

North East Lincolnshire

Employment Site Selection Report

Published August 2026

About this document

Section 1	Introduction	4
Section 2	Methodology	6
Section 3	Sites under construction	11

Site selection assessments

Section 4	Site Proformas	14
Section 5	Discounted sites	85

Section 1 Introduction

- 1.0.1** The site selection methodology (SSM) intends to objectively screen and then assess sites, taking into account a wide range of factors to guide choices over site allocations in the Local Plan review. The methodology used to assess the sites is included within Section 2 Methodology.
- 1.0.2** We undertook a Regulation 18 consultation on the Draft Plan with Options between January and March 2024, followed by a further Regulation 18 consultation on the Draft Local Plan Preferred Options between December 2025 and February 2026. It should be noted that due to the time constraints of delivering the plan review, certain sites have been screened and removed following the 2026 Preferred Options consultation. Removed sites have been included within Section 5 Discounted sites with an explanation as to why they have been discounted.

Section 2 Methodology

2.0.1 The performance of each site is assessed against a number of different criteria which has been recorded on an individual proforma. The criteria and associated scoring are shown in the tables below.

Efficient Use of Land

Criteria	Red	Amber	Green
Proximity to built up area	Significantly detached from an existing settlement	Located at the edge of an existing employment area/ settlement	Located within an existing employment area/ settlement
Land type	Greenfield	Mix of greenfield and brownfield	Brownfield

Table 2.1 Efficient Use of Land Criteria

Accessibility

Criteria	Red	Amber	Green
Bus stop	Site is more than 1600m from the nearest bus stop	Site is 600 to 1600m from the nearest bus stop	Site is within 600m of the nearest bus stop
Train station	Site is more than 5km from the nearest train station	Site is 600m to 5km from the nearest train station	site is within 600m of the nearest train station

Table 2.2 Accessibility Criteria

Environmental Constraints

Criteria	Red	Amber	Green
Flood risk	Site mostly within Flood Zone 3	Site mostly within Flood Zone 2	Site mostly within Flood Zone 1
Surface water flood risk	The site is more than 50% at risk of surface water flooding	Less than 50% of the site is at high risk of surface water flooding and/or any of the site at medium risk of surface water flooding	Site at low or very low risk of surface water flooding
Nationally important sites (SSSI, SPA, SAC, Ramsar)	Site intersects with a national or international wildlife site	The site is within 500m of a national or international wildlife site	The site is more than 500m from a national or international wildlife site

Criteria	Red	Amber	Green
Locally protected sites (Local Wildlife Site, SNCIs, Local Geodiversity)	Site intersects with a locally protected site	The site is within 500m of a locally protected site	The site is more than 500m from a locally protected site
Humber estuary SPA and Ramsar offsite habitat loss potential	Site is less than 2km from the SPA and Ramsar site and has physical characteristics likely to be suitable for SPA birds (large, open, suitable vegetation cover)	Site is less than 2km from the SPA and Ramsar site and has physical characteristics unlikely to be suitable for SPA birds. If there are issues they can be mitigated.	Site is more than 2km from the SPA and Ramsar site
Tree protection order (TPO)	There are TPOs on the site that would likely need to be removed for development	There are TPOs on or immediately adjacent to the site that can likely be retained as part of a development scheme	There are no TPOs on or immediately adjacent to the site
Agricultural land classification	50% or more of the site is within Grade 1 and 2 land and is predominantly undeveloped	50% or more of the site is within Grade 3A and 3B land and is predominantly undeveloped	There is no agricultural land within the site, or; the site is within either Grade 4 or 5 land
Contaminated land	The site is located on land that has potential for contamination given historic uses	The site includes or is adjacent to some land that has potential for contamination given historic uses	No anticipated contaminated land on the site
HSE risk	Site identified by HSE as being within inner zone	Site identified by HSE as being within middle or outer zone	Site not within HSE consultation zone

Table 2.3 Environmental Constraints Criteria

Minerals

Criteria	Red	Amber	Green
Minerals safeguarding area	Site falls within Minerals Safeguarding area	Site partially falls within Minerals Safeguarding area	No part of the site falls within Minerals Safeguarding area

Table 2.4 Minerals Criteria

Heritage

Criteria	Red	Amber	Green
Listed building and SAM	SAM or Listed Building within the site	SAM or Listed Building within 200m of the site	No SAMs or Listed Buildings within 200m from the site
Conservation area and archaeology	Conservation Area or archaeology intersects the site	Conservation Area or archaeology within 200m of the site	No Conservation Area or archaeology within 200m of the site
Historic parks and gardens	Site intersects with a Historic Park and Garden	Historic Park and Garden within 200m	No Historic Park and Garden within 200m

Table 2.5 Heritage Criteria

Built Environment

Criteria	Red	Amber	Green
Neighbouring land use	Significant neighbouring land use constraints which are difficult to remedy/ overcome	There are neighbouring land use constraints, but potential for mitigation	No neighbouring land use constraints

Table 2.6 Built Environment Criteria

Infrastructure Availability/ Capacity

Criteria	Red	Amber	Green
Transport	Development will not have all the necessary transport infrastructure available or cannot make those services available in time to serve the development	The site will have all the necessary transport infrastructure made available or capacity increased as necessary in time to serve the development	The site has all the necessary transport infrastructure available with adequate capacity

Criteria	Red	Amber	Green
Water and waste	Development will not have all the necessary water and waste infrastructure available or cannot make those services available in time to serve the development	The site will have all the necessary waste and water infrastructure made available or capacity increased as necessary in time to serve the development	The site has all the necessary waste and water infrastructure and capacity

Table 2.7 Infrastructure and Capacity Criteria

2.0.2 A traffic light system has been used rather than a numerical scoring system and no individual score or colour coding was used to dismiss a site outright, but each helped to build a picture of the suitability of each site. Using this information, a concluding statement is made to justify the decision to reject or allocate a site.

2.0.3 To support these conclusions, each site is categorised according to the issues and constraints. The four bands are described in Table 2.8 Site Banding Description. Where a site is categorised as band A or B, it is therefore allocated. If it is band C or D and is coded red against any of the assessment criteria and/or any significant negative effects have been recorded in the SA, these will be specifically addressed within the individual site assessment conclusion.

Band A	Band B	Band C	Band D
Sites which do not have any significant planning problems.	Sites which have some planning issues and constraints but these can most likely be mitigated and controlled through the planning process.	Sites with a higher degree of planning issues and constraints that may be more difficult to mitigate or control.	Unsuitable and should be discounted outright.

Table 2.8 Site Banding Description

Section 3 Sites under construction

- 3.0.1** The individual site assessments are presented in the remainder of this document. A number of sites are currently under construction and form part of the employment supply during the plan period. These sites are listed below in Table 3.1 Sites under construction.

Site reference	Location
ELR007	Land at Hall Park Way, Kiln Lane, Stallingborough
ELR008d	Europarc Phase 3
ELR015a	Great Coates Business Park, Moody Lane, Grimsby
ELR015b	Great Coates Business Park, Moody Lane, Grimsby
ELR016a	Kiln Lane Expansion Site Stallingborough (The Helm)

Table 3.1 Sites under construction

- 3.0.2** This section of the document assesses all of the employment sites. The assessments are listed numerically. Table 3.2 Quick reference guide below provides an overview of all the sites, and their status at 31 March 2026.

Site reference	Location	Projected site delivery (Ha)	Mapped site area size (ha)	Status
ELR001	Pelham Estate, Kings Road, Immingham	22.27	22.27	Phase 1 complete
ELR007	Land at Hall Park Way, Kiln Lane, Stallingborough	1.3	1.71	Under Construction
ELR008a	Europarc Phase 3	2.4	2.75	Not commenced
ELR008b	Europarc Phase 3	7.06	7.06	Not commenced
ELR008d	Europarc Phase 3	0.4	2.5	Under Construction
ELR008e	Europarc Phase 3	1.2	1.76	Not commenced
ELR011	Europarc Phase 4	80	118.34	Not commenced
ELR015a	Great Coates Business Park, Moody Lane, Grimsby	3.28	3.28	Under Construction
ELR015b	Great Coates Business Park, Moody Lane, Grimsby	5.14	5.14	Under Construction
ELR016a	Kiln Lane Expansion Site Stallingborough (The Helm)	42.2	97.84	Under Construction

Site reference	Location	Projected site delivery (Ha)	Mapped site area size (ha)	Status
ELR016b	Kiln Lane Expansion Site Stallingborough (The Helm)	2.9	3.54	Not commenced
ELR016c	Kiln Lane Expansion Site Stallingborough (The Helm)	1.38	2.06	Not commenced
ELR019	Abengoa site, Hobson Way	32.78	32.78	Not commenced
ELR020	Land East of Hobson Way, Stallingborough	19.53	19.53	Not commenced
ELR021	Novartis, Moody Lane, Grimsby	42.29	42.29	Not commenced
ELR022	Plot Q, Kiln Lane	1.32	3.43	Not commenced
ELR027	Land east of Queens Road	15.27	15.27	Not commenced
ELR037	Land rear of Marlin House	1.14	1.14	Not commenced
ELR041	Land west of Kings Road, Immingham	5.33	5.33	Not commenced
ELR042	Former Novartis factory site, Grimsby	36.51	36.51	Not commenced
ELR043	Mauxhall Farm, Stallingborough Road, Immingham	19.52	19.52	Not commenced
ELR044	Land off Manby Road, Immingham	12.9	19.22	Not commenced
Total		356.12	463.27	

Table 3.2 Quick reference guide

- 3.0.3** Within the Employment Site Selection Methodology, two separate figures are provided for each allocated site. The 'mapped site area' represents the gross extent of the allocation as shown on the Policies Map. In contrast, 'projected site delivery' reflects the area of land that landowners and other references have indicated is likely to come forward within the plan period.
- 3.0.4** As such, while the total allocated employment land amounts to **463.27 ha**, the area anticipated to be delivered over the plan period is **356.12 ha**.

Section 4 Site Proformas

ELR001 - Pelham Estate, Kings Road, Immingham



Figure 4.1 ELR001 Location plan

Overview

- 4.0.1** The site is located in Pelham Estate, Kings Road, Immingham. The allocation is a greenfield site, which is situated south of Kings Road, east of A1173, and west of Queens Road. To the east of the site is the residential settlement of Immingham and to the north of the site is existing employment land. The site has Enterprise Zone status.

Mapped site area size	22.27 ha	Grid reference	E: 519906 N: 414595
Projected site delivery	22.27 ha	Planning status	DM/0290/25/DCODID Immingham Green Energy Terminal - pending consideration
Land type	Greenfield		

Table 4.1 Site overview ELR001

Site suitability

Proximity to built up area		Land type	
----------------------------	--	-----------	--

Table 4.2 Efficient use of land ELR001

Bus stop		Train station	
----------	--	---------------	--

Table 4.3 Accessibility ELR001

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally protected sites		Contaminated land	
Humber estuary SPA and Ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.4 Environmental constraints ELR001

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land use	

Table 4.5 Built environment and heritage considerations ELR001

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.6 Infrastructure availability / capacity - ELR001

4.0.2 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team have stated that there is partial bus connectivity; further work is required to ensure the site is connected to the bus network with at least a 30 minute frequency service and journey times to Grimsby Town Centre ideally under 30 minutes. The Highways Team have said that consideration is needed related to access points. Capacity considerations are dependent on numbers expected to travel to and from the site. There may need to be improvements at junctions and a speed limit review will be required.
National Highways	National Highways undertook an assessment of employment allocations and identified that further Strategic Road Network mitigation is likely required for ELR001.

Response from	Comments
Landowner/ Site Promoter	DM/1027/13/OUT - Phase 1 (Access) is completed. The site is included within the Immingham Green Energy Terminal DCO.
Sustainability Appraisal	The site has strong positives in terms of employment creation, economic growth and training. However, the constraints include greenfield / agricultural land loss (SA2), significant flood risk (SA9 – flood Zones / surface water) and in terms of Landscape sensitivity, it is a low capacity area. Therefore, the site performs well economically but environmental impacts are substantial and would require strong mitigation.

Table 4.7 Comments received ELR001

Summary	Band
The site is situated just off the A1173 and is approximately 1 mile from the A180. Access to the site is now completed. It is adjacent to other business uses. Whilst there are some deliverability challenges, it is considered that they can be mitigated.	B

Table 4.8 Suitability conclusions ELR001

Delivery record (if appropriate)	N/A
Delivery projections	N/A
Lead-in justifications	The site has delivered Phase 1 (access) under the extant planning permission DM/1027/13/OUT. A DCO was approved in 2025 for a green energy and carbon capture facility, no development has taken place yet.
Known viability challenges	The DCO is expected to be delivered and there are no known viability issues.
Other deliverability challenges	The site is located within the inner land use planning zone as identified by HSE and the site intersects with an SSSI Impact Risk Zone.
Site deemed deliverable	The site is deliverable and it is considered that any challenges within the site can be mitigated.

Table 4.9 Deliverability ELR001

ELR007 - Hall Park Road, Immingham (formerly Manby Road Business Park)



Figure 4.2 ELR007 Location Plan

Overview

4.0.3 The site is located along Hall Park Road, Immingham. It is a greenfield site located within an established industrial area close to Immingham. The allocated site size is 1.71 ha. However, following comments from the landowner, the consented floor area is 1.3 ha which is the volume of land expected to be delivered.

Mapped site area size	1.71 ha	Grid reference	E: 518853 N: 415288
Projected site delivery	1.3 ha	Planning status	DM/0959/22/FUL Two single storey units with potential for subdivision. Use Class B2, B8, E(C)(iii) & E(g) with sui generis trade counter - approved with conditions. DM/0469/21/FUL Two single storey units (Use Class B2, B8, E(C)(iii) and E(g) plus Sui Generis trade counter) - approved with conditions.
Land type	Greenfield		

Table 4.10 Site overview ELR007

Site suitability

Proximity to built up area		Land type	
----------------------------	--	-----------	--

Table 4.11 Efficient use of land ELR007

Bus stop		Train station	
----------	--	---------------	--

Table 4.12 Accessibility ELR007

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally protected sites		Contaminated land	
Humber estuary SPA and Ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.13 Environmental constraints ELR007

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land use	

Table 4.14 Built environment and heritage considerations ELR007

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.15 Infrastructure availability / capacity ELR007

4.0.4 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response From	Comments
North East Lincolnshire Council	The Public Transport Team have said bus travel times to Grimsby Town Centre are around 60 minutes. Therefore, significant improvements are required to bus connectivity to reduce journey times and improve frequency. The Highways Team have stated that the site has had previous permissions. Therefore, it is expected there will be no issues which can't be mitigated.
Landowner/ Site Promoter	The site as a whole is covered by two separate planning consents: DM/0959/22/FUL and DM/0469/21/FUL. The total combined consented floor area is 1.3 hectares.

Response From	Comments
	To date, 0.2 hectares has been completed on the part of the site consented by DM/0959/22/FUL.
Sustainability Appraisal	The site supports employment growth and there are benefits in terms of its proximity to existing employment areas. However, the constraints include greenfield land loss (SA2), flood risk issues (SA9) and in terms of landscape sensitivity (SA17), the site has a low capacity. It is a moderate site with clear environmental constraints; it is less strategic than larger allocations.

Table 4.16 Assessment Partner Responses ELR007

Summary	Band
This greenfield site located in an established industrial area close to Immingham. An access road has been constructed and the site has good access to amenities.	A

Table 4.17 Suitability conclusions - ELR007

Delivery record (if appropriate)	0.2ha of the site has been constructed.
Delivery projections	N/A
Lead-in justifications	The site as a whole is covered by two separate planning consents: DM/0959/22/FUL and DM/0469/21/FUL. To date, 0.2 ha has been delivered on the site.
Known viability challenges	Expected to be delivered, no known viability issues.
Other deliverability challenges	None identified.
Site deemed deliverable	The two planning applications and delivery on site suggests the site is deliverable.

Table 4.18 Deliverability - ELR007

ELR008a - Europarc Phase 3



Figure 4.3 ELR008a Location Plan

Overview

- 4.0.5** The development, known as Europarc Phase 3, is a greenfield site. The wider site has become a cluster for food companies due to its advantageous location, with the cluster of businesses helping to attract investment. The mapped site area size is 2.75 ha, but the estimated site delivery from the landowner is 2.4 ha.

Mapped site area size	2.75 ha	Grid reference	E: 523558 N: 411572
Projected site delivery	2.4 ha	Planning status	N/A
Land type	Greenfield		

Table 4.19 Site overview ELR008a

Site suitability

Proximity to built up area		Land type	
----------------------------	--	-----------	--

Table 4.20 Efficient use of land ELR008a

Bus stop		Train station	
----------	--	---------------	--

Table 4.21 Accessibility ELR008a

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally protected sites		Contaminated land	
Humber estuary SPA and Ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.22 Environmental constraints ELR008a

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land uses	

Table 4.23 Built environment and heritage considerations ELR008a

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.24 Infrastructure availability / capacity ELR008a

4.0.6 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team have stated there is good bus connectivity with travel times of around 15 minutes to Grimsby Town Centre. The Highways Team have said the site has safe points of access and active travel to Healing Pedleway. Consideration should be given to the impact of development on the Great Coates Road corridor, including the double mini-roundabout junction serving Wybers Wood and Toff's Hill, as well as the wider Westgate route.
Landowner/ Site Promoter	Plot A has not yet commenced development. Delivery projections are included in Table 4.27 Deliverability ELR008a. The site is part of a number of sites related to Europarc Phase 3 and the order in which the sites come forward, as well as the quantum of development, at each stage will vary depending on market interest.

Response from	Comments
Sustainability Appraisal	The Sustainability Appraisal acknowledges that the site has positive impacts in terms of economic growth and employment, but there are flood risk and landscape constraints.

Table 4.25 Assessment partner responses ELR008a

Summary	Band
The development is a greenfield site. Europarc III is marketed as a Food Enterprise Zone designed to attract businesses working within the food supply chain. The wider site has become a cluster for food companies due to its advantageous location, with the cluster of businesses helping to attract investment. There are bus routes which serve the Europarc area.	B

Table 4.26 Suitability conclusions ELR008a

Delivery record (if appropriate)	N/A
Delivery projections	Plot A is 2.4 ha and it is hoped to be brought forward 2029/2030.
Lead-in justifications	The site is demonstrably available, suitable and achievable, as has been shown by the success of the previous phases of development.
Known viability challenges	Whilst there are some issues in relation to viability including habitat mitigation, previous development at the site has shown that development is viable and achievable.
Other deliverability challenges	No known deliverability challenges, issues in terms of HSE and habitat mitigation are able to be overcome.
Site deemed deliverable	The site is deemed deliverable.

Table 4.27 Deliverability ELR008a

ELR008b - Europarc Phase 3



Figure 4.4 ELR008b Location Plan

Overview

- 4.0.7** The development, known as Europarc Phase 3, is a greenfield site. The wider site has become a cluster for food companies due to its advantageous location, with it helping to attract investment.

Mapped site area size	7.06 ha	Grid reference	E: 523549 N: 411286
Projected site delivery	7.06 ha	Planning status	DM/0442/21/REM Cold store - approved with conditions.
Land type	Greenfield		

Table 4.28 Site overview ELR008b

Site suitability

Proximity to built up area		Land type	
-----------------------------------	--	------------------	--

Table 4.29 Efficient use of land ELR008b

Bus stop		Train station	
----------	--	---------------	--

Table 4.30 Accessibility ELR008b

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally protected sites		Contaminated land	
Humber estuary SPA and Ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.31 Environmental constraints ELR008b

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land uses	

Table 4.32 Built environment and heritage considerations ELR008b

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.33 Infrastructure availability / capacity ELR008b

4.0.8 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team have stated bus travel times are around 45 minutes; improvements are required to reduce journey times and provide at least a 30 minute frequency service. The Highways Team have said the site has safe points of access and active travel to Healing Pedleway. Consideration should be given to the impact of development on the Great Coates Road corridor, including the double mini-roundabout junction serving Wybers Wood and Toft's Hill, as well as the wider Westgate route.
Landowner/ Site Promoter	The plot has not yet commenced development. Delivery projections are set out in Table 4.36 Deliverability ELR008b. The site is part of a number of sites related to Europarc Phase 3 and the order in which the sites come forward, as well as the quantum of development, at each stage will vary depending on market interest.

Response from	Comments
Sustainability Appraisal	The Sustainability Appraisal acknowledges that the site has positive impacts in terms of economic growth and employment, but there are flood risk and landscape constraints.

Table 4.34 Assessment partner responses ELR008b

Summary	Band
The development is a greenfield site. Europarc III is marketed as a Food Enterprise Zone designed to attract businesses working within the food supply chain. The wider site has become a cluster for food companies due to its advantageous location, with the cluster of businesses helping to attract investment. There are bus routes which serve the Europarc area.	B

Table 4.35 Suitability conclusions ELR008b

Delivery record (if appropriate)	DM/0442/21/REM Cold store - approved with conditions
Delivery projections	Plot B is 6.9 ha and it is hoped to be brought forward 2027 to 2028.
Lead-in justifications	The site is demonstrably available, suitable and achievable, as has been shown by the success of the previous phases of development.
Known viability challenges	Whilst there are some issues in relation to viability including habitat mitigation, previous development at the site has shown that development is viable and achievable.
Other deliverability challenge	No known deliverability challenges, issues in terms of HSE and habitat mitigation are able to be overcome.
Site deemed deliverable	The site is deemed deliverable.

Table 4.36 Deliverability ELR008b

ELR008d - Europarc Phase 3

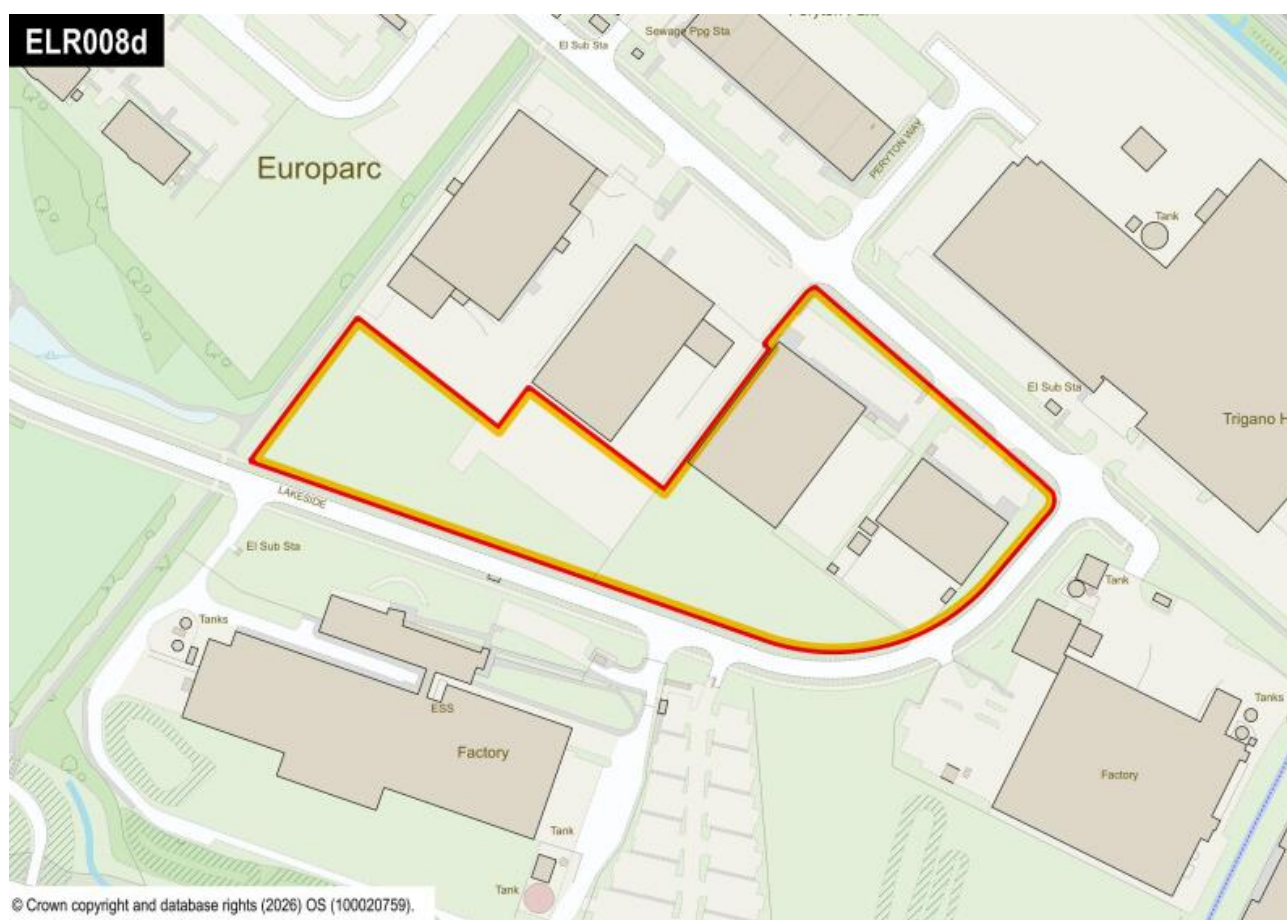


Figure 4.5 ELR008d Location Plan

Overview

- 4.0.9** The development, known as Europarc Phase 3, is a greenfield site. The wider site has become a cluster for food companies due to its advantageous location, with the cluster of businesses helping to attract investment. The mapped site area size is 2.5 ha, but the estimated site delivery from the landowner is 0.4 ha.

Mapped site area size	2.5 ha	Grid reference	E: 523976 N: 411250
Projected site delivery	0.4 ha	Planning status	DM/0120/19/REM Office and industrial units - approved with conditions.
Land type	Greenfield		

Table 4.37 Site overview ELR008d

Site suitability

Proximity to built up area		Land type	
-----------------------------------	--	------------------	--

Table 4.38 Efficient use of land ELR008d

Bus stop		Train station	
----------	--	---------------	--

Table 4.39 Accessibility ELR008d

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally protected sites		Contaminated land	
Humber estuary SPA and Ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.40 Environmental constraints ELR008d

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land uses	

Table 4.41 Built environment and heritage considerations ELR008d

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.42 Infrastructure availability / capacity ELR008d

4.0.10 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team have stated bus travel times are around 45 minutes; improvements are required to reduce journey times and provide at least a 30 minute frequency service. The Highways Team have said the site has safe points of access and active travel to Healing Pedleway. Consideration should be given to the impact of development on the Great Coates Road corridor, including the double mini-roundabout junction serving Wybers Wood and Toft's Hill, as well as the wider Westgate route.
Landowner/ Site Promoter	Development has been undertaken on part of ELR008d. Delivery projections in Table 4.45 Deliverability ELR008d. The site is part of a number of sites related to Europarc Phase 3 and the order in which the sites come forward, as well as the quantum of development at each stage, will vary depending on market interest.

Response from	Comments
Sustainability Appraisal	The Sustainability Appraisal acknowledges that the site has positive impacts in terms of economic growth and employment, but there are flood risk and landscape constraints.

Table 4.43 Assessment partner responses ELR008d

Summary	Band
The development is a greenfield site. Europarc III is marketed as a Food Enterprise Zone designed to attract businesses working within the food supply chain. The wider site has become a cluster for food companies due to its advantageous location, with the cluster of businesses helping to attract investment. There are bus routes which serve the Europarc area.	B

Table 4.44 Suitability conclusions ELR008d

Delivery record (if appropriate)	DM/0120/19/REM Office and industrial units - approved with conditions (mostly constructed, 0.4 ha to build).
Delivery projections	Plot D is 0.4 ha and it is hoped to be brought forward 2028 to 2029.
Lead-in justifications	The site is demonstrably available, suitable and achievable, as has been shown by the success of the previous phases of development.
Known viability challenges	Whilst there are some issues in relation to viability including habitat mitigation, previous development at the site has shown that development is viable and achievable.
Other deliverability challenge	No known deliverability challenges, issues in terms of HSE and habitat mitigation are able to be overcome. Impacts on the Great Coates Road corridor will need to be considered.
Site deemed deliverable	The site is deemed deliverable.

Table 4.45 Deliverability ELR008d

ELR008e - Europarc Phase 3



Figure 4.6 ELR008e Location Plan

Overview

4.0.11 The development, known as Europarc Phase 3, is a greenfield site. The wider site has become a cluster for food companies due to its advantageous location, with the cluster of businesses helping to attract investment. The mapped site area size is 1.76 ha, but the estimated site delivery from the landowner is 1.2 ha.

Mapped site area size	1.76 ha	Grid reference	E: 524071 N: 411079
Projected site delivery	1.2 ha	Planning status	DM/0340/22/REM - Three speculative industrial buildings - approved with conditions.
Land type	Greenfield		

Table 4.46 Site overview ELR008e

Site suitability

Proximity to built up area		Land type	
-----------------------------------	--	------------------	--

Table 4.47 Efficient use of land ELR008e

Bus stop		Train station	
----------	--	---------------	--

Table 4.48 Accessibility ELR008e

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally protected sites		Contaminated land	
Humber estuary SPA and Ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.49 Environmental constraints ELR008e

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land uses	

Table 4.50 Built environment and heritage considerations ELR008e

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.51 Infrastructure availability / capacity ELR008e

4.0.12 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team have stated bus travel times are around 45 minutes; improvements are required to reduce journey times and provide at least a 30 minute frequency service. The Highways Team have said the site has safe points of access and active travel to Healing Pedleway. Consideration should be given to the impact of development on the Great Coates Road corridor, including the double mini-roundabout junction serving Wybers Wood and Toft's Hill, as well as the wider Westgate route.
Landowner/ Site Promoter	Plot E has not yet commenced development. Delivery projections are set out in Table 4.54 Deliverability ELR008e. The site is part of a number of sites related to Europarc Phase 3 and the order in which the sites come forward, as well as the quantum of development at each stage, will vary depending on market interest.

Response from	Comments
Sustainability Appraisal	The Sustainability Appraisal acknowledges that the site has positive impacts in terms of economic growth and employment, but there are flood risk and landscape constraints.

Table 4.52 Assessment partner responses - ELR008e

Summary	Band
The development is a greenfield site. Europarc III is marketed as a Food Enterprise Zone designed to attract businesses working within the food supply chain. The wider site has become a cluster for food companies due to its advantageous location, with the cluster of businesses helping to attract investment. There are bus routes which serve the Europarc area.	B

Table 4.53 Suitability conclusions ELR008e

Delivery record (if appropriate)	DM/0340/22/REM Three speculative industrial buildings - approved with conditions.
Delivery projections	Plot E is 1.2 ha and it is hoped to be brought forward 2026 to 2027
Lead-in justifications	The site is demonstrably available, suitable and achievable, as has been shown by the success of the previous phases of development.
Known viability challenges	Whilst there are some issues in relation to viability including habitat mitigation, previous development at the site has shown that development is viable and achievable.
Other deliverability challenge	No known deliverability challenges, issues in terms of HSE and habitat mitigation are able to be overcome.
Site deemed deliverable	The site is deemed deliverable.

Table 4.54 Deliverability ELR008e

ELR011 - Europarc Phase 4, Great Coates

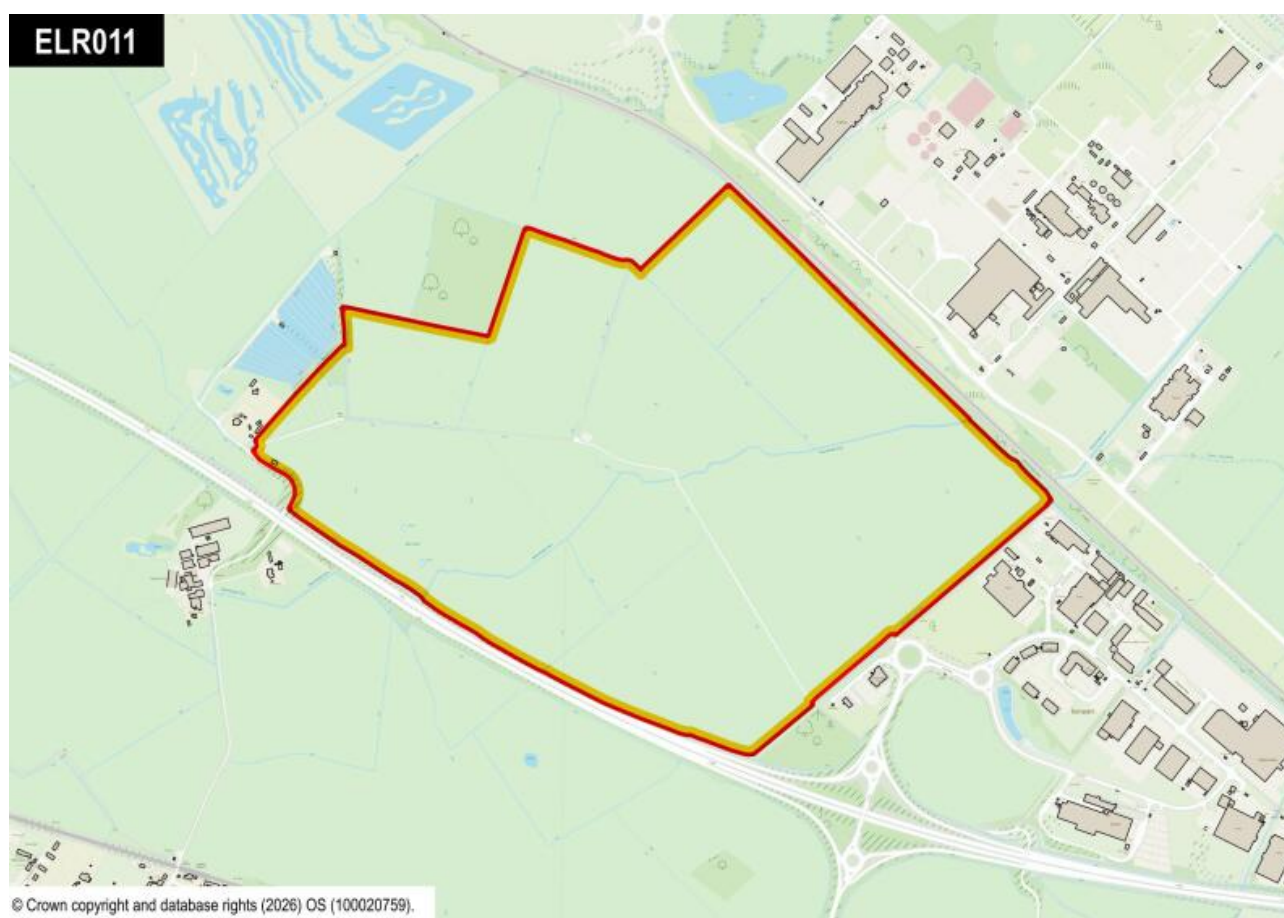


Figure 4.7 ELR011 Location plan

Overview

4.0.13 This site is considered to be a further phase of the Europarc development (Phase 4), located north of the A180 and east of Stallingborough Water Meadows. The site presents an opportunity to accommodate food production companies in addition to the existing businesses which has created a cluster of similar businesses. The mapped site area size is 118.34 ha, but the predicted delivery over the plan period, as stated by the landowner, is 80 ha.

Mapped site area size	118.34 ha	Grid reference	E: 522892 N: 411894
Projected site delivery	80 ha	Planning status	Planning application expected to be submitted 2026.
Land type	Greenfield		

Table 4.55 Site overview ELR011

Site suitability

Proximity to built up area		Land type	
----------------------------	--	-----------	--

Table 4.56 Efficient use of land ELR011

Bus stop		Train station	
----------	--	---------------	--

Table 4.57 Accessibility ELR011

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally protected sites		Contaminated land	
Humber estuary SPA and Ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.58 Environmental constraints ELR011

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land use	

Table 4.59 Built environment and heritage considerations ELR011

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.60 Infrastructure availability / capacity ELR011

4.0.14 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team have said the majority of the site is not connected to the bus network; further development of bus services required. The Highways Team have said the site has safe points of access and active travel to Healing Pedleway. Consideration should be given to the impact of development on the Great Coates Road corridor, including the double mini-roundabout junction serving Wybers Wood and Toft's Hill, as well as the wider Westgate route.

Response from	Comments
National Grid	National Grid said the site is identified as being within 5km of the Grimsby to Walpole NSIP draft Order Limits which may need to be considered in cumulative effects assessment, although no direct impact is anticipated.
National Highways	National Highways undertook an assessment of employment allocations and identified that further Strategic Road Network mitigation is likely required for ELR011.
Landowner/ Site Promoter	Phase 1 is subject to a forthcoming planning application in 2026 and has been subject to engagement with officers. Expected phased delivery is noted in Table 4.63 Deliverability - ELR011, but it is entirely estimated at this stage and the quantum of development and timing on each phase will vary depending on market interest.
Sustainability Appraisal	The site has very strong economic, employment and training benefits. It is a logical extension to the established Europarc cluster. There are constraints in terms of Greenfield land take (SA2), flood risk constraints (SA9) and there are landscape impacts identified (SA17). Therefore, the site is one of the stronger employment performers, but with notable environmental considerations.

Table 4.61 Assessment partner responses ELR011

Summary	Band
This greenfield site is an excellent location for a variety of employment uses needing a quality site and easy access to A180. This site is considered to be a further phase of the Europarc development (Phase 4).	B

Table 4.62 Suitability conclusions ELR011

Delivery record (if appropriate)	N/A
Delivery projections	2027 to 28: 12 ha 2028 to 29: 13 ha 2030 to 31: 30 ha 2034 to 35: 25 ha
Lead-in justifications	Phase 1 is subject to a forthcoming planning application in 2026.
Known viability challenges	The site comprises earlier phases of an established employment site. Therefore it is considered viable.

Other deliverability challenges	The site intersects with an archaeological consultancy area, and it intersects with an SSSI Impact Risk Zone. However, it is considered there are no deliverability challenges which can't be mitigated, subject to site-specific assessment.
Site deemed deliverable	Previous phases of development at Europarc have shown that delivering employment development at this location is demonstrably achievable.

Table 4.63 Deliverability - ELR011

ELR015a - Great Coates Business Park Moody Lane



Figure 4.8 ELR015A Location Plan

Overview

4.0.15 This site is located within the Great Coates Business Park, Moody Lane and is a brownfield site adjacent to the estuary. Parts of the site are currently operational, providing facilities specifically for a range of chemicals processing. The site has Enterprise Zone status. The landowner states that 8.61 ha of land is under offer for development. However, the allocated site area comprises of 3.28 ha of land.

Mapped site area size	3.28 ha	Grid reference	E: 523788 N: 412752
Projected site delivery	3.28 ha	Planning status	DM/0451/25/FUL - Hazard Waste Recycling Plant - pending decision. DM/1103/22/FUL - Pyrolysis plant - approved with conditions.
Land type	Brownfield		

Table 4.64 Site overview ELR015a

Site suitability

Proximity to built up area		Land type	
----------------------------	--	-----------	--

Table 4.65 Efficient use of land ELR015a

Bus stop		Train station	
----------	--	---------------	--

Table 4.66 Accessibility ELR015a

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally protected sites		Contaminated land	
Humber estuary SPA and Ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.67 Environmental constraints ELR015a

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land use	

Table 4.68 Built environment and heritage considerations ELR015a

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.69 Infrastructure availability / capacity ELR015a

4.0.16 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team states that there is no existing bus connectivity; improvements are required to connect the site to the bus network with appropriate frequency. The Highways Team have stated that there appears to be no direct access, which will need reviewing. Capacity should be reviewed at junctions following submission of the planning application.
National Highways	National Highways undertook an assessment of employment allocations and identified that further Strategic Road Network mitigation is likely required for ELR016A.

Response from	Comments
Landowner/ Site Promoter	The site is available for development. Delivery projections are set out in Table 4.72 Deliverability ELR015a. Plots C and I are under offer for development.
Sustainability Appraisal	The site is brownfield land, which is a positive, efficient land use (SA2) and there is good access to jobs and training. There are constraints in that flood risk issues remain (SA9) and there are some landscape impacts. Therefore, the site performs well overall due to brownfield status and is one of the more sustainable options.

Table 4.70 Assessment partner responses ELR015a

Summary	Band
This brownfield site is close to the estuary and adjacent pharma chemical operations could make the site particularly desirable for chemical and process related industries. The site is not located within walking distance to any facilities, but a new link road has now been delivered which improves opportunity for circular public transport use linking all employment areas.	B

Table 4.71 Suitability conclusions ELR015a

Delivery record (if appropriate)	DM/1189/23/FUL - HGV Storage (4.4ha) - approved with conditions (constructed).
Delivery projections	2025 to 2026: 8.61 ha are expected to be delivered.
Lead-in justifications	N/A
Known viability challenges	Site expected to be viable.
Other deliverability challenges	There is a power station in proximity to the site which could constrain delivery. Additionally, access to the site and capacity at junctions will need reviewing.
Site deemed deliverable	Previous application has been constructed, site deemed deliverable.

Table 4.72 Deliverability ELR015a

ELR015b - Great Coates Business Park Moody Lane

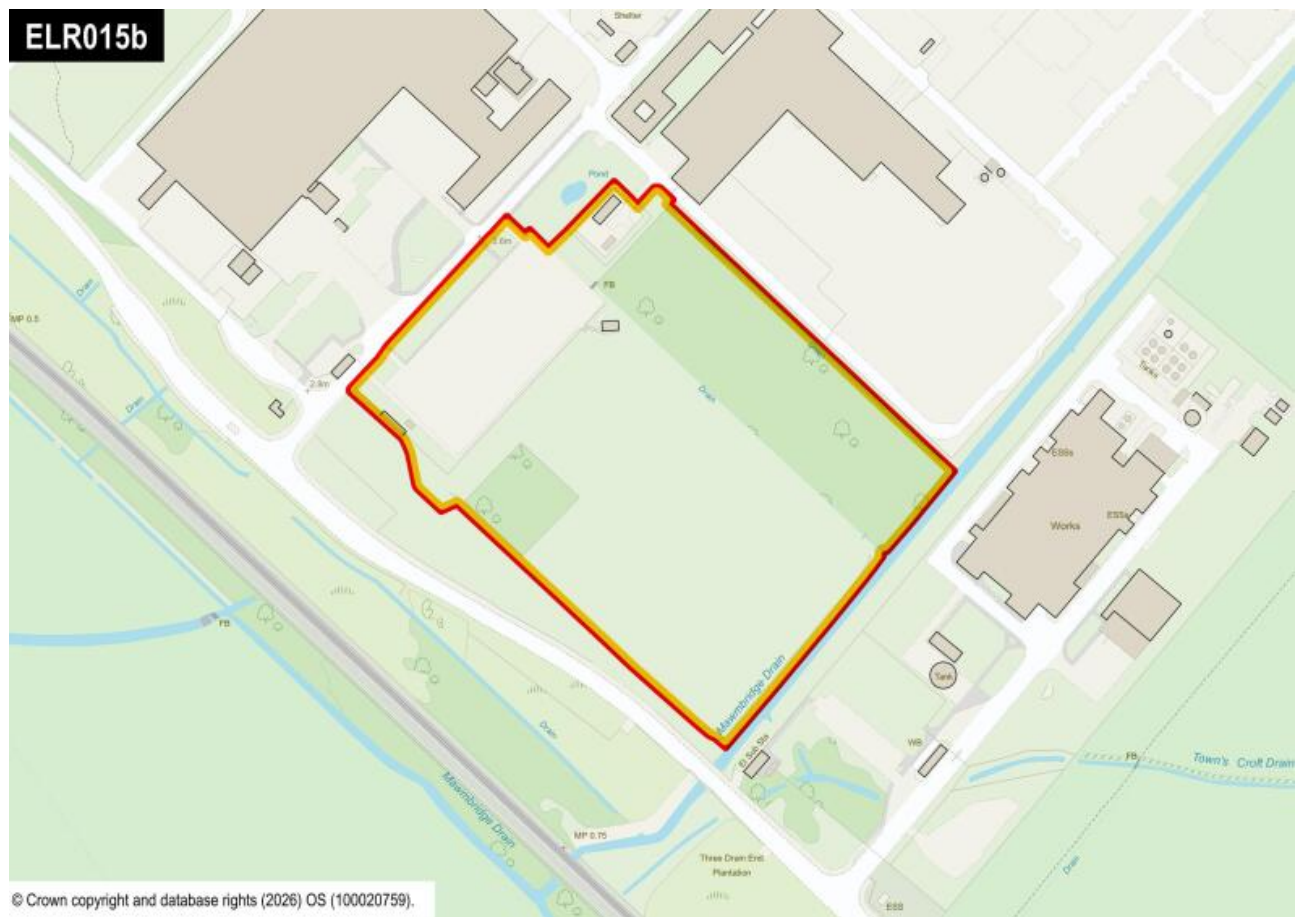


Figure 4.9 ELR015B Location plan

Overview

4.0.17 This site is located within the Great Coates Business Park, Moody Lane and is a brownfield site adjacent to the estuary. Parts of the site are currently operational, providing facilities specifically for a range of chemicals processing. The site has Enterprise Zone status.

Mapped site area size	5.14 ha	Grid reference	E: 523795 N: 412101
Projected site delivery	5.14 ha	Planning status	N/A
Land type	Brownfield		

Table 4.73 Site overview ELR015b

Site suitability

Proximity to built up area	Land type
----------------------------	-----------

Table 4.74 Efficient use of land ELR015b

Bus stop		Train station	
----------	--	---------------	--

Table 4.75 Accessibility ELR015b

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally protected sites		Contaminated land	
Humber estuary SPA and Ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.76 Environmental constraints ELR015b

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land use	

Table 4.77 Built environment and heritage considerations ELR015b

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.78 Infrastructure availability / capacity ELR015b

4.0.18 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team states that there is no existing bus connectivity; improvements are required to connect the site to the bus network with appropriate frequency. The Highways Team have stated that there appears to be no direct access, which will need reviewing. Capacity should be reviewed at junctions following submission of the planning application.
Landowner/ Site Promoter	The site is available for development and is on the market for sale. Delivery projections are set out in Table 4.81 Deliverability ELR015b.
Sustainability Appraisal	The site is brownfield land, which is positive efficient land use (SA2) and there is good access to jobs and training. There are constraints in that flood risk issues remain (SA9) and there are some landscape impacts. Therefore, the site performs well overall due to brownfield status and is one of the more sustainable options.

Response from	Comments
---------------	----------

Table 4.79 Assessment partner responses - ELR015b

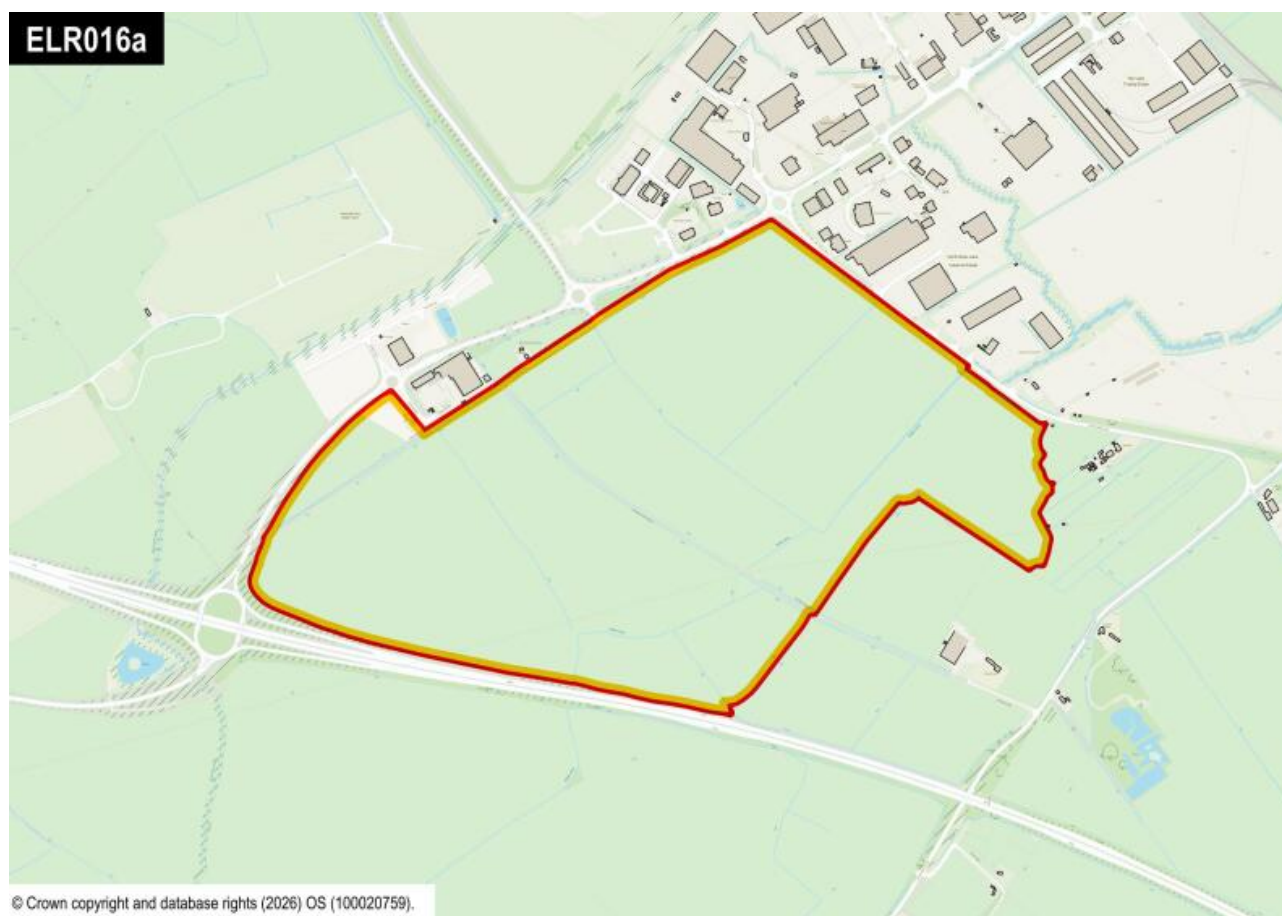
Summary	Band
This brownfield Site is close to the estuary and adjacent pharma chemical operations could make the site particularly desirable for chemical and process related industries. The site is not located within walking distance to any facilities, but a new link road has now been delivered which improves opportunity for circular public transport use linking all employment areas.	B

Table 4.80 Suitability conclusions ELR015b

Delivery record (if appropriate)	DM/0329/18/FUL - Industrial building with office - approved with conditions (constructed).
Delivery projections	2026 to 2027: 5.51ha are expected to be delivered.
Lead-in justifications	N/A
Known viability challenges	Site expected to be viable.
Other deliverability challenges	There is a power station in proximity to the site which could constrain development. Additionally access to the site and capacity at junctions will need reviewing.
Site deemed deliverable	Previous application has been constructed, site deemed deliverable.

Table 4.81 Deliverability ELR015b

--

ELR016a - Kiln Lane Expansion Site Stallingborough (The Helm)**Figure 4.10 ELR016a Location Plan****Overview**

4.0.19 This allocation is a section of the Kiln Lane Expansion Site Stallingborough (now known as The Helm). It is a greenfield site located south of the A1173 and North Moss Lane, north of the A180. The site has Enterprise Zone status. The site is under multiple ownerships. The full site size is 97.84 ha, however, 42.2 ha is expected to be delivered within the plan period as forecast by the site owner.

Mapped site area size	97.84 ha	Grid reference	E: 520280 N: 413061
Projected site delivery	42.2 ha	Planning status	DM/0858/19/REM - Detached business unit of mixed use - approved with conditions (constructed). DM/1026/24/OUT - External storage and distribution of goods and products (Class B8) associated with port-related import/export activities - pending decision.

			DM/0492/25/REM Eight industrial units comprising commercial/ employment floorspace - Approved with conditions.
Land type	Greenfield		

Table 4.82 Site overview ELR016a

Site suitability

Proximity to built up area		Land type	
----------------------------	--	-----------	--

Table 4.83 Efficient use of land ELR016a

Bus stop		Train station	
----------	--	---------------	--

Table 4.84 Accessibility ELR016a

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally protected sites		Contaminated land	
Humber estuary SPA and Ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.85 Environmental constraints ELR016a

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land use	

Table 4.86 Built environment and heritage considerations ELR016a

4.0.20 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team have stated that there is no bus connectivity and further development of the bus network is required to serve the site. The Highways Team have said access points should be considered. There may be capacity considerations at various junctions. Further consideration should also be given to whether North Moss Lane may need widening.

Response from	Comments
National Grid	National Grid have stated that the site is crossed by a 400kV overhead transmission line; Local Plan policy should require a design strategy responding to NGET assets and safeguarding access and safety.
Landowner/ Site Promoter	The site is available for development and development has started on the site. Delivery projections are set out in Table 4.89 Deliverability ELR016a. The planning application DM/1026/24/OUT is still pending a decision and delivery projections will be dependent on the outcome.
Sustainability Appraisal	The site has strong employment and economic growth benefits and is in a strategic infrastructure location. Constraints include greenfield land loss (SA2), flood risk issues (SA9) and landscape impacts. Therefore, the site is strategically strong but environmentally constrained and mitigation is critical.

Table 4.87 Assessment partner responses ELR016a

Summary	Band
This greenfield site is adjacent to Kiln Lane Industrial Estate located to the north, with greenfield sites to the east and west. The A180 lies directly to the south and beyond that there are greenfield sites. It is not located within walking distance to any amenity facilities. The site forms a natural extension to the Kiln Lane Industrial Estate, but given the size could be suitable for B8 use. It is within two different ownerships.	B

Table 4.88 Suitability conclusions ELR016a

Delivery record (if appropriate)	DM/0858/19/REM - MyEnergi - approved with conditions (constructed). This has been removed from the site boundary.
Delivery projections	2025 to 26 DM/0492/25/REM - Eight Industrial Units - approved with conditions (under construction). One of the landowners is looking to submit a planning application spring 2026 for an industrial unit. 2026 to 27 DM/1026/24/OUT - External storage and distribution of goods and products (Class B8) associated with port-related import/ export activities. The landowner is hoping to be on-site 2026 following consent, it is forecast that it will be a two year build.
Lead-in justifications	N/A

Known viability challenges	Subject to public intervention providing contribution to the provision of strategic infrastructure, the development of the site offers a viable proposition primarily for the logistics sector.
Other deliverability challenges	Complex archaeology has been discovered on the site. The Heritage officer considers that the construction of employment will outweigh the archaeological benefit, but there will be a requirement on archaeology during the planning process. Access to site and capacity at junctions will need assessing at application stage.
Site deemed deliverable	No major barriers to implementation.

Table 4.89 Deliverability ELR016a

ELR016b - Kiln Lane Expansion Site Stallingborough (The Helm)

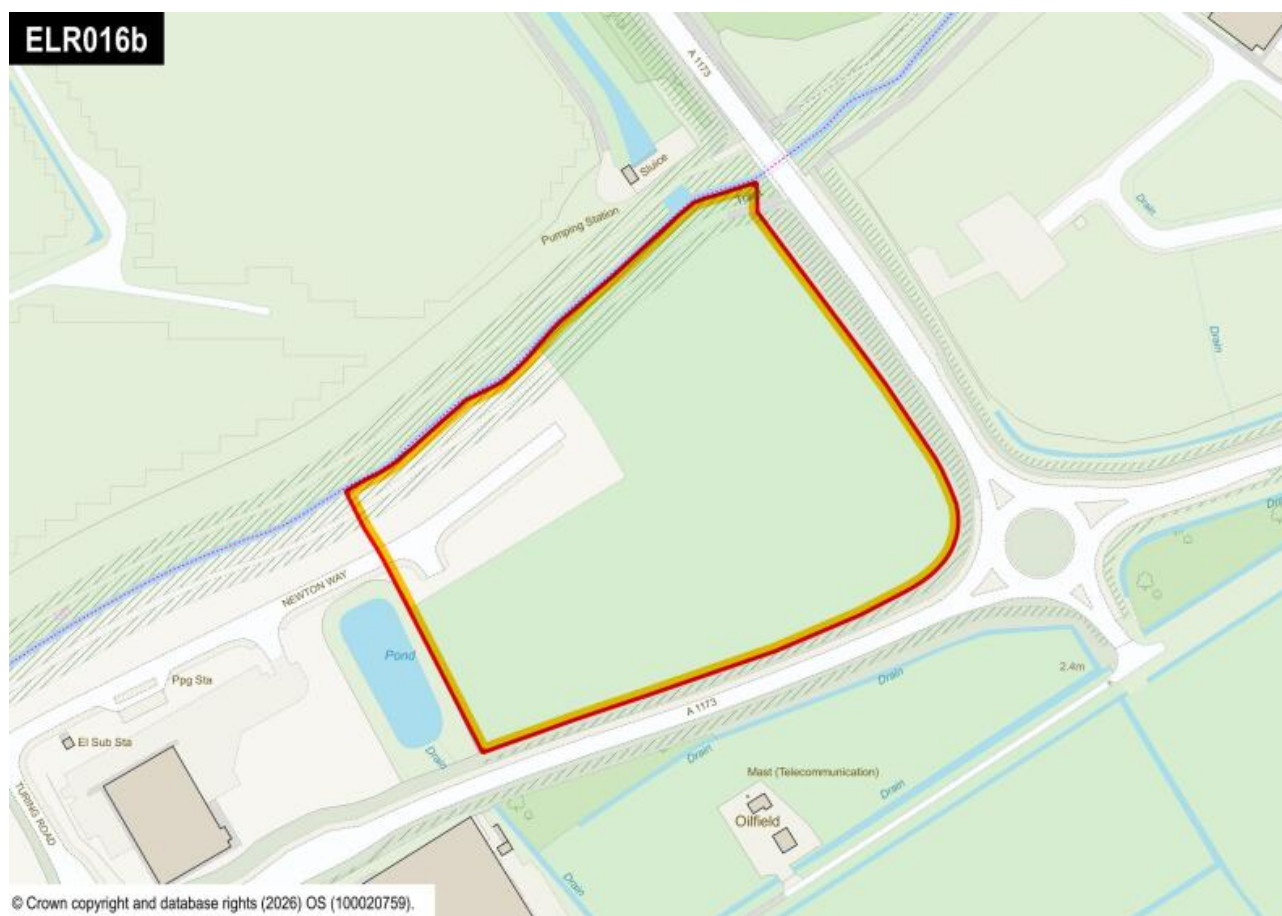


Figure 4.11 ELR016B Location plan

Overview

4.0.21 This allocation forms part of the Kiln Lane Expansion Site at Stallingborough (known as The Helm). The allocated site size is 3.54 ha, but 2.9 ha is expected to be delivered as stated in the planning approval.

Mapped site area size	3.54 ha	Grid reference	E: 519866 N: 413381
Projected site delivery	2.9 ha	Planning status	DM/0957/24/REM Office building - approved with conditions.
Land type	Greenfield		

Table 4.90 Site overview ELR016b

Site suitability

Proximity to built up area		Land type	
-----------------------------------	--	------------------	--

Table 4.91 Efficient use of land ELR016b

Bus stop	Train station
----------	---------------

Table 4.92 Accessibility ELR016b

Flood risk zone	HSE risk
Surface water flooding extent	Agricultural land classification
Nationally important sites	Tree preservation order (TPO)
Locally protected sites	Contaminated land
Humber estuary SPA and Ramsar offsite habitat loss	Minerals safeguarding area

Table 4.93 Environmental constraints ELR016b

Listed building and SAM	Historic parks and gardens
Conservation area and archaeology	Neighbouring land use

Table 4.94 Built environment and heritage considerations ELR016b

--	--

Table 4.95 Infrastructure availability / capacity ELR016b

4.0.22 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team have stated that there is no bus connectivity; improvements are required to connect the site to public transport. The Highways Team have said planning has been approved.
Landowner/ Site Promoter	The landowner is continuing to assess their construction plan with an anticipated commencement in 2027. Project delivery is anticipated late 2028, early 2029.
Sustainability Appraisal	The site has strong employment and economic growth benefits and is in a strategic infrastructure location. Constraints include flood risk issues (SA9) and landscape impacts. Therefore, the site is strategically strong but environmentally constrained and mitigation is critical.

Table 4.96 Assessment partner responses ELR016b

Summary	Band
This greenfield site is adjacent to Kiln Lane Industrial Estate located to the north, with greenfield sites to the east and west. The A180 lies directly to the south. The site was originally identified as a single, larger allocation but has since been subdivided into ELR016A, B and C to reflect differences in land ownership. This parcel is located in the north east corner of the site. Adjacent developments have been delivered successfully.	B

Table 4.97 Suitability conclusions ELR016b

Delivery record (if appropriate)	Adjacent plots include: DM/0111/22/REM - Training centre - approved with conditions (constructed). DM/0122/24/FUL - Green energy refuelling - approved with conditions.
Delivery projections	DM/0957/24/REM - Office building - approved with conditions.
Lead-in justifications	The site has planning permission and is expected to commence construction 2027.
Known viability challenges	No known viability challenges.
Other deliverability challenges	Complex archaeology has been discovered within vicinity of the site. The Heritage officer considers that the construction of employment will outweigh the archaeological benefit, but there will be a requirement on archaeology during the planning process.
Site deemed deliverable	The site is deemed to be deliverable.

Table 4.98 Deliverability ELR016b

ELR016c - Kiln Lane Expansion Site Stallingborough (The Helm)



Figure 4.12 ELR016C Location Plan

Overview

4.0.23 The site sits within the northern section of the Kiln Lane Expansion Site at Stallingborough (known as The Helm). The allocated site size is 2.06 ha, but 1.38 ha is expected to be delivered as stated in the planning approval.

Mapped site area size	2.06 ha	Grid reference	E: 519866 N: 413381
Projected site delivery	1.38 ha	Planning status	DM/0122/24/FUL - Green energy refuelling - approved with conditions.
Land type	Greenfield		

Table 4.99 Site Overview ELR016c

Site suitability

Proximity to built up area		Land type	
----------------------------	--	-----------	--

Table 4.100 Efficient use of land ELR016c

Bus stop	Train station
----------	---------------

Table 4.101 Accessibility ELR016c

Flood risk zone	HSE
Surface water flooding extent	Agricultural land classification
Nationally important sites	Tree preservation order (TPO)
Locally protected sites	Contaminated land
Humber estuary SPA and Ramsar offsite habitat loss	Minerals safeguarding area

Table 4.102 Environmental constraints ELR016c

Listed building and SAM	Historic parks and gardens
Conservation area and Archaeology	Neighbouring land use

Table 4.103 Built environment and heritage considerations ELR016c

Waste and water	Transport
-----------------	-----------

Table 4.104 Infrastructure availability/ capacity and built environment ELR016c

4.0.24 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team have stated that there is no bus connectivity; improvements are required to connect the site to public transport. The Highways Team have said planning has been approved.
Landowner/ Site Promoter	No comments have been received from the landowner, however, the site has an active planning permission and is expected to come forward.
Sustainability Appraisal	The site has strong employment and economic growth benefits and is in a strategic infrastructure location. Constraints include flood risk issues (SA9) and landscape impacts. Therefore, the site is strategically strong but environmentally constrained and mitigation is critical.

Response from	Comments
---------------	----------

Table 4.105 Assessment partner responses ELR016c

Summary	Band
The site sits within the northern section of The Helm. The site was originally identified as a single, larger allocation but has since been subdivided into ELR016A, B and C to reflect differences in land ownership. The site was previously owned by the Council, but it is in the process of being sold to a landowner who has an active permission on the site. The site consists of undeveloped land with no structures. It is predominantly flat land and slopes down towards A1173, to the west is the A180. The surrounding land to the north is the Mauxhall Farm Solar installation.	B

Table 4.106 Suitability conclusions ELR016c

Delivery record (if appropriate)	Adjacent plots include: DM/0111/22/REM Training centre - approved with conditions (constructed). DM/0957/24/REM Office building - approved with conditions.
Delivery projections	DM/0122/24/FUL Green energy refuelling - approved with conditions.
Lead-in justifications	The site has planning permission.
Known viability challenges	No known viability challenges.
Other deliverability challenges	Complex archaeology has been discovered within vicinity of the site. The Heritage Officer considers that the construction of employment will outweigh the archaeological benefit, but there will be a requirement on archaeology during the planning process.
Site deemed deliverable	The site is deemed deliverable.

Table 4.107 Deliverability ELR016c

--

ELR019 - Abengoa Site, Hobson Way



Figure 4.13 ELR019 Location Plan

Overview

4.0.25 This site is known as Portlink 180 and is located along Hobson Way. It is a mostly greenfield site, with a section of brownfield land. The site has Enterprise Zone status.

Mapped site area size	32.78 ha	Grid reference	E: 522495 N: 413086
Projected site delivery	32.78 ha	Planning status	DM/0664/19/FUL Sustainable transport fuels facility - approved with conditions.
Land type	Greenfield		

Table 4.108 Overview ELR019

Site suitability

Proximity to built up area		Land type	
-----------------------------------	--	------------------	--

Table 4.109 Efficient use of land ELR019

Bus stop		Train station	
----------	--	---------------	--

Table 4.110 Accessibility ELR019

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally protected sites		Contaminated land	
Humber estuary SPA and Ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.111 Environmental constraints ELR019

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land uses	

Table 4.112 Heritage constraints ELR019

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.113 Infrastructure availability/ capacity and built environment ELR019

4.0.26 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team have stated that there is no bus connectivity and further development of the bus network is required. The Highways Team have said there is no access to the Bridleway (South Marsh Lane), therefore capacity needs considering. There are onward cycle links onto the supercycle highway. Access is from the existing roundabout.
National Grid	National Grid have stated that the site is crossed by a 400kV overhead transmission line. Policy wording will be needed to ensure development responds appropriately to NGET infrastructure constraints.
Landowner/ Site Promoter	The land is currently earmarked for the Altalto SAF project.

Response from	Comments
Sustainability Appraisal	The site is a brownfield regeneration opportunity with strong employment and training opportunities. There are flood risk constraints, but it is considered all issues are manageable.

Table 4.114 Assessment partner responses ELR019

Summary	Band
The site will be a Sustainable Aviation Fuel [SAF] plant. The development has planning consent and has received funding from the Department for Transport. However, construction has yet to begin. Hobson Way is approximately two miles from the A180, which connects to the M180. Nearby land uses include the South Humber Bank Power Station (to the east, across Hobson Way), BOC Gases, and other Industrial facilities.	B

Table 4.115 Suitability conclusions ELR019

Delivery record (if appropriate)	N/A
Delivery projections	N/A
Lead-in justifications	Development expected to come forward, some conditions have been discharged.
Known viability challenges	The site has received funding from the Department for Transport, which will aid with deliverability.
Other deliverability challenges	Mitigation measures are required for the environment and archaeology, but the site is progressing slowly. Access and capacity with regard to highways will need considering.
Site deemed deliverable	The site is suitable for development.

Table 4.116 Deliverability ELR019

ELR020 Land East of Hobson Way, Stallingborough

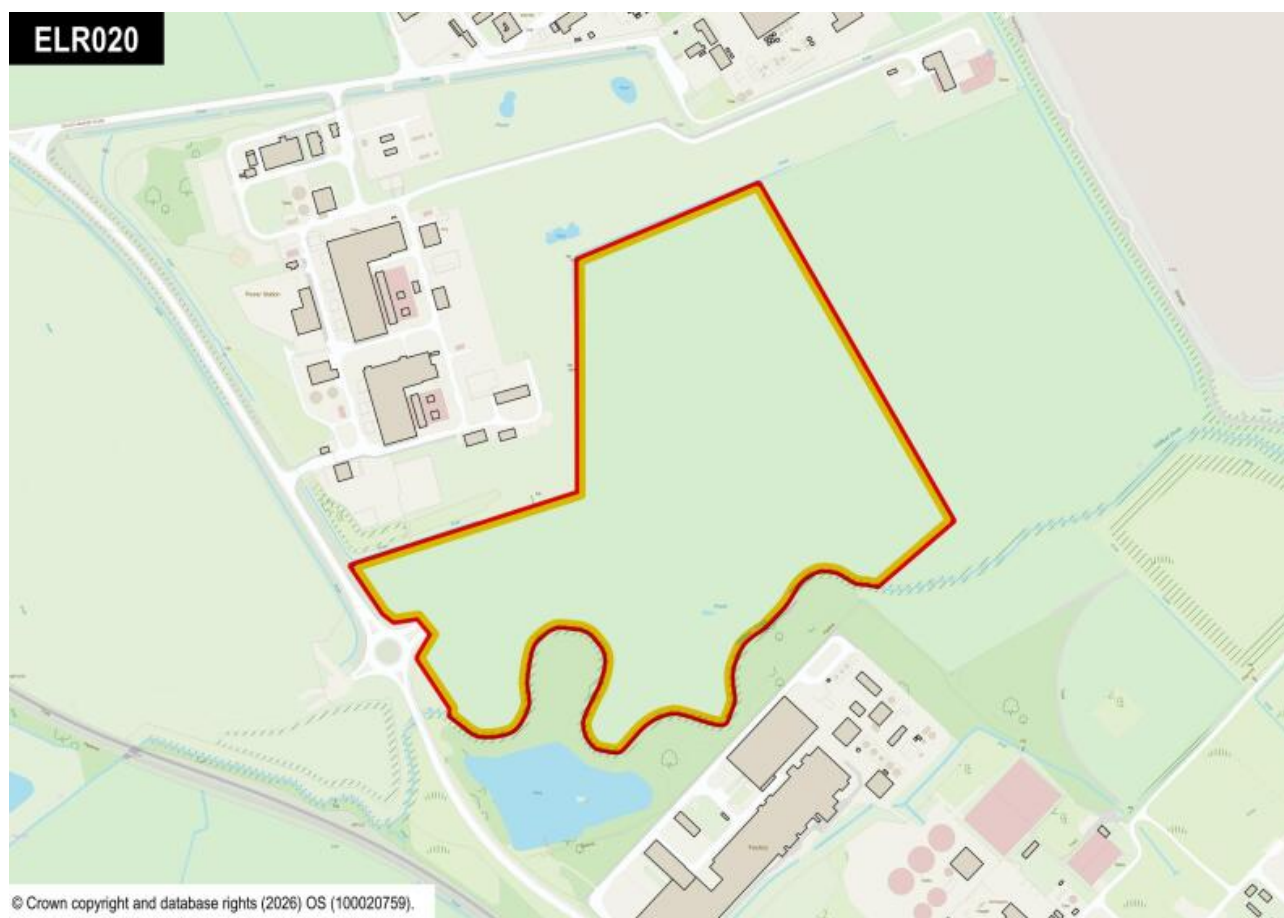


Figure 4.14 ELR020 Location plan

Overview

4.0.27 The site is a greenfield site located east of Hobson Way and south of South Marsh Road, adjacent to the power station.

Mapped site area size	19.53 ha	Grid reference	E: 523202 N: 413050
Projected site delivery	19.53 ha	Planning status	DM/0164/24/DCO Combined cycle gas turbine and carbon capture plant - pending decision
Land type	Greenfield		

Table 4.117 Site overview ELR020

Site suitability

Proximity to built up area		Land type	
-----------------------------------	--	------------------	--

Table 4.118 Efficient use of land ELR020

Bus stop		Train station	
----------	--	---------------	--

Table 4.119 Accessibility ELR020

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally protected sites		Contaminated land	
Humber estuary SPA and Ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.120 Environmental constraints ELR020

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land uses	

Table 4.121 Built environment and heritage considerations ELR020

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.122 Infrastructure availability / capacity ELR020

4.0.28 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team have stated that there is no bus connectivity and further development of bus services required. The access point on to the roundabout is existing, capacity to be reviewed.
Landowner/ Site Promoter	Project development (pre-construction) activities for the Stallingborough Combined Cycle Gas Turbine generating plant and Carbon Capture Plant on ELR020 are in progress. The owner is in engagement with the Council in relation to this and the associated DCO has been in progress since 2023. The construction works will commence in 2028 to 2029, but this is dependent upon timelines for the Government's contract award process and the grid connection to the National Grid Electricity Transmission network. It is hoped that the site will be fully operational in 2034 to 2035 with approximately 50 full time jobs created.

Response from	Comments
Sustainability Appraisal	The site is a major contributor to employment growth and skills and aligns with the energy sector. Constraints include flood risk (SA9). There are also landscape and water issues which require mitigation. Therefore, the site performs well economically but with environmental constraints.

Table 4.123 Assessment partner responses ELR020

Summary	Band
The proposed power station would be capable of generating up to 900 megawatts (MW) of electricity, it would create over 50 full-time, high-quality jobs for local people and support over 1,250 jobs during the five-year construction period.	B

Table 4.124 Suitability conclusions ELR020

Delivery record (if appropriate)	N/A
Delivery projections	Development anticipated to commence in 2028 to 29, and be fully operational in 2034 to 35.
Lead-in justifications	N/A
Known viability challenges	This is dependent upon timelines for the Government's contract award process and the grid connection to the National Grid Electricity Transmission network.
Other deliverability challenge	The key barrier at this stage is access to water from the local water network. However, whilst this approach recognises that access to water is a key consideration, it does not preclude development in principle given the site's strategic industrial location.
Site deemed deliverable	The site is deemed deliverable.

Table 4.125 Deliverability ELR020

ELR021 Novartis Moody Lane

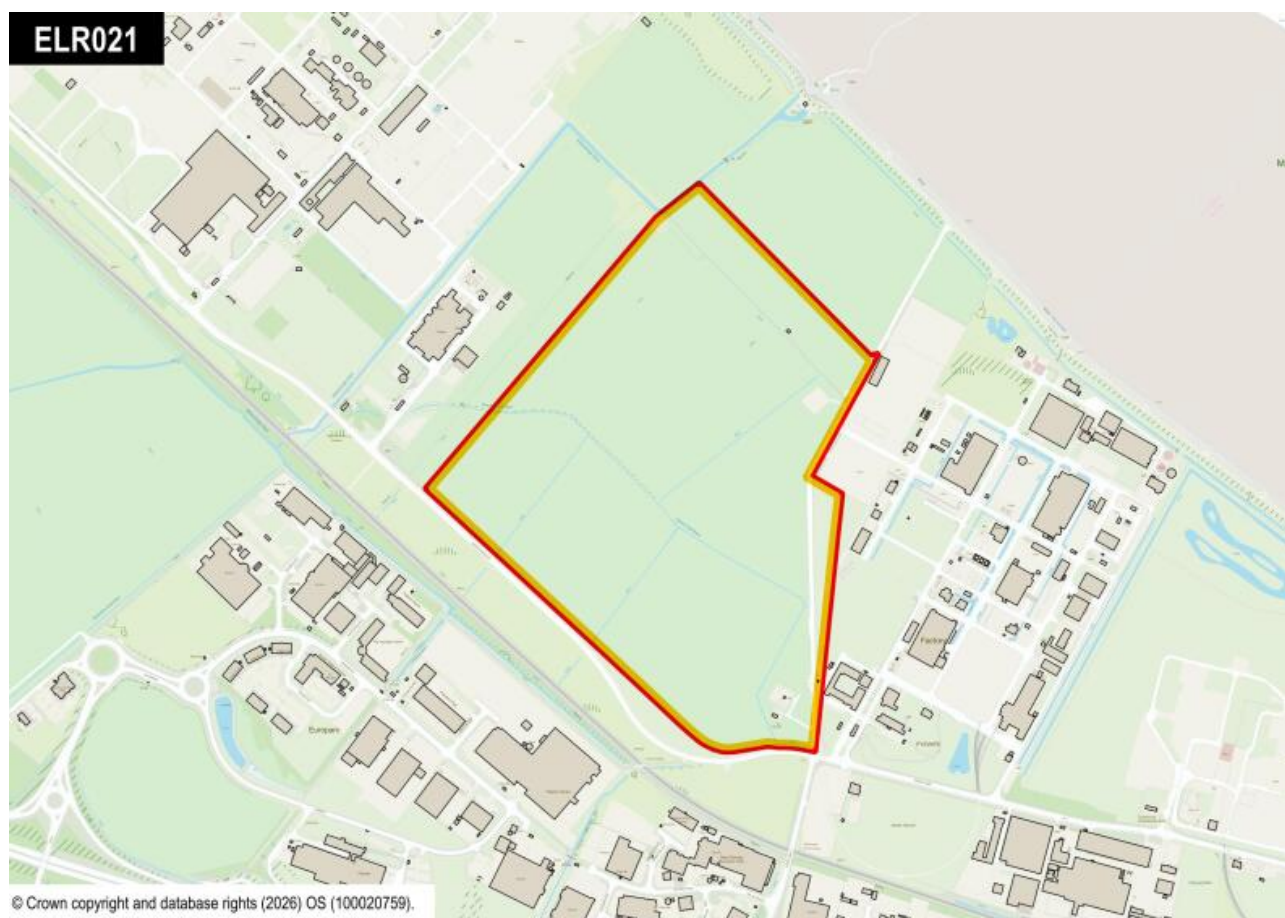


Figure 4.15 ELR021 Location Plan

Overview

4.0.29 The allocation site is located on Moody Lane. It is a brownfield site which was formerly a pharmaceutical manufacturing facility.

Mapped site area size	42.29 ha	Grid reference	E: 524317 N: 411802
Projected site delivery	42.29 ha	Planning status	N/A
Land type	Brownfield		

Table 4.126 Site overview ELR021

Site suitability

Proximity to built up area		Land type	
----------------------------	--	-----------	--

Table 4.127 Efficient use of land ELR021

Bus stop		Train station	
----------	--	---------------	--

Table 4.128 Accessibility ELR021

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally protected sites		Contaminated land	
Humber estuary SPA and Ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.129 Environmental constraints ELR021

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land uses	

Table 4.130 Built environment and heritage considerations ELR021

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.131 Infrastructure availability / capacity ELR021

4.0.30 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team have stated that the majority of the site is not connected to the bus network and improvements are required to ensure adequate public transport provision. The Highways Team have said access points should be considered and capacity reviews are needed at junctions. There may need to be right-turn facilities.
National Highways	National Highways undertook an assessment of employment allocations and identified that further Strategic Road Network mitigation is likely required for ELR021.
Landowner/ Site Promoter	The developer is exploring how to develop the main adjoining site and bring the additional land forward. There have been a number of on-going and past discussions with interested parties.

Response from	Comments
Sustainability Appraisal	The site has strong employment and training benefits and it is a part-brownfield redevelopment. Key constraints include flood risk issues (SA9) and some landscape constraints. Therefore, it is generally positive, with brownfield elements which strengthen sustainability.

Table 4.132 Assessment partner responses ELR021

Summary	Band
The site was originally an expansion site for Novartis but that has since closed. The site is ready for redevelopment and is well-positioned to support a range of employment-generating uses, specifically industrial, manufacturing, and energy-related sectors. Access to Immingham and Stallingborough has been improved recently by the construction of Moody Lane/ Hobson Way link road (Energy Park Way) which was completed approximately 3 years ago.	B

Table 4.133 Suitability conclusions ELR021

Delivery record (if appropriate)	N/A
Delivery projections	N/A
Lead-in justifications	Number of ongoing discussions regarding bringing the site forward for development.
Known viability challenges	The site is brownfield which could present issues in terms of viability; however, the Environment Agency has confirmed the area has been decontaminated.
Other deliverability challenge	Pylons and overhead power lines are a significant consideration near the site. Access points should be considered and capacity reviews are needed at junctions.
Site deemed deliverable	The site is deemed deliverable.

Table 4.134 Deliverability ELR021



4.0.31 This site is known as plot Q on Kiln Lane. It comprises of largely brownfield land, with a small area of greenfield to the north of the site. The site size is 3.43 ha, but only 1.32 ha is approved and is anticipated to be delivered throughout the plan period.

Table 4.135 Site overview ELR022

Proximity to built up area	Land type
----------------------------	-----------

Table 4.136 Efficient use of land ELR022

Bus stop		Train station	
----------	--	---------------	--

Table 4.137 Accessibility ELR022

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally important sites		Contaminated land	
Humber estuary SPA and ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.138 Environmental constraints ELR022

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land uses	

Table 4.139 Built environment and heritage considerations ELR022

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.140 Infrastructure availability / capacity ELR022

4.0.32 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team have stated that there is no bus connectivity and improvements are required to connect the site to the bus network. The Highways Team have said it appears there is no direct access onto the site and capacity is to be considered.
Landowner/ Site Promoter	The site is being proactively marketed. It is expected it will see development within the next five years.
Sustainability Appraisal	It is a brownfield site with good land efficiency and supports economic growth. Flood risk remains a key constraint. Therefore, it is a smaller brownfield option with fewer strategic impacts.

Table 4.141 Assessment partner responses ELR022

Summary	Band
This largely brownfield site is being actively marketed by NELC for development. There are no amenities on the industrial estate and none within walking distance. However, there is a footpath within walking distance.	B

Table 4.142 Suitability conclusions ELR022

Delivery record (if appropriate)	DM/0484/24/FUL Battery energy storage system [BESS] - approved with conditions.
Delivery projections	Development expected within five years.
Lead-in justifications	The site is being actively marketed.
Known viability challenges	Development of the site may require public sector support if developed.
Other deliverability challenge	Delivery of the site anticipated to be demand led, therefore a speculative build not anticipated. There is no direct access to the site and capacity is to be considered.
Site deemed deliverable	The site is deemed deliverable.

Table 4.143 Deliverability ELR022

ELR027 Land east of Queens Road



Figure 4.17 ELR027 Location Plan

Overview

4.0.33 This site is located east of Queen's Road, and is considered to be suitable for employment uses. The site has Enterprise Zone status. The landowner has stated that there is 29.05 ha of land available under their ownership. However, the allocated land comprises of 15.27 ha.

Mapped site area size	15.27 ha	Grid reference	E: 520645 N: 414733
Projected site delivery	15.27 ha	Planning status	N/A
Land type	Brownfield		

Table 4.144 Site overview ELR027

Site suitability

Proximity to built up area		Land type	
----------------------------	--	-----------	--

Table 4.145 Efficient use of land ELR027

Bus stop		Train station	
----------	--	---------------	--

Table 4.146 Accessibility ELR027

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally important sites		Contaminated land	
Humber estuary SPA and Ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.147 Environmental constraints ELR027

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land uses	

Table 4.148 Built environment and heritage considerations ELR027

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.149 Infrastructure availability / capacity ELR027

4.0.34 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team have stated that the majority of the site is not connected to the bus network and improvements are required to reduce journey times and improve frequency. The Highways Team have said access points as well as capacity at junctions is to be considered. There is active travel capability to King's Road.
Landowner/ Site Promoter	The site is subject of current investor interest and it is expected to be developed within five years.
Sustainability Appraisal	The site is brownfield land reuse with strong employment and training benefits. Flood risk has been identified (SA9). The site is one of the better-performing options subject to flood mitigation.

Table 4.150 Assessment partner responses ELR027

Summary	Band
This brownfield site is subject to investor interest. The site is considered suitable as a site for development of Port related activities. The site has reasonable access to the A1173 and A180.	B

Table 4.151 Suitability conclusions ELR027

Delivery record (if appropriate)	DM/0026/18/FUL Energy from Waste plant - approved with conditions.
Delivery projections	Site expected to be delivered in five years.
Lead-in justifications	The site is subject to investor interest.
Known viability challenges	Anticipate that delivery will be primarily demand driven and therefore issues of viability are unlikely to arise.
Other deliverability challenge	Contamination of significant parts of the site. The site is within HSE Inner Zone so General Employment would need careful consideration
Site deemed deliverable	The site is deemed deliverable.

Table 4.152 Deliverability ELR027

ELR037 Land to the right of Marlin House, Immingham



Figure 4.18 ELR037 Location Plan

Overview

4.0.35 The allocation site is a greenfield site located to the rear of Marlin House, located off Kings Road, Immingham.

Mapped site area size	1.14 ha	Grid reference	E: 519270 N: 414947
Projected site delivery	1.14 ha	Planning status	N/A
Land type	Greenfield		

Table 4.153 Site overview ELR037

Site suitability

Proximity to built up area	Land type
----------------------------	-----------

Table 4.154 Efficient use of land ELR037

Bus Stop	Train station
----------	---------------

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally protected sites		Contaminated land	
Humber estuary SPA and ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.155 Environmental constraints ELR037

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land uses	

Table 4.156 Built environment and heritage considerations ELR037

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.157 Infrastructure availability / capacity ELR037

4.0.36 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team have stated that some accessibility exists and focus should be on reducing journey times to under 30 minutes and improving service frequency. The Highways Team have said that the site can utilise existing access and capacity should be sufficient. It may need a TRO to prevent parking.
Landowner/ Site Promoter	The developer is looking to come forward with an outline planning permission in 2026 to 2027. There could be constraints with regard to funding, a buyer is needed for the land and development. Currently, the site is dependent on planning, funding and affordability.
Sustainability Appraisal	This site is a smaller employment opportunity with a positive economic role. The constraints on the site include greenfield land loss and flood risk issues. Overall, the site has limited capacity and is of lower strategic importance than major sites.

Table 4.158 Assessment partner responses ELR037

Summary	Band
Proximity to residential uses may limit some employment uses, but the allocation would be suitable as a small-scale strategic site. The site is within close proximity of bus stops along King's road and is located directly on the A1173. Development of site is unlikely to be viable on a speculative basis and public sector funding is likely to be required.	B

Table 4.159 Suitability conclusions ELR037

Delivery record (if appropriate)	N/A
Delivery projections	Outline planning application to be submitted in the next year.
Lead-in justifications	Developer intends to submit a planning application and begin construction within five years.
Known viability challenges	Funding for the project could prove an issue unless a buyer is found for the land/development.
Other deliverability challenge	No known deliverability constraints.
Site deemed deliverable	Site deemed deliverable, subject to issues at planning stage.

Table 4.160 Deliverability ELR037

ELR041 - Land west of Kings Road, Immingham

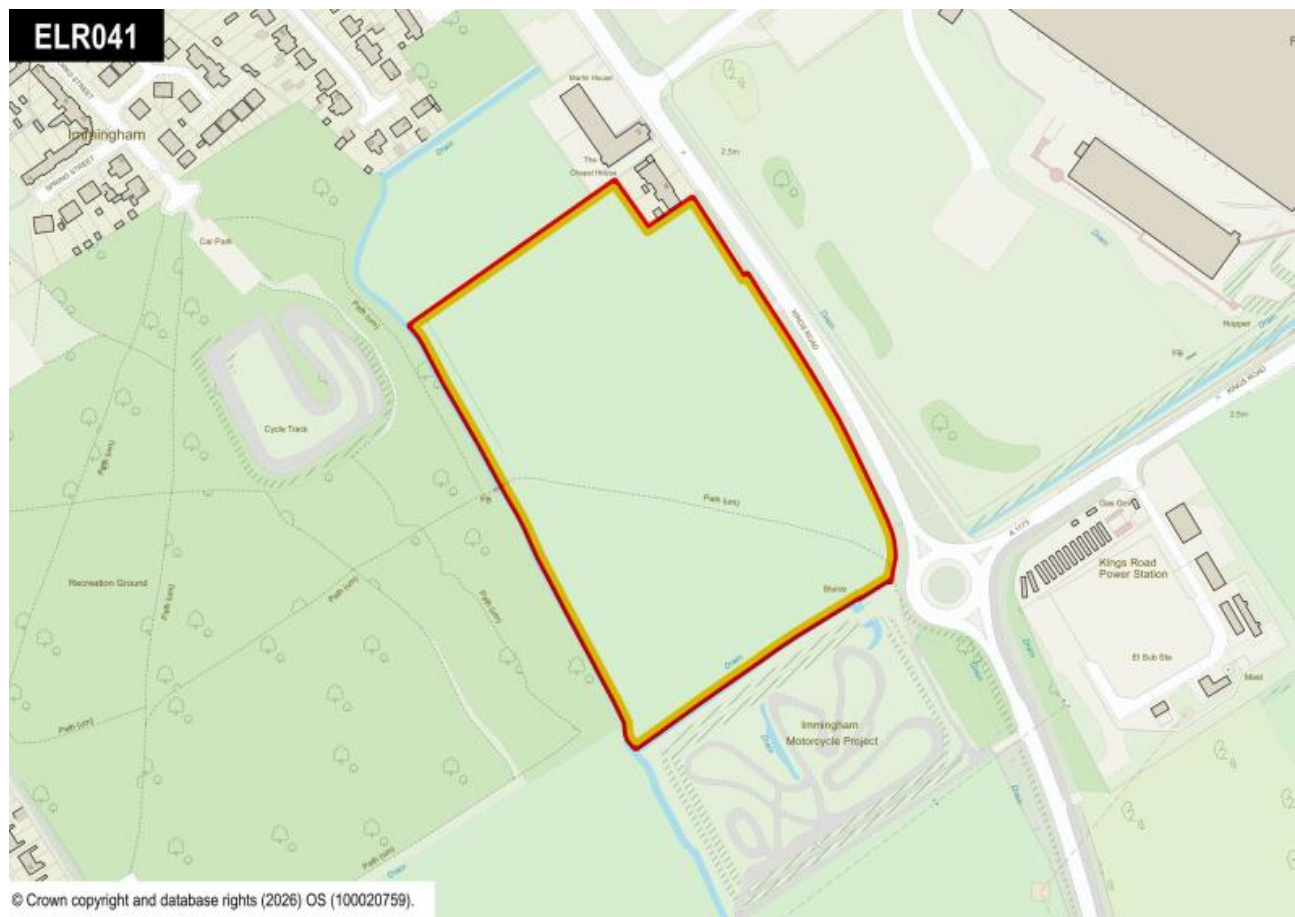


Figure 4.19 ELR041 Location Plan

Overview

4.0.37 The allocation is a greenfield site currently in agricultural use. The site is located at the land to the west of King's Road and has been promoted through the 2025 Call for Sites.

Mapped site area size	5.33 ha	Grid reference	E: 519378 N: 414797
Projected site delivery	5.33 ha	Planning status	N/A
Land type	Greenfield		

Table 4.161 Overview ELR041

Site suitability

Proximity to built up area		Land type	
----------------------------	--	-----------	--

Table 4.162 Efficient use of land ELR041

Bus stop		Train station	
----------	--	---------------	--

Table 4.163 Accessibility ELR041

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally protected sites		Contaminated land	
Humber estuary SPA and Ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.164 Environmental constraints ELR041

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land uses	

Table 4.165 Heritage constraints ELR041

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.166 Infrastructure availability/ capacity and built environment ELR041

4.0.38 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team state that the majority of the site is not connected to the bus network; improvements are required. The Highways Team have said that there is a public right of way across the site, and concerns have been raised regarding large numbers. Consideration of access points is required and a new footway/cycleway is required.
Landowner/ Site Promoter	An outline planning application with full detail for site servicing is expected to be submitted 2026 to 27. Delivery projections are outlined in Table 4.169 Deliverability ELR041. There is an existing footpath which needs to be legally diverted, but this has been taken into account in the timelines set out above.
Sustainability Appraisal	The site supports employment growth. However, the constraints include greenfield land take, landscape sensitivity (low capacity) and flood risk. Overall, the site is environmentally constrained but this can be mitigated.

Response from	Comments
---------------	----------

Table 4.167 Assessment partner responses ELR041

Summary	Band
The site comprises of an undeveloped agricultural field, though the call for sites suggested that use can be ceased at any time. There are no known issues at this site which cannot be mitigated.	B

Table 4.168 Suitability conclusions ELR041

Delivery record (if appropriate)	N/A
Delivery projections	Phase one (2 ha) is expected to begin construction 2028 to 29, and complete 2029 to 30. Phase two (3 ha) is expected to begin construction 2030 to 31, and complete 2031 to 32.
Lead-in justifications	N/A
Known viability challenges	No known viability challenges.
Other deliverability challenges	A public right of way crosses the site, though this can be mitigated.
Site deemed deliverable	The site is deemed to be deliverable.

Table 4.169 Deliverability ELR041

--

ELR042 - Former Novartis factory site, Grimsby

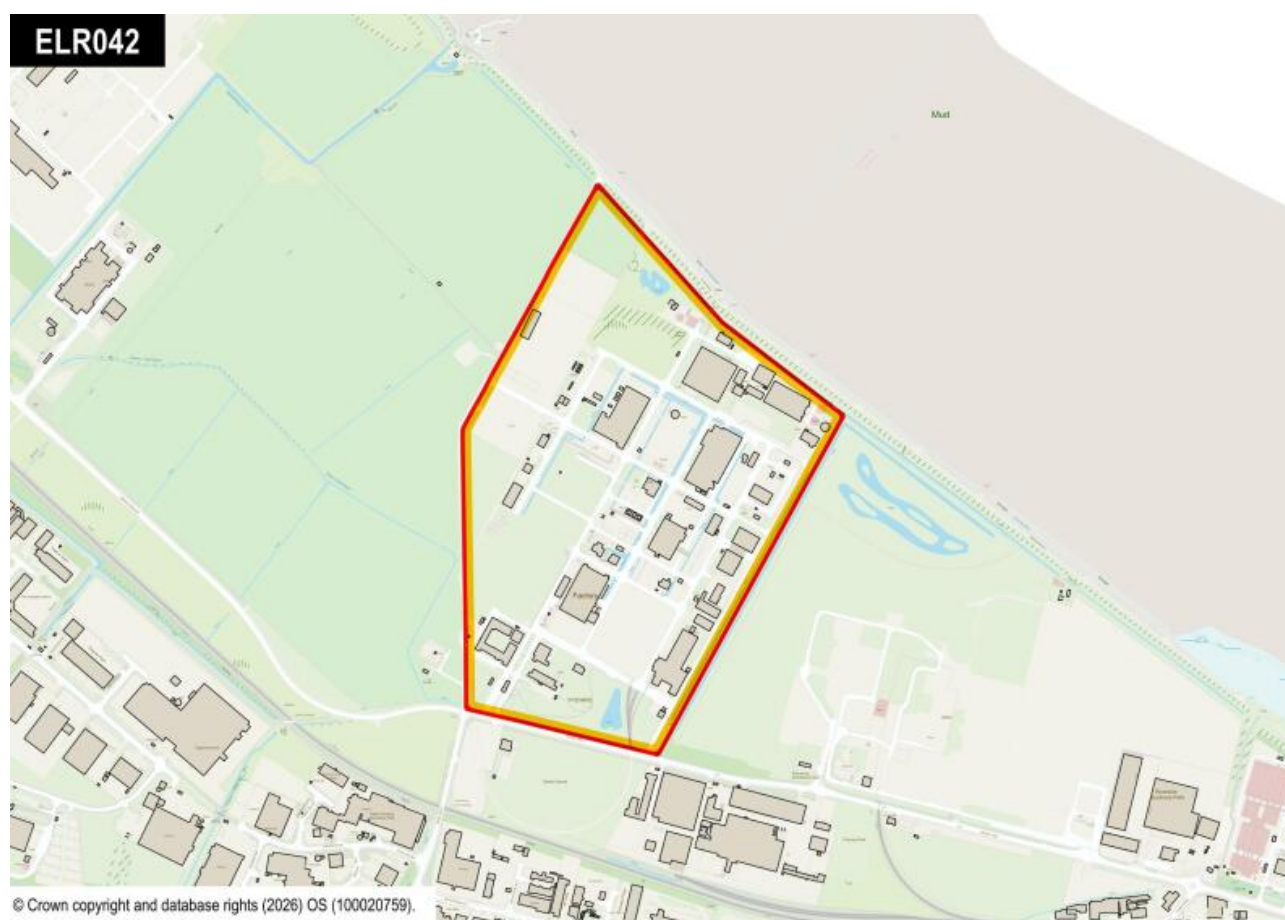


Figure 4.20 ELR042 Location Plan

Overview

4.0.39 This brownfield site is located along Moody Lane and Pyewipe Road, and is well-connected to surround industrial estates.

Mapped site area size	36.51 ha	Grid reference	E: 524911 N: 411710
Projected site delivery	36.51 ha	Planning status	N/A
Land type	Brownfield		

Table 4.170 Overview ELR042

Site suitability

Proximity to built up area		Land type	
----------------------------	--	-----------	--

Table 4.171 Efficient use of land ELR042

Bus stop		Train station	
----------	--	---------------	--

Table 4.172 Accessibility ELR042

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally important sites		Contaminated land	
Humber estuary SPA and Ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.173 Environmental constraints ELR042

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land uses	

Table 4.174 Heritage constraints ELR042

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.175 Infrastructure availability/ capacity and built environment ELR042

4.0.40 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team have stated that the majority of the site is not connected to the bus network and improvements are required. The Highways Team have said that the site can utilise existing access points, but capacity would need considering.
Landowner/ Site Promoter	There are numerous parties interested in the site and the promoter is in the process of putting together a utilities package. There are substantial utilities for gas power for most users. There is not a timeline for development yet, but they are in the process of securing the necessary information and are hopeful of bringing the site forward in 2026.
Sustainability Appraisal	This site is positive in terms of brownfield regeneration and there are strong employment and training benefits. There is flood risk present but it is less severe than large greenfield sites. Overall the site is a well performing brownfield option.

Table 4.176 Assessment partner responses ELR042

Summary	Band
The site is ready for redevelopment and well-positioned to support a range of employment-generating uses, internal roads such as Moody Lane and Pyewipe Road provide access to the site and surrounding industrial estates.	B

Table 4.177 Suitability conclusions ELR042

Delivery record (if appropriate)	N/A
Delivery projections	The owner is hopeful of bringing the site forward 2026.
Lead-in justifications	Negotiations are ongoing with interested parties.
Known viability challenges	The site is brownfield which could present issues in terms of viability; however, the Environment Agency has confirmed the area has been decontaminated.
Other deliverability challenges	There are no known constraints which would affect the deliverability of the site.
Site deemed deliverable	The site is deemed deliverable.

Table 4.178 Deliverability ELR042

ELR043 - Mauxhall Farm, Stallingborough Road, Immingham

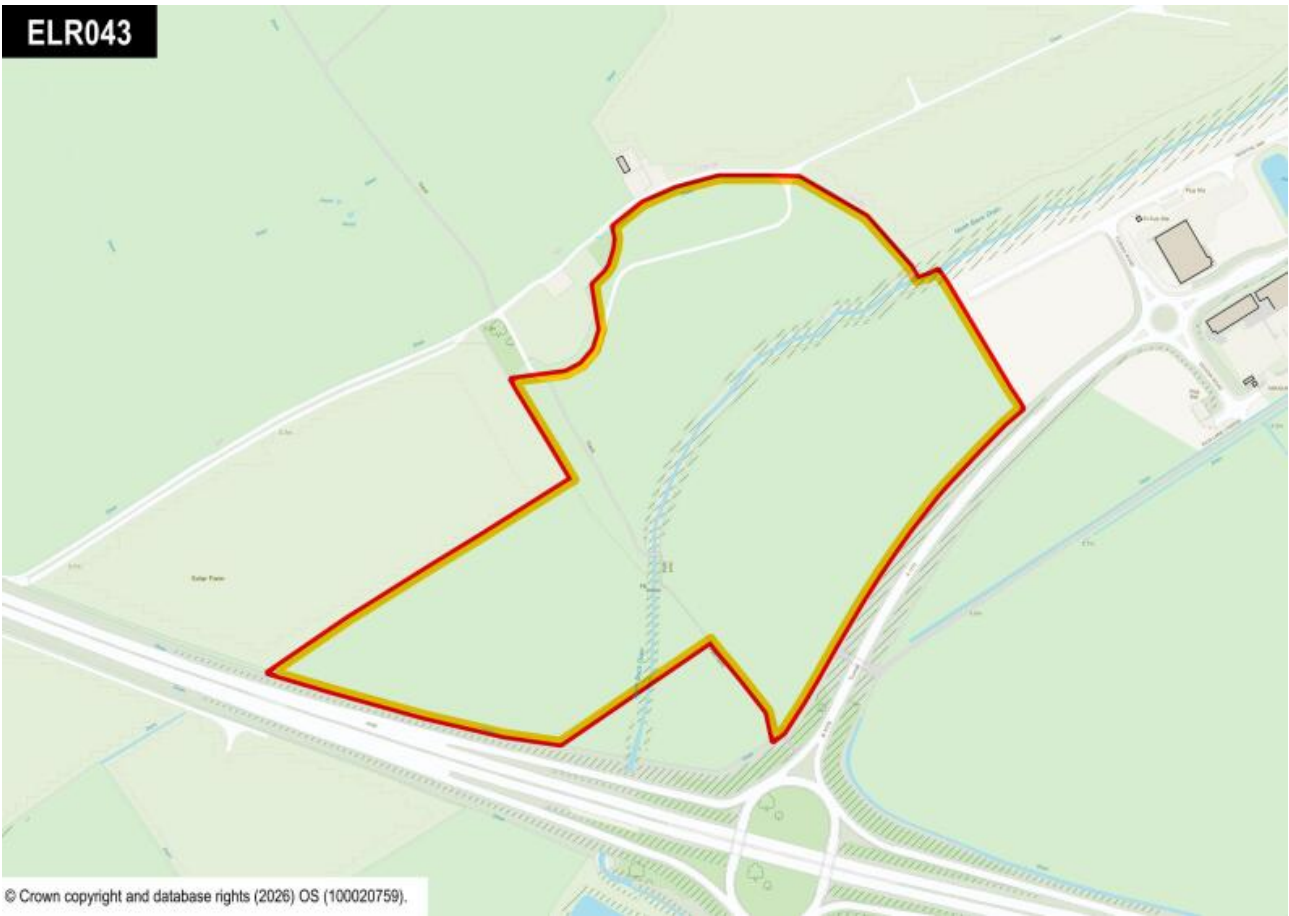


Figure 4.21 ELR043 Location Plan

Overview

4.0.41 The allocated site is located along Stallingborough Road and is a greenfield site.

Mapped site area size	19.52 ha	Grid reference	E: 519320 N: 413098
Projected site delivery	19.52 ha	Planning status	N/A
Land type	Greenfield		

Table 4.179 Overview ELR043

Site suitability

Proximity to built up area		Land type	
----------------------------	--	-----------	--

Table 4.180 Efficient use of land ELR043

Bus stop		Train station	
----------	--	---------------	--

Table 4.181 Accessibility ELR043

Flood risk zone		HSE risk	
Surface water flooding extent		Agricultural land classification	
Nationally important sites		Tree preservation order (TPO)	
Locally protected sites		Contaminated land	
Humber estuary SPA and ramsar offsite habitat loss		Minerals safeguarding area	

Table 4.182 Environmental constraints ELR043

Listed building and SAM		Historic parks and gardens	
Conservation area and archaeology		Neighbouring land uses	

Table 4.183 Heritage constraints ELR043

Waste and water		Transport	
-----------------	--	-----------	--

Table 4.184 Infrastructure availability/ capacity and built environment ELR043

4.0.42 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team state that the majority of the site is not connected to the bus network and improvements are required. The Highways Team have stated capacity and access would need considering.
National Highways	National Highways undertook an assessment of employment allocations and identified that further Strategic Road Network mitigation is likely required for ELR043.
Landowner/ Site Promoter	This land is fallow farmland currently and available for development. It is adjacent to the Mauxhall Farm Energy Park Development (solar and battery storage facility). Please see planning permission reference DM/ 1145/19/FUL in relation to this. This development is almost complete with the solar aspect up and running and the Battery Storage aspect due for completion this spring.
Sustainability Appraisal	The site has employment and economic benefits. The key constraints are greenfield land loss and flood risk. The site is a moderate option with some environmental constraints.

Response from	Comments
---------------	----------

Table 4.185 Assessment partner responses ELR043

Summary	Band
The land has previously been used for grazing cattle. At present, it is not in use. The site is adjacent to an existing solar farm. Construction of a battery storage project adjacent to the site is due to commence in the future, following this the developer will bring the land forward, it is hoped it will be available within 3 years.	B

Table 4.186 Suitability conclusions ELR043

Delivery record (if appropriate)	N/A
Delivery projections	N/A
Lead-in justifications	N/A
Known viability challenges	No known viability challenges.
Other deliverability challenges	The site intersects with the archaeological consultancy site and North Beck drain runs along the southern boundary, though it is considered this can be mitigated. Capacity and access will need to be considered.
Site deemed deliverable	The site is deemed deliverable.

Table 4.187 Deliverability ELR043

--

ELR044 Land off Manby Road, Immingham

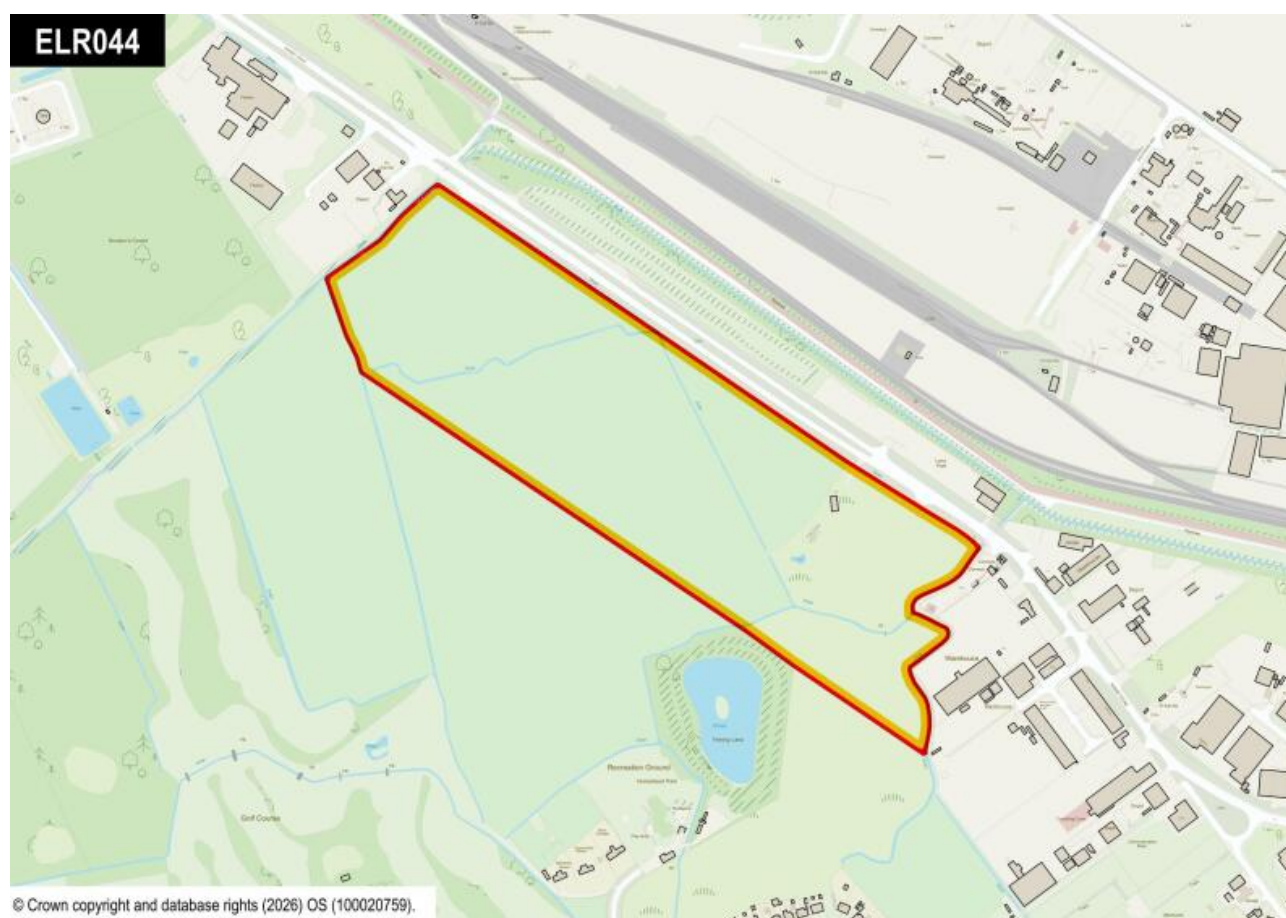


Figure 4.22 ELR044 Location Plan

Overview

4.0.43 The site is largely undeveloped greenfield land, which fronts Manby Road. It is suitable for a range of employment uses. The mapped site area size is 19.22 ha but the landowner stated that 12.9 ha is anticipated to be delivered throughout the plan period.

Mapped site area size	19.22 ha	Grid reference	E: 517900 N: 415859
Projected site delivery	12.9 ha	Planning status	N/A
Land type	Greenfield		

Table 4.188 Overview ELR044

Site suitability

Proximity to built up area		Land type	
----------------------------	--	-----------	--

Table 4.189 Efficient use of land ELR044

Bus stop	Train station
----------	---------------

Table 4.190 Accessibility ELR044

Flood risk zone	HSE risk
Surface water flooding extent	Agricultural land classification
Nationally important sites	Tree preservation order (TPO)
Locally important sites	Contaminated land
Humber estuary SPA and Ramsar offsite habitat loss	Minerals safeguarding area

Table 4.191 Environmental constraints ELR044

Listed building and SAM	Historic parks and gardens
Conservation area and archaeology	Neighbouring land uses

Table 4.192 Heritage constraints ELR044

Waste and water	Transport
-----------------	-----------

Table 4.193 Infrastructure availability/ capacity and built environment ELR044

4.0.44 It is understood that there are water abstraction constraints and this will be picked up by the water cycle study.

Response from	Comments
North East Lincolnshire Council	The Public Transport Team state that there is no bus connectivity and further development of the bus network is required. The Highways Team have said that there is no new access on to the Dual Carriageway and capacity is to be considered.
National Highways	National Highways undertook an assessment of employment allocations and identified that further Strategic Road Network mitigation is likely required for ELR044.
Landowner/ Site Promoter	The site is available for development, construction has not begun. Forecasted delivery rates are set out in Table 4.196 Deliverability ELR044.
Sustainability Appraisal	The site has significant negatives across five SA objectives including land use, flood risk and landscape. It is identified as the least sustainable employment option.

Response from	Comments
---------------	----------

Table 4.194 Assessment partner responses ELR044

Summary	Band
The site is adjacent to Immingham Docks and existing employment land, which makes it a suitable location for employment. Whilst there are some constraints associated with the site, it is considered that they can be mitigated to produce a development which would be most suited to smaller local businesses.	B

Table 4.195 Suitability conclusions ELR044

Delivery record (if appropriate)	N/A
Delivery projections	Phase one (4.3 ha) is expected to begin construction 2027 to 28 Phase two (4.3 ha) is expected to begin construction 2028 to 29 Phase three (4.3 ha) is expected to begin construction 2029 to 30
Lead-in justifications	N/A
Known viability challenges	No known viability challenges
Other deliverability challenges	The site intersects with an archaeological consultancy area and an SNCI. A public Right of Way runs down the south east of the site. Additionally there is no access onto the dual carriageway which will be needed. Whilst these aspects may slightly delay deliverability, it is considered they can be mitigated.
Site deemed deliverable	The site is deemed deliverable.

Table 4.196 Deliverability ELR044

Section 5 Discounted sites

A number of sites identified through the Call for Sites process, together with existing employment allocations from the North East Lincolnshire Local Plan (2018), have not been taken forward for allocation in this Local Plan. The reasons for their exclusion are set out in

Site reference	Site location	Site area (ha)	Summary
ELR003	Land south of Kiln Lane, Stallingborough	20.64	This site is not being taken forward as an employment allocation within the Local Plan because the site has been built out in full.
ELR005	Former Huntsman Tioxide Site, Moody Lane, Grimsby	45	This site is not being taken forward as an employment allocation within the Local Plan because the site has been mostly developed.
ELR008c	Europarc Phase 3		This site is not being taken forward as an employment allocation within the Local Plan because the site has been built out in full.
ELR010	Altyre Way (Hewitts Circus Business Park), Humberston	9.39	This site is not being taken forward as an employment allocation within the Local Plan because the site has been built out in full. The adjacent housing site has also been developed for employment.
ELR024	Estate Road 1, Grimsby	2.3	This site is not being taken forward as an employment allocation within the Local Plan because the site has been built out in full.
ELR025a to e	Cristal, Laporte Road, Stallingborough	102.28	The land in question was meant to be leased for a hydrogen project. However this has gone quiet, and no development is proposed for this piece of land at this stage.
ELR036	Land at Westgate Park, Armstrong Street, Grimsby	1.75	This site is not being taken forward as an employment allocation within the Local Plan because the site has been built out in full.
ELR039a and b	BOC Stallingborough	28.42	No development in the works and attempts to engage have not been acknowledged.
ELR045	Land West of A1173, Immingham	5.5	The site is not required to meet the identified employment land need over the plan period.
ELR046	Brocklesby Interchange	56.8	The site has not been progressed owing to its detached location from existing employment areas and the lack of identified need for the scale of employment land proposed.

Site reference	Site location	Site area (ha)	Summary
			Furthermore, the site would extend commercial and industrial development up to the boundary of Habrough, with the potential for significant visual and residential amenity impacts. The site is also located outside the habitat mitigation zone.
ELR047	West Immingham Road, Stallingborough	9.55	The site has not been progressed owing to its location within the open countryside, south of the A180 where there is no existing commercial or industrial development. Whilst the site benefits from good access to the A180 and the Strategic Road Network, development in this location would result in significant visual impacts and would represent an isolated extension of employment development into the countryside.
ELR048	South Mathew Ford Way, Stallingborough	3.41	The site has not been progressed owing to its location within the open countryside, south of the A180 where there is no existing commercial or industrial development. Whilst the site benefits from good access to the A180 and the Strategic Road Network, development in this location would result in significant visual impacts and would represent an isolated extension of employment development into the countryside.
ELR049	North Mathew Ford Way, Stallingborough	4.11	The site has not been progressed owing to its location within the open countryside, south of the A180 where there is no existing commercial or industrial development. Whilst the site benefits from good access to the A180 and the Strategic Road Network, development in this location would result in significant visual impacts and would represent an isolated extension of employment development into the countryside.
ELR050	Mathew Ford Way, Stallingborough	4.48	The site has not been progressed owing to its location within the open countryside, south of the A180 where there is no existing commercial or industrial development. Whilst the site benefits from good access to the A180

Site reference	Site location	Site area (ha)	Summary
			and the Strategic Road Network, development in this location would result in significant visual impacts and would represent an isolated extension of employment development into the countryside.

Table 5.1 Discounted sites

Published/printed August 2026
by North East Lincolnshire Council
Municipal Offices
Town Hall Square
Grimsby
North East Lincolnshire
DN31 1HU