

<b>APPLICATION NO</b>	<b>PA/2023/1436</b>
<b>APPLICANT</b>	Mr J Cliff, Wingglider
<b>DEVELOPMENT</b>	Planning permission for an aircraft hangar extension
<b>LOCATION</b>	The Green Hangars, Hibaldstow Airfield, Redbourne Road, Brigg, DN20 9NN
<b>PARISH</b>	<b>HIBALDSTOW</b>
<b>WARD</b>	Ridge
<b>CASE OFFICER</b>	Deborah Oikeh
<b>SUMMARY RECOMMENDATION</b>	<b>Approve with conditions</b>
<b>REASONS FOR REFERENCE TO COMMITTEE</b>	Objection by Redbourne Parish Council

## **POLICIES**

### **National Planning Policy Framework:**

- 2 Achieving sustainable development
- 6 Building a strong, competitive economy

### **North Lincolnshire Local Plan:**

- DS1 General requirements
- DS7 Contaminated land
- DS14 Foul sewage and surface water drainage
- DS16 Flood risk
- RD2 Development in the countryside
- T2 Access to development
- T19 Car parking provision and standards
- LC7 Landscape protection

### **North Lincolnshire Core Strategy:**

- CS1 Spatial strategy for North Lincolnshire
- CS2 Delivering more sustainable development

CS3 Development limits

CS11 Provision and distribution of employment land

## **Housing and Employment Land Allocations Development Plan Document**

**New North Lincolnshire Local Plan Submission:** The new North Lincolnshire Local Plan was submitted for public examination to the Planning Inspectorate on 11 November 2022. Examination of the Plan has therefore commenced, although public hearing sessions are not anticipated until later in 2023.

The Submitted North Lincolnshire Local Plan can be given some weight as a material planning consideration in the determination of planning applications. The relevant policies concerning this application are:

SS1 Presumption in favour of sustainable development

SS3 Development principles

SS10 Development limits

DM1 General requirements

DM3 Environmental protection

DQE1 Protection of landscape, townscape and views

RD1 Supporting sustainable development in the countryside

## **CONSULTATIONS**

**Highways:** No comments or objections.

**LLFA Drainage:** No objections subject to a condition.

**Environmental Protection:** No objection subject to a condition.

## **PARISH COUNCILS**

**Hibaldstow Parish Council:** Supports the application, but comments that a fire exit strategy should be considered.

**Redbourne Parish Council:** Objects for the following reasons:

- Use Class B8 (Storage or distribution) includes warehousing and open air storage.
- Inadequate information has been provided.
- This is contrary to the North Lincolnshire Core Strategy and North Lincolnshire Local Plan policy RD2 which states the airfield should be used for agriculture or forestry.
- There are currently issues with storage and the industrialisation of Hibaldstow Airfield – North Lincolnshire Council must be consistent when making their decisions.

## **PUBLICITY**

A site notice has been displayed and the application has been advertised in the press. One response has been received objecting on the following grounds:

- The use class of the proposal is contrary to policy RD2.
- There are current issues with storage and the industrialisation of Hibaldstow Airfield.

## **ASSESSMENT**

### **Planning history**

PA/2010/1369: Planning permission to erect a new hangar – approved 23 December 2010

PA/2021/1320: Planning permission to erect an extension to an existing aircraft storage hanger to form additional storage for tools and parts, and formation of a mezzanine floor to form ancillary office, canteen and WCs – approved 16 February 2022.

### **Proposal and site characteristics**

The site is located about 1km to the south of Hibaldstow and 1km north of Redbourne. An existing access serves the airfield off Redbourne Road, which connects the two villages. Existing facilities to house and maintain aircraft lie to the north and east of the site.

The site is a working airfield built off an old WWII runway surrounded by agricultural fields and facilities in the countryside. Around the site are primarily hangars for storage and runways for the take-off and landing of aeroplanes used for parachute jumps.

This proposal seeks to extend one of the existing hangars on the site to provide suitable space for safe storage of equipment.

### **Site constraints**

- The site lies outside the development boundary of Hibaldstow according to the HELADPD 2016.
- The site is within SFRA flood zone 1.

### **Main considerations**

- **The principle of the development**
- **Impact upon residential amenity**
- **Impact upon character and appearance**
- **Impact upon access and highway safety**
- **Flood risk and drainage**
- **Land contamination.**

## **The principle of the development**

The development plan for North Lincolnshire comprises three parts: those policies of the North Lincolnshire Local Plan (2003) which were saved by a direction of the Secretary of State in September 2007, the North Lincolnshire Core Strategy DPD (2011), and the Housing and Employment Land Allocations DPD (2016).

Policy CS1 sets out the overarching spatial strategy for North Lincolnshire and states that ‘...Scunthorpe will be the focus for the majority of new development and growth, including housing, employment, retail, sustainable transport links, and higher order services and facilities to serve North Lincolnshire.’ The policy also supports development that promotes rural economic diversification and small-scale employment opportunities, particularly on previously used land or in existing rural buildings in the countryside.

Policies RD2, CS2 and CS3 restricts development within the countryside, only allowing development which is essential to the functioning of the countryside. This might include uses such as those related to agriculture, forestry or other uses which require a countryside location, or which will contribute to the sustainable development of the tourist industry. Development limits were drawn to protect the countryside from inappropriate development and the uncontrolled expansion of settlements. However, the Core Strategy promotes rural business development, sustainable tourism and appropriate leisure opportunities in the wider countryside. Policy RD2 (iv) supports development essential for the provision of outdoor sport and countryside recreation.

Paragraphs 84 and 85 of the NPPF focus on supporting the rural economy. The NPPF encourages policies and decisions to support sustainable growth and the expansion of all types of business in rural areas. Paragraph 85 further states, ‘Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable.’

Paragraph 106(f) of the NPPF requires planning policies to recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time, taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s Aviation Strategy. The Strategy recognises the importance of improving hanger facilities to enable businesses to survive (page 30). Airfields are generally classed as brownfield sites.

In this instance, the development relates to an existing use within an established business in the open countryside. The proposed extension is within reach of other storage facilities or hangers on the site and hence can be viewed in cluster and not in isolation from other structures on site. Therefore, the extension to the aircraft hangar would not encroach further into the countryside than necessary. It is considered that the development would serve the existing business and so complies with policies RD2, CS2 and CS3.

## **Impact upon residential amenity**

Policy DS5 of the North Lincolnshire Local Plan is concerned with residential extensions. It states that planning applications for residential extensions and the erection of garages, outbuildings, walls and other structures will be allowed providing that the proposal does not

unreasonably reduce sunlight or daylight, or result in overshadowing, overbearing impact or loss of privacy to adjacent dwellings. The proposals should also be sympathetic in design, scale and materials to the existing dwelling and its neighbours.

The proposal is sited in a field several metres away from residential sites and well screened on all sides by trees and plantings. Therefore, any potential for overlooking and noise is limited in this case. The proposal would not conflict with local plan policy DS5 of the North Lincolnshire Local Plan.

### **Appearance and impact of proposal on the landscape**

Policies RD2 and CS5 are both concerned with the appearance of a proposal and impact upon the character of the area. These policies require that proposals should be sympathetic in design, scale and materials.

The proposal is a single-storey storage building, with a parabolic curved roofscape, approximately 12.2m wide by 14m long. The proposal is an extension, matching as closely as possible the appearance of the existing aircraft hangar. The extension is to be constructed in corrugated aluminium. The internal layout is that of open storage with openings (doors and windows) for safe entry and exit of the storage facility. Although the proposal is a moderate to large-scale storage building, it will benefit from natural screening by plants and trees. The appearance will not be dissimilar from the existing aircraft hangar. Therefore, its impact upon the landscape will not be above the existing.

Given this assessment, the proposal is considered such that it will not create an adverse impact upon the setting's character. It is therefore considered that the proposal complies with policies RD2 and CS5.

### **Impact upon access and highway safety**

Policy T1 of the North Lincolnshire Local Plan is concerned with the location of development and aligns with the spatial strategy of the Core Strategy. Policy T2 states that all proposals should be provided with a satisfactory access. Policy T19 of the local plan is concerned with parking provision as well as general safety and is also considered relevant.

The application site is currently accessed via South Carr Lane. A private driveway just off South Carr Lane leads into the site. The site has a reasonable level of on-site parking spaces which should provide additional parking space for workers and visitors. The Highways team have been consulted and no objections have been raised. The proposal is therefore considered to comply with policies T1, T2 and T19.

### **Flood risk and drainage**

Policy CS19 (this policy sits alongside DS16 of the local plan) is concerned with flood risk and states that the council will support development proposals that avoid areas of current or future flood risk, and which do not increase the risk of flooding elsewhere. This will involve a risk-based sequential approach to determine the suitability of land for development that uses the principle of locating development, where possible, on land that has a lower flood risk, and relates land use to its vulnerability to flood.

The application site is set within SFRA flood zone 1 and so, in flood risk terms, an ideal location for development. Again, no objection has been raised following consultation with the

LLFA Drainage team given the existing use of the site. The proposal is therefore in accordance with policies CS19 and DS16.

### **Land contamination**

Policy DS7 of the local plan relates to contaminated land. Historical mapping suggests that contamination might be an issue as the site has formally been used as a military airfield. The site may have been impacted upon by contaminants associated with the former land use such as petroleum hydrocarbons, contaminants arising from de-greasing fluids, and unexploded ordnance. As a result, the Environmental Protection team recommends a condition to mitigate this impact should visually contaminated materials be seen during the development of the site. Subject to this condition, the proposal is considered acceptable.

### **Other matters**

To address the concerns raised by Redbourne Parish Council, it is noted that the proposal is for storage; however, this is for the existing business and not for a separate business use. The proposal will be within the confines of the airfield and in proximity to other storage facilities. A design and access statement forms part of the representations from the applicant and provides the level of information needed to assess this proposal.

### **Conclusion**

The proposed aircraft hangar extension is set in the countryside; however, the proposal would be for an existing business whose need for safe storage of equipment has increased. The proposal is sited in proximity to other existing facilities to form a cluster instead of an isolated structure. This limits the impact of the built form upon the landscape. The NPPF supports rural economy growth as well as policies CS2, CS3 and RD2. Given that the proposal is for an existing business and would be sited within the confines of the airfield, the proposal is recommended for approval.

### **RECOMMENDATION Grant permission subject to the following conditions:**

1.  
The development must be begun before the expiration of three years from the date of this permission.

#### **Reason**

To comply with section 91 of the Town and Country Planning Act 1990.

2.  
The development hereby permitted shall be carried out in accordance with the following approved plans:

- Location plan, existing and proposed plans 1821.01.

#### **Reason**

For the avoidance of doubt and in the interests of proper planning.

3.  
If during development any odorous, discoloured or otherwise visually contaminated material is found to be present at the site then no further development shall be carried out until a

written method statement, detailing how this contamination shall be dealt with, has been submitted to and approved by the local planning authority. The approved method statement shall be implemented in full prior to development commencing on the site.

#### Reason

To protect human health in accordance with policies DS1 and DS7 of the North Lincolnshire Local Plan.

#### **Informative**

In determining this application, the council, as local planning authority, has taken account of the guidance in paragraph 38 of the National Planning Policy Framework in order to seek to secure sustainable development that improves the economic, social and environmental conditions of the area.

0 50 100 150 6.6m 200 250 m South Carr Lane



**North  
Lincolnshire  
Council**

**PA/2023/1436**

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# PA/2023/1436 Existing and proposed plans (not to scale)

**NOTES:**

All dimensions & details given on this drawing are to be checked and verified on site prior to works being undertaken. Any discrepancies and/or variations to the specifications will be those drawings or associated documents are to be notified to keystonearchitecture.

Do not scale from these drawings - If in doubt - ask.  
All materials shall be fixed, applied or mixed in accordance with the manufacturers written instructions, recommendations and specifications. Variations to specified materials shall be agreed in writing with keystonearchitecture.

The Contractor shall take into account everything necessary for the proper execution of the works and to the satisfaction of the Local Authority, whether or not indicated on the drawings or in the specification.

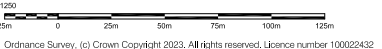
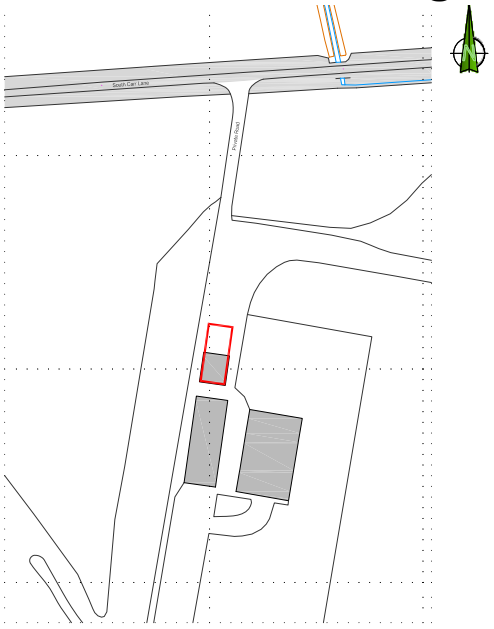
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**PARTY WALL NOTICES**

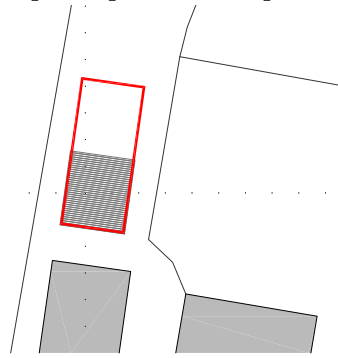
Building against (A) or against (B) the boundary line:  
If you plan to build a party wall against or against the boundary line, you must inform the Adjoining Owner by serving a notice.

Excavating near neighbouring buildings:  
If you plan to excavate foundations within 3 metres of a neighbouring building or structure, where the excavation will go deeper than the neighbour's foundations, you must inform the Adjoining Owner by serving a notice.

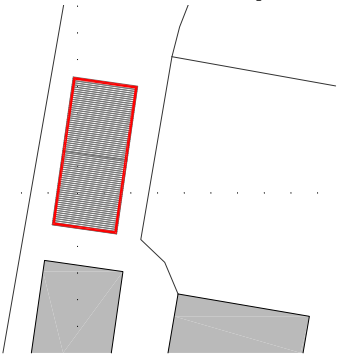
If you plan to excavate foundations within 6 metres of a neighbouring building or structure, where the excavation will cut a line drawn at 45° from the bottom of the neighbour's foundations, you must inform the Adjoining Owner by serving a notice.



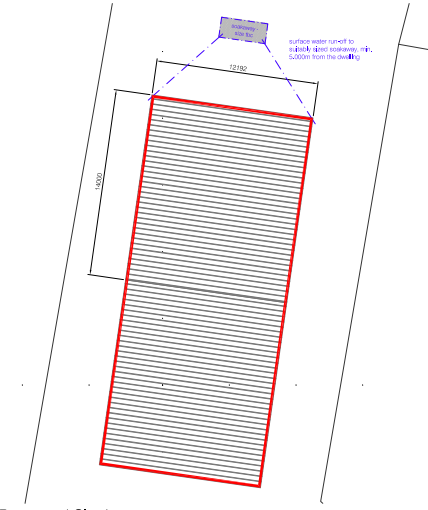
Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432  
**Location Plan**  
scale 1:1250



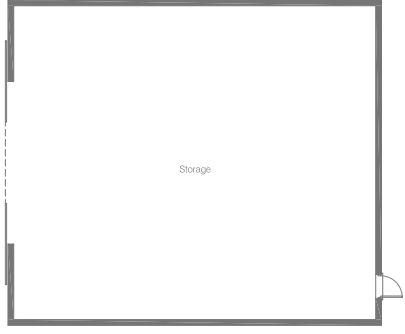
**Existing Block Plan**  
scale 1:500



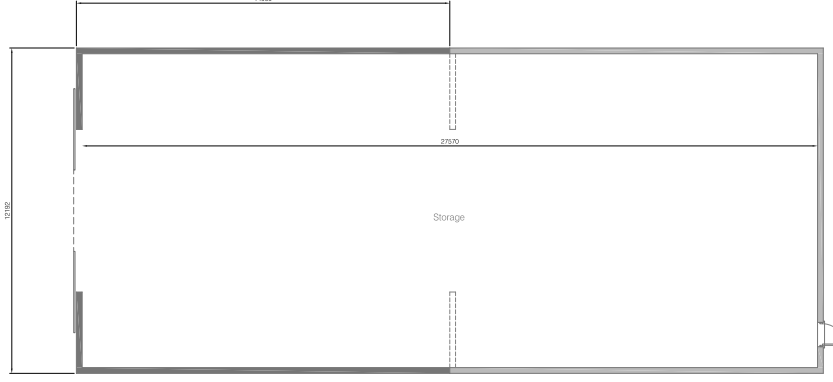
**Proposed Block Plan**  
scale 1:500



**Proposed Site Layout**  
scale 1:200



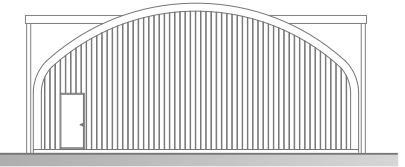
**Existing Ground Floor**



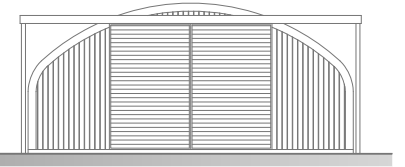
**Proposed Ground Floor**

**Material Schedule:**

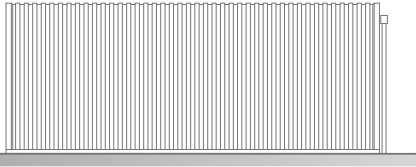
- Cladding: Corrugated aluminium to match existing
- Main Doors: Grey aluminium to match existing



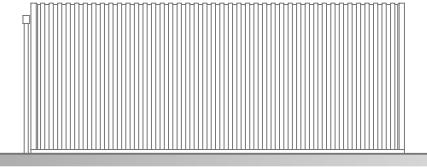
**Existing South Elevation**  
(Unaltered)



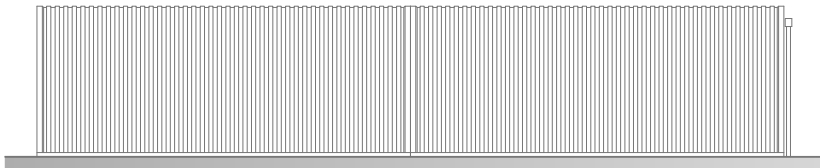
**Existing North Elevation**  
(Unaltered)



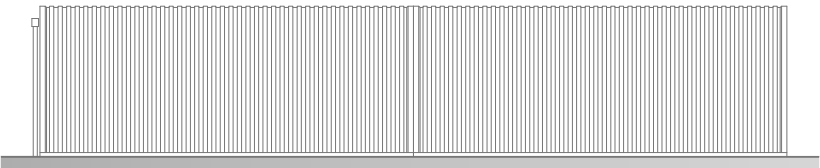
**Existing East Elevation**



**Existing West Elevation**



**Proposed East Elevation**



**Proposed West Elevation**

**NOT FOR CONSTRUCTION**

rev.	amendment	date
1	Ex. & P. Plans	18/11/21
2	stage	Planning
3	drawn	August 23
4	scale	1:100 & as shown
5	drawn by	JS