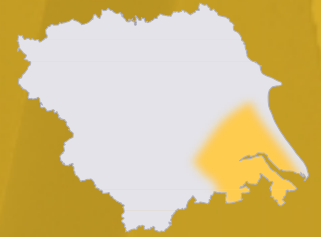


HUMBER ESTUARY



INTRODUCTION

- 8.1 The Humber Estuary sub area includes the Unitary Authorities of North Lincolnshire, North East Lincolnshire and the whole area of Kingston-upon-Hull City Council. It includes much of the area of the East Riding of Yorkshire Council Unitary Authority – the remaining northern and eastern parts are included respectively in the Coast sub area and the York sub area.

- 8.2 The Humber Estuary sub area approximates to the Hull and Humber Ports City Region in the Northern Way Growth Strategy. A first City Region Development Programme has been published, which sets out an agreed vision and priority actions and investments to help achieve it. Its vision is of a Global Gateway with a thriving, outward looking, sustainable economy building on its unique assets of location, the estuary, ports connectivity and physical environment, perpetually changing for the benefit of people, businesses and the environment, whilst making significant contributions to the sustainability of regional, national and European communities.

SETTLEMENTS, THE ECONOMY AND HOUSING

- 8.3 The sub area has a population of about 785,000, some 473,000 on the north bank and 312,000 south of the Estuary. The settlement pattern is not conventionally polycentric. The north and south banks have well developed, largely separate and different service functions and settlement hierarchies. However, the sub area as a whole has considerable economic and environmental shared needs and opportunities and these factors are the functional basis for defining the sub area and for expressing spatial strategy and policy at this scale.
- 8.4 On the north bank of the Estuary, Hull and its adjoining urban area, one of the Region's five major cities, is the predominant centre of population and economic activity. The City and its adjoining urban area has a population of over 300,000. Its travel to work area includes all the sub area north of the Humber and the Holderness coast settlements which form the southern part of the Coast sub area. There are Principal Service Centres at Beverley, Driffield and Goole. On the south bank, Scunthorpe and Grimsby are Sub Regional Centres, whose travel to work areas extend over the regional boundary into Lincolnshire. On both banks, smaller Local Service Centres provide for vital needs, for what is often, a thinly scattered population.
- 8.5 Projections suggest that the sub area population will grow slowly up to 2021, although older age groups will form a larger proportion. This underlines the need to improve the activity level and skills of the potential workforce. There have been historic population losses from Hull, and to a lesser extent Grimsby, to surrounding areas, which need to be arrested by a range of urban regeneration and policy approaches.
- 8.6 The characteristics of the sub area's population, household size, age structure and average deprivation levels is close to the overall regional average. However, there are serious levels of social and economic deprivation, high crime levels, fuel poverty, poor health and worklessness concentrated in parts of Hull and Grimsby and, to a lesser extent, in a number of smaller settlements north and south of the Humber Estuary. Hull is the 6th most deprived district in England.

- 8.7 The sub area's settlement pattern is powerfully influenced by the Estuary. The history of the main urban centres of Hull and Grimsby is tied to the development of their ports and docks and the proximity of safe harbourage and the Estuary's deep water channels. Historically, the north and south bank have developed with substantial commonalities, but few interdependencies. More recently, there is an increasingly widely held recognition of the opportunities for growth and regeneration, and for the Humber Estuary sub area to be regarded as a growing asset, not only for the region, but for the whole UK. This concept of the sub area as a national gateway is a main theme of the Northern Way strategy and the Hull and Humber Ports City Region Development Programme (CRDP).
- 8.8 The economy of the sub area is dominated by the three main urban areas of Hull, Grimsby and Scunthorpe. All have economies which have suffered from industrial decline and restructuring and recent economic indicators show falling performance in recent years, with major parts of the sub area performing at a level similar to South Yorkshire. Employment structures are generally not conducive to job growth. There are also low levels of employment growth and participation, so employment growth and diversification, especially of service jobs in city and town centres, must be pursued.
- 8.9 The Humber Ports – Hull, Immingham, Grimsby and Goole – are the largest ports complex in the UK and are the fourth largest in northern Europe in terms of tonnage handled and provide the Region, the North and other parts of the UK with a global gateway. As the UK's most northerly ports complex able to offer overnight services of less than 12 hours to and from continental Europe, their location is nationally strategic. They can also play a part in providing a by-pass to the congested South East road and rail routes which lead to the Channel Tunnel and ports. Humberside Airport and Doncaster/Robin Hood Airport, just outside the sub area have potential to deliver significant new activity and jobs.
- 8.10 The polarised social and economic characteristics of the sub area are, to a large degree, reflected in the diverse physical condition of, and market demand for housing. A significant proportion of the housing stock in Hull suffers from low levels of market demand and investment. In Hull, a range of public sector initiatives, including Gateway Pathfinder, New Deal for Communities and Hull Citybuild (the Urban Regeneration Company) are working to address the prevailing adverse physical, social and market conditions and to improve the quality and choice of housing, create thriving neighbourhoods and reduce the pressure to build on greenfield sites in the East Riding area. The North Bank planning authorities will need to collaborate when preparing Housing Development Plan Documents, to ensure that their policies and proposals adapt a consistent approach to address cross boundary Housing Market Renewal initiative. There are smaller and less intense concentrations of housing stress in Grimsby and Scunthorpe, where Renaissance Programmes are underway. On the other hand, there are areas of strong market pressure and affordability issues – especially north and west of Hull, the Isle of Axeholme area, west of Scunthorpe and south of Grimsby/Cleethorpes. It is important that all housing market interventions contribute to creating more robust markets for the sub area's housing stock as a whole.



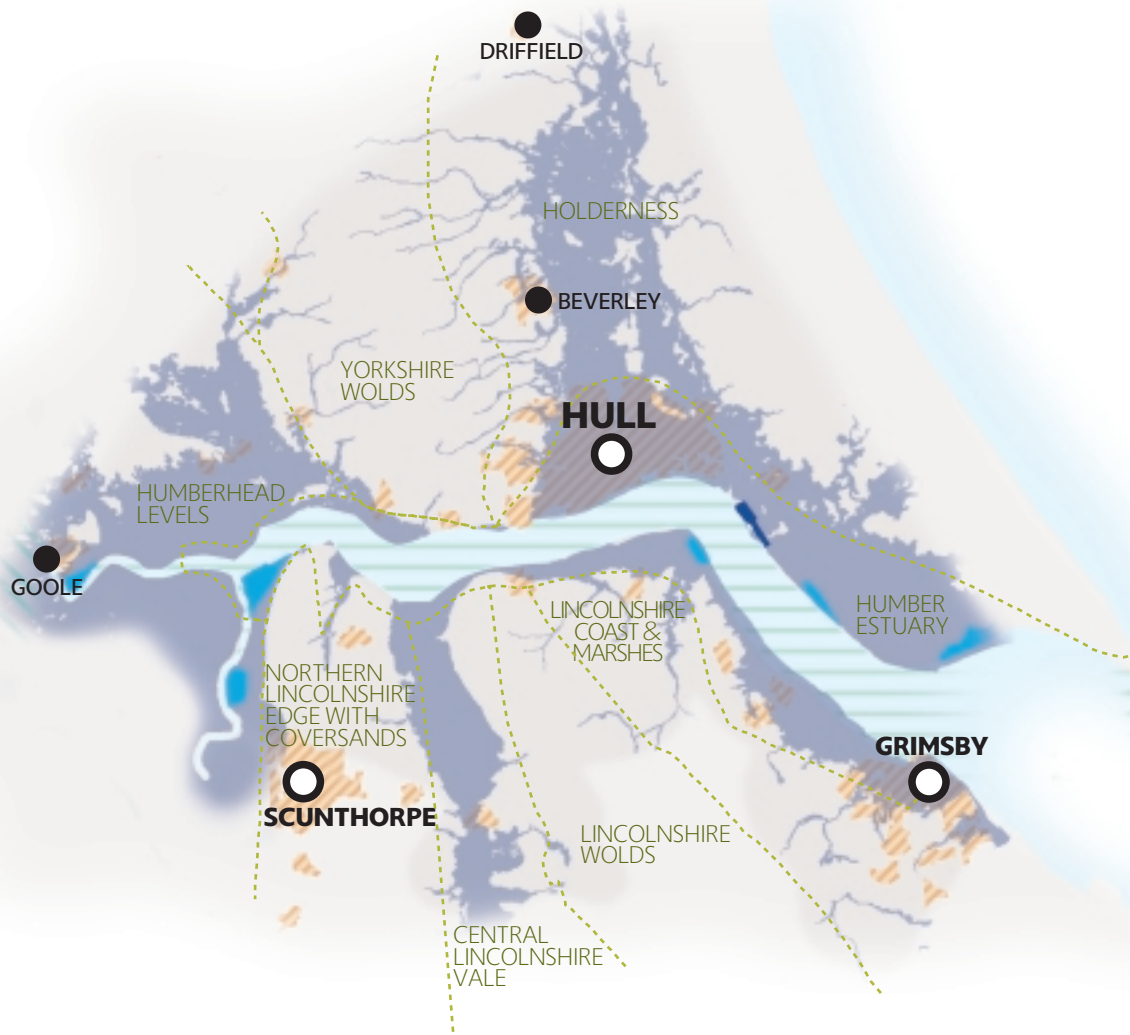


- 8.11 Over the period of the Plan to 2021, the sub area's main urban areas should confirm and advance their roles. Hull is an important Sub Regional Centre, and its city centre provides retail, leisure and business and personal services for most of the north bank part of the sub area. Hull, Scunthorpe and Grimsby and their adjoining urban areas and the Principal Service Centres of Beverley and Goole represent a considerable amount of physical and social investment and capital. This needs to be built on to implement the Plan's urban focus strategy. Most urban areas have areas of valuable high quality built environments which should be conserved and enhanced. Regeneration; not just of city and town centres and problematic housing areas, but of wider urban areas and open space networks and fringe areas needs to contribute to social inclusion, restrain out-migration from the main urban areas and provide a basis for more sustainable development. Making the sub area's main urban areas more attractive is a challenge, which must be met by a wide range of agencies working together.




ENVIRONMENT

- 8.12 The sub area's dominant feature is the Humber Estuary. The Estuary is internationally significant in terms of its environment and biodiversity. Environmental designations include the whole of the Humber Estuary, its habitats and wildlife and developing economic potential should not compromise its environmental and biodiversity qualities. Many areas around the Estuary are low lying and measures to minimise risk need to be developed as sea levels rise over and beyond the Plan period.
- 8.13 The sub area includes a range of landscape character areas. As well as the coastal and marsh and reed beds around the Estuary, there are extensive other landscape types including wetlands and heathlands, the open extensively farmed Holderness area and the grasslands of the Wolds – north and south of the Estuary. Some western parts of the sub area are vulnerable to summer water scarcity arising from the depletion of the Sherwood Sandstone aquifer. The chalk aquifer underlying the Wolds also forms an important groundwater source.
- 8.14 It is important to safeguard and enhance the sub area's variety of landscapes which include important prehistoric and medieval landscapes. The sub area has particularly low levels of tree cover. Increasing tree cover within accessible natural green space close to main urban areas can promote a range of environmental, social and health benefits.
- 8.15 The Humber Estuary sub area has a major role to play in terms of the Region's renewable energy generation requirement. In part, this is because of planned and/or proposed offshore wind farms which will require on-shore facilities on both banks of the Estuary. Existing power generation infrastructure on the south bank is a particular attraction for further wind turbine development. However, care needs to be taken to protect this area from over-development of wind turbines to the detriment of the area's character and amenity.



Fig.8.1 | ENVIRONMENT MAP





SETTLEMENTS



-  Sub Regional Centre
-  Principal Service Centre
-  Built-up Areas

ENVIRONMENT

-  Countryside Character Areas
-  Aquifer Depletion

-  Important Environmental Designation
-  High Flood Risk Area

MANAGED REALIGNMENT SITES

-  Completed or under construction
-  Proposed for habitat creation or flood storage



TRANSPORT

- 8.16 There are strong economic and transport links with the Leeds City Region and South Yorkshire sub areas. The Humber Ports and Trans-pennine road, rail and inland waterway links form part of the E20 link to mainland Europe and beyond. Improving the quality of these connections, particularly the A63 road and rail links to Hull Docks and access improvements to Immingham are regional priorities. Humberside Airport and, just outside the sub areas, Robin Hood Airport can support growing and diversifying the economy of parts of the Humber Estuary sub area as well as South Yorkshire. The opportunity to improve public transport connections to Humberside Airport needs to be evaluated..

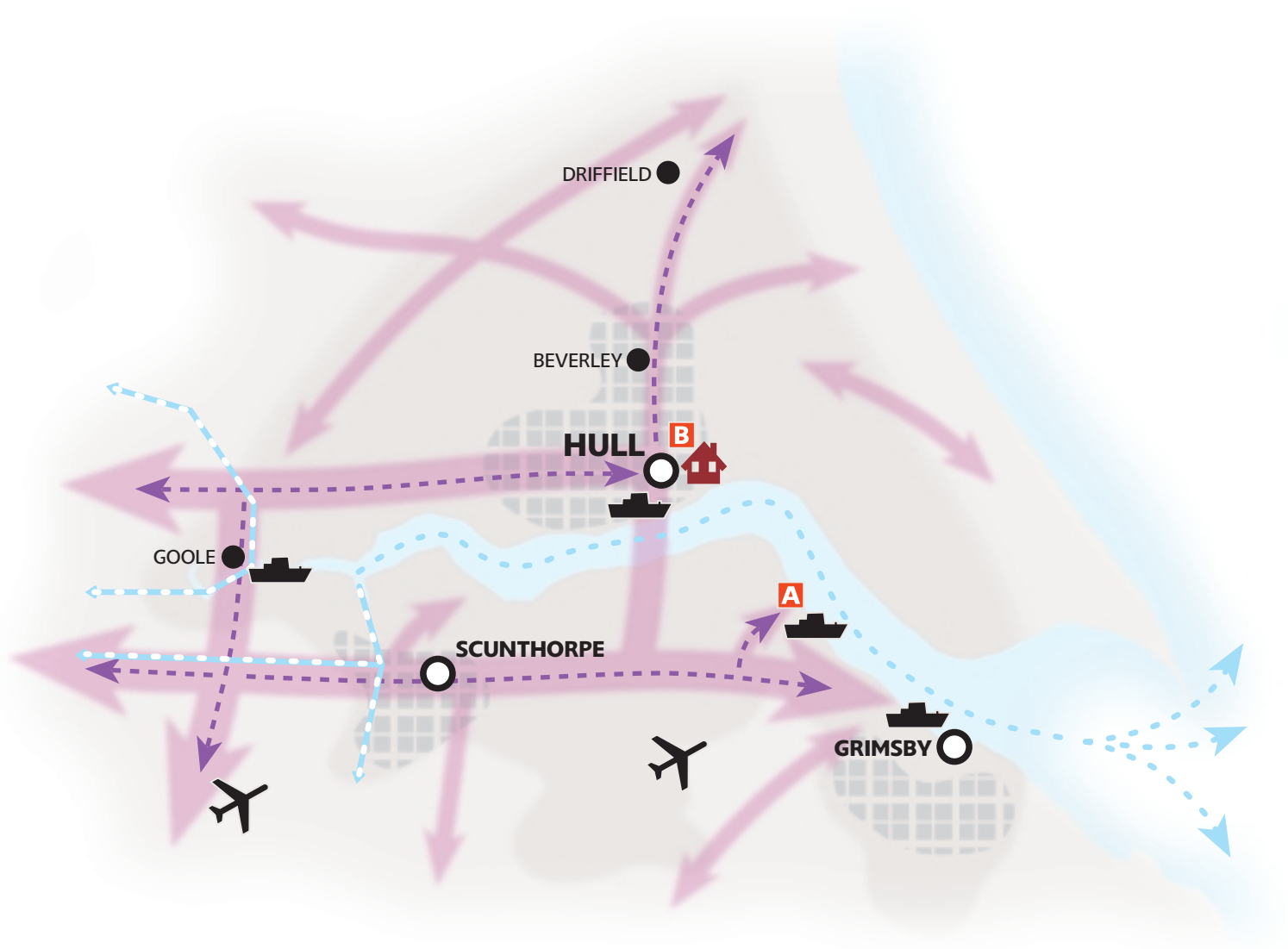
OUTCOMES BY 2021

- The internationally recognised environmental and biodiversity qualities of the Humber Estuary have been protected and enhanced
- The regeneration and urban renaissance of Hull has improved its role, performance and quality. Hull has become a strong focus for development opportunities and the provision of services and facilities. The roles of Grimsby and Scunthorpe Sub Regional Centres have been enhanced and urban quality has improved
- The potential of the Humber Ports as one of the UK's global gateways has been realised and the sub area's ports and associated activities have supported significant regeneration and growth. This has been achieved without damage to the quality of the Humber Estuary




Table 8.1 | POLICY AND INDICATOR LINKS

KEY POLICY LINKS	INDICATOR	
YH1, YH3, YH4, YH5, YH6, YH7, YH8, E1, E2, E3, E4, E5, E6, H1, H2, H3, H4, ENV1, ENV2, ENV5, ENV8, T1, T4, T7, T9	133	% of estuary length good or fair quality.

Fig.8.2 | **CONTEXT DIAGRAM**







SETTLEMENTS






-  Sub Regional Centre
-  Principal Service Centre
-  Linkages

DEVELOPMENT PATTERNS

Regeneration/Investment Opportunity of Sub Area significance:

-  Humber Bank site
-  Hull City Centre
-  Pathfinder Initiative
-  Housing Pressure Area

TRANSPORT

-  Main Railway
-  Port
-  Main Inland Navigation
-  Sea link to rest of Europe/World
-  Airport

POLICY HUMBER ESTUARY SUB AREA POLICY
HE1

All plans, strategies, major investment decisions and programmes for the Humber Estuary sub area will, where relevant, seek to:

- A** ROLES AND FUNCTIONS OF PLACES
- Strengthen the role of Hull as a major Sub Regional Centre
 - Strengthen the role of Scunthorpe and Grimsby as Sub Regional Centres
 - Support the role of Beverley, Driffield and Goole as Principal Service Centres
- B** ECONOMIC DEVELOPMENT
- Diversify and develop the sub area's economy, making the most of the multimodal transport links, ports, cities and town centres and existing and potential workforce
 - Foster value-added port related activities and maximise opportunities around the ports and close to the Estuary's deep water channel
 - Encourage growing and diversifying the local economies of the sub area's three main urban areas – particularly to develop a stronger service sector
 - Enhance the tourism offer and attraction of Cleethorpes
 - Safeguard the Port Logistics / Humber Bank Site
- C** ENVIRONMENTAL QUALITY
- Review the current stock of housing and employment areas in Hull, Scunthorpe and Grimsby as a basis for wide ranging urban regeneration
 - Protect and enhance the biodiversity and landscape character of the Humber Estuary and the Wolds area
 - Develop the sub area's renewable energy generation potential, whilst safeguarding character and amenity from the excessive culminative impacts of large numbers of wind turbines and associated development
 - Conserve the over-abstracted Sherwood Sandstone aquifer in the western part of the sub area
 - Safeguard the sub area's main economic assets and settlements from tidal and fluvial flooding
- D** TRANSPORT CONNECTIONS
- Improve the sub area's transport infrastructure by safeguarding and increase the capacity of the main east-west multimodal corridors (E20 road and rail)
 - Improve the opportunities for inter-modal transfer from road to rail or water (sea and inland waterway)
 - Improve surface access opportunities by public transport to Humberside Airport

POLICY HE1 HUMBER ESTUARY SUB AREA POLICY (continued)

E STRATEGIC PATTERNS OF DEVELOPMENT

- Focus most development on main urban areas of Hull, Scunthorpe and Grimsby/Cleethorpes, with smaller scales of development at Goole, Beverley and Driffield to ensure the regeneration of the sub area's three main urban areas
- Restrain development in the sub area's rural areas and smaller settlements – particularly west and north of Hull, west of Scunthorpe and south of Grimsby where development should generally be restricted to providing affordable housing

F REGIONALLY SIGNIFICANT INVESTMENT PRIORITIES

- Secure rapid urban renaissance progress in Hull, Grimsby and Scunthorpe
- Manage and minimize risk of flooding from the Humber and associated river and drainage systems to the main urban areas and other settlements
- Improve multimodal land access to the Humber Ports and develop their complementary roles
- Secure a healthy housing market for all tenures of housing in Hull and surrounding area, in the Grimsby area and in Goole

G JOINED UP WORKING

- Promote collaborative working on Local Development Frameworks and between all agencies to regenerate Hull, Grimsby and Scunthorpe
- Foster collaboration across the sub area between public and private partners to realise the potential of the Humber Ports as the 'Global Gateway'
- Support the delivery of the Humber Ports City Region Development Programme
- Manage the release of land for housing in a manner which will support interventions to address both fragile and failing housing markets and affordability
- Develop public transport corridors and services

