevant to future development proposals.  <i>The policies in the North East Lincolnshire Local Plan that are considered to be particularly relevant to development proposals for the Stallingborough Interchange employment site are set out below:</i>  <i>PO5 Development boundaries;</i>  <i>PO1 Employment Land Supply</i>

Comment reference number	Consultee/ respondent	Document section	Comments	Officer recommendations
			<p>Furthermore, while we note that the site has been assessed in the Local Plan SEA and HRA and for the extant planning application on site. We would like to see specific cross references in the SPD to relevant environmental policies in the Local Plan as well as mitigation measures identified as necessary to avoid impacts on biodiversity. This is in order to ensure that the SPD has sufficient information to inform the assessments of any further planning applications coming forward on this site.</p> <p>We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.</p>	<p><i>PO6 Infrastructure</i></p> <p><i>PO7 Employment Allocations</i></p> <p><i>PO33 Flood Risk</i></p> <p><i>PO39 Conserve and Enhance Historic Environment</i></p> <p><i>PO41 Biodiversity and Geodiversity</i></p> <p><i>PO36 Promoting Sustainable Transport</i></p> <p><i>PO42 Landscape</i></p>
SI-SPD11	Mr David Skepper Commercial Director Stagecoach East Midlands	Section 8 Development considerations	<p>Thank you for your letter of 16 August 2019 and the information regarding the publication and consultation surrounding the Stallingborough Interchange SPD.</p> <p>Stagecoach East Midlands is the region's largest bus operator running 475 buses carrying 44 million annual passengers over 20 million miles and employing 1,300 staff. Our Grimsby Depot has a fleet of 66 modern accessible buses and employs 180 staff; locally we carry 7 million annual passengers over 2.8 million miles.</p> <p>We run buses in Grimsby Cleethorpes through a well established Bus Quality Partnership with North East Lincolnshire Council; we hold regular meetings with transport officers and share information to assist in the planning, development and sustainability of transport for the area.</p> <p>Bus services are essential to the local economy in North East Lincolnshire particularly in the urban conurbation, which has a relatively low level of car ownership by comparison to the UK average. Many households have no access to a car, which means that good bus routes are vital to enable people to reach employment.</p> <p>Against the above background we feel there is a significant omission in the SPD. The document focuses on highway design at 8.7 and 8.8, which considers site access, carriageway width and design, pedestrian and cycle access but makes no mention of bus routes or bus stop infrastructure. Also, under the 'Transport' heading at 8.30 there is comprehensive coverage of the highway network but no reference to access by bus.</p>	<p>Noted</p> <p>Include additional text, after paragraph 8.8, to include bus infrastructure</p> <p><i>Provision for access to public transport should be made, adopting a 400m walk to bus stop standard in accordance with Policy 36 of the North East Lincolnshire Local Plan (2018).</i></p>

Comment reference number	Consultee/ respondent	Document section	Comments	Officer recommendations
			<p>Stagecoach East Midlands recognises that developing new business opportunities and creating new employment is fundamental to the success of the local economy in North East Lincolnshire. We fully support the plans for the development of the Stallingborough Interchange employment site.</p> <p>We will be please to work with your team at ENGIE through the Bus Quality Partnership on this project to ensure that the plans for the site include provision for suitable bus services and the associated necessary bus infrastructure.</p> <p>I trust that the above is helpful and if we can provide any further assistance please do not hesitate to contact me.</p>	
SI-SPD3	Mr Richard Kisby Environment Agency	Section 8 Development considerations	<p><b>Protection of the water environment</b></p> <p>The site is underlain by bedrock of the Flamborough Chalk Formation and Burnham Chalk Formation, which are classified as Principal Aquifers. However, these are located at depth below lower permeability superficial clay deposits, which are likely to afford some protection to the Principal Chalk aquifer at depth.</p> <p>We understand the site to be greenfield in nature. A small historic landfill site (Kiln Lane) is located adjacent to the north-east of the site. However, based on available information, this landfill site does not encroach upon the proposed development site. Given the absence of significant potential sources of contamination on the proposed development site, and the low environmental sensitivity for groundwater, we consider the proposed development to pose a negligible risk to controlled waters.</p> <p>A desk top study should be undertaken as the first stage in assessing any potential risk posed to controlled waters and should be submitted with any planning application.</p> <p>We recommend that developers should:</p> <ul style="list-style-type: none"> <li>• follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination;</li> <li>• refer to the <a href="#">Environment Agency 'Guiding Principles for Land Contamination'</a> for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other</li> </ul>	<p>Noted.</p> <p>The majority of the site has planning permission. Future proposals will need to consider appropriate steps to ensure protection of the aquifer, acknowledging the potential sources of contamination.</p>

Comment reference number	Consultee/respondent	Document section	Comments	Officer recommendations
			<p>receptors, such as human health.</p> <ul style="list-style-type: none"> <li>refer to our website at <a href="http://www.gov.uk/environment-agency">www.gov.uk/environment-agency</a> for more information.</li> </ul> <p>We would like to refer the applicant/enquirer to our groundwater policies in Groundwater Protection: Principles and Practice available from our website <a href="http://on.GOV.UK">on GOV.UK</a>. This sets out our position for a wide range of activities and developments including:</p> <ul style="list-style-type: none"> <li>Waste management</li> <li>Discharge of liquid effluents</li> <li>Land contamination</li> <li>Drainage</li> </ul>	
SI-SPD14	Martin Dixon Principal Development Management Officer ENGIE	Section 8 Design standards	<p>Many thanks for the opportunity to comment on the Stallingborough Interchange SPD. As discussed it would be useful to understand a bit more behind the brief for the SPD from the Council but in terms of its contents it has been reviewed at our DM Team Meeting. To this end it is considered that it would be beneficial to review some of the stated requirements due to their prescriptive nature. Comment is provided against the paragraphs in the SPD.</p> <p>8.8 It is suggested that reference is removed in relation to ground cover planting. In particular <b>[Name redacted]</b> notes that this has caused issues at Europarc in relation to maintenance and litter management.</p> <p>It would be prudent to obtain the comments of the Highways Team but it is felt that the standards written are too rigid and a highway hierarchy will be used within the site with different requirements. <b>[Name redacted]</b> raises the value of sitting down with the masterplan and using that as a tool for setting the parameters for highway/cycleway provision. This could include Highway Officers. Regard also needs to be had to service areas and where these are positioned in relation to the A180 and main service roads.</p> <p>8.10 It is suggested that the prescribed set back distances etc be avoided.</p> <p>8.11 It is suggested that this be omitted.</p> <p>8.12 It is suggested that reference to auxiliary structures be such that the design is complimentary rather than stating</p>	<p>As with any large employment site, the future nature of development is to a degree dictated by the investor enquiries.</p> <p>It is helpful to learn from the past experiences of developing the Europarc site and adjust some of the prescriptive requirements accordingly:</p> <p>8.8 – Remove reference to ground cover planting.</p> <p>8.8 – No change. The highway standards are taken from the spur road that is being delivered.</p> <p>8.10 – Remove reference to 10m set back distances.</p> <p>8.11 – It is considered that this aspect should be addressed at the design stage and should be retained.</p> <p>8.12 – Remove text ‘<i>designed to match existing structures</i>’ replace with ‘<i>designed as complimentary structures</i>’.</p> <p>8.13 – Amend text to state ‘<i>Consideration will be given to levels of noise, vibrations and smells so as not to cause nuisance to other occupiers of the site</i>’.</p> <p>8.14 – It is considered important to place some restrictions on materials, the guidance is no considered to be overly prescriptive.</p> <p>8.15 – Amend text to remove the 15% requirement as follows: ‘<i>On-plot landscaping should be incorporated. A proportion of which should be located within car parking areas, ...</i>’</p>

Comment reference number	Consultee/ respondent	Document section	Comments	Officer recommendations
			<p>matching materials etc</p> <p>8.13 It is suggested that this be amended to state that consideration will be given to levels of noise, vibrations and smells so as not to cause nuisance to other occupiers of the site.</p> <p>8.14 It is suggested that this be omitted.</p> <p>8.15 It is suggested that the 15% figure be removed in favour of a reference to good quality landscaping of native species which supports ecological diversity and seeks to establish landscape and wildlife corridors.</p> <p>8.17 It is suggested that this be omitted.</p> <p>8.20 It is suggested that the statement on Flood Risk considerations be amended to take into account future changes in advice. For example to be clear that future applications will need to be supported by their own FRA's which may require changes in minimum refuge levels etc.</p> <p>8.25 should read..... <i>building is rare in this</i> .....</p>	<p>8.17 – It is considered important to control signage. Amend text to remove reference to size of signs, as follows: <i>‘Signage should be consistent across the site. The format should include provision of the occupier’s name and logo. Signage of this nature may be located in a prominent position at the site entrance but not within the adopted areas of public realm; or on the building structure where integrated sympathetically within the design of the structure.’</i></p> <p>8.21 – Amend text to refer to future applications and need for separate FRA which may result in changes to safe refuge levels at the end of para 8.21, as follows: <i>‘This may result in changes to safe refuge levels’</i>.</p> <p>8.25 – Correct typo.</p>
SI-SPD4	Mr Richard Kisby Environment Agency	Section 8 Flood risk and drainage	<p><b>Flood risk</b></p> <p>We consider the text addressing flood risk to be appropriate and adequate.</p> <p>We note and support the requirement for site specific flood risk assessments and for the need for separate drainage strategies to be prepared.</p> <p>We recommend that data is obtained from us to inform the FRA, including our coastal hazard mapping. This is available by emailing <a href="mailto:lnenquiries@environment-agency.gov.uk">lnenquiries@environment-agency.gov.uk</a> and requesting a Product 8.</p>	Noted.
SI-SPD9	Mr Stewart Patience Anglian Water Services Limited	Section 8 Flood risk and drainage	<p>Paragraphs 8.21 and 8.22 - the text refers to the submitted Flood Risk Assessment and drainage strategy for the Hybrid Planning Application which has been approved by North East Lincolnshire Council and the requirements for subsequent reserved matters applications.</p> <p>It would helpful if was made clear in the SPD what are the expected submission requirements for both foul and surface water drainage including the provision of SuDs for any future</p>	The requirements for SuDs, foul and surface water will be dictated by the development proposed. It is therefore difficult to set out detailed requirements.

Comment reference number	Consultee/ respondent	Document section	Comments	Officer recommendations
			planning applications which do not have the benefit of planning permission.	
SI-SPD7	Ms Alison MacDonald Historic England	Section 8 Heritage	8.26 & 8.27 : The area where further archaeological works are required has not been identified within the document. A map of this area should be included.	8.26 – Include image defining area of further archaeological works.
SI-SPD5	Lucy Bartley Wood plc on behalf of National Grid	Section 8 Utilities	<p>Assets in your area</p> <p>National Grid has identified the following high voltage overhead powerline as falling within the proposed development site:</p> <p><b>2AH Route - 400Kv two circuit route from South Humber Bank substation in North East Lincolnshire to 4KG134 Tower in North East Lincolnshire.</b></p> <p>From the consultation information provided, the above overhead powerline interacts with the proposed development site.</p> <p>The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. Where changes are proposed to ground levels beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed. National Grid can, on request, provide to developers detailed line profile drawings that detail the height of conductors, above ordnance datum, at a specific site. You can find National Grid's guidelines for developing near Over Head Lines here:</p> <p><a href="https://www.nationalgrid.com/sites/default/files/documents/Development%20near%20overhead%20lines_0.pdf">https://www.nationalgrid.com/sites/default/files/documents/Development%20near%20overhead%20lines_0.pdf</a></p> <p>National Grid seeks to encourage high quality and well-planned development in the vicinity of its high voltage overhead lines. Land beneath and adjacent to the overhead line route should be used to make a positive contribution to the development of the site and can for example be used for nature conservation, open space, landscaping areas or used as a parking court. National Grid, in association with David Lock Associates has produced 'A Sense of Place' guidelines, which provide detail on how to develop near overhead lines and offers practical solutions which can assist in avoiding the unnecessary sterilisation of land in the vicinity of high voltage overhead lines.</p> <p>Potential developers of these sites should be aware that it is National Grid policy to retain our existing overhead lines in-situ. The relocation of existing high voltage overhead lines will only</p>	Noted.

Comment reference number	Consultee/ respondent	Document section	Comments	Officer recommendations
			<p>be considered for projects of national importance which has been identified as such by central government.</p> <p>National Grid have land rights for each asset which prevents the erection of permanent/ temporary buildings, or structures, changes to existing ground levels, storage of materials etc. Additionally, written permission will be required before any works commence within the National Grid easement strip, and a deed of consent is required for any crossing of the easement. In the first instance please consider checking with the Land Registry for the development area.</p> <p>If you require any further information in relation to the above and/or if you would like to check if National Grid's transmission networks may be affected by your works, please contact National Grid's Plant Protection team via <a href="mailto:plantprotection@nationalgrid.com">plantprotection@nationalgrid.com</a> or visit the website: <a href="https://www.linesearchbeforeudig.co.uk/">https://www.linesearchbeforeudig.co.uk/</a></p> <p><b>Gas Distribution – Low / Medium Pressure</b></p> <p>Whilst there are no implications for National Grid Gas Distribution's Intermediate / High Pressure apparatus, there may however be Low Pressure (LP) / Medium Pressure (MP) Gas Distribution pipes present within proposed development sites. If further information is required in relation to the Gas Distribution network, please contact <a href="mailto:plantprotection@cadentgas.com">plantprotection@cadentgas.com</a></p> <p><b>Electricity distribution</b></p> <p>Information regarding the distribution network can be found at: <a href="http://www.energynetworks.org.uk">www.energynetworks.org.uk</a></p> <p><b>Further Advice</b></p> <p>National Grid is happy to provide advice and guidance to the Council concerning our networks. If we can be of any assistance to you in providing informal comments in confidence during your policy development, please do not hesitate to contact us. In addition, the following publications are available from the National Grid website or by contacting us at the address overleaf:</p> <ul style="list-style-type: none"> <li>• A sense of place – design guidelines for development near high voltage overhead lines: A sense of place design guidelines for development near high voltage</li> </ul>	

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			<p>overhead lines:  <a href="https://www.nationalgridet.com/document/130626/download">https://www.nationalgridet.com/document/130626/download</a></p> <ul style="list-style-type: none"> <li>Guidelines when working near NGG assets:  <a href="https://www.nationalgridgas.com/land-and-assets/working-near-our-assets">https://www.nationalgridgas.com/land-and-assets/working-near-our-assets</a></li> <li>Guidelines when working near NGETT assets:  <a href="https://www.nationalgridet.com/network-and-assets/working-near-our-assets">https://www.nationalgridet.com/network-and-assets/working-near-our-assets</a></li> </ul> <p><b>Appendices - National Grid Assets</b></p> <p>Please find attached in:</p> <ul style="list-style-type: none"> <li>Appendix 1 provides a map of the National Grid network across the UK.</li> </ul> <p>Please remember to consult National Grid on any Development Plan Documents or site-specific proposals that could affect our infrastructure.</p>	
SI-SPD2	Mr Richard Kisby Environment Agency	Section 8 Utilities	<p><b>Wastewater:</b></p> <p>We note that Section 8.28 of the SPD ('Utilities') states that "a new pumping station is to be located at the adjacent CATCH site will service the entirety of the CATCH and Stallingborough site".</p> <p>We assume that this statement refers to foul drainage disposal from the proposed extended area. The Stallingborough / Immingham area has been identified as having a risk of proliferation of non-mains sewage treatment disposal systems arising from piecemeal development. All foul drainage from the area should be directed to the mains foul sewer wherever it is reasonable to do so, to protect the aquatic environment.</p> <p>Anglian Water Services Ltd should be consulted at an early stage to ensure there is sufficient foul sewer capacity to cope with all additional flows generated from developments in the extended area.</p> <p>We note that Anglian Waters Statements and Conditions Report (00027151) relating to the previous application (DM/0105/18/FUL) suggests that: "2.1 The foul drainage from this development is in the catchment of Pyewipe Water Recycling Centre that will have available capacity for these flows". We suggest this needs clarification given the</p>	Noted.

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			<p>statements above.</p> <p>Condition 6 of that consent (requiring full details of foul drainage disposal to be submitted for the approval of the Local Planning Authority) should also be applied to the extended area, and the Environment Agency would wish to be re-consulted on this information.</p>	
SI-SPD10	Mr Stewart Patience Anglian Water Services Limited	Section 8 Utilities	<p>Paragraph 8.28 (drainage) - please see comments relating to paragraphs 8.21 and 8.22 of the SPD.</p> <p>Reference is made to an existing sewerage drainage pumping station to serve the Stallingborough site. The text which appears in the section should be consistent with any revisions to the earlier section and distinguish between flood risk and drainage information previously submitted as part of the earlier hybrid application and requirements for any future planning applications.</p> <p>Paragraph 8.28 (water) - reference is made to an existing water main located within the boundary of the site and existing connections.</p> <p>Water supply is managed by Anglian Water as part of the application process for new connections to the existing water supply network in accordance with the provisions of the Water Industry Act 1991. As part of this if there is an unacceptable impact on existing water supply/pressure we will work with the developer as part of the design to ensure that the impact of development is mitigated and we maintain the existing level of service to customers.</p> <p>For the purposes of the SPD it would helpful to make it clear that the location of existing water main should be considered as part of the site layout for any future planning applications.</p> <p>In effect this should be located in public highway or public open space where it can continue to be maintained for the benefit of Anglian Water's customers. In the event that this is not possible an application to Anglian Water divert the existing water main under the provisions of the Water Industry Act 1991 may be required. Please note that the developer would pay the costs of any required diversions.</p>	<p>8.28 – Add text to clarify that future development must consider the location of existing utility infrastructure.</p> <p><i>'Future development must consider the location of existing utility infrastructure when planning the layout and design of the development.'</i></p>
SI-SPD15	Martin Dixon Principal Development Management Officer	Section 8 Transport	<p>Transport – This section refers to what is required under the outline. Reference should be made to the fact that future developments may have their own highway requirements over and above what is stated. Any development which goes above</p>	<p>Add text, after paragraph 8.30, to include reference to future developments:</p> <p><i>'Future developments may have their own highway</i></p>

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	ENGIE		the assumptions in the outline applications TA will need to be justified through their own Transport Assessment. Particular reference should be made to the need to consider sustainable transport and Travel Plans.	<i>requirements over and above what is stated in the outline planning permission. Any development which goes above the assumptions in the outline application's Transport Assessment will need to be justified through their own Transport Assessment. Particular reference should be made to the need to consider sustainable transport and Travel Plans.'</i>