Kings Road Industrial Development, Immingham

Environmental Impact Assessment

Non Technical Summary

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INTRODUCTION

This Non Technical Summary (NTS) forms part of the Environmental Statement (ES) undertaken by Ecus Ltd to accompany an Outline Planning Application by Brocklesby Estates to develop an industrial estate on c. 20.8 ha of land off Kings Road/Queen Road (A1173), Immingham, Grimsby, North East Lincolnshire (National Grid Reference 519880, 414660) hereafter named ‘the site’ (Figure 1).

Figure 1: Site Location

Legend

The application seeks development of an industrial estate for B2 (General Industry), B8 (Storage and Distribution) and (B1) Minor Office Development, Research and Development, Light Industry uses. The Planning Application is for Outline Planning Permission with approval being sought only for access and landscaping. The proposed development location is situated within land allocated as E1/3 Prosed Development Site on Industrial Land in the North East Lincolnshire Council (NELC) Local Plan.

THE DEVELOPER

This Planning Application has been prepared and submitted by Lincs Design Consultancy on behalf of Brocklesby Estates (The Applicant).
The Brocklesby Estate is a traditional family business whose activities are principally in agricultural, forestry, commercial and residential asset management and development. The Estate comprises in excess of 27,000 acres held within personal ownsionships and five different trusts and employs approximately 70 both full and part time staff.

The Urban Estate has approximately 250 plus residential properties under management, let on various forms of tenure. There are around 40 residential and 50 commercial leases on properties in the Grimsby area including the lettings of two village pubs and a number of farm buildings used for alternative purposes.

The Estate’s enterprises have grown in scale and diversity. At the heart of the business strategy is the effective management and development of its property portfolio and capitalising on resources that were under-utilised. This has lead to the identification of new opportunities with a number of added-value projects in the process of development, driving growth in rental income, capital receipts and overall value.

THE ENVIRONMENTAL STATEMENT

The ES has been prepared by Ecus Ltd and technical specialists to accompany the Planning Application in accordance with the Town and Country Planning (Environmental Impact Assessment, 2011). It includes consideration of potential effects to the environment that may occur throughout the life of the project including during the construction and operational phases. The potential for cumulative effects to occur in conjunction with other major schemes in the vicinity has been included within the assessment of impacts.

SITE SELECTION AND LAYOUT DESIGN

Consideration of design alternatives has been undertaken as an intrinsic part of the scheme development and the proposed industrial estate has been through several design iterations, to achieve the final layout; the main objective of which was to emphasise the site as an attractive industrial estate whilst minimising the environmental impacts, such as landscape, visual and ecological effects.

A series of revisions to the Master plan have progressively refined the project and changed the layout in light of greater knowledge of the technical constraints to the scheme, the environmental effects of the proposals and consideration of the feedback and comments on the proposals from consultation with statutory consultees.

The Master plan design was considered against landscape and visual criteria which were drawn from the baseline study, good practice and the assessors’ experience of assessing similar development. The design process also proceeded in response to consultation with NELC. Early assessments were used to inform the design of the Master plan in an iterative way. Key considerations included:

- Incorporate areas of landscape buffers to protect the amenities of adjacent residential properties.
- Use areas of structural landscape planting to mitigate views into the site from surrounding visual receptors.
- Locate proposed buildings in-between the proposed car parks/service areas and the neighbouring residential properties to screen any noise impact.
- Extra sections added to buildings to reinforce the noise screen created by the buildings.
- Area for surface water attenuation increased in size aligned with calculation from drainage consultant.
THE PROPOSED SCHEME

The proposed scheme comprises an Outline Planning Application covering approximately 20.8 ha of land for the development of an industrial estate for B1, B2 and B8 uses. The Planning Application is for Outline Planning Permission with approval being sought only for access and landscaping.

The site is currently composed of arable open fields that have an agricultural use. The proposed application will see the creation of a development that has a use split between B1, B2 and B8 uses. The application is for outline planning approval, therefore at this stage the precise mix of uses for the site is not known and will be addressed at the reserved matters stage. The site is identified in the NELC Local Plan as being a proposed Employment Site on Industrial Land. Therefore the proposed use for the site is acceptable given the allocation of the land.

Two development scenarios for the site have been created to accompany this Planning Application (Figure 2 and 3 below respectively).

Scenario 1 has been designed around the site being served from one access point from King Road. This creates a ‘t-shaped’ road formation serving a number of development plots (Figure 2).

Figure 2 – Scenario 1

Scenario 2 has been designed so that the site is served from three access points; from the A1173, Kings Road and Queens Road. This will create three distinct areas of development with a larger unit being served from the A1173 and four smaller units served from separate access on the Kings Road and Queens Road (Figure 3).
These scenarios have been designed to provide 800 000 sqft of developable floor space with an appropriate level of car parking and landscaping. This is seen as an appropriate level of development to work within the constraints of the existing site whilst also providing viability for the developer. The indicative layouts for the site are subject to change at the reserved matters stage given the specific design brief of future occupants, but the principle of the amount of development for the site will be retained.

The design scenarios express two examples of how the site might be developed using differing access options; this is obviously subject to the type and size of business that may wish to occupy the site. The site has numerous constraints and key issues that will need to be addressed as part of the detailed master plan. Therefore the proposed scenarios both incorporate design principles that produce a development that is appropriate for the site and the surrounding context:

- A green frontage will be formed at the entrance from Kings Road with two signature plots creating a gateway into the development.
- A formal landscaping scheme to the A1173 to create an attractive and appealing view into the site from the main road.
- A landscaping buffer will be implemented along the eastern boundary of the site to protect the residential amenities of the neighbouring properties.
- A landscaping buffer will also be provided to the boundaries of the electrical substation to the north west of the site.
- The plots located along the eastern boundary shall be designed so that operational outdoor areas are positioned away from the residential properties; i.e. large external doors on the western elevation of the buildings.
- Each plot shall have adequate parking and service areas that are appropriate to the proposed use of the buildings.
The site should be designed to produce an attractive setting for the development. This could include a well-designed landscaping scheme, careful positioning of service yards and car parks, attractive frontages to the buildings, an appropriate palette of materials and appropriate height for the buildings.

The design shall incorporate a Sustainable Urban Drainage Scheme that is appropriate for the site. Utilising such systems as rain water harvesting, permeable paving, swales and attenuation ponds. The master plan scenarios show an appropriately sized attenuation pond.

An appropriate easement strip will be left along the southern boundary of the site for the water and gas pipes already in-situ.

As previously stated the Application will apply for three separate access points; with an access from Kings Road, Queens Road and the A1173. A Traffic Assessment report has been produced by I-Transport to accompany this application.

To encourage more sustainable vehicle travel, parking adjacent to new buildings will include priority parking for car sharers in convenient locations and lift-share promoted through a Travel Plan. Car parking for the disabled, powered two-wheelers (motorbikes and scooters) and employee and visitor cycle parking will be provided in accordance with the vehicle parking standards as adopted by NELC.

The landscape strategy includes a range of planting types that define specific character areas, provide additional visual screening, seasonal interest and increased biodiversity. Native tree and shrub planting will be undertaken with native grassland improvements to ensure the development sits well within the surrounding context.

Attenuation of the surface water will be undertaken on a plot by plot basis or in an overall holistic scheme. A drainage survey will be undertaken at the detailed design stage for each building to confirm the location, depth, size and fall of the surface water network. This will enable an assessment at the detailed design stage for the location of any storage and control facility and to determine the capacities and capabilities of the current surface water network.

A Construction Method Statement (CMS) will be prepared and implemented that will identify the significant environmental risks during construction and set out methods and procedures for managing these risks.

**CONSULTATION AND SCOPING**

A formal Scoping Request under The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 was made and a response from NELC was obtained. The scoping process identified key environmental issues to determine which elements of the proposal were likely to cause significant environmental effects and established the work required for the preparation of the ES.

In addition to the formal consultation with NELC, consultation on the proposed development was undertaken directly between the technical specialists responsible for the assessment and a range of organisations, including statutory consultees.

Meetings have taken place on a regular basis with officers at the Council and other statutory consultees. Details of specific correspondence can be found within the Design and Access Statement as well as the Transport Assessment.
The consultation process has influenced both the content of the ES and helped form the principles upon which the proposals have been designed.

**PLANNING POLICY**

A detailed analysis of the key planning issues is set out in the Planning Supporting Statement. It has been established that the proposed development is Development Plan and National Planning Policy Framework (NPPF) compliant.

The NPPF directly supports sustainable economic development. Local Authorities are required to plan proactively to meet development needs. There is a requirement to support the sustainable growth and expansion of all types of businesses and enterprises through well-designed new buildings. As such this Application is on support of the NPPF objectives in terms of sustainable growth of business and enterprises.

The site is located within an industrialised context and the site is allocated within the local plan as E1/3 Proposed Employment Site on Industrial Land; therefore the proposed use is suitable for the proposed site and surrounding land uses.

The Landscape and Visual Impact Assessment has predicted that the residual effects of the proposed development on local landscape character and visual amenity would be acceptable if the proposed landscape mitigation is implemented. In addition the proposed scheme will not result in significant or unacceptable impacts to ecology. The scheme can be designed to ensure that there are no unacceptable impacts in terms of noise, air quality or traffic. It is therefore submitted that the proposed development adheres to North East Lincolnshire Council’s Local Plan.

As the proposed development is for employment uses it is appropriate within the context of Local Plan. There are no emerging policy documents or other material circumstances, relevant to the development, which suggests that the proposed scheme is inappropriate.

**HISTORIC ENVIRONMENT**

The historic environment assessment was undertaken by Ecus Ltd and has been informed by a desk-based study, and geophysical survey. The site comprises an area of 18th century drained marshland, with some survival of 19th century boundaries, situated on the edge of an industrial zone surrounding Immingham Docks and within the flat, low-lying topography of the Lincolnshire Marshes.

There is no risk to designated heritage assets from the proposed works. This is due to the site not lying within the setting of designated assets.

There will be a minor effect on the historic landscape character and non-designated 19th century built heritage, which could be mitigated by retaining boundaries and providing appropriate screening around the site.

There is considered to be potential for archaeological remains to survive within the site, comprising: a negligible potential for prehistoric to Romano-British activity; a high potential for Neolithic to Romano-British environmental and organic remains within waterlogged contexts; a low potential for medieval and post-medieval activity, including salt making industry; and a high potential for late post-medieval and modern land management features. The impact on potential buried archaeological features or deposits from groundworks would be mitigated by a programme of phased archaeological intervention.
Overall, the proposed development would have a minor adverse residual effect on the historic environment due to the potential loss of archaeological features.

**LANDSCAPE AND VISUAL**

An assessment of landscape and visual impacts from the proposed development has been undertaken by Ecus Ltd by a Chartered Landscape Architect in accordance with industry guidance.

A core study area for the assessment of 2.5 km from the site boundary has been the focus for the assessment based on an appraisal of the approximate Zone of Theoretical Visibility (ZTV); i.e. locations in the vicinity whereby the proposed development is theoretically visible.

The site lies on very flat, low-lying farmland that is dominated by large scale industrial complexes on the fringe of Immingham. The local area is characterised by large unbounded arable fields on fertile well-drained soils. Hedgerow, tree cover and the low ridge of the landfill adjacent the south boundary provides some screening.

The site makes a small contribution to the surrounding character of open rural landscape west of Immingham, however is fragmented by the A180 road and the existing industrial areas. The site is not affected by any landscape designations and there are few cultural heritage assets in the study area. However the site lies within the Industrial Landscape Type within the Humber Estuary Landscape Character Area and has a low sensitivity.

The extent of existing visibility of the site is limited to the north and east by existing development. Potential views of the site are possible up to a range of 2.5 km to the south east where broad views are possible across open farmland and the site is viewed against the industrial backdrop.

Five viewpoints have been selected to be representation of the type and range of views in the study area and to represent potentially sensitive. For each identified receptor the existing view and the predicted change of view as a result of the proposed development was assessed.

The construction and operational phases will result from in changes to the landscape character of the site from an arable field to a construction site. However this can be mitigated by maturing of planted vegetation softening intrusive buildings and infrastructure.

Visual impacts of the proposed scheme would include the layout, height and massing of buildings that may obstruct or enclose views and the effect of buildings on the skyline. However this can be partially mitigated by maturing vegetation that would reduce the proportion of the development visible and would soften views.

To limit the potential intrusive effects on visual receptors and to provide a quality setting for the development, landscape buffers (average width 13 m) are proposed to offset the development areas. The frontage of Queen’s Road and King’s Road would be landscaped with native hedgerow planting and heavy standard trees. Buffers to adjacent properties will include structural native planting with informal groups of standard trees to provide instant visual impact.

A Construction Management Plan (CMP) and a Lighting Strategy could be attached to planning permission to further mitigate potential adverse effects.
By the future year of operation it is predicted that significant effects would be sufficiently mitigated through planting and careful consideration of building heights, orientation and massing of buildings in relation to sensitive receptors.

Overall the development as proposed will not result in significant landscape or visual impacts either in isolation or in-combination with other identified development sites.

**ECOLOGY AND NATURE CONSERVATION**

Ecological Impact Assessment has been carried out by Ecus Ltd to ensure that the ecological interests of the habitats and species present in, and around, the site are appropriately considered as part of the design of the scheme. This process ensures that any potential for adverse effects is minimised and ‘designed out’ where possible. The assessment has been undertaken in accordance with the current industry standard ‘Guidelines for Ecological Impact Assessment’ (IEEM, 2006).

The key ecological features were identified and evaluated. This included survey of habitats and species within the site. Surveys were carried out for protected habitats and species including hedgerows, birds, badger and water vole. The main ecological features identified were the low value on-site habitats and the Humber Estuary which receives national and international protection due to the diverse range of bird species that it supports. The proposed development is considered not likely to significantly affect the Humber Estuary or the bird species it supports.

Consultation was undertaken with statutory nature conservation organisations and other wildlife interest groups and this, along with the field survey, helped to ensure that all habitats and species that may be affected by the scheme have been fully considered.

Overall the site was considered to be of low ecological value. The proposed development is likely to result in the loss of low value habitats, primarily disturbed poor semi-improved grassland fields.

It is considered possible that amphibians may be present on site due to the presence of a pond and associated wetland adjacent to the site. An assessment of the likelihood of great crested newt presence, based on pond surveys and data records, concluded that great crested newt are unlikely to be affected by the proposed development.

However aspects of the design were influenced by the ecological requirements of the site, including the retention of linear features including hedgerows, where possible and the inclusion of replacement planting.

In summary the majority of the potential effects of the proposed scheme are predicted to be neutral (i.e. no detectable effect) or of no significance outside their zone of immediate effect. No significant adverse residual impacts to nature conservation are anticipated to arise from the proposed development.

**NOISE AND VIBRATION**

Noise assessment was undertaken by NoiseAssess. Construction noise and vibration is temporary and can be mitigated by the measures to be included in the construction noise and vibration management plan.

Any potential noise effects arising from the operation of the completed development can be addressed by appropriate mitigation measures to be designed at the detailed design stage for each area.
Where possible the layout of the development should be designed so that the new units form an acoustic screen between noise sources on the development site and the residential properties on Queens Road. The noise sources to be screened in this way are the site roadways, service yards to individual units, mechanical services plant and any doorways which may be opened into noisy areas within the units. If there are noise sources which will not be screened from the Queens Road residential properties by the units then acoustic barriers could be implemented where they are found to be necessary when the detailed noise assessment is carried out. It is not considered necessary to provide acoustic screening between the site and the residential properties to the west and northwest as the separation distances are large.

The building envelope sound insulation of each new unit should be considered at the detailed design stage. The design requirements will depend on the expected internal noise levels within the unit; the distances to the nearest residential properties and the hours of use. Where required, an enhanced sheeting design can be used for the walls and roofs of the units.

**AIR QUALITY AND DUST**

Potential impacts on air quality from the construction and operation of the proposed development was undertaken by Air Quality Consultants (AQC). The impacts of emissions from two main sources associated with the development have been assessed at nearby sensitive receptors. These are:

- traffic emissions from vehicles travelling to and from the proposed development site during operation; and
- emissions of dust and fine particles \( \text{PM}_{10} \) from construction.

Baseline air quality conditions in the study area show generally acceptable air quality with pollutant concentrations below all relevant standards and objectives.

The potential impacts of emissions from road traffic during operation at nearby sensitive receptors were found to be insignificant. It was concluded that road traffic emissions do not provide any constraints to the proposed scheme and it is not considered necessary to propose road traffic mitigation measures for this scheme.

The potential impacts of emissions of dust and \( \text{PM}_{10} \) from construction were found to be of slight adverse significance. A package of mitigation measures to prevent emissions of dust and \( \text{PM}_{10} \) during construction works has been recommended. The residual impacts with mitigation in place are judged to be of negligible significance.

The assessment also covers the cumulative impacts of the consented development of the Short Term Operating Reserve (STOR). The cumulative operational impacts of the two developments were concluded to be insignificant. It is doubtful that construction works at the proposed development and the STOR would occur at the same time; in the unlikely circumstance that this should occur, there is a low potential for cumulative impacts to be significant.

**TRAFFIC AND TRANSPORTATION**

Potential impacts on traffic and transportation during the construction and operation of the proposed development was undertaken by i-Transport LLP and considers the impacts of the proposed industrial development proposals upon the traffic and transport conditions within the vicinity of the development site.
The Traffic and Transport Chapter of the ES considers a study area which extends from the A180 to the south of the site, to Pelham Road in the centre of Immingham, to the north of the site.

The chapter presents details of the development, the existing conditions on the surrounding highway network such as traffic flows, the provision of walking/cycling infrastructure and a summary of accident records from the previous five years. The assessment also considers the effects of the planned A18 – A180 Link Road scheme and this link is assumed to be part of the baseline highway network for the purpose of this assessment.

The assessment of future year baseline conditions shows that the highway network will operate comfortably within capacity and that there are no existing road safety issues.

The development proposals have been designed to allow safe and efficient access by vehicles – commercial vehicles and staff/visitor vehicles, and by pedestrians, cyclists and public transport users. The proposed internal road, footway and cycleway links connect into the wider highway network at the three proposed site access junctions. The assessment scenarios consider two possible options – one where all development traffic uses a single access onto Kings Road and a second scenario where traffic is spread across three accesses via the A1173, Kings Road and Queens Road.

The chapter has considered the impact of the development proposals upon vehicle delay, pedestrian delay and amenity and accidents/safety. This has been tested using industry-approved standard software and methodologies.

The development proposals could generate between 140 - 220 vehicles during the weekday morning and between 160 – 250 during the evening peak hours, dependent on the resultant mix of employment units which will be determined as part of subsequent planning applications.

The assessments show that there are no significant increases predicted in vehicle delay as a result of the proposals. There are also no significant impacts on the levels of pedestrian delay or amenity and there is not expected to be any road safety impacts associated with the proposals.

A Transport Assessment (TA) has also been prepared in support of the planning application and provides additional supporting information for this Environmental Statement. A Travel Plan has also been prepared for the development proposals which considers a range of policies and measures designed to promote sustainable travel. This Travel Plan contributes towards the mitigation of the potential development impacts.

The chapter concludes that the residual impacts of the development are not expected to be significant.

**SOCIOECONOMICS AND TOURISM**

Assessment of the economics effect of the scheme was undertaken by Ecus Ltd. The study has included consideration of the baseline socio-economic characteristics of the labour market within the local ward and where appropriate, information is compared with that for the North East Lincolnshire region and Great Britain. Based on the land uses proposed, the potential impacts assessed concentrate on those related to employment and structure of the local economy. The analysis seeks to measure the impact of the proposal on the economy and on employment.
This socio-economic analysis draws on the proposal’s potential to offer both additional direct and indirect employment and the effect of the proposed development on the wider economy is assessed. The science and technology sector and the knowledge economy have continued to grow despite the recession. The proposed development will boost the sub-region’s reputation for industrial employment.

The proposed development fits well in with the expected economic trends in the sub-regional economy with more emphasis on the higher quality jobs reflecting a move to more scientific and technological based economic activity.

The creation of approximately 1888 full-time equivalent jobs in the office, industrial and distribution industries represents an approximate increase in job opportunities of 38 % when the development is completed for the Immingham Ward based on 2001 Census data. This could be of significance to the local economy up to a region scale.

An estimate to economic value, through employment, to the local economy from the proposed development can be gained through assuming all full time staff are on minimum wage (https://www.gov.uk/national-minimum-wage-rates) as a conservative estimate and the current national average wage which put the value to the local work force in the region of £22.9 million to £50.3 million assuming a 37 hour working week.

Without the development of the allocated site the area will not contribute to creation of jobs and not contribute significantly to the local economy.

CONCLUSIONS

This Non Technical Summary has outlined the findings of the Environmental Impact Assessment for the development of an industrial estate based on the proposed scheme as presented in the Master plan. Full details of the assessments undertaken are set out in the Environmental Statement and accompanying technical appendices. Further information on the scheme design and planning policy are contained within the Planning Application documents.

No significant residual environmental impacts are anticipated to result from any aspect of the development as proposed. The scheme will provide phased creation of high quality jobs that can be filled predominantly from the existing local catchment of the site. In the absence of the proposed development the allocated site will not contribute to creation of industrial development and as such will not contribute to the Local Plan objectives or to the local economy. The full Environmental Statement and its technical appendices have been distributed to NELC and key consultees. It is available for public inspection on the NELC website and at their offices during the statutory consultation period.