

<b>APPLICATION NO</b>	<b>PA/2023/823</b>
<b>APPLICANT</b>	Tracie Seals, Landis
<b>DEVELOPMENT</b>	Hybrid application consisting of outline planning permission for up to 220 dwellings and a building for commercial and/or community use, with all matters reserved for subsequent consideration except access, and full planning permission for 130 dwellings, two points of access, part of the spine road, provision of a pumping station and substation, engineering and ancillary works, demolition of existing buildings (with the exception of a listed building) and creation of development platforms throughout the whole site
<b>LOCATION</b>	RAF Kirton in Lindsey, B1400 from B1398 to B1205, Kirton in Lindsey, DN21 4HZ
<b>PARISH</b>	<b>KIRTON IN LINDSEY</b>
<b>WARD</b>	Ridge
<b>CASE OFFICER</b>	Tanya Coggon
<b>SUMMARY RECOMMENDATION</b>	<b>Subject to completion of an S106, approve with conditions (full and outline)</b>
<b>REASONS FOR REFERENCE TO COMMITTEE</b>	Objection by Kirton in Lindsey Town Council  Member 'call in' (Cllrs David Garritt and Trevor Foster – significant public interest)  Departure from the development plan

## **POLICIES**

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

- 2 Achieving sustainable development
- 4 Decision-making
- 5 Delivering a sufficient supply of homes
- 8 Promoting healthy and safe communities
- 9 Promoting sustainable transport
- 11 Making effective use of land
- 12 Achieving well-designed and beautiful places
- 14 Meeting the challenge of climate change, flooding and coastal change
- 15 Conserving and enhancing the natural environment

16 Conserving and enhancing the historic environment

**North Lincolnshire Local Plan:**

H5 New housing development

H8 Housing design and housing mix

H10 Public open space provision in new housing development

RD3 Industrial and commercial development in minimum and medium growth settlements

S8 Out-of-centre retail and leisure development

T1 Location of development

T2 Access to development

T6 Pedestrian routes and footpaths

T8 Cyclists and development

T19 Car parking provision and standards

C1 Educational facilities

C7 Community centres

LC5 Species protection

LC6 Habitat creation

LC12 Protection of trees, woodland and hedgerows

HE5 Development affecting listed buildings

HE9 Archaeological excavation

DS1 General requirements

DS3 Planning out crime

DS7 Contaminated land

DS14 Foul sewage and surface water drainage

DS15 Water resources

DS16 Flood risk

**North Lincolnshire Core Strategy:**

CS1 Spatial strategy for North Lincolnshire

CS2 Delivering more sustainable development

CS3 Development limits

CS5 Delivering quality design in North Lincolnshire

CS6 Historic environment

CS7 Overall housing provision

CS8 Spatial distribution of housing sites

CS9 Affordable housing

CS14 Retail development

CS16 North Lincolnshire's landscape, greenspace and waterscape

CS17 Biodiversity

CS18 Sustainable resource use and climate change

CS19 Flood risk

CS22 Community facilities and services

CS23 Sport, recreation and open space

CS24 Health care provision

CS25 Promoting sustainable transport

CS27 Planning obligations

**Housing and Employment Land Allocations DPD 2016:**

PS1 Presumption in favour of sustainable development

KIRK-3 Land at former RAF Kirton in Lindsey (housing allocation 300 dwellings)

TC1 Development in North Lincolnshire's town centres and district centres

**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 early in 2024.

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 as follows:

SS1 Presumption in favour of sustainable development

SS2 A spatial strategy for North Lincolnshire

SS3 Development principles

SS5 Overall housing provision

SS6 Spatial distribution of housing sites

SS11 Development limits

H1 Site allocations

H1P-27 Land at former RAF Kirton in Lindsey for 302 dwellings

H2 Housing mix and density

H3 Affordable housing

HE1 Conserving and enhancing the historic environment

TC1 Retail hierarchy, and town centre and district centre development

TC2 Placemaking and good urban design

DQE1 Protection of landscape, townscape and views

DQE3 Biodiversity and geodiversity

DQE5 Managing flood risk

DQE6 Sustainable drainage system

DQE7 Climate change and low carbon living

DQE11 Green infrastructure network

DQE12 Protection of trees, woodland and hedgerows

CSC1 Health and wellbeing

CSC3 Protection and provision of open space, sports and recreation facilities

CSC10 Community facilities and services

T1 Promoting sustainable transport

T2 Promoting public transport

T3 New development and transport

T4 Parking

T5 Cycle and motorcycle parking

DM1 General requirements North Lincolnshire

DM3 Environmental protection

ID1 Delivering infrastructure

## **Other relevant guidance:**

Planning (Listed Buildings and Conservation Areas) Act 1990

SUDs and Flood Risk Supplementary Planning Guidance (April 2017)

Planning for Health and Wellbeing Supplementary Planning Guidance (November 2016)

Interim Planning Policy – Affordable Housing (August 2015)

SPG8 Developer Contributions to Schools

SPG10 Provision of Open Space in New Housing Developments

Housing and Economic Needs Assessment 2020

## **CONSULTATIONS**

**Highways:** Planning permission was granted in 2017 for 302 dwellings (PA/2017/1199). The latest application is broadly similar, albeit for up to 350 dwellings, and as such the proposed highways improvements are the same as those previously agreed. We did query the potential for the provision of a mini-roundabout at the B1400/B1398 junction with the developer, as this had been raised with the council's Traffic Team, to assist with a perceived speeding issue on the northbound approach on the B1398. The developer's response, based upon the findings of the Transport Assessment, identified that there have been no road collisions at the junction within the last five years and there are no capacity issues at the junction. This is accepted by Highways. However, as part of the proposed development, the existing junction will be realigned as perpendicular with the B1398. This alteration would directly reduce turning vehicle speeds and provide a betterment to the existing highway network. Recommend conditions in relation to submission of details of the within-highway works, details to cater for two-way bus movements, bus stop facilities along the internal bus route, maintenance of pedestrian links, access, parking, visibility, travel plans, wheel-washing facilities and the submission of a construction management plan.

**Waste and Recycling:** General guidance on bin collection points, bin types, pulling distances, vehicle access requirements and highways construction for refuse collection vehicles, refuse and recycling storage.

**Active Travel England:** [Summarised] ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response. ATE considers that the application as submitted does not demonstrate that 'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up' in accordance with National Planning Policy Framework (NPPF) paragraph 114a, or that 'safe and suitable access to the site can be achieved for all users' in accordance with NPPF paragraph 114b. It is therefore recommended that this application should not be determined until further information has been submitted and reviewed.

**Sport England:** [Summarised] Sport England objects to the development as it has the potential to prejudice the long-term existence of a regionally important significant area for the sport of gliding. Sport England has sought the views of the British Gliding Association (BGA). The BGA act as Sport England's technical advisors in respect of their sport and their sport facilities. The proposed development has the potential to be at risk of noise from the use of the adjacent airfield for gliding. Noise has the potential to constitute a nuisance under

Environmental Health legislation and as such, if not properly addressed and mitigated, could prejudice the use of the adjacent site for gliding. Sport England would not wish to see development permitted in the proximity of Kirton in Lindsey airfield which necessitated a reduction or prevention in flying activity and as a result harmed this regionally important gliding SASP [significant area for sport].

It is incumbent on the applicant to demonstrate how the residential development will not impact on the flying activity of the gliding club. The BGA, as Sport England's technical advisors, comment above that both the applicant's Planning Statement and their Noise Study refer to the presence of the gliding club, but neither refer to or address any issues that may stem from its presence.

The BGA further comment that it is appreciated that the houses in Phase 1 (full application) are sufficiently distanced from the extended centreline of the runway that they are unlikely to be directly affected. However, the same is not true of the southwest corner of the Phase 2 site, where powered aircraft will pass almost vertically above certain residential properties. Bearing in mind that noise from above cannot be ameliorated by traditional acoustic devices, this is almost inevitably going to result in a change to the housing layout. Which, given the reliance the layout of Phases 1 and 2 have on one another, could conceivably result in modifications to the full application.

Whilst noise mitigation could be dealt with by way of a planning condition, currently any proposed mitigation is unknown. The BGA comment that noise from above cannot be ameliorated by traditional acoustic devices, this is almost inevitably going to result in a change to the housing layout. For this reason, any mitigation should be determined as part of this planning application submission to ensure that any mitigation, or amendments to the scheme, that may be required is acceptable to the local planning authority.

**Response to additional information:** Whilst Sport England notes that the applicant has attempted to address the matter of noise in the latest documents forming part of the planning application, as can be seen from the technical comments of the BGA above, there remains a number of issues outstanding and that noise nuisance has not currently been adequately addressed and mitigated. In particular is the reference by the BGA to there being no mention of people in their gardens who may be affected by noise. Sport England would reiterate its previous comments set out below that we would not wish to see development permitted in the proximity of Kirton in Lindsey airfield which necessitated a reduction or prevention in flying activity and as a result harmed this regionally important gliding SASP. The applicant has not demonstrated that development on the application site will not impact on the operation of the gliding club and SASP in accordance with paragraph 193 of the NPPF. Sport England therefore maintains its objection to the development as it has the potential to prejudice the long-term existence of a regionally important significant area for the sport of gliding.

**Response to further additional information:** [Summarised] Maintains its objection. In Sport England's representation of 5 July 2023 we explained how the proposed development has the potential to be at risk of noise from the use of the adjacent airfield for gliding. Noise has the potential to constitute a nuisance under Environmental Health legislation and as such, if not properly addressed and mitigated, could prejudice the use of the adjacent site for gliding, which is identified as a significant area for sport (SASP).

Sport England would reiterate its previous comments set out below that we would not wish to see development permitted in the proximity of Kirton in Lindsey airfield which necessitated a reduction or prevention in flying activity and as a result harmed this regionally important

gliding SASP. The applicant has not demonstrated that development on the application site will not impact on the operation of the gliding club and SASP in accordance with paragraph 193 of the NPPF. Sport England therefore objects to the development as it has the potential to prejudice the long-term existence of a regionally important significant area for the sport of gliding (SASP).

**General Aviation Awareness Council:** Our interest...is to ensure that the development proposed in this application will not adversely affect the operations of the Trent Valley Gliding Club. We fully endorse the comments of Sport England and the British Gliding Association but wish to add a number of points. We appreciate that the applicant has commissioned RPS Acoustics to undertake further noise assessment at the site. However, this work appears to be flawed in certain respects and we do not consider that it provides an adequate basis to overcome the concerns set out by Sport England and the BGA.

The context necessitating a full and accurate noise assessment is that we are aware that residential properties may be sensitive to aviation-related noise. In circumstances such as this scheme, the gliding club is established and, as set out by Sport England, planning policy, as well as government recreation policy, protects existing operations. Noise complaints from residents may adversely hinder the continuation of aviation activity contrary to these policies. In this case, the BGA, with its extensive knowledge, describes the southwest corner of the development as 'extremely close' to the extended runway centreline.

We strongly recommend that further thorough noise assessment work should be undertaken prior to any future approval of the details of this outline element of the application. If the council is minded to approve the hybrid application, it should be subject to a condition to this effect and that it is made clear that the 'up to 220 dwellings' is clearly linked to the need to demonstrate that properties would not be subject to disturbance due to noise from existing aviation operations. There is also an option to add to/amend the proposed green space in the southwest corner of the site.

**Trent Valley Gliding Club:** We understand a noise survey has been conducted for the development but during that period we were not operating from our main runway (we used the NE/SW runway only). This means that the survey results were not a true reflection of the gliding operation from Kirton Airfield. The choice of runway is determined by the weather conditions on the day and for a safe operation we must take off and land as close to into wind as possible. Aircraft taking off from or landing on our NW/SE runway will be much closer to the development than from the other runway and therefore will cause, comparatively, more noise. We therefore suggest that another survey is conducted when we are using the NW/SE runway so a true benchmark of the noise levels can be used to set expectations for the development.

#### **Environment Agency:**

**Original response:** The previous use of the proposed development site as a former RAF base presents a risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is within source protection zone 2 and is located upon a principal aquifer. The applicant's Phase 1 and II Environmental Assessment demonstrates that it will be possible to manage risks posed to controlled waters by this development. Further detailed information will, however, be required before built development is undertaken. No objection subject to conditions in relation to contamination and no drainage systems for the infiltration of surface water to ground are permitted without consent from the local planning authority.

**Response to additional information:** We note the letter from VertaseFLI (dated 1 October 2023) in response to our recommended conditions and the requirements of the Contaminated Land Officer at North Lincolnshire Council.

It is our understanding that further ground investigation is required to fully characterise the site to address the concerns of the Contaminated Land Officer. No further information has been submitted in relation to our previous consultation response at this time. We have no objection in principle to the proposed amendment of the wording of our conditions, to allow demolition work to commence to enable further site characterisation. This is on the understanding that no work must be undertaken that may compromise any further controlled waters risk assessment or remediation (if required).

**LLFA Drainage:** No objections subject to conditions relating to the submission of a surface water scheme for the sites.

**Anglian Water:** No comments to make as it falls outside their statutory sewage boundary.

**Severn Trent Water:** No response to the consultation.

**Education:** Developer contributions towards primary education are required through an S106 agreement.

**Citycare CCG:** Requests consideration for Section 106 funding in relation to the planning application for 350 dwellings at the RAF site in Kirton in Lindsey. The nearby surgery, Kirton Lindsey Practice, is already under pressure due to limitations with space at both their practices in Scotter and Kirton in Lindsey. Any increase in new housing is likely to impact on requests for new patient registrations, potentially increasing the list size and demand for clinical services.

The practice are already developing proposals for an extension and internal reconfiguration works to the surgery building at Kirton in Lindsey, to provide additional space for delivery of primary care services, and to potentially provide space for the delivery of some wider community services, which will benefit local patients.

Should the request for S106 funding be successful, it would be used towards the proposed works at the Kirton Lindsey Surgery building, retaining services in the local community through maximising space for clinical service delivery within the existing building. Whilst this is just one housing development in the local area, the cumulation of all new housing proposed is adding to the pressures already faced by the Kirton Lindsey Practice. It is felt that the request is reasonable and at scale in relation to the application and will provide necessary development of the local GP surgery to continue delivery of primary care services for local patients.

**S106 Officer:** Contributions are required for affordable housing, recreation, informal open space, an area of play (LEAP), biodiversity net gain (if it cannot be provided on site), health and public transport. The submitted viability report has been assessed independently and has concluded that the proposed scheme cannot support the provision of any affordable housing or planning gain contributions. Open space will need to be provided on the site and will need to be maintained by a management company. This will be obtained through an S106 agreement (unilateral undertaking).



## **Environmental Protection (Contamination):**

**Original response:** This department is satisfied with the findings of the Phase 1 and Phase 2 with respect to controlled waters and ground gas. It is noted that the Environment Agency (EA) has requested the submission of a remediation strategy to deal with contamination of controlled waters. However, in light of human health concerns, we recommend the condition below, which would also address the EA's concerns.

**Response to additional information:** The additional sampling proposal report addresses concerns regarding the EA's response and also North Lincolnshire Council's concerns regarding additional ground investigation beneath buildings once they have been demolished. This department's main concern was the potential for contamination below existing buildings which are yet to be demolished. No objection subject to contamination conditions.

During a previous site investigation asbestos-containing materials were identified in the buildings on site and also in soils in one location. This department is satisfied that the site has been properly assessed for the presence of asbestos. Recommend contamination conditions and a condition requiring waste transfer notes following removal and disposal of any asbestos materials to be sent to the local planning authority to demonstrate correct disposal.

**Noise:** [Summarised] A noise assessment and several technical notes have been submitted. In terms of the Hurricane Industrial Estate, the report has stated in relation to the proposed dwellings, 'Assuming a partially open window provides a 13dB reduction in noise levels, the internal ambient sound level due to the industrial activities will be 31dB. This falls below the internal ambient noise criteria for dwellings during the daytime of 35dB LAeq,16h. The level externally of 44dB LAeq,1h also falls below the aspirational external noise criteria of 50dB LAeq,16h for external amenity areas.' The report has concluded that the introduction of new noise sensitive receptors will not place any unreasonable restrictions on existing business on the Hurricane Industrial Estate.

With regard to the Trent Valley Gliding Club (TVGC) and aircraft noise, an assessment of the potential noise impacts of aerotows idling in the northwest corner of the TVGC site has been undertaken. The report shows that the predicted rating level during the daytime exceeds the background sound level by +2dB which indicated no adverse impacts when assessed in accordance with BS 4142. The report does not apply an acoustic character correction and is justified as that airplane engines are similar to other vehicular engine noise, and as such are unlikely to be readily distinguishable against the existing acoustic environment of traffic noise generated from adjacent roads. Assessments have previously been undertaken in relation to the operation of the winch operating at worst case scenario from the northwest corner closest to noise sensitive receptors (NSRs) which indicated that there would not be a negative impact on NSRs. This technical note also discusses planes idling and preparing launches of gliders from the northwestern area of the runway to the southeast. In past technical notes discussion was made in relation to aerotows taking off on the northwest/southwest runway. It was unclear if both scenarios of take-off from the aerotow were considered on the runway, in other words, taking off from the southeast to northwest and from the northwest to southeast. This is to understand what the worse case scenario would be on NSRs. Until clarification is made on both take-off patterns this department is unable to make further comments.

**Air quality:** An air quality assessment has been submitted that has considered the air quality impacts from the construction phase, operational phase and the suitability of the site for

residential development. In relation to construction vehicle emissions, the assessment has referenced the EPUK & IAQM Land-Use Planning & Development Control: Planning for Air Quality Guidance which indicates development which increases the annual average daily heavy duty vehicle (HDV) traffic flows by more than 25 within or adjacent to an AQMA and more than 100 elsewhere should be considered further. The site is not opposite an AQMA and the results of the Highways and Access Assessment indicate that the aforementioned EPUK & IAQM thresholds are not expected to be exceeded for any individual road during the construction phase. Therefore, construction vehicle exhaust emissions have not been assessed further. An assessment of the potential dust impacts from the construction phase has been undertaken in accordance with IAQM's guidance on the assessment of dust from demolition and construction. The assessment concludes that the overall risk is deemed to be 'medium'. The assessment then includes a list of mitigation measures within Section 7, which, if implemented, will reduce the potential impact to 'not significant'.

The air quality assessment also includes an assessment of the impacts from the traffic generated by the development on the local area. The overall summary of the assessment is that the operational impact of the RAF Kirton in Lindsey development on existing receptors in the local area is predicted to be 'negligible' taking into account the changes in pollutant concentrations and absolute levels. The assessment concludes that 'pollutant concentrations at the façades of proposed receptors are predicted to be well within the relevant health-based air quality objectives. On that basis, future occupants of the RAF Kirton in Lindsey development should be exposed to acceptable air quality and the site is deemed suitable for its proposed future use in this respect.'

Recommend conditions in relation to restrictions on working hours for construction, demolition and site clearance operations, and the submission of a construction environmental management plan (CEMP).

**Historic Environment Record:** The applicant has submitted an archaeological evaluation report of a limited number of trial trenches excavated around the site. Archaeological features and evidence were recorded in some of the trenches indicating the potential for the survival of further remains in parts of the site not investigated. The proposed development to demolish the extant structures and redevelop the entire site will destroy any surviving archaeological remains as well as the RAF heritage that contributes to the significance of the two listed buildings. Measures to offset the substantial harm to non-designated heritage assets should be agreed with the planning authority prior to determination of this application. The archaeological mitigation strategy should comprise a programme of work to further identify and preserve by record any remains in advance of demolition, and during landscaping and development. Proposals for the interpretation of the former RAF site should be included. The HER advises a holding objection until satisfactory information is submitted. Ultimately, planning conditions would be recommended to secure the implementation of the agreed strategy in accordance with a detailed written scheme of investigation to be submitted and approved in advance of any development commencing. This procedure is in accordance with the NPPF, local planning policies CS6 and HE9, and site specific policy KIRH-3.

**Response to additional information:** The applicant has submitted an Archaeological Mitigation Strategy that:

- describes the revised layout designed to offset impacts to the setting of the Listed Building on the site (refer to Conservation Officer's comments dated 14 November 2023);

- provides for the pre-construction excavation of archaeological remains identified within the application site; and
- makes preliminary proposals for the interpretation of the former RAF site.

The proposals are set out in a Written Scheme of Investigation (WSI) titled 'Former RAF Kirton Lindsey, Archaeological Mitigation Strategy' ref JAC28884, version 2.1, dated 11 December 2023. The archaeological strategy accords with the recommendations advised in my memo dated 27 September 2023. No further objection to the determination of this hybrid application. Should the planning authority consent the application, the full and outline permissions should be subject to conditions securing the submission of further details for planning authority approval and the implementation of the mitigation strategy.

**Conservation:** [Summarised] The loss of the non-designated unlisted buildings on site would see the total loss of their significance both individually and as a group. The loss would completely erode the setting of the sector operations building and to a lesser extent the control tower through the loss of the RAF base's layout, landscaping and character. The loss would be irreversible and final given the proposed development. The proposal will cause harm to the significance of all heritage assets within RAF Kirton in Lindsey.

With regards category of harm, the test set out in National Planning Policy Guidance: Historic Environment Paragraph 018 states, 'For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed. The harm may arise from works to the asset or from development within its setting.'

Using this test, the total loss of the non-designated heritage assets must be considered as substantial harm to their significance. With regards development in the setting of the listed sector operations building, the setting would be completely and adversely changed – the RAF base layout would no longer be readable. This almost total loss of historic context and setting must also be classed as substantial harm. In line with paragraph 206, the justification for this harm should be exceptional for the grade II listed building and under paragraph 209 a balanced judgement must be had regarding the scale of any harm or loss, and the significance of the non-designated heritage assets. The scheme will not preserve the setting of the listed building as is required under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

In mitigation, the applicant has submitted a revised design to incorporate two H-blocks on the location of existing blocks in the immediate setting of the listed building, resulting in a small enclave retaining the character and essence of the RAF base. Whilst this is a minor improvement over the original proposal, the new H-block buildings would be of a new modern design and planning control would be needed in any reserved matters application to ensure the quality of the design to help preserve the setting of the listed building.

The local planning authority, whether in any delegated or committee decision, must ensure that the identified harm is sufficiently justified, in line with planning policy, by substantial public benefit.

If the application is approved, advises conditions relating to securing the H-block design on the masterplan for the outline part of the application, full details of materials and evidence of

a contractual agreement that the new development works will take place. This is to ensure that no heritage assets, whether designated or non-designated, are lost without a guarantee the new development will take place.

**Historic England:** [Summarised] RAF Kirton in Lindsey represents an exceptionally complete example of a 1930's rearmament period airfield. The listed buildings sit in the context of the site as a whole and consideration should be given to the master planning of development based upon a sensitive and holistic response to the airfield's significance. We attach a copy of our rapid site assessment from 2014 which we hope will be of use to your authority in exploring these issues with the developer.

Both the National Planning Policy Framework and the 1990 Listed Buildings and Conservation Areas Act address the importance of the setting of listed buildings, in particular the great weight which should be given by planning authorities to the conservation of designated heritage assets (NPPF paragraph 205) and the special regard which planning authorities shall have to the desirability of preserving the (listed) building or its setting or any features of special architectural or historic interest which it possesses (1990 Act s66), the need to minimise conflict between conservation and development proposals (NPPF paragraph 201) and NPPF paragraph 203 which states that planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable use consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Whilst the airfield has modified the site, a quick review of adjacent data reveals a high density of Romano-British/Iron Age activity in this area (near the A15 Ermine Street) including a villa site just to the west of the airfield; hence, in terms of paragraphs 200 and 201 of the NPPF, there is more work to be done in exploring and evaluating these areas of potential (in which respect refer...to the expertise of your own archaeological adviser).

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 139, 200, 201 and 205 of the NPPF. In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess. Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice.

**Response to amended plans:** We note the engagement of your built heritage and archaeological advisors and we refer you to their expertise in addressing our previously stated concerns and the most recent design and mitigation responses provided by the applicant.

**20<sup>th</sup> Century Society:** The Society objects to the proposed redevelopment. The applicant proposes to demolish all the existing RAF buildings on the proposed redevelopment site, with the exception of the grade II listed operations block. The site's layout and its almost complete collection of wartime 'Expansion Period' RAF buildings are of considerable heritage significance. Their demolition would result in the loss of valuable and irreplaceable heritage assets, which we strongly oppose.

The demolition of these buildings would also result in the loss of the retained grade II listed buildings' original built context. While the hangars would be retained, the vast majority of the original site would be lost. The grade II operations block, on the immediate redevelopment site, would be particularly affected. The applicant claims that views to and from the grade II operations block are limited and that it was 'never intended to interact visually with any of the buildings on the study site' (Heritage Statement, 4.70, p.13). It makes similar claims for the grade II control tower to the south: 'there is no intervisibility between the structures to the north of the aircraft hangars and the Control Tower' (Heritage Statement, 4.82, p.14).

The applicant uses these arguments to buttress their point that the northern buildings 'are not really relevant to its [the operations block's] setting' (Heritage Statement, 5.8, p.15), and the redevelopment's impact on the grade II listed buildings' setting, therefore, would be limited. While this point about restricted views may be the case, setting is about much more than views. As noted in Historic England's 'The Setting of Heritage Assets: Good Practice Advice in Planning Note 3 (Second Edition)' (2015), 'setting' does not only refer to views between buildings but also to 'our understanding of the historic relationship between places'. For example, buildings that are in close proximity but are not visible from each other may have a historic or aesthetic connection that amplifies the experience of the significance of each' (Part 1: Settings and Views, p.2). Severing a building from its original setting constitutes negative change. We maintain that the loss of the majority of the historic RAF site would have a seriously detrimental impact on the setting of the listed buildings, particularly the grade II operations block within the redevelopment site.

Greater effort could be made to retain the non-designated RAF buildings on the site and their designed landscape, particularly the parade ground, barracks blocks and messes. These buildings could be retained and adapted to provide the dwellings desired. We have seen this done elsewhere, for instance as is proposed at the site of the former HMS Daedalus in Hampshire. Here, the listed blocks will be retained and reused, but so will the unlisted barracks which will be converted into dwellings, and other unlisted buildings retained.

We strongly object to the proposed demolition of the majority of the RAF site because it would result in the loss of non-designated heritage assets and harm to the setting of the listed buildings. We urge the local authority to refuse planning permission.

**Amended plans:** No response to the consultation.

**Ecology:** The site supports woodland, bat roosts, hedgehogs, and breeding and roosting birds. Works appear likely to result in the destruction of several bat roosts. Consent can only be given if sufficient evidence is presented that the tests of European Protected Species (EPS) licensing are met. Each phase of development should deliver a measurable net gain in biodiversity value in its own right. As proposed, the project would result in a measurable net loss in biodiversity value. Biodiversity proposals must be feasible in terms of soil type and hydrology. Planning conditions are proposed to minimise harm to protected and priority species and habitats and to seek a measurable net gain in biodiversity in accordance with policy CS17, the National Planning Policy Framework and Biodiversity Metric 4.0. A section 106 agreement will be required to secure the delivery of any habitat units that cannot be delivered on site.

**Tree Officer:**

**Original plans:** The arboricultural report gives indications of retention values of trees on the site, and it suggests that 'A' category trees should be retained and the plans adjusted to

ensure that they are retained. It is of concern, therefore, that large numbers of 'A' category trees are to be removed, which suggests...they are not being properly considered and that the design of the site appears to have taken no account of their presence when the designs were put together. Together with the number of 'B' category trees that are also being suggested for removal, it is clear that there will be a loss of tree cover on the site and this would be detrimental to the overall green infrastructure.

If the council were minded to give consent on this application, there would be a requirement for significant landscaping to mitigate the loss of these trees and likely the council's ecologist may be required to place some input into the design of these [proposals] to give the overall increase in biodiversity.

**Amended plans:** No comments on the amended plans.

**Natural England:** No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

**National Gas:** There are no national gas assets affected in this area.

**National Grid:** No National Grid assets are affected by the proposal.

**Humberside Fire and Rescue:** General guidance on access for the fire service and to water supplies for fire-fighting.

**Humberside Police:** No objections. Provide guidance on 'Secured by Design'.

**Kirton in Lindsey Society:** The Kirton in Lindsey Society has the following objections/concerns:

- No detail given in the application on how links to the town centre and schools will be improved for non-motorised users. A cycle path and improved footways should be provided.
- Object to there being no affordable housing schemes included in the design layout.
- An already over-used provision of car parking in the town will be overstretched by increased demand caused by the development of this site.
- The historic and important military history of the site should not be forgotten. The Society would wish that suitable detailed information boards be provided; links to and directions to the listed building on the site (operations room and blast walls). Would suggest that the control room and immediate area around it be included in Phase 1 of the development to enable the building to be saved from further damage and deterioration.

It does, however, in general, support the development planned for the former RAF camp.

## **TOWN COUNCIL**

**Original comments:** Kirton in Lindsey Town Council supports this hybrid planning application in principle, but with strong objections to elements of the current proposal which the town council requests the local planning authority deals with through conditions:

There are no affordable, social rent, starter homes or bungalows proposed; it is a large site, which will have a large impact on the town, the application proposal is to deliver 0% s106 and 0% affordable housing – it is vital to make sure relevant and proportional s106 responsibilities are adhered to. This would include support for the impact of such a large development on the town's overall infrastructure, including doctor's surgery, primary school, parking provision in the town centre, sports and recreation provision, as well as provision of sustainable/'green' transport links. There is a current lack of affordable, social rent, starter homes and bungalows within the town, and new developments must be encouraged to bridge this gap. Kirton in Lindsey Town Council is aware the current primary school is at capacity, as is the doctor's surgery. The town council is also aware of a shortage of suitable car parking provision for the town and has planning permission in place to develop a new car parking area, but this requires funding. Recreation facilities for the size of the current town are lacking – with the increase in population a development of this size will create, this will only become even more of a pressing issue. Transport links for the town are lacking and present a huge issue for the current population; this needs addressing with sufficient sustainable funding. This should include sustainable/'green' transport links to the main town centre. The current public footpath is narrow, the speed limit is 40mph and there are no cycle lanes – this would point to the requirement for an s106 towards this.

Impact on infrastructure overall – the doctor's surgery could maybe do with a small satellite surgery at this development. It is noted that the NHS are asking for just over £300,000 towards healthcare. An s106 is clearly needed for other infrastructure impacts too. Some funding should come from the Health Authority for primary care.

Consideration [should be given] to the inclusion of a small shop. This would not be to take business away from the town centre, but to provide access to basic produce without needing to travel  $\frac{3}{4}$  to 1 mile to the nearest current shops located in the centre of town. Is this the proposed commercial unit?

Flooding and surface drainage issues must be adequately addressed – Kirton in Lindsey Town Council are not qualified in such matters, but there are existing flooding issues the town council are aware of and it therefore encourages the local planning authority to ensure that flood mitigation and drainage proposals are absolutely fit for purpose.

It is noted that some woodland play equipment and trim trail is proposed and that is welcomed. Given the size of development and the possibility of several hundred children eventually living there, a fully equipped, safe, play area would be desirable and more suitable.

Ensure adequate parking in driveways; this does appear to have been implemented in the design.

Further guaranteed concessions to the historical nature and importance of the site. The site has an important history. It would be good to see this marked in some ways rather than all signs of the MOD/RAF former use disappearing. It is noted that the listed operations building and blast walls will be retained. Any further concessions to the historical nature of the site would be welcomed.

Kirton in Lindsey Town Council recognise the need to help build communities, not just a large, tightly packed housing estate, but without making the former MOD area a segregated part of Kirton with no mixing between the areas. It should become a part of one whole town.

**Further comments:** Kirton in Lindsey Town Council continues to have concerns about this development, after consideration of the addition of the viability review documentation. Therefore, Kirton in Lindsey Town Council continues to object to this planning application in its current form.

Kirton in Lindsey Town Council note that the abnormal costs given in the feasibility study amount to £13,796,370. Carter Jonas were not instructed as cost consultants and therefore it is beyond the scope of their report to make assessment of these abnormal costs. They do, however, note that the abnormal costs appear high. The advice was for a third party to be instructed to review the costs and provide their professional opinion.

A 100% market housing appraisal was undertaken, resulting in a residual land value of £2,716,318 (negative), which suggests that the site is unviable. Given that the residual land value is negative based on a 100% market housing scheme, it appears unlikely that any developer would undertake the development in the current market.

If the abnormal costs could be reduced, the site may be viable and able to provide affordable housing and/or S106 contributions. For this reason, the accurate review of abnormal cost allowances is fundamental to the viability of the development and the essential community contribution.

We request that a third party is instructed to undertake a review of abnormal costs, so that an updated feasibility assessment can be prepared, including S106 contributions to and provision of affordable housing.

**Still further comments:** We welcome [the] possibility of using the grade II listed building as a satellite surgery and record of historic use of the site, but this must be delivered. S106 monies are clearly a vital part of the scheme. We note the inclusion on the masterplan of a small commercial unit. If this is delivered as part of the built scheme and is used as a local grocery/convenience store, we support this provision. We request that the local planning authority ensures that the developer provides adequate schemes for drainage and mitigation for flood risk issues. We note and support the inclusion of several woodland trim trails, areas of public open space and wildflower meadows. If a fully equipped play park area can be included in the final scheme it would provide additional recreation facilities for the benefit of future residents. The majority of these areas are included in Phase 2, with little in Phase 1. It would appear beneficial to include a fully equipped play park within Phase 1 of the development for these reasons. We note and agree with the observations and recommendations of conservation. We support the principle of development, but the site has significant historical importance and so we welcome any concessions to the preservation of the setting or previous MOD use of the site. All previous comments still stand.

## **PUBLICITY**

The application, including all the amended plans, has been advertised by site and press notices. Four letters of comment have been received raising the following issues:

- waste water and sewage management
- current trees and hedges should remain
- existing 30mph speed limit should be extended
- some of the existing buildings should be retained/converted



- a more comprehensive pavement scheme with the edge of the development and the B1400 should be provided
- enhancements to the junction between the B1400 and B1398 to make it safer for pedestrians and cyclists
- delivery vehicles stacking onto the main road
- a medical centre should be provided within the site
- sufficient green spaces for children's recreation should be provided
- additional parking provision
- better footway links to the local primary school
- a robust drainage design is required.

## **STATEMENT OF COMMUNITY INVOLVEMENT**

A statement of community involvement has been submitted with this application. The applicant has submitted details of the community engagement that has taken place. Members of the local community were invited to attend an exhibition informing them of proposals for the development at the former RAF Kirton in Lindsey on 6 March 2023. The local community was informed of the exhibition by leaflet drop to properties in Kirton Lindsey, email and a proposed layout sent to the town council clerk, a draft proposed layout emailed to the Kirton Lindsey Society, and posters displayed in three local shops and the Town Hall.

At the exhibition, members of the local community were invited to comment on the current site layout and supporting information. Following the event, the local community could contact the team by email and/or telephone with any further queries or comments. Sixty-two attendees signed into the event, although the estimated attendance was closer to 100 people, as many arrived in pairs where only one person signed attendance, and the other person either missed the opportunity to sign in or chose not to. Forty-three comment sheets were completed at the event and various emails sent through to the team. The main topics were the principle of the development, housing mix, design and layout, drainage, infrastructure, highways, landscape, sustainability and heritage.

The applicant has responded to the main topics raised by the community as follows:

**Principle:** The site is allocated for 300 dwellings KIRH-3.

**Housing Mix:** The development delivers a mix of 5-, 4-, 3- and 2-bedroomed homes in a variety of configurations and styles.

**Design and Layout:** The woodland walkway is conceived as an attractive feature around the perimeter of the site that provides a recreation and leisure facility for the new residents and existing members of the community. Retention of the trees adds to BNG and provides attractive screening to the development. A trim trail and children's play trail, with woodland play equipment, will be incorporated into the woodland walkway.

**Drainage:** A foul water and utilities assessment has been undertaken by BWB to support the planning application and a drainage strategy has been designed to reflect the findings of this

assessment. Works have recently been undertaken to the pumping station to address upstream 'smell' issues.

**Infrastructure:** Because of the substantial abnormal costs associated with developing this site, the planning application will be viability led and the client will work with the authority to agree an appropriate level of developer contributions. The client is in discussion with the local doctor's practice to see if there is any opportunity for them to deliver additional healthcare provision on the site.

**Highways:** A full Transport Assessment (TA) has been prepared by Matrix Transport and Infrastructure Consultants to support the planning application. The proposed junctions will have visibility splays compatible with the speed limit on the major road. The internal road layout will comply with current standards contained within the council's residential road design guide. The proposed site accesses and traffic impact associated with the proposed development have been assessed, along with accident data and possible impact on off-site junctions.

**Landscape:** A tree survey undertaken by RPS schedules all the trees on the site and boundaries, and a maintenance plan has subsequently been implemented to remove all dead and/or dying trees. The only trees felled were all scheduled 'U' in the tree survey as a result of their condition, either through disease, age or damage. All of these trees were recommended for removal because they posed a health and safety risk, or could threaten the health of surrounding trees.

**Sustainability:** The client does not own the adjoining fields. There is a tarmac footpath of varying width connecting the site to Market Place. The houses delivered in Phase 1 of the development will be built to current building regulation standards and have EVC [electric vehicle charging] points.

**Heritage:** Listed buildings are to be retained.

The applicant has also stated that, 'Where possible comments raised by the community have been addressed through design development. This information has also been passed onto the consultant team to highlight the main issues and concerns relating to the project.'

## **ASSESSMENT**

### **The proposal**

**This is a hybrid application that seeks both outline and full planning permission for two different parts of the same site as follows:**

- full planning permission to erect 130 dwellings, two points of access, part of the spine road, provision of a pumping station and substation, engineering and ancillary works, demolition of existing buildings (with the exception of a listed building) and creation of development platforms throughout the whole site (Phase 1)
- outline planning permission for up to 220 dwellings and a building for commercial and/or community use, with all matters (except for access) reserved for subsequent consideration (Phase 2).

The two elements of the application are intrinsically linked. The hybrid application seeks 350 dwellings on the site in total which will be a mix of 2-, 3-, 4- and 5-bedroom dwellings. The

first phase of the development has a high proportion of higher value, larger properties (3, 4 and 5 bedrooms) to generate sufficient value to deliver the enabling works required to deliver the proposed development, including demolition and site remediation works, as well as the provision of utilities services and drainage infrastructure.

The existing site already benefits from a single point of access onto the B1400 (the eastern boundary) through the use of a simple T-junction. In addition, the development will introduce a new access point on the B1400, to the north of the existing access. The proposed development will also incorporate large areas of green and blue infrastructure, including public open space, green pedestrian and cycle routes, a swale, and dual-purpose drainage infiltration basin. The scheme is currently proposing a single local area of play relatively centrally in the woodland near the site entrance, a woodland trim trail and a perimeter green walking route.

The grade II listed sector operations building is located along the eastern boundary within the site boundary (for the outline part of the application); the applicant is seeking to retain the listed building in its current condition and is not proposing to use the building for any specific purpose at this time.

## **The site**

The application site is part of the former RAF base at Kirton in Lindsey. The site is currently vacant and contains a high number of different buildings, including the barracks associated with its previous use as an RAF base and the grade II listed sector operations building used in World War II.

The site measures 13.8 hectares in area and lies to the south-east of Kirton in Lindsey. The site is bounded by the B1400 along its eastern boundary and the B1398 along its western boundary. A number of large ex-RAF hangars, and associated buildings and tarmac areas, stand to the south of the site, which are currently separated from the application site by a security fence. This is known as the Hurricane Industrial Estate. These hangars accommodate a variety of commercial uses. Further south of the site are grass runways and open grassland associated with the site's former use. The airfield is currently used for the flying of gliders by the Trent Valley Gliding Club.

The north-eastern and north-western boundaries of the site are lined with trees and hedgerows, which provide a good level of screening between the site and the adjacent roads. There is an existing vehicular access off the B1400, which will be used to gain access to the site; this access will be remodelled. It is proposed to create an additional vehicular access onto the B1400 to the north of the existing access.

## **Constraints**

The application site is within a development boundary as defined by the Housing and Employment Land Allocations Development Plan Document (HELA DPD). Furthermore, the site is allocated for residential development of 300 dwellings under policy KIRH-3 of this document.

The site is not designated as being of special ecological or landscape importance and is not located immediately adjacent to any such designated area.

With regard to flood risk, the application site is entirely within flood zone 1 (low risk) on both the EA's flood maps and the Strategic Flood Risk Assessment (SFRA) for North and North

East Lincolnshire. It should be noted that the site is in source protection zone 2 and located upon a principal aquifer.

The application site accommodates a grade II sector operations building, which is close to the eastern boundary of the site, within the outline part of the application. There is also a grade II listed control tower building which is a short distance to the south of the site (off site), amongst the ex-RAF hangars and associated buildings and structures. The site is not within, or adjacent to, a conservation area; however, the whole of the site is considered to be of local heritage value due to its historical importance. There is also high potential for archaeology on the site.

### **Relevant planning history**

SCR/2023/823: Screening opinion for development proposals for a hybrid application consisting of building within Class E use with all matters reserved for subsequent consideration, and full planning permission for 130 dwellings, two points of access, part of the spine road, provision of a pumping station and substation, engineering and ancillary works, demolition of existing buildings (with the exception of a listed building) and the creation of development platforms throughout the whole site – determined not to be EIA development 12/07/2023.

PA/2017/1199: Outline planning application for up to 302 dwellings with public open space, including demolition of existing buildings, with all matters reserved except for access – approved 15/08/2018 (this permission has now lapsed).

**The main issues to consider in the determination of this hybrid application are whether the principle of residential development of up to 350 dwellings and a commercial/community unit is acceptable and whether the proposal is acceptable in terms of highways, flood risk and drainage, heritage, ecology/biodiversity, design and impact on the character and appearance of the area, amenity, environmental matters, viability and associated S106 agreement.**

### **Principle**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. In this instance the development plan consists of the North Lincolnshire Local Plan (NLLP) which was adopted in May 2003, the North Lincolnshire Core Strategy (NLCS) which was adopted in June 2011 and the Housing and Employment Land Allocations Development Plan document (HELA DPD) which was adopted in March 2016. Material considerations exist in the form of national planning policy and guidance contained within the National Planning Policy Framework (NPPF) and the suite of documents comprising the Planning Practice Guidance (PPG).

The site is identified within the HELA DPD as land at former RAF Kirton in Lindsey and is allocated for residential development of 300 houses under policy KIRH-3 of this document. This policy specifically states, 'it is essential that this large site is brought back into beneficial uses as quickly as possible to prevent the site and buildings falling into a state of dereliction and causing blight to the entire area.' It goes on to assert that, due to the contaminated nature of the northern part of the former RAF site (the application site), it is considered that only high value uses, such as residential, would be viable to enable redevelopment of this part of the site. The HELA DPD and policy KIRH-3 were adopted by North Lincolnshire Council in 2016.

Policy CS1 of the CS focuses on supporting market towns as thriving places to live, work and visit and as important service centres to serve the needs of local communities across North Lincolnshire. This includes providing important services for rural communities, an appropriate level and range of new housing development to support market towns as sustainable communities, and encouraging small and medium-scale employment opportunities to provide local jobs. The application comprises partly of 220 dwellings with outline permission and 130 dwellings with full permission. The proposed housing use is in line with the spatial strategy and is supported in principle by policy CS1 of the CS.

Policy CS2 of the CS states, 'In supporting the delivery of the spatial strategy set out in policy CS1, as well as determining how future development needs will be met in North Lincolnshire, a sequential approach will be adopted. Development should be focused on:

1. previously developed land and buildings within the Scunthorpe urban area, followed by other suitable infill opportunities within the town, then by appropriate greenfield urban extensions;
2. previously developed land and buildings within the defined development limits of North Lincolnshire's market towns, followed by other suitable infill opportunities then appropriate small-scale greenfield extensions to meet identified local needs;
3. small-scale developments within the defined development limits of rural settlements to meet identified local needs.'

The application site is located on a brownfield site (former RAF base) and is allocated for housing development in the Housing and Employment Land Allocations DPD (site reference KIRH-3). The application site therefore conforms with policies CS2 and CS3 as it comprises previously developed land and is within the defined development limits of Kirton in Lindsey, a market town. The principle of housing development in this location is therefore acceptable.

Policy CS7 of the Core Strategy sets out an aspirational minimum density of 40 to 45 dwellings per hectare on sites within the market towns. However, this policy also states that, whilst housing developments should make efficient use of land, the density of new developments should be in keeping with the character of the area. Kirton in Lindsey has a densely developed historic core; however, the application site lies on the outskirts of the settlement, where a less dense pattern of development is evident. The proposed development of up to 350 dwellings results in a density of approximately 26 dwelling per hectare, which falls below the minimum density sought by policy CS7.

Policy KIRH-3 sets out site-specific considerations and states, 'due to the site's exceptional circumstances, its landscape location and its strategic importance, a high quality and well-designed layout will be required...with low-density residential development that takes account of the site's built heritage.' The applicant has provided a justification for the proposed lower density in the Planning Statement which states, 'The supporting text to policy KIRH-3 in the Housing and Employment Land Allocations DPD, highlights the need for low-density residential development on the site. This is to take account of the site's built heritage, the provision of sympathetic green infrastructure to ensure the semi-rural and highly visible landscape location is not over-dominated, and that development is complementary to the neighbouring land uses.'

For these reasons it is considered that the proposed development of up to 350 dwellings, with a lesser density than that sought by policy CS7, is appropriate in this instance and will make a sustainable use of the site whilst respecting the character of the area.

The proposal conforms with policy CS8 as the Core Strategy principle focus for housing development is Scunthorpe and the market towns, which includes Kirton in Lindsey. The first priority of the policy is to re-use previously developed land and buildings within built-up areas. While the proposal site is detached from the main built-up area of Kirton in Lindsey to the north, the site is a former RAF base (brownfield site) within the development limits of the settlement and conforms with this policy criteria.

It should also be noted that the council is able to demonstrate a five-year housing land supply as identified within the North Lincolnshire Council Five Year Housing Land Supply Statement, adopted August 2023. Therefore, full weight can be attributed to the Local Plan and Local Development Framework policies.

The proposal (outline part of the proposal) does include a small building for commercial or community use. This building would be up to 600 square metres. There is no fixed use or end user for the building, therefore the applicant is seeking to secure a flexible planning permission for the building, including for retail and community uses. The commercial use would be regarded as falling within Class E, which covers a number of uses including commercial (retail) business and services, and the community use would fall into Class F2, which covers local community uses, as set out in The Town and Country Planning (Use Classes) Order 1987 (as amended).

Policy CS14 sets out the retail hierarchy and aims to support the vitality and viability of the town and district centres in the area. Town and district shopping centre boundaries are shown in settlement inset plans in the Housing and Employment Land Allocations DPD. Where development is proposed in edge-of-centre or out-of-centre locations, developers are required to comply with the sequential approach to site selection. This approach is further reinforced in policy TC1 of the HELA DPD and policy S8 of the NLLP respectively.

Paragraph 91 of the NPPF indicates that 'planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge-of-centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out-of-centre sites be considered.'

Paragraph 92 of the NPPF states that 'when considering edge-of-centre and out-of-centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge-of-centre sites are fully explored.

Paragraph 94 states that when assessing retail and leisure uses outside town centres, which are not in accordance with an up-to-date plan, local planning authorities should require an impact assessment if the development is over proportionate, locally set floorspace thresholds. In the absence of a locally set floorspace threshold, a default, nationally set threshold of 2,500 square metres gross floorspace will apply. This should include assessment of:

- (a) the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- (b) the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).

There is no requirement for a retail impact assessment as the potential retail floorspace is well below the 2,500 square metres threshold.

The applicant has acknowledged that they are looking to maintain flexibility and are exploring options for the building, and are therefore proposing the building to be used for commercial or community use(s). Due to the potential for a retail use in the building, the applicant has submitted a Sequential Assessment with the application with the agreed area of search being Kinton in Lindsey district centre. This Sequential Assessment has concluded that there are no more sequentially preferable sites within or on the edge of the district centre of Kirton in Lindsey that are suitable, available and viable to accommodate the proposed development.

Within the North Lincolnshire Retail and Leisure Study 2019, Table 8.1 'Floorspace capacity (sq.m gross)' shows that there is little capacity for additional convenience or comparison retail floorspace within Kirton in Lindsey for the period up to 2038. If a convenience store was proposed, as part of a Class E commercial building, it would likely have to meet the local needs of the proposed housing site and immediate neighbouring residential properties only. There is no identified quantitative need for significant further convenience or comparison goods outlets serving the market town of Kirton in Lindsey or wider catchment.

Policy C7 of the NLLP permits new community centres subject to the premises being ideally detached and sited to avoid detrimental loss of amenity to a residential area. Policy CS22 of the CS supports the provision of new community facilities which meet the needs of local residents. Within policy CS22, new facilities should be focused in various locations which include (c): In market towns, rural settlements and rural settlements in the countryside where the facility is needed to serve the immediate local area and could not be provided elsewhere.

The provision of a small-scale locally serving commercial element and/or community facility would broadly be in accordance with the Core Strategy and the new North Lincolnshire Local Plan which both seek to provide appropriate local services and facilities and would improve the sustainability of this allocated housing site. This aspect of the proposal, being at such small scale, is broadly acceptable in principle and aligns with policies CS14 and CS22 of the CS, policies S8 and C7 of the NLLP, and the NPPF.

Whilst the new emerging local plan is not yet adopted, it is in its final stages: it has been submitted to the Secretary of State and is now undergoing examination in public. The application site is proposed for housing development under policy H1P-27 in the new North Lincolnshire Local Plan.

It is concluded that the adopted housing allocation (KIRH-3) establishes the principle of residential development on this site and that the proposal generally accords with the relevant policies of the development plan and the NPPF in respect of delivering housing in sustainable locations.

## Highways

Policy CS25 of the CS and policies T1, T2, T6, T8 and T19 of the NLLP relate to highway matters, as does chapter 5 of the NPPF, and are therefore all relevant to this application.

In terms of the full part of the application (130 dwellings), the proposed layout will provide two vehicular access points off the B1400 by utilising the existing access to the east and creating a new access on this road. The eastern access would be in operation to serve the 130 units. Both accesses will comprise a 5.5 metre wide carriageway that will tie into the B1400 with 6 metre kerb radii, and a 2 metre wide footway at both edges of the carriageway. The outline part of the application includes access to be determined at this stage, with the access to the wider site (220 dwellings and commercial/community building) being from the B1400 as shown on the submitted plans, with this site connected via a spine road between the two access points on the B1400.

The new junction (B1400) will be a priority junction and will form a spine road with the existing entrance once any reserved matters application(s) for the remaining development comes forward. The spine road will take the form of a major access road which is capable of serving up to 400 dwellings. An assessment of this junction has been undertaken using the PICADY element of the Junctions 9 modelling programme which shows it to be suitable for the level of development proposed.

A Transport Assessment and Travel Plan has been prepared and submitted in support of the planning application. These assessments have been prepared on the basis of the site accommodating 350 dwellings. The reports state that: the impact of the proposal, in conjunction with the approved commercial development of the adjacent hangars, would have a negligible impact on the local highway network; the proposed development would not have a severe impact on the operating capacity of the junctions on the local highway network; a sufficient level of parking would be provided across the site to align with likely car ownership information obtained from the Census 2021 data and visitor parking set out in NLC's parking guidelines; and the on-site layout and off-site improvements are proposed to assist in encouraging the use of sustainable modes of travel in conjunction with a Travel Plan, which will be implemented at the site. The general conclusion of the Transport Assessment and Travel Plan is that, 'Having due regard to the NPPF, the TA has clearly demonstrated that residents would have opportunities to travel by sustainable modes, a safe and suitable access arrangement can be provided, and that the development will not lead to a severe impact on the surrounding highway network.'

The Transport Assessment includes a series of proposed improvements to the highway network off site to encourage walking and cycling between the site and the town centre services and facilities in Kirton Lindsey. These improvements consist of the widening of the existing footway on the northern side of the B1400 to 2 metres between the junction with York Road (north) and approximately 100 metres north of the B1400/B1398 junction. It would also include a new 2 metre wide footway to be provided on the southern side of the B1400, between the proposed dropped kerb and tactile paved crossing to the eastern access junction. The improvement proposals also include the re-alignment of the B1400 to tie into the B1398 at a 90-degree angle with a 6 metre wide carriageway and 10 metre kerb radii to assist in reducing vehicle speeds and further improve the overall safety of the junction. At the junction would be a dropped kerb and tactile paving crossing with footways to connect into the existing infrastructure.



The internal road network will consist of three key road arrangements in a hierarchy in line with guidance contained within NLC's Residential Road Design Guide applied. The first will be a 'street' arrangement that will comprise a 5.5 metre carriageway that will be bounded by a 2 metre footway at both edges. This arrangement will extend from the access junctions at the B1400 and serve the majority of the residential dwellings. The second will be a 'shared surface' arrangement that will comprise a width of 6 metres bounded by a 0.5 metre verge/service margin at both edges. This arrangement will extend off the streets, delineated by a change of surfacing, and is limited to serving a maximum of 25 dwellings. The third will be a 'private drive' arrangement that will generally comprise a width of 4.8 metres with narrowed sections to ensure slow vehicle speeds. This arrangement will generally comprise shared surfaces and is limited to serving a maximum of 5 dwellings.

Swept path analysis has been undertaken of the detailed element of the internal road network to ensure that an 11.2 metre refuse vehicle can enter, turn and leave the site in a forward gear, adhering to the maximum drag distance requirements.

A swept path analysis of an 8.68 metre fire tender has also been undertaken of the detailed element to confirm that the vehicle can access and turn without needing to reverse more than 20 metres, and can access within 45 metres of all parts of the buildings, in accordance with Part B Dwelling Houses Building Regulations.

The site masterplan shows that a total of 732 parking spaces would be provided at the site, split 698 allocated (driveway) and 34 visitor (dedicated on-street) spaces. The exact use of the commercial/community building is unknown at this stage. Through any reserved matters application(s), and through planning conditions, acceptable parking details, including number of spaces and servicing arrangements to serve this building and the 220 dwellings, will need to be submitted. It is proposed that all dwellings are provided with cycle storage space equivalent to a minimum of one cycle per dwelling.

The Travel Plan includes an Action Plan which sets out a package of measures intended to promote a shift towards more sustainable forms of transport and increase accessibility to and from the site by more sustainable modes. This includes the potential for existing bus services to be re-routed to serve the site; this would need to be discussed with the council and local bus operators. However, planning conditions will be used to secure bus infrastructure within the site such as bus stops and the main spine road providing two-way bus movements to ensure the site can be adequately serviced by bus.

The council's Highways department has assessed the proposal with respect to its impact on highway safety. They have raised no objections with regard to the number of dwellings proposed or the ability of the local highway network to accommodate the potential additional vehicular and/or pedestrian traffic. Therefore, Highways have no objections to the proposed development subject to conditions. These conditions will ensure that the accesses are suitably designed and constructed, and will secure the proposed off-site highway improvement works and enhanced public transport provision. They will also ensure that no dwellings are occupied until the access and parking facilities serving them have been completed. A construction phase traffic management plan will also be secured by condition to ensure that traffic generated during the construction phase is properly managed to mitigate the impacts on the highway network.

Highways have not identified any additional improvement works to the highway, above and beyond those proposed by the applicant, such as formal crossing points (zebra crossing, traffic light crossing etc) or any traffic calming measures, as being necessary in this instance.

For the reasons outlined above it is considered that, subject to the recommended highways conditions, the proposed development would have no unacceptable impact on highway safety. In terms of highway matters therefore, subject to conditions, the proposal aligns with chapter 5 of the NPPF, policy CS25 of the CS and policies T1, T2, T6, T8 and T19 of the NLLP.

### **Active Travel England (ATE)**

ATE is responsible for making walking, wheeling and cycling, the preferred choice for everyone to get around. ATE's objective is for 50% of trips in England's towns and cities to be walked, wheeled or cycled by 2030. ATE is an executive agency sponsored by the Department for Transport (DfT).

The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2023 (DMPO) identified ATE as a statutory consultee for planning applications with effect from 1 June 2023. This means that a local planning authority is obliged, from 1 June 2023, to consult and consider comments made by ATE as set out in articles 18 and 19 of the Town and Country Planning (Development Management Procedure) (England) Order (2015).

In response to ATE's concerns, the applicant has submitted a technical note which has been forwarded to them for comment. At the time of drafting this report, no further comments have been received. The proposed development will provide a widened footway on the northern side of the B1400 and a new footway on the southern side. These improvements would allow for a continuous pedestrian link between the site and the town of Kirton in Lindsey and are based on the demand for 23 two-way pedestrian trips during the peak period. With regard to cycle parking, there is no centralised cycle parking in Kirton in Lindsey. In terms of the site access and junction works, NLC Highways have no objections.

There have been no requests from NLC Highways for a signalised pedestrian crossing. Comments on a Road Safety Audit (RSA) are noted and the applicant has instructed one. Planning conditions will be used to secure full details of the highway improvements and the applicant's RSA can be submitted with the details required by the relevant highway conditions and as part of any reserved matters application. With regard to bus routes, planning conditions are proposed requiring the provision of suitable arrangements on the primary internal spine road to cater for two-way bus movements and bus stops along the internal bus route. This will provide suitable infrastructure for bus routes/services within the site. The internal road layout has been designed at 20mph. No objections to the road layout within the full part of the application have been received from Highways. Cycle parking for occupiers will be provided within private garages or inside the dwellings. Occupiers of the dwelling would have opportunities under permitted development rights, for example, to install outbuildings in gardens to accommodate bicycles. In terms of travel plans, NLC are recommending the use of planning conditions to secure travel plans for the development.

The existing comments from ATE are noted. Most of the comments/matters raised can be dealt with through planning conditions and it is acknowledged that NLC Highways have no objections to the proposal. In terms of walking, wheeling and cycling, the application provides acceptable details of these arrangements within the site, and links to Kirton in Lindsey town centre and public transport links can be provided within the development. Travel Plans will also seek to reduce occupiers of the development's reliance on private vehicles and promote the use of cycling, walking and public transport. The proposed development is considered to

be acceptable in terms of active travel and therefore aligns with chapter 9 of the NPPF, policy CS25 of the CS and policies T1, T2, T6 and T8 of the NLLP.

## **Flood risk and drainage**

Policies CS19 of the CS and DS16 of the NLLP relate to flood risk; policies CS18 and CS19 of the CS, and DS14 of the NLLP, relate to drainage. The NPPF (section 14) is also relevant.

A flood risk and drainage assessment has been submitted with the application to assess the development's risk from flooding and the suitability of the site in terms of drainage. The LLFA, EA, Severn Trent Water (STW), Anglian Water (AW) and internal drainage boards have all been consulted on the proposals.

In terms of flood risk, the site is in flood zone 1 of the council's SFRA and is therefore at low risk of flooding. The flood risk assessment has considered all risks of flooding from fluvial flooding, surface water flooding, flooding from open drainage ditches, groundwater flooding, flood risk from existing water mains, flood risk from existing drainage/sewers, flood risk from proposed drainage/sewers, flooding from reservoirs, canals and other artificial sources. The report has concluded that there is no potential risk of flooding to the development and therefore there is no requirement for any flood mitigation measures. The LLFA, EA, AW and internal drainage boards (IDBs) are not objecting to the proposals in terms of flood risk and are not recommending planning conditions in that regard. STW has not responded to the consultation. In terms of flood risk, therefore, the proposal aligns with the NPPF, policy CS19 of the CS and policy DS16 of the NLLP.

With regard to drainage, the surface of the site is currently partially covered by impermeable paving, which is drained to a series of soakaways, and in some areas of the site there are combined surface water and foul sewers. The EA has confirmed that the application site is underlain by a principal aquifer (Lincolnshire Limestone) and is within the source protection zone of a nearby AW public supply borehole approximately 4.5 kilometres to the east. The EA has further confirmed that the proposed development site, due to its former use, presents a potential risk of contamination that could be mobilised during construction to pollute controlled waters. Having reviewed the various site investigations and risk assessment submitted with the application, the EA has recommended conditions requiring the submission of a remediation strategy and verification report to the council for approval and that no drainage systems for the infiltration of surface water to the ground are permitted other than with the written approval of the council.

Following concerns from the applicant over the EA's proposed pre-commencement contamination conditions and Environmental Protection's proposed contamination conditions which do not allow demolition to take place on the site without compliance with those conditions, the applicant has suggested three alternative conditions which will secure remediation on the site and a verification report, whilst allowing the buildings to be demolished. The EA and Environmental Protection agree to these proposed alternative conditions. The EA has also suggested a condition preventing the use of infiltration drainage measures unless it can be demonstrated that they do not pose an increased risk of mobilisation of contamination which may pollute controlled waters. It is recommended this condition is also included on any planning permission.

The submitted flood risk and drainage assessment confirms that the site can be suitably drained. It is proposed that surface water run-off from the majority of the new dwellings will be discharged to the ground using appropriately-sized soakaways. Approximately 20

residential dwellings will discharge surface water run-off directly into the main adoptable surface water drainage network. Surface water run-off from the road network within the development will be discharged to an appropriately-sized soakaway basin in the south-eastern corner of the site, with the highway drainage adopted by Independent Water Networks Ltd (IWNL), a private water company. This is shown on the full part of the application (for 130 dwellings). A pumping station will also be provided on the site as part of the full application adjacent to the storage basin (south-eastern corner of the site). The detailed design of the pumping station has not been submitted but can be controlled by planning conditions. The submitted flood risk and drainage assessment states that the responsibility for the operation and maintenance of the drainage network and SuDS for the development will therefore lie with IWNL. The domestic drainage will remain the responsibility of the individual householder.

The council's drainage team has assessed the submitted flood risk and drainage report and has held discussions with the applicant with regard to proposed surface water drainage proposals. The drainage team has confirmed that a detailed surface water drainage scheme will need to be submitted for approval prior to development commencing on the site. This scheme will need to consider existing surface water drainage issues and the comments of the EA with regard to infiltration (soakaways). These conditions will be imposed on the full part of the application, but will be worded to allow the buildings to be demolished and the site remediated before surface water details are submitted to the council for approval. It is considered, as part of the application is for outline consent, with layout reserved for subsequent consideration, and the number of dwellings proposed (up to 220) is flexible, that a condition to secure an acceptable drainage scheme is appropriate as the eventual layout can be designed to take account of and accommodate drainage infrastructure. The drainage scheme will have to be agreed with the council's drainage team, STW/IWNL and the EA prior to any dwellings being erected. This condition will ensure that an adequate surface water drainage scheme is secured and that there will be no unacceptable risk of flooding of the site, or adjacent land, as a result of the proposed development.

Foul waste water from the development will discharge to a new foul water sewer network which will be designed and built to meet the required standards. It is stated in the conclusion of the flood risk and drainage assessment that the new foul water sewer network will be adopted by IWNL. No objections have been raised by statutory consultees in respect of foul water, with no response from STW. Planning conditions will need to be used to secure acceptable foul drainage for the development prior to the occupation of dwellings on the site. All statutory consultees will be consulted on any foul drainage scheme submitted through a discharge of condition application. Subject to these conditions the proposal will align with policies CS18 of the CS and DS14 of the NLLP.

## **Heritage**

There are two grade II listed buildings within the former RAF site: the sector operations building, which is within the application site (outline part of the application), and the control tower, which is located on the adjacent hangar site to the south of the application site (off site). These two buildings are rare, well-preserved survivals with specific historic interest. Whilst these two buildings are the only designated heritage assets on or directly adjacent to the site, it has been confirmed by the council's Historic Environment Record (HER) that the other buildings on site are considered to be non-designated heritage assets due to their local historical and communal value. Most of these buildings have been altered over time and as such did not meet the criteria for national designation. The significance of the non-designated buildings on the application site, together with the adjacent aircraft hangars to the south of

the site, is further raised because they form part of the setting of the two listed buildings referred to above.

In addition to the military history of the application site, there are a number of archaeological findspots recorded on the airbase and airfield, and the surrounding area. These finds comprise artefacts of prehistoric and Roman date and appear to represent activity in proximity to the ancient track known as the Jurassic Way, which runs along the crest of the Lincolnshire Limestone edge and continues to be used today as the route of the B1398. Furthermore, the site of a Roman villa lies beside the track less than 1 kilometre from the development site. It is therefore considered that there is potential for archaeological remains dating from these periods to survive on the site, in the areas of green space where previous disturbance has been relatively shallow.

### ***Archaeology***

Turning first to archaeology, a Heritage Statement has been submitted with the application. Fairly limited archaeological evaluation in the form of trial trenching has taken place on the site. Archaeological features and evidence were recorded in some of the trenches indicating the potential for the survival of further remains in parts of the site that have not been investigated. The proposed development to demolish all the existing structures (apart from the listed building on the site), including the breaking up of the hard standing areas and redeveloping the entire site, will destroy any surviving archaeological remains as well as the RAF heritage that contributes to the significance of the two listed buildings. Measures to offset the substantial harm to non-designated heritage assets should be agreed with the planning authority prior to determination of this application.

Following this trial trenching, an archaeological mitigation strategy has been submitted to the council. These documents have been reviewed by HER. This strategy comprises a programme of work to further identify and preserve by record any remains in advance of demolition, and during landscaping and development. HER has assessed the archaeological mitigation strategy and considers it acceptable, and is now recommending conditions to ensure the implementation of the agreed mitigation strategy in accordance with a detailed written scheme of investigation (WSI) to be submitted and approved in advance of any development commencing on site.

In addition, conditions are recommended to ensure that public information boards that will describe and illustrate the heritage of the former RAF site are provided on the site and inside the listed building itself. This will allow the occupiers of the development, visitors and the general public to understand the heritage and historical significance of the site once the existing buildings have been removed. The proposal, in terms of archaeology, subject to the aforementioned conditions, would be in accordance with chapter 15 of the NPPF and local planning policies CS6 and HE9, and site-specific policy KIRH-3 of the HELA DPD.

Historic England's comments are acknowledged in relation to archaeology. Historic England considers that more work is required to explore and evaluate areas of archaeological potential. Additional work has now been carried out and an archaeological mitigation strategy for the site has been submitted which HER considers acceptable. Therefore, subject to the recommended conditions, the proposal is acceptable in terms of archaeology and complies with both national and local planning policies, and addresses Historic England's comments.

## ***Listed buildings and their settings***

A Heritage Statement has been submitted with the application, a demolition plan and a further report setting out the reasoning for not converting the existing H-blocks on the site to residential accommodation (flats) has also been submitted.

Historic England have expressed concerns about the removal of the existing buildings on the site. They consider that 'RAF Kirton in Lindsey represents an exceptionally complete example of a 1930's rearmament period airfield. The listed buildings sit in the context of the site as a whole and consideration should be given to the master planning of development based upon a sensitive and holistic response to the airfield's significance.' Great weight should be given to the conservation of designated heritage assets and special regard to the desirability of preserving the (listed) building or its setting, or any features of special architectural or historic interest which it possesses.

The 20<sup>th</sup> Century Society is objecting to the proposal. They are concerned that the 'Applicant proposes to demolish all the existing RAF buildings on the proposed redevelopment site, with the exception of the grade II listed operations block. The site's layout and its almost complete collection of wartime 'Expansion Period' RAF buildings are of considerable heritage significance. Their demolition would result in the loss of valuable and irreplaceable heritage assets. The demolition of these buildings would also result in the loss of the retained grade II listed buildings' original built context. While the hangars would be retained, the vast majority of the original site would be lost. The grade II operations block, on the immediate redevelopment site, would be particularly affected.' The 20<sup>th</sup> Century Society considers that greater effort could be made to retain the non-designated RAF buildings on the site and their designed landscape, particularly the parade ground, barracks blocks and messes. These buildings could be retained and adapted to provide the dwellings desired.

The council's conservation officer (CO) considers that the proposal will cause harm to the significance of all heritage assets within RAF Kirton in Lindsey and the 'total loss of the non-designated heritage assets must be considered as substantial harm to their significance.' The CO considers that the development in the setting of the listed sector operations building would completely and adversely change that setting, and the RAF base layout would no longer be readable. This almost total loss of historic context and setting must also be classed as substantial harm. The justification for this harm should be exceptional for the grade II listed building and a balanced judgement must be had regarding the scale of any harm or loss, and the significance of the non-designated heritage assets. The scheme will also not preserve the setting of the listed building as is required under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (PLBCAA).

Paragraphs 200 and 201 of the NPPF impose a requirement on applicants and local planning authorities to describe, identify and assess the significance of any heritage asset affected by a proposal.

Paragraph 203 states that in determining applications, local planning authorities should take account of:

- (a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- (b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

- (c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 205 states, when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).

The NPPF, at paragraph 206, states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification. Substantial harm to or loss of grade II listed buildings, or grade II registered parks or gardens, should be exceptional and at paragraph 207 it states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- (a) the nature of the heritage asset prevents all reasonable uses of the site; and
- (b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- (c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- (d) the harm or loss is outweighed by the benefit of bringing the site back into use (and the more important the asset, the greater the weight should be).

The NPPF is quite clear in paragraph 202 that if there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.

Paragraphs 209 and 210 of the NPPF are also relevant. Paragraph 209 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss. Paragraph 210 states that local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

Section 16(2) of the PLBCAA imposes a statutory requirement on local planning authorities to have special regard to the desirability of preserving a listed building or its setting, or any features of special architectural or historic interest which it possesses.

Through policies DS1 and HE5 of the North Lincolnshire Local Plan, the council seeks to ensure good design and the preservation, restoration and continued use of buildings of special architectural and historic interest. Policy CS6 of the Core Strategy promotes the effective management of North Lincolnshire's historic assets, and seeks to protect the character and setting of historic buildings.

In this particular case, the development will result in the loss of all the unlisted existing buildings on the site apart from the listed building (sector operations building). There is a high level of historic interest on the site and beyond as a Royal Air Force base of 1930's

rearmament period type which has survived intact since its creation, giving it an element of rarity. The key element of the RAF base's significance is in the group value of the constituent buildings, their shared layout and accompanying landscaping. The existing buildings are non-designated heritage assets and should be considered to be of moderate significance when balancing the historic interest, group value, layout and architectural interest.

The on-site sector operations building is listed grade II, and is of high significance and special interest. The building and landscape around the building contributes strongly to its setting as part of the former RAF base. The off-site grade II listed control tower is also of high significance and special interest. It sits outside the application site in an area used as an industrial estate of sorts, and is under separate ownership. The development site still forms part of this listed building's setting, regardless of any direct intervisibility, again being part of the wider RAF base.

The loss of the non-designated unlisted buildings on site would see the total loss of their significance, both individually and as a group. The loss would completely erode the setting of the sector operations building and to a lesser extent the control tower through the loss of the RAF base's layout, landscaping and character. The loss would be irreversible and final given the proposed residential development.

There is no doubt that the proposal will lead to harm to the significance of all the heritage assets within RAF Kirton in Lindsey. The CO considers (using the test set out in the National Planning Policy Guidance: Historic Environment Paragraph 018) that the total loss of the non-designated heritage assets must be considered as substantial harm to their significance. The CO also considers that, 'With regards development in the setting of the listed sector operations building, the setting would be completely and adversely changed, the RAF base layout would no longer be readable. This almost total loss of historic context and setting must also be classed as substantial harm.'

The applicant's Heritage Statement concludes that, 'the grade II listed sector operations building and blast walls at the former RAF Kirton in Lindsey will be preserved in situ on the western edge of the development. It is not considered that the technical buildings of the former RAF Kirton in Lindsey contribute to the significance of the listed building. Rather, it is assessed that the operations room which forms the centrepiece of the operations building would have had a more significant connection with staff working on the airside operations, represented by the hangars and grade II listed control tower preserved on the Hurricane Business Park, to the south of the study site. A visible connection with the hangars will be retained by the development to preserve that important historical association which is a feature of the listing designation for both the operations room and the control tower. It is assessed, therefore, that the development will result in less than substantial harm to the setting of the sector operations building and blast walls at the former RAF Kirton in Lindsey and no harm to the setting of the control tower. The proposed masterplan will result in the demolition of all of the standing buildings associated with the former RAF Kirton on the study site. The symmetrical layout, arranged around the central parade ground, will largely be lost. Although the buildings and layout are typical of the period, they are not considered rare, and their heritage significance is 'low', or 'local', based on their contribution to the lives and livelihoods of the occupants of Kirton in Lindsey. Consequently, it is assessed that the development will result in less than substantial harm to the non-designated built heritage assets at former RAF Kirton.'

The proposal will result in harm to all heritage assets within RAF Kirton in Lindsey. The unlisted non-designated buildings on the application site will all be demolished. It is very clear



from the submitted Heritage Statement and responses from the CO, Historic England and 20<sup>th</sup> Century Society that there will be harm to the significance of the grade II listed buildings on the RAF Kirton site due to the proposed development including loss of the unlisted buildings and the impacts this would have on the setting and context of the listed buildings. The proposal must now be assessed under paragraphs 206, 207 and 209 of the NPPF. It is also considered by the CO that the scheme will not preserve the setting of the listed building as is required under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and this matter also requires addressing.

In terms of paragraph 206 of the NPPF, clear and convincing justification is required for any harm to, or loss of, the significance of a designated heritage asset and should be exceptional. Paragraph 207 states, where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Paragraph 209 requires a balanced judgement to be had regarding the scale of any harm or loss and the significance of the non-designated heritage assets.

Paragraph 210 of the NPPF also directs local planning authorities to not permitting the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

The applicant has included a justification for non-retention of the H-blocks on the site. This includes if dwellings were designed in H-blocks, which would be flats, this would severely impact the viability of the scheme (the scheme is unviable for any financial contributions – see viability section below) and there is no market in this area for 4-bedroom flats, with no flats of this type on the market within in a 30 mile radius. In addition, the buildings contain asbestos, which needs to be removed, and the buildings themselves do not lend easily to modern conversion.

The proposed alternative proposal put forward by the applicant includes demolishing the existing structures and replacing them with 22 new build units arranged in the form of two H shapes on the outline part of the application site as shown on the submitted masterplan. The proposed units include a mixture of dwelling sizes, some of which have private gardens and some of which have shared communal space. The design of two H-blocks for residential dwellings on the outline part of the site can be obtained through planning conditions which, together with information boards, will inform residents and visitors of the historical context of this heritage site.

A visible connection with the hangars will be retained by the development to preserve the important historical association which is a feature of the listing designation for both the operations room and the control tower. A condition will be used to secure an acceptable plan for the management and maintenance of the listed sector operations building within the application site to ensure that the designated heritage asset is retained and a viable use secured. Significant landscaping and open space is proposed around the listed building as part of the full application, which will act as a buffer between the listed building and the residential development, protecting its immediate setting. Through any reserved matters application(s), open space and landscaping adjacent to northern and western areas of the listed building will be required to provide clear views of the two H-blocks. Conditions will also be used to secure information boards within the listed building and on the application site to explain the historical and heritage context. The materials for the 130 dwellings can be

conditioned and the materials for the 220 dwellings and commercial/community building will need to be submitted as part of any reserved matters application(s).

Furthermore, it must be noted that the application site is allocated under policy KIRH-3 of the HELA DPD for residential development of 300 dwellings. This policy does not explicitly state or suggest that the existing buildings on the site will need to be retained and converted to dwellings. The layout, scale and appearance of the development is reserved for subsequent consideration on the outline part of the application. A sympathetic design, which pays due regard to the designated heritage assets and the historic importance of the site, including the two H-blocks, will need to be agreed at reserved matters stage.

Paragraph 207 of the NPPF confirms that where a development will lead to substantial harm or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss.

In this instance the proposed development will generate significant public benefits by developing a redundant, highly contaminated site and delivering up to 350 dwellings and a commercial /community unit with associated benefits to the local economy, increasing levels of expenditure in local shops and services/facilities in Kirton in Lindsey, thereby increasing the vitality and viability of the town and making a significant contribution to housing targets. The site has not come forward for delivery since its allocation in the HELA DPD and lies dormant. The site has been made secure with on-site security, but still suffers from repeated vandalism and thefts. No applications have been submitted for residential development or any other development on the site since 2017. The development will also secure the retention and maintenance of the listed building on site, with a proper management plan to improve the access to and interpretation of this heritage asset. Planning conditions are also recommended to secure a notice board on the site to inform occupants and visitors of the heritage on the site and to create dwellings in two H-block layouts to ameliorate the impact on the setting of the listed building and provide further public understanding of the historical context of the site. Archaeological conditions are also proposed to identify and record archaeological remains.

For these reasons, and subject to the recommended conditions to mitigate the loss of heritage assets and impacts on the setting of the listed buildings, it is considered that the harm to the significance of both designated and non-designated heritage assets on and adjacent to the site, and the setting of the listed buildings, would be outweighed by the public benefits that would be generated by the proposed development.

Having due regard to Section 66 of the Planning Listed Buildings and Conservation Areas Act, this states, 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. In this case, the listed buildings on and off site are to be retained in situ. The management plan condition for the on-site listed building will ensure that this building is managed effectively, securing repair work so that the building will be preserved for future generations. Whilst there is an impact on the setting of the listed buildings caused by the development, these impacts can be mitigated to a certain extent by planning conditions, the landscaping around the on-site listed building, and the proposed two H-block designs sought on the outline part of the application.

The CO refers in his response to a contractual agreement being in place for redevelopment of the site once the buildings are demolished. This is set out in paragraph 204 of the NPPF. There is no contractual agreement currently in place for the redevelopment of the site. The applicant considers that the 'Requirement for a signed contract for the redevelopment of the application site to be in place before the demolition of the existing non-listed buildings would fundamentally undermine the viability and feasibility of the proposed development' for the following reasons:

- There are significant unknowns in respect to the ground conditions, which will not become apparent until the demolition of the buildings and remediation of the site. A developer will not bid for the site or will bid at such a low level that it would undermine the viability of the proposed development, without evidence that the ground contamination has been fully resolved. The contamination cannot be resolved until the non-listed buildings have been demolished.
- The application site contains a significant amount of complex underground infrastructure, including a water main and fibre cable that serve the surrounding developments, including the Hurricane Industrial Park. These services will need to be relocated prior to any development commencing on the site. However, they cannot be moved until the existing non-listed buildings have been demolished. Any developer is unlikely to enter into a contract to purchase the site until they know when they can realistically commence development, which is unlikely to be clear until the non-listed buildings are demolished and the underground infrastructure is satisfactorily relocated.
- There is currently limited appetite from developers to take on the whole site because of the level of risk that it would expose them to due to the perceived slow sale rates in this location. Therefore, the applicant is currently potentially looking to dispose of the site in phases or parts to different developers (if required). As a result, it is unlikely that a contract will be in place for the redevelopment of the whole site on the commencement of development. However, it would both be financially unviable and undesirable from a residential amenity perspective for the demolition of the existing buildings and remediation of the development to take place in multiple stages.
- The applicant is currently experiencing significant operational costs in terms of providing 24-hour security, as well as maintaining the building and the management of the asbestos on the site. The site has experienced a number of break-ins, as well as associated vandalism and theft from the existing building, over the last 12 months. These ongoing operational costs place a significant financial burden on the applicant and continue to undermine the overall financial viability of the proposed development and will continue to do so until the existing buildings are demolished.

In light of the above justification, the council considers that, in this exceptional case, in order for delivery on this large, contaminated, vacant site, a condition will not be used to secure a contractual agreement to be in place before the buildings are demolished. The applicant has confirmed that they have softly marketed the site and there is evidence of developer interest. It is within the applicant's interest to progress the finalisation of the sale contract as soon as practically possible as costs for demolition and remediation of the site are significant.

### **Ecology/biodiversity**

Chapter 15 of the NPPF, policies CS5 and CS17 of the CS, and policies LC5, LC6 and LC12 of the NLLP relate to ecological matters.

The council's ecologist, tree officer and Natural England have been consulted on the proposals. Natural England has no objections.

The planning application has been supported by protected species survey reports, including bat surveys, an ecological appraisal, and a biodiversity net gain report and metric (BNG). The preliminary ecological appraisal carried out in December 2022 confirmed that the main habitats present are:

- other woodland; broadleaved; plantation (UK habitat code: w1g; secondary code: 36)
- ornamental shrubbery (UK habitat code: u1; secondary code: 1121), hedgerows (UK habitat code: h2b) and flowerbeds (UK habitat code: u1; secondary code: 1150)
- modified grassland (g4)
- ruderal vegetation (UK habitat code: s1; secondary code: 17) and other neutral grassland (UK habitat code: g3c).

Invasive non-native species of Cotoneaster may be present. There is still no evidence of badgers, reptiles or great crested newts, though there is some potential. There is also potential for hedgehogs, brown hares, foraging and roosting bats, and nesting birds.

### ***Protected species***

Bat activity surveys were carried out in the summer of 2023. The council's ecologist has confirmed that the methods and surveys are acceptable but has noted that full emergence and re-entry checks were only carried out on two buildings which 'seems to be a low level of survey effort'. Various buildings on the site have been recorded as having potential for bats or to contain bat roosts. In addition to the roost records, various species of bat use the site. No tree roosts have been confirmed, but trees with moderate potential will require further checks prior to any felling or works that could affect potential roost features. The bat activity reports recommend that bat licensed works for buildings 38, 39 and 40 are required.

The council's ecologist considers that 'This is not sufficiently precautionary, given that roosts in other buildings have not been re-surveyed. Some form of licence will be required for works to all buildings where roosts have been identified unless a sufficient number of suitable emergence/re-entry surveys reveal likely absence of active roosts. All buildings with moderate potential, high potential and/or confirmed roosts should be subject to sensitive working practices, with particular attention paid to the eaves, soffits, air bricks and buildings with broken windows, given the nature of previous roost records.'

With bat roosts present, it needs to be considered to what extent the development can proceed without bats or bat roosts being affected. The proposal is to demolish buildings that support the bats, which would clearly result in the loss of a number of roosts. The local planning authority must therefore consider whether there are satisfactory alternatives to the proposal that would avoid the impact on bats and whether the scheme will provide overriding benefits in the public interest that would justify this impact. The scheme must also result in favourable conservation status in order for a European Protected Species licence to be granted for the works.

With regard to satisfactory alternatives, it should be noted that the site is allocated for residential development of 300 dwellings under policy KIRH-3 of the HELA DPD. The supporting text for this policy identifies that it is essential that this large site is brought back

into beneficial use as quickly as possible to prevent the site falling into a state of dereliction and causing blight to the entire area. It also identifies that the application site is heavily contaminated and considered to be incapable of redevelopment unless high value uses, such as residential, are proposed. In addition, due to the condition, layout and asbestos in the existing buildings, it is considered that their retention would not be viable and the applicant has provided robust justification on this matter within the submission. Furthermore, the site has been allocated as a housing site for 300 dwellings since 2016 and has not come forward for delivery largely due to the high abnormalities on the site, The housing allocation does not specifically state that the existing buildings on the site will need to be retained so there is an 'acceptance' within policy KIRK-3 that demolition will take place on the site to facilitate new residential development. For these reasons it is considered that there are no alternatives to the proposed residential development of the site. Leaving the site as it is will result in the deterioration of an important and prominent site and hinder the ability of the local planning authority to meet its housing delivery targets. Other (less valuable) uses are not considered to be viable due to the contaminated nature of the site.

Further to the above, it is considered that the proposed development will result in significant public benefits and that these benefits constitute overriding reasons for the proposal. These public benefits consist of the development of a derelict and contaminated site, the contribution of up to 350 dwellings towards meeting the council's housing delivery targets, benefits to the local economy as a result of the construction and occupation of the aforementioned housing, the provision of a commercial/community building on the site for occupiers of the dwellings to use and the retention and management of a designated heritage asset (sector operations building).

With regard to the conservation status of the site, the council's ecologist considers the destruction of transient roosts of two relatively common and widespread bat species to constitute medium impact. In terms of permanent mitigation, the 2023 bat activity report notes that bat boxes will need to be provided on at least 30 of the new dwellings. The council's ecologist considers that these mitigation measures will be adequate to pass the favourable conservation status test of licensing, and both bat and brick boxes will need to be installed on the site along with enhanced bat foraging habitat.

Natural England are the body responsible for granting European Protected Species (EPS) licences and will only grant a licence where the proposed mitigation is adequate to maintain the favourable conservation status of the two species. The council's ecologist has confirmed in his response that, with appropriate mitigation and biodiversity enhancement measures, it should be possible for this proposal to pass the favourable condition status test of EPS licensing. The ecologist anticipates that mitigation measures would include sensitive timing and approach to demolition, the provision of temporary bat roosting features during demolition, and the construction and provision of permanent bat roosting features in the new buildings. Planning conditions have been recommended to secure these mitigation measures and biodiversity enhancements. Subject to these conditions, it is considered that the proposed development is acceptable in terms of impacts on protected species and therefore aligns with policies CS17 of the CS and LC5 of the NLLP.

## **BNG**

A BNG report and metric has been submitted with the application. The council's ecologist has reviewed these reports and considers that, with amendments, the following results need to be applied to the development proposed:

- a net loss on site of 30.67 habitat units (-22.25%)
- a net gain on site of 5.174.83 hedgerow units (+ 657.68%).

Applying the mitigation hierarchy, mitigation and biodiversity enhancement should be provided on site as far as possible, with off-site delivery of habitat being a last resort to be taken only after on-site opportunities have been exhausted. This may mean that it is not possible to deliver 350 dwellings on site. The BNG report states, 'it will most likely be necessary for a financial contribution to be paid for off-site biodiversity offsetting to a habitat bank provider. This payment would be secured via a Section 106 Agreement, or similar. As a result, a net gain of 32.04 habitat units is required off-site, unless the proposal can be improved.'

In this case a viability appraisal has been submitted with the application. This has been independently assessed and it has been concluded that the proposal for up to 350 dwellings is not viable for any financial contribution and therefore only the provision for open space and maintenance of the open space is sought through a S106 agreement (see viability section below).

Firstly, for BNG to be provided on site would mean a substantial reduction of dwellings on the site, which, in all likelihood, would be well below its allocation for 300 dwellings set out in KIKH-3. The submitted viability appraisal is based on up to 350 dwellings and the scheme is not viable for any financial contributions. If the number of dwellings were to be reduced to attempt to provide BNG on site, any alternative residential scheme would also not be viable and could not be delivered. The developer, in the submitted BNG report, has concluded, 'Given the narrow dimensions of the site, and the financial viability of the development, there is insufficient available area within the site to achieve a net gain on site.' In terms of a financial contribution for off-site BNG, the site is not viable for any financial contribution and therefore an off-site financial contribution for BNG cannot be secured within an S106 agreement. Therefore, the scheme cannot deliver BNG which is contrary to policies CS5 and CS17, and the NPPF. Notwithstanding the above, planning conditions are proposed to secure biodiversity enhancements and management on the site. This lack of BNG will be discussed in the planning balance section of this report below.

### **Trees**

The submission included landscape plans for the full part of the proposal, a tree survey of existing trees and an arboriculture report. The submitted BNG report is also relevant. Policies CS5 and CS17 of the CS, and LC12 of the NLLP, specifically relate to trees. KIRH-3 specifically states that significant green infrastructure, landscaping and planting which enhances the site's exceptional circumstances is required in order that it reflects its highly visible open countryside location.

In terms of trees, the comments from the tree officer are noted. The proposal does involve the felling of a number of trees to facilitate the development. In total, 61 individual trees, a further 17 groups, and parts of 3 other groups are proposed for removal as part of the developments currently proposed. Sections of shrubs and hedges have also been identified for removal and are shown on the submitted tree report. Removals are all due to the construction requirements and land forming required to achieve the development. None of the trees are covered by a tree preservation order.

In response to the tree officer's comments an amended landscaping scheme has been submitted for the full aspect of the proposal (130 dwellings). For the outline part of the application (up to 220 dwellings) landscaping is a reserved matter and no landscaping details have been submitted at this stage.

In terms of the full application, the landscaping scheme shows the trees and hedges to be retained alongside new trees, hedging, a range of grasses, ornamental planting and shrub planting. Details for the protection of existing trees have been submitted with the application. No objections to the planting scheme have been received from any statutory consultees, although it is acknowledged that, within the public comments, it has been stated that trees and hedges should be retained. The loss of trees is noted, however the landscape plans show significant numbers of new trees to be planted along with new hedges, shrubs and grasses to mitigate the loss of trees and hedging on the site. Any development on this site would result in some loss of trees/hedges.

Planning conditions can be used to ensure existing trees shown to retained are protected during development for both the full and outline aspect of the proposal. Planning conditions are recommended to ensure that the submitted landscaping scheme for the full part of the proposal is carried out on the site and retained. These conditions will mitigate the loss of trees/hedging on the site. The proposal, in terms of trees, is acceptable and, subject to conditions, would align with KIRH-3, policies CS5 and CS17 of the CS, and policies LC12 and DS1 of the NLLP.

## **Design and impact on the character and appearance of the area**

### ***Full (130 dwellings)***

Policy KIRH-3 of the HELA DPD acknowledges the importance of the site due to its historical importance and position in the landscape and confirms that 'a high standard of design will be required' and 'significant green infrastructure, landscaping and planting which enhances the site's exceptional circumstances is required in order that it reflects its highly visible countryside location'. Furthermore, policy CS5 of the CS requires all new development in North Lincolnshire to be well designed and appropriate for its context and states that 'design which is inappropriate to the local area, or fails to maximise opportunities for improving the character and quality of the area, will not be acceptable'. The strategic housing policies of the CS (CS7 and CS8) are also relevant to this application.

The access to serve the 130 dwellings will be the existing access to the site which will be remodelled. Access into the site is enhanced by areas of soft landscaping which benefit from the retention of the existing mature trees creating a distinct point of entry. The house types are a mix of 2-, 3-, 4- and 5-bedroom dwellings, the housing mix broadly reflecting the council's Housing and Economic Needs Assessment 2020. The submitted viability assessment demonstrates that the financial viability of the proposed development is marginal. Therefore, the first phase of the development has been designed with a high proportion of higher value larger properties (3, 4 and 5 bedrooms) to generate sufficient value to deliver the enabling works required to deliver the proposed development, including demolition and site remediation works as well as the provision of utilities services and drainage infrastructure.

Public open space (POS) will be provided on the site. A drainage basin is proposed in the south-eastern corner of the site that will also be for POS. A LEAP in the form of woodland-style play equipment (details of which can be conditioned) will be provided on site close to

the site entrance adjacent to the listed building. The listed building on the site is to be maintained in situ with no works proposed within this application. A woodland/landscape pedestrian route and trim trail is proposed around the perimeter of the site. This follows the route of the former RAF assault course, which is a 'nod' to the historical use of the site. The walkways proposed around the perimeter of the site, within the landscape buffer area on the southern boundary, connect to the estate roads creating permeability with this part of the application site, with links shown to the outline part of the application site.

The overall density of the site is 26 dwellings per hectare. The KIRH-3 allocation specifies approximately 30 dwellings per hectare. Whilst the density is slightly lower than the density set out in KIRH-3, it is acceptable for this rural location as a significant amount of POS and green infrastructure will be provided on the site and a high number of trees and hedges are to be retained. The dwellings will be two-storey. Each dwelling will have a front and rear garden space and each plot will have its own car parking. Streets and housing have been arranged to create 'perimeter blocks' which clearly define public and private spaces. Where appropriate, housing is orientated to overlook areas of POS and landscaped areas. All houses are orientated so that the main entrance into the house fronts onto the street, which will promote active frontage and provide easy access into the house. A swale is proposed on the southern boundary, adjacent to the Hurricane Industrial Site; this is incorporated into the woodland walkway that runs around the perimeter of the site. The house types are a mix of 2-, 3-, 4- and 5-bedroom dwellings. Within the site the dwellings will be a mix of detached, semi-detached and terraces.

The dwellings have good detailing on them in the form of porches, bay windows, a canopy above the front door and gables on the front elevation. The dwellings will be constructed from red brick and roofs from slate grey concrete tiles. Windows will be white UPVC. Details of external materials can be conditioned to ensure some variety of materials within the site. Boundary fencing to gardens will be 1.8 metre high timber close-boarded fencing to secure privacy. The fencing details can also be conditioned. No allotments are proposed as part of the development as set out in KIRH-3. However, allotments have already been provided to the south of the site and are in use. Therefore, in terms of density, design and layout, the development is considered to be in character with the rural area and will therefore align with policies CS5, CS7 and CS8 and the housing allocation of KIRK-3.

### ***Outline (up to 220 dwellings and provision of a commercial/community building)***

This part of the application seeks outline consent, with appearance, scale, layout and landscaping reserved for subsequent consideration. Therefore, whilst an indicative masterplan is provided within the submission, the detailed design of this part of the scheme is not being considered at this time. A detailed design, including the layout of the development, the scale and appearance of the dwellings, and landscaping, will be presented to the local planning authority at reserved matters stage and considered at that time. The detailed layout for this part of the scheme will need to secure the two H-block designs within the site, as suggested by the council's conservation officer for heritage/historical purposes, and this will be obtained through the recommended planning condition. The listed building is within the outline part of the application and planning conditions will be used to secure a management plan for this building. Any reserved matters application will need to ensure that it is designed sensitively and sympathetically taking into account impacts on the setting of this building.



## **Amenity**

In terms of amenity for the full aspect of the application, the design and layout of the dwellings will not result in any demonstrable harm to the amenity of occupiers of the development. Each dwelling has adequate private amenity space and adequate separation distances between dwellings, and window openings are positioned to avoid overlooking. Planning conditions will be used to ensure all en-suite, WC and bathroom windows will be obscure glazed to safeguard privacy.

In terms of the outline application, the details of the layout, appearance, scale and landscaping will be submitted at reserved matters stage and assessed in more detail through that application. That said, the indicative layout does demonstrate that this part of the site could accommodate up to 220 dwellings, whilst safeguarding the amenity of occupants.

The commercial/community building will need to be sensitively designed and careful consideration given to its location on the site to ensure that it will not cause harm to occupiers of the development. This will need to be addressed within any reserved matters submission. A series of planning conditions are proposed with reference to this building to ensure its use, operating hours and deliveries are restricted, and requiring full details of the building's servicing and car parking arrangements, and the plant and equipment to be installed in/on the building, to be submitted to the council for approval. The floor area of this building will be restricted to 600 square metres.

With regard to impacts on the residential amenity of adjacent dwellings, due to the location of the site, together with its boundary treatment and landscape buffers, and taking into account its use as an RAF barracks, the proposal will not result in any demonstrable loss of amenity to adjacent properties.

The proposal, in terms of amenity, would align with policies CS5 of the CS, and H5 and DS1 of the NLLP.

## **Environmental matters**

### ***Contamination***

Policy DS7 of the North Lincolnshire Local Plan is concerned with contaminated land. Historically the site was used as an RAF base which comprised barracks, parade square, support services, administrative buildings, water tower, training buildings, maintenance garages and several above-ground storage tanks. Prior to the site being used as an RAF base, historical mapping indicates the site and adjacent areas were fields.

Contamination assessments and site investigations have been submitted with the application. Both Environmental Protection (EP) and the EA have been consulted on this information. The site is within source protection zone 2 and located upon a principal aquifer. The EA is concerned over risk to controlled waters. EP is also concerned about the potential for contamination below existing buildings which are yet to be demolished. Both EP and the EA requested slightly different planning conditions in relation to contamination. After discussions, a set of conditions has been agreed with EP and the EA which satisfy both parties concerned and will allow the buildings to be demolished and further contamination assessments to be submitted after demolition takes place, together with a remediation scheme followed by the submission of a validation report. These conditions will be imposed on both the full and outline parts of this application.

An asbestos survey has also been submitted, asbestos having been found in 35 of the 45 buildings surveyed. The asbestos removal process will be fully supervised by a specialist contractor and carried out under strict accordance with relevant legislation. On completion, the works will be verified to ensure that all asbestos-containing material has been removed and there is no residual risk for the proposed future use of the site. No specific remediation with regard to asbestos in the ground is proposed. During remediation, validation sampling will be undertaken in the area of CWS22 where asbestos has previously been identified to ensure soils are free from asbestos. Environmental Protection have proposed a planning condition to ensure that waste transfer notes, following the removal and disposal of asbestos, are sent to the local planning authority to demonstrate correct disposal. This condition will be imposed on both the full and outline parts of this application.

Subject to the imposition of the conditions outlined above, the proposal is acceptable with regard to contamination/remediation and verification and would align with policy DS7 of the NLLP.

### ***Air quality***

Policy CS18 of the CS is concerned with sustainable resource use and climate change. Its purpose is to promote development that utilises natural resources as efficiently and sustainably as possible.

Two points of this policy are relevant: (10) ensuring development and land use helps to protect people and the environment from unsafe, unhealthy and polluted environments, by protecting and improving the quality of the air, land and water; and (12) supporting new technology and development for carbon capture and the best available clean and efficient energy technology, particularly in relation to the heavy industrial users in North Lincolnshire, to help reduce CO2 emissions.

An air quality assessment has been submitted with the application which considers the air quality impacts from the construction phase, operational phase and the suitability of the site for residential development. In relation to construction vehicle emissions, the assessment has referenced the EPUK & IAQM Land-Use Planning & Development Control: Planning for Air Quality Guidance which indicates development that increases the annual average daily heavy duty vehicle (HDV) traffic flows by more than 25 within or adjacent to an AQMA and more than 100 elsewhere should be considered further. The site is not opposite an AQMA and the results of the Highways and Access Assessment indicates that the aforementioned EPUK & IAQM thresholds are not expected to be exceeded for any individual road during the construction phase. Therefore, construction vehicle exhaust emissions have not been assessed further.

An assessment of the potential dust impacts from the construction phase has been undertaken in accordance with IAQM's Guidance on the assessment of dust from demolition and construction. The assessment concludes that the overall risk is deemed to be 'medium'. The assessment then includes a list of mitigation measures within Section 7, which, if implemented, will reduce the potential impact to 'not significant.'

EP have therefore requested planning conditions restricting construction, demolition and site clearance and the submission of a CEMP. These conditions will be imposed on both the full and outline parts of this application and therefore the proposal will align with policies CS18 of the CS, and DS1 and DS11 of the NLLP.

## **Noise**

It is acknowledged that some noise and disturbance will be experienced during the construction of the development and that, due to the scale of the proposed development, this could take place over a significant period of time. However, this type of disturbance is generated by almost all new developments and is limited to the construction phase only. The council's Environmental Protection Officer has recommended conditions restricting hours of construction operations and to secure an acceptable construction environmental management plan providing mitigation measures in relation to noise, vibration, dust and lighting during demolition and construction operations. It is considered that the recommended conditions will mitigate the impacts of the construction phase on neighbouring properties to an acceptable level.

Objections/concerns have been raised by Sport England (SE), the British Gliding Club (BGA), Trent Valley Gliding Club and General Aviation Awareness Council (GAAC) with regard to noise from the Trent Valley Gliding Club impacting the proposed dwellings. In response, the applicant has submitted a number of technical notes to address these objections/concerns. SE and BGA consider insufficient information has been submitted to assess the impact of noise and that the proposed development has the potential to be at risk from noise from use of the adjacent airfield from gliding. This has the potential to constitute a noise nuisance under Environmental Health legislation. If this is not properly addressed and mitigated it could prejudice the use of the adjacent site for gliding, which is identified as a significant area for sport (SAPS). There are also concerns over noise from the industrial units to the south of the application site and from the B1400.

Dealing first with the issue of noise from the gliding club operations, the proposal does not conflict with policy CS23 of the CS as it does not involve the loss of the gliding club facility, which is located on a separate parcel of land outside the application site. In terms of the NPPF, paragraph 193 is relevant which states, 'Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.' In this case a noise report and various technical notes have been submitted in relation to noise from the gliding club. In response to the latest technical note, Environmental Protection are not objecting to the proposal, but require further clarification on both take-off patterns for the gliding club. At the time of drafting this committee report the applicant's noise consultant is in the process of addressing these concerns and a verbal update will be provided at planning committee on this matter.

In terms of the adjacent Hurricane Industrial Estate, Environmental Protection have no issue from noise generated by the development on the occupiers of the new dwellings and the proposed new dwellings will not place any unreasonable restrictions on existing businesses on the Hurricane Industrial Estate in terms of noise. In terms of the noise impacts in this regard, the proposal would align with paragraph 193 of the NPPF, policy CS5 of the CS and policy DS11 of the NLLP.

In terms of the commercial/community unit, this is located within Phase 2 of the development. For the outline part of the proposal (Phase 2) the scale, layout and appearance of dwellings

and the commercial/community unit is not known at this time. However, the site is separated from the nearest residential properties by the B1400 and B1398, and has previously been developed and used as part of a functional RAF base and military barracks. Therefore, whilst the final layout and design of the proposal is not known or being assessed at this stage, it is considered that the site is appropriate for residential development. Subject to an acceptable design and layout being forthcoming at the reserved matters stage, the development of up to 220 dwellings on the site and a commercial/community unit could be achieved with no unacceptable impact on the amenity of neighbouring residential properties. To safeguard the amenity of occupiers of the development, planning conditions will be used to control hours of operation, deliveries, servicing, the uses Class E(a) and/or F2 (a and b), and details of any plant and equipment for the proposed commercial/community building, for example.

### **Viability and S106 agreement**

Policy CS27 is concerned with planning obligations and states that where a development proposal generates an identified need for additional infrastructure, North Lincolnshire Council will, through the negotiation of planning obligations pursuant to Section 106 of the Town & Country Planning Act 1990 and in accordance with guidance set out in Circular 05/2005, seek obligations that are necessary to make proposals acceptable in planning terms. The tests for planning obligations are set out in Part 11, section 122 of the Community Infrastructure Levy Regulations 2010 (as amended). It states: (2) A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is: (a) necessary to make the development acceptable in planning terms; (b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development. The legal test is also set out in planning policy under paragraph 57 of the National Planning Policy Framework 2023.

### ***Affordable housing***

Policy CS9 is concerned with affordable housing and requires schemes for new residential housing in market towns to contribute 20% of the scheme for affordable tenure. Ideally 70% of affordable housing supplied should be for rent and, where possible, the housing should be provided on site, but an off-site contribution may be acceptable in certain circumstances. Under policy CS9, the site requires 20% of the total number of dwellings to be provided on the site to be affordable. Based on up to 350 dwellings, this will equate to up to 70 affordable dwellings on the site.

### ***Education***

The education department has requested a contribution of £3,846 per market dwelling towards the primary school in Kirton in Lindsey.

### ***Recreation***

A total contribution of £310,064 is required if this application is successful towards the anticipated costs, which are broken down as follows:

- £66,049 towards outdoor infrastructure improvements to sites within the local area to meet the increase in demand that an additional population growth of 652 residents would create
- £244,015 would be required to support facility based infrastructure improvements, again based on a population growth of 652 residents in North Lincolnshire.

### ***Informal open space***

For a development of this size, 10 square metres per dwelling of informal open space is required on site. Based on the provision of 3,500 square metres, the council would request a contribution of £102,459.00 to cover the maintenance of the land for a period of 10 years. This figure may increase once a measurement has taken place, if the open space exceeds 3,500 square metres.

This maintenance fee covers the cost of all open space and grounds maintenance works on the site but does not include the SUDs drainage pond.

If the open space is to be maintained by a private management company, then no contribution will be requested. The details of the management company should be submitted to the council.

### ***Area of play***

For a 350-dwelling development, the council would request the equivalent of four local equipped areas of play (LEAPs) on site, totalling 20 pieces of equipment. It is recommended that the four required play areas are combined into one larger play area on the site. For the council to adopt and maintain these areas of play, a contribution of £216,424.00 will be requested for ongoing maintenance.

Alternatively, the area of play could be transferred into a management company and no contribution would be payable to the council. Details of the management company should be submitted to the council, however.

### ***Biodiversity***

A biodiversity net gain must be secured on site; if this cannot be done through conditions on site, it will need to be included in a section 106 agreement.

### ***Health***

NHS North Lincolnshire Health Care Partnership have requested consideration be given to Section 106 funding in relation to the planning application for 350 dwellings. The nearby surgery (Kirton Lindsey Practice) is already under pressure due to limitations with space at both their practices in Scotter and Kirton in Lindsey. Any increase in new housing is likely to impact on requests for new patient registrations, potentially increasing the list size and demand for clinical services. We suggest the methodology used to determine a suggested amount of S106 funding is used from the Local Plan Housing and Primary Care Analysis, which uses a rate of £864.03 per market dwelling. The practice are already developing proposals for an extension and internal reconfiguration works to the surgery building at Kirton in Lindsey, to provide additional space for delivery of primary care services, and to potentially provide space for the delivery of some wider community services, which will benefit local patients. Should the request for S106 funding be successful, it would be used towards the proposed works at the Kirton Lindsey surgery building, retaining services in the local community through maximising space for clinical service delivery within the existing building. Whilst this is just one housing development in the local area, the cumulation of all new housing proposed is adding to the pressures already faced by the practice. It is felt that the request is reasonable and at a scale proportionate to the application, and will provide necessary development of the local GP surgery to continue delivery of primary care service for local patients.

## ***Public transport***

The public transport team are in discussions with a private bus provider to divert an existing bus service through the new development. This diversion would be funded by S106 money to ensure sustainable transport methods are available to new residents of the development.

## ***Drainage***

The SUDs drainage pond should be transferred into and maintained by a private management company. This should be secured within the S106 agreement to ensure it remains within a management company for perpetuity.

## ***Viability***

Paragraph 57 of the NPPF states, 'It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case.' Within policy CS27 (Planning obligations), the supporting text for this policy states, 'It is important that development costs, including the cost of implementing planning obligation agreements, should not prejudice development that supports North Lincolnshire Council's aspiration to see the regeneration, improvement and revitalisation of the area. If it is claimed that a development is unable to support the costs of a planning obligation (other than those essential to allow the development to proceed) then this could be the subject of negotiations. In such cases, the developer will have to demonstrate non-viability via an 'open book' approach.'

The applicant has concerns that the S106 contributions required would make the scheme unviable. As a result the applicant has submitted a viability report. This has been independently assessed by a professional expert in this field who has concluded that the scheme is unable to support any affordable housing or any financial gain contributions. Therefore, the only S106 recommended is for the provision of open space and maintenance on the site secured through a unilateral undertaking (UU).

It is acknowledged that the development will not result in any contributions (except open space) to mitigate the impacts of the development. The site has been allocated for housing since 2016 and has not seen delivery largely due to the high abnormal costs of the site (including demolition of the buildings and remediation) and due to the site constraints. The provision of up to 350 homes on this allocated housing site, which is a brownfield site, would provide a very high number of dwellings, contributing positively to the council's housing land supply and providing a mix of housing types to meet the needs of the residents of North Lincolnshire. The development would bring this vacant site back into use and allow the buildings that are in a poor state of repair and contain asbestos to be demolished and the site remediated so it is safe for human habitation. The new dwellings would support the existing services and facilities in Kirton Lindsey. The proposed commercial/community building would further improve the sustainability of the development for residents, reducing the need to travel by private vehicle. The development proposed (full) is a high quality development appropriate to its context and there will be an opportunity to seek a similar development on the outline part of the application through any subsequent reserved matters application. In terms of heritage, the existing listed building is to be retained in situ within the site and will be secured by a management plan to avoid further decay to this building. Archaeology will be investigated and recorded and information boards will be installed on the site and inside the listed building to inform residents, visitors and the public of the site's history and heritage.

Therefore, on balance, the removal of the S106 contributions, apart from the provision of open space and maintenance on the site, will allow for the delivery of this residential scheme on this brownfield, vacant site which will provide significant overarching benefits to Kirton Lindsey and to North Lincolnshire. The long-term future of the site for residential development will be secured. The scheme therefore complies with the relevant policies in the NPPF and Core Strategy, which confirm that there can be flexibility with regard to obligations that would make a scheme financially unviable.

### **Other matters**

Comments made by Kirton Lindsey Town Council and the Kirton Town Society, and in the public comments, are noted. The matters raised have been addressed in the relevant sections of this committee report.

### **Planning balance and conclusion**

This hybrid application seeks outline planning permission for up to 220 dwellings, together with a building for commercial or community use, with all matters reserved for subsequent consideration apart from access, and full planning permission for 130 dwellings, two points of access, part of the spine road, provision of a pumping station and substation, engineering and ancillary works, demolition of an existing building (with the exception of a listed building) and creation of development platforms throughout the whole site.

The proposal does involve the loss of a number of trees; however, significant tree and shrub planting is proposed on the site as part of the full application which will be conditioned. A robust landscaping scheme, including details of trees and hedges to be retained on the site, for the outline aspect of the application will be obtained through the submission of any reserved matter application(s). It is noted that BNG cannot be provided on the site. If the scheme were to be amended to significantly reduce the number of dwellings in order to provide BNG on the site, due to the viability of the site, then the delivery of dwellings could not be achieved. The site, through its housing allocation KIRK-3 has an allocation for 300 dwellings. Overall, a net gain of 32.04 habitat units is required off site. However, as the site is not viable for any S106 financial contributions, an off-site BNG contribution cannot be secured. Therefore, although the development will not secure BNG, biodiversity enhancements can be secured through planning conditions. Public open space (POS) for occupiers of the development will be secured on the site through the S106 agreement. Planning conditions will be used to secure full details of the LEAP on the site providing play/fitness facilities for residents.

The proposal will result in substantial harm to the setting of designated and non-designated heritage assets. However, for the reasons set out in the heritage section of this report, it is considered that the significant public benefits that will be generated by the development would outweigh this harm.

The site is allocated for residential development as part of the adopted development plan and its development would make a significant contribution towards meeting housing delivery targets. A mix of housing types and designs are proposed which will provide housing for the residents of North Lincolnshire. Dwellings will be constructed using modern sustainable building techniques. The site is in a sustainable location and improvements to public transport links and the provision of a modest commercial/community building on the site will improve the sustainability of the site further.

Occupiers of the development will also support the existing services and facilities within Kirton Lindsey, improving the vitality and viability of the town. Furthermore, the proposed development will make efficient use of a prominent derelict site that has been suffering from vandalism despite on-site security. The proposed development will secure the long-term retention of the grade II listed building on site. As outlined above, there will be no unacceptable impacts with regard to highway safety, amenity, drainage, ecology or contamination subject to planning conditions to mitigate these any impacts identified. A verbal update on the impacts on TVGC will be provided as further clarification on take-off patterns is required. It should be noted that Environmental Protection are not objecting to the proposal in terms of noise.

Therefore, subject to the recommended conditions and a section 106 agreement to secure public open space and maintenance on the site, it is considered that the proposal is acceptable and this application should be supported.

## **RECOMMENDATION**

**Subject to the completion of a formal agreement under Section 106 of the Town and Country Planning Act 1990 (or other appropriate legislation) providing for the provision and maintenance of open space within the development, the committee resolves:**

- (i) it is mindful to grant full planning permission for 130 dwellings, two points of access, part of the spine road, provision of a pumping station and substation, engineering and ancillary works, demolition of an existing building (with the exception of a listed building) and the creation of development platforms throughout the whole site, and outline planning permission for up to 220 dwellings and a building for commercial and/or community use with all matters reserved for subsequent consideration apart from access;**
- (ii) the decision be delegated to the Development Management Lead upon completion of the obligation;**
- (iii) if the obligation is not completed by 6 July 2024 the Development Management Lead be authorised to refuse the application on grounds of lack of open space on the site;**
- (iv) the full planning permission so granted be 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 P4481-SPA-XX-ZZ-DR-A-20 010
- Proposed Site Plan – Hybrid P4481-SPA-XX-ZZ-DR-A-20 021 Rev N



- Proposed Site Plan – Phase One P4481-SPA-XX-ZZ-DR-A-20 023 Rev P
- House Type 2B-789 AS/OP Plans P4481-SPA-XX-ZZ-DR-A-20 041
- House Type 3B-897 AS/OP Plans P4481-SPA-XX-ZZ-DR-A-20 042
- House Type 3B-982 AS Plans P4481-SPA-XX-ZZ-DR-A-20 043
- House Type 4B-1418 AS Plans P4481-SPA-XX-ZZ-DR-A-20 046
- House Type 4B-1710 AS Plans P4481-SPA-XX-ZZ-DR-A-20 047
- House Type 3B-982 OP Plans P4481-SPA-XX-ZZ-DR-A-20 048
- House Type 3B-1015 OP Plans P4481-SPA-XX-ZZ-DR-A-20 049
- House Type 4B-1245 OP Plans P4481-SPA-XX-ZZ-DR-A-20 050 Rev A
- House Type 4B-1418 OP Plans P4481-SPA-XX-ZZ-DR-A-20 051
- House Type 4B-1710 OP Plans P4481-SPA-XX-ZZ-DR-A-20 052
- Double Garage Plans P4481-SPA-XX-ZZ-DR-A-20 055
- Phase One Proposed St Sections P4481-SPA-XX-ZZ-DR-A-20 056 A
- Development Platform P4481-SPA-XX-ZZ-DR-A-20 058 Rev E
- Demolition Plan P4481-SPA-XX-ZZ-DR-A-20 060
- Landscape Design Plan 2 P4481 TER XX ZZ DR L 0002 Rev G Ph1
- Landscape Design Plan 3 P4481 TER XX ZZ DR L 0003 Rev G Ph1
- Landscape Design Plan 5 P4481 TER XX ZZ DR L 0005 Rev G Ph1
- Planting Schedule P4481 TER XX ZZ DR L 0006 Rev G Ph1
- Tree Protection Plan JSL4681-721-P03.

Reason

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

3.

No development (excluding demolition, archaeological investigation/works, services diversions and any development platforms/land remediation/ground improvement works) shall take place until details of the within-highway works identified on drawing number L15148PD-001, including the timings for these within-highway works, have been submitted to and approved in writing by the local planning authority.

Reason

In the interests of highway safety.

4.

No more than 30 dwellings shall be occupied on the site within Phase 1 (130 dwellings) until such time as all within-highway works and timings approved by condition 3 above have been completed to the satisfaction of the local planning authority.

Reason

In the interests of highway safety.

5.

No development shall commence (excluding demolition, archaeological investigation, services diversions and any land remediation/ground improvement works) until details showing a suitable arrangement on the primary internal spine road to cater for two-way bus movements and adequate bus stop facilities at appropriate locations along the internal bus route have been submitted to and approved in writing by the local planning authority.

Reason

To ensure that the development is accessible by public transport in accordance with policies T2 of the North Lincolnshire Local Plan and CS25 of the North Lincolnshire Core Strategy.

6.

No dwelling on the primary spine road and no more than 30 dwellings on the site (Phase 1 – 130 dwellings) shall be occupied until such time as all works to provide bus stops approved by condition 5 above have been completed.

Reason

To ensure that the development is accessible by public transport in accordance with policies T2 of the North Lincolnshire Local Plan and CS25 of the North Lincolnshire Core Strategy.

7.

No development shall commence (excluding demolition, archaeological investigation, services diversions and any development platforms/land remediation/ground improvement works) until details of:

- (i) the location and layout of the vehicular access; and
- (ii) the number, location and layout of the vehicle parking space(s) within the curtilage of the site;

have been submitted to and approved in writing by the local planning authority.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

8.

No loose material shall be placed on any driveway or parking area within 10 metres of the adopted highway unless measures are taken in accordance with details to be submitted to and approved in writing by the local planning authority to prevent the material from spilling onto the highway. Once agreed and implemented these measures shall be retained.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

9.

No dwelling on the site shall be occupied until the vehicular access to it and the vehicle parking spaces serving it have been completed and, once provided, the vehicle parking spaces shall be retained.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

10.

No dwelling served by the private driveway shall be occupied until it has been constructed in accordance with details including:

- (i) the proposed method of forming access from the highway, including the required visibility splays;
- (ii) the method of constructing/paving the drive;
- (iii) the provision of adequate drainage features;
- (iv) the provision of suitable bin collection facilities adjacent to the highway;
- (v) the provision of suitable lighting arrangements; and
- (vi) the provision of street name plates that shall include the words 'Private Drive';

which have been agreed in writing by the local planning authority. Once constructed the private driveway shall be retained.

#### Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

#### 11.

Works shall not commence on site until wheel-cleaning facilities, in accordance with details to be submitted to and approved in writing by the local planning authority, have been provided within the curtilage of the site, and such facilities shall be retained for the duration of the works.

#### Reason

To prevent material being deposited on the highway and creating unsafe road conditions.

#### 12.

No development shall commence (excluding demolition, archaeological investigation, services diversions and any development platforms/land remediation/ground improvement works) until details of:

- (i) the layout, drainage, construction, services and lighting of the proposed access road, including the junction with the adjacent highway; and
- (ii) the number and location of vehicle parking space(s) on the site;

have been submitted to and approved in writing by the local planning authority.

#### Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

#### 13.

No dwelling on the site shall be occupied until the access road has been completed to at least base course level and adequately lit from the junction with the adjacent highway up to the access to the dwelling.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

14.

No other works shall be commenced on the site until the access road junction with the adjacent highway, including the required visibility splays, has been set out and established and thereafter retained.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

15.

No dwelling on the site shall be occupied until the footway has been constructed up to base course level from the junction with the adjacent highway to the access to the dwelling.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

16.

The penultimate dwelling on site shall not be occupied until the access roads have been completed.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

17.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 (or any order revoking and re-enacting that order with or without modification), no development shall take place within any service strip adjacent to any shared surface road, and any planting or landscaping within this service strip shall be of species which shall be agreed in writing with the local planning authority prior to planting.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

18.

No development shall take place until a construction phase traffic management plan showing details of:

- (i) a pre/post construction condition survey of the carriageway to identify any defects and how they will be rectified;
- (ii) all associated traffic movements, including delivery vehicles and staff/construction movements;

- (iii) any abnormal load movements;
- (iv) contractor parking and welfare facilities;
- (v) storage of materials; and
- (vi) traffic management requirements, including the means of controlling the deposition of mud onto the adjacent highway, along with appropriate methods of cleaning the highway, as may be required;

has been submitted to and approved in writing by the local planning authority. Once approved the plan shall be implemented, reviewed and updated as necessary.

#### Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

#### 19.

Within 6 months of the occupation of the first dwelling on the site (Phase 1 – 130 dwellings) the residential travel plan shall be submitted to and approved in writing by the local planning authority. Once operational, the plan shall be implemented, reviewed, updated and amended as necessary for 10 years from the date of first occupation. The residential travel plan shall include details of:

- residential travel plan co-ordination, including name, contact details, job description, weekly hours and annual budget for promotion, publicity and monitoring;
- details of how sustainable transport, such as walking, cycling and public transport, will be promoted;
- a monitoring strategy.

#### Reason

To ensure sustainable transport for the site in perpetuity in accordance with policy CS25 of the Core Strategy.

#### 20.

No development shall commence (excluding demolition, archaeological investigation/works, services diversions and any development platforms/land remediation/ground improvement works) until a detailed surface water drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall be based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development. This must be based upon the submitted Flood Risk and Drainage Assessment 48383-Rp001-Rev D and Proposed Drainage Layout KiL-AWP-ZZ-XX-DR-C-4103-P4.

The drainage scheme shall demonstrate that surface water run-off generated up to and including the 1 in 100-year critical storm (including an allowance for climate change which should be based on current national guidance) will not exceed the run-off from the existing site. It shall also include details of how the resulting completed scheme is to be maintained and managed for the lifetime of the development which shall include the arrangements for

adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime so that flood risk, both on and off the site, is not increased. SuDS must be fully considered in accordance with current PPG guidance. Reference should be made to North Lincolnshire Council's SuDS and Flood Risk Guidance Document. Should infiltration not be feasible at the site, alternative sustainable drainage should be used, focusing on above-ground solutions.

#### Reason

To prevent the increased risk of flooding to themselves and others, to improve and protect water quality, and to ensure the implementation and future maintenance of the sustainable drainage structures in accordance with policy DS16 of the North Lincolnshire Local Plan, policies CS18 and CS19 of the North Lincolnshire Core Strategy, and paragraphs 165 to 175 of the National Planning Policy Framework.

21.

The drainage scheme shall be implemented in accordance with the approved submitted details required by condition 20 above, completed prior to the occupation of any dwelling or building within each phase or sub-phase of the development on site, and thereafter retained and maintained in accordance with the scheme for the life of the development unless otherwise agreed in writing with the local planning authority.

#### Reason

To prevent the increased risk of flooding to themselves and others, to improve and protect water quality, and to ensure the implementation and future maintenance of the sustainable drainage structures in accordance with policy DS16 of the North Lincolnshire Local Plan, policies CS18 and CS19 of the North Lincolnshire Core Strategy, and paragraphs 165 to 175 of the National Planning Policy Framework.

22.

No development shall commence (excluding demolition, archaeological investigation/works, services diversions and any development platforms/land remediation/ground improvement works) until details showing an effective method of preventing surface water run-off from hard paved areas within the site onto the highway have been approved in writing by the local planning authority. These facilities shall be implemented prior to the access and parking facilities being brought into use and thereafter so retained.

#### Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan, policies CS18 and CS19 of the North Lincolnshire Core Strategy, and paragraphs 165 to 175 of the National Planning Policy Framework.

23.

No works shall commence on the pumping station and substation until details of its layout, design and appearance have been submitted for approval by the local planning authority. Thereafter only the approved scheme shall be constructed on the site and retained.

#### Reason

In the interests of visual amenity.

24.

No development shall commence (excluding demolition, archaeological investigation/works, services diversions and any development platforms/land remediation/ground improvement works) unless a scheme for the disposal of foul water has been submitted to and approved in writing by the local planning authority. No dwelling shall be occupied unless it is connected to the approved drainage system.

Reason

To ensure a satisfactory foul drainage scheme for the site in accordance with policy DS14 of the North Lincolnshire Local Plan.

25.

No development shall commence on site (excluding demolition, development platforms and any preparatory works necessary to complete characterisation of site contamination) until an assessment of the nature and extent of contamination has been submitted to and approved in writing by the local planning authority. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include:

- (i) a survey of the extent, scale and nature of contamination; and
- (ii) an assessment of the potential risks to:
  - human health;
  - property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes;
  - adjoining land;
  - groundwaters and surface waters;
  - ecological systems;
  - archaeological sites and ancient monuments.

Reason

To ensure the site is safe for future users and construction workers and to ensure that the development does not contribute to and is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in accordance with paragraph 180 of the National Planning Policy Framework.

26.

No development shall commence on site (excluding demolition, development platforms and any preparatory works necessary to complete characterisation of site contamination) until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property, and the natural and historical environment has been submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options and proposal of the preferred option(s), and a timetable of works and site management

procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

#### Reason

To protect future users and construction workers and to ensure that the development does not contribute to, nor is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with policies DS7 and DS15 of the North Lincolnshire Local Plan, and paragraph 180 of the National Planning Policy Framework.

27.

The approved remediation scheme shall be implemented in accordance with the approved timetable of works. A validation report (that demonstrates the effectiveness of the remediation carried out) shall be submitted to and approved by the local planning authority prior to the first occupation of the first dwelling on the site.

#### Reason

To ensure that the site does not pose any further risk to the water environment in accordance with paragraph 180 of the National Planning Policy Framework and to safeguard human health.

28.

Waste transfer notes following removal and disposal of any asbestos materials on the site shall be sent to the local planning authority to demonstrate correct disposal.

#### Reason

To ensure that risks from asbestos to highways, the environment, future users of the land and neighbouring land are minimised, to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors.

29.

No drainage systems for the infiltration of surface water drainage to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

#### Reason

To ensure that the development does not contribute to, nor is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with policies DS7 and DS15 of the North Lincolnshire Local Plan, and paragraph 180 of the National Planning Policy Framework.

30.

Construction, demolition and site clearance operations shall be limited to the following days and hours:

- 8am to 6pm Monday to Friday
- 8am to 1pm on Saturdays.



No construction, demolition or site clearance operations shall take place on Sundays or public holidays.

HGV movements shall not be permitted outside these hours during the construction phase without prior written approval from the local planning authority.

Installation of equipment on site shall not be permitted outside these hours without prior written approval from the local planning authority.

#### Reason

To protect residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

31.

No stage of the development hereby permitted shall commence until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include the following, and all recommendations made in Section 7 of report reference JAR03352as a minimum:

- (i) Noise and vibration – The CEMP shall set out the particulars of:
  - (a) the works, and the method by which they are to be carried out;
  - (b) the noise and vibration attenuation measures to be taken to minimise noise and vibration resulting from the works, including any noise limits; and
  - (c) a scheme for monitoring the noise and vibration during the works to ensure compliance with the noise limits and the effectiveness of the attenuation measures;
- (ii) Light – The CEMP shall set out the particulars of:
  - (a) specified locations for contractors' compounds and materials storage areas;
  - (b) areas where lighting will be required for health and safety purposes;
  - (c) the location of potential temporary floodlights;
  - (d) identification of sensitive receptors likely to be impacted upon by light nuisance;
  - (e) proposed methods of mitigation against potential light nuisance, including potential glare and light spill, on sensitive receptors.
- (iii) Dust – The CEMP shall set out the particulars of:
  - (a) site dust monitoring, recording and complaint investigation procedures;
  - (b) the identification of receptors and the related risk of dust impact at all phases of the development, including when buildings and properties start to be occupied;

- (c) the provision of water to the site;
- (d) dust mitigation techniques at all stages of development;
- (e) the prevention of dust trackout;
- (f) communication with residents and other receptors;
- (g) a commitment to cease the relevant operation if dust emissions are identified either by regular site monitoring or by the local authority;
- (h) a 'no burning of waste' policy.

**Reason**

To protect residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

**32.**

No development shall take place until the applicant or their successors in title has commissioned and secured the implementation of the programme of archaeological work set out in the 'Former RAF Kirton Lindsey, Archaeological Mitigation Strategy' ref JAC28884 ver 2.1 dated 11 December 2023, and until they have submitted the following details for the written approval of the local planning authority prior to implementation:

- (i) a timetable of works in relation to the proposed demolition and development, including sufficient notification and allowance of time to ensure that the site work is undertaken and completed in accordance with the mitigation WSI
- (ii) arrangements to notify the North Lincolnshire Historic Environment Officer of the commencement of archaeological works at least 10 working days before commencement and a schedule of visits to monitor the works
- (iii) a list of all staff involved in the implementation of the WSI including sub-contractors and specialists, their responsibilities, and qualifications
- (iv) a programme of public and community engagement during and following completion of the on-site fieldwork.

**Reason**

To preserve by record any archaeological remains identified within the site in accordance with paragraph 211 of the National Planning Policy Framework, policy CS6 of the Core Strategy, and saved policy HE9 of the North Lincolnshire Local Plan.

**33.**

The archaeological programme of works shall be carried out in accordance with the archaeological mitigation strategy and the approved details and timings. The 10th and subsequent dwellings shall not be occupied until the post-excavation assessment has been completed and any further analysis commissioned, including provision for the publication and dissemination of results and archive deposition.

#### Reason

To preserve by record any archaeological remains identified within the site in accordance with paragraph 211 of the National Planning Policy Framework, policy CS6 of the Core Strategy, and saved policy HE9 of the North Lincolnshire Local Plan.

34.

A copy of any analysis, reporting, publication, or archiving required as part of the approved programme of archaeological work shall be deposited at the North Lincolnshire Historic Environment Record and the archive at the North Lincolnshire Museum within 18 months of the commencement of the archaeological programme of work or such other period as may be agreed in writing by the local planning authority.

#### Reason

To preserve by record any archaeological remains identified within the site in accordance with paragraph 211 of the National Planning Policy Framework, policy CS6 of the Core Strategy, and saved policy HE9 of the North Lincolnshire Local Plan.

35.

Prior to the occupation of the 10th dwelling on the site (Phase 1 – 130 dwellings) the applicant or their successors in title shall erect a public information board that shall describe and illustrate the heritage of the former RAF site. The board shall be located within the Phase 1 public open space south of the listed sector operations building (Proposed Site Phase One P4481SPA-XX-ZZ-DR-A-20 023 Rev P). The applicant shall submit details of the exact location, appearance and content of the information board for the written approval of the local planning authority prior to the board being erected at the agreed location. The applicant or their successors in title shall be responsible for the maintenance, repair and replacement of the information board for a minimum period of 10 years following installation.

#### Reason

To further public knowledge and appreciation of the former RAF heritage of the site in accordance with paragraph 211 of the National Planning Policy Framework, policy CS6 of the Core Strategy, and saved policy HE9 of the North Lincolnshire Local Plan.

36.

No works above slab level of any of the approved dwellings shall take place until details of the external facing materials of all the dwellings on the site and the location, design and size of all the boundary treatments for the approved dwellings (Phase 1 – 130 dwellings) have been submitted to and approved in writing by the local planning authority. Thereafter the approved scheme shall be retained.

#### Reason

To safeguard the character and appearance of the site, and in the interests of visual and residential amenity.

37.

No development affecting buildings numbered 37, 38, 39, 40, 41, 42, 44, 72 and 86 in the Bat Survey Report dated October 2023 shall commence until the local planning authority has been provided with either:

- (a) a licence issued by Natural England pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2010 authorising the specified development to go ahead; or
- (b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/development will require a licence.

Reason

To conserve protected species in accordance with saved policy LC5 of the North Lincolnshire Local Plan and policy CS17 of the Core Strategy.

38.

No development shall take place until a species protection plan has been submitted to and approved in writing by the local planning authority. The plan shall include details of measures to avoid harm to bats, hedgehogs and nesting birds during demolition, vegetation clearance and construction works.

Reason

To conserve protected species in accordance with saved policy LC5 of the North Lincolnshire Local Plan and policy CS17 of the Core Strategy.

39.

No development (excluding demolition, archaeological investigation, services diversions and any development platforms/land remediation/ground improvement works) shall take place until a biodiversity management plan has been submitted to and approved in writing by the local planning authority. The plan shall include:

- (a) details of bat roosting features, of at least two different designs, to be installed in at least 15% of dwellings, prioritising dwellings near to trees and woodland;
- (b) details of swift bricks and sparrow nesting bricks to be installed in at least 15% of dwellings combined;
- (c) details of nesting sites to be installed to support tawny owls, little owls, kestrel, starlings, house sparrows and other garden birds;
- (d) restrictions on lighting to avoid impacts on bat roosts, bat foraging areas, bird nesting sites and sensitive habitats;
- (e) provision for hedgehogs to pass through any fencing installed between gardens and between areas of grassland;
- (f) prescriptions for the retention, planting and aftercare of trees, shrubs, mixed native hedgerows and flowers of high biodiversity value, including a high proportion of locally native species;
- (g) prescriptions for biodiversity enhancement in drainage features;
- (h) a commitment to provide each new dwelling with a wildlife gardening advice pack to be approved in writing by the local planning authority;

- (i) proposed timings for the above works in relation to the completion of the new buildings.

Reason

To conserve and enhance biodiversity in accordance with policies CS5 and CS17 of the Core Strategy.

40.

The species protection plan and biodiversity management plan shall be carried out in accordance with the approved details and timings, and the approved features shall be retained thereafter, unless otherwise approved in writing by the local planning authority. Prior to the occupation of the 100th dwelling, the applicant or their successor in title shall submit a report to the local planning authority, providing evidence of compliance with the species protection plan and biodiversity management plan.

Reason

To conserve and enhance biodiversity in accordance with policies CS5 and CS17 of the Core Strategy.

41.

All the approved landscaping shall be carried out within two years of development being commenced (unless a longer period is agreed in writing by the local planning authority). Any trees or plants which die, are removed or become seriously damaged or diseased within five years from the date of planting shall be replaced in the next planting season with others of similar size and species to those originally required to be planted, unless the local planning authority agrees in writing to any variation.

Reason

To ensure landscaping is provided on the site, and in the interests of amenity and biodiversity in accordance with policy CS5 of the Core Strategy and KIRH-3 of the Housing and Employment Land Allocations Development Plan Document.

42.

The development shall proceed in accordance with the Tree Protection Plan drawing numbers 720 Rev P04 and 721 Rev P03, and the submitted Arboricultural Impact Assessment dated 28/04/2023, and maintained until completion of the development. None of the trees and hedges so protected shall be wilfully damaged or destroyed, uprooted, felled, lopped or topped, nor any other works carried out which would cause damage to the root systems or otherwise threaten the lives of the trees during the period of construction without the previous written consent of the local planning authority. Any trees removed without such consent or dying, or being severely damaged or becoming seriously diseased during that period shall be replaced with trees of such size and species as may be agreed with the local planning authority.

Reason

To safeguard existing trees and hedges on the site in accordance with policy LC12 of the North Lincolnshire Local Plan.

43.

No more than 30 dwellings shall be occupied on the site (Phase 1 – 130 dwellings) until full details of the design, layout and specification for the LEAP shown on the approved site plan drawing number XX and the maintenance arrangements for this LEAP have been submitted

to and approved by the local planning authority. The approved LEAP shall be installed on the site before occupation of the 30th dwelling on the site.

Reason

To provide play provision on the site in accordance with policy H10 of the North Lincolnshire Local Plan.

44.

Before any dwelling is first occupied, any WC, en-suite and bathroom windows installed in the dwelling shall be obscure glazed to a minimum of Privacy Level 3 in accordance with the Pilkington Scale of Obscuration and retained in that condition thereafter.

Reason

To protect the living conditions presently enjoyed by the occupants of adjoining properties in accordance with policy DS5 of the North Lincolnshire Local Plan.

**(v) and the outline planning permission so granted be subject to the following conditions:**

45.

Application for approval of the reserved matters shall be made to the local planning authority before the expiration of three years from the date of this permission.

Reason

To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

46.

The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason

To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

47.

Approval of the details of the layout, scale and appearance of the building(s), and the landscaping of the site, (hereinafter called 'the reserved matters') shall be obtained from the local planning authority in writing before any development is commenced.

Reason

The application has been made under Article 5(1) of the Town & Country Planning (Development Management Procedure) (England) Order 2015.

48.

Plans and particulars of the reserved matters referred to in condition 47 above, relating to the layout, scale and appearance of any buildings to be erected, and the landscaping of the site, shall be submitted in writing to the local planning authority and carried out as approved.

Reason

The application has been made under Article 5(1) of the Town & Country Planning (Development Management Procedure) (England) Order 2015.

49.

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

- Location Plan P4481 XX ZZ A 20 010, and
- Proposed Site Plan P4481SPA-XX-ZZ-DR-A-20 021 REV N (access from B1400 only).

Reason

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

50.

No development shall commence (excluding archaeological investigation, services diversions and any development platforms/land remediation/ground improvement works) until a phasing plan setting out the proposed phasing of the construction of the development has been submitted to and approved in writing by the local planning authority. This phasing plan shall provide two H-block design dwellings as shown on the indicative master plan for the site - drawing number P4481 TER XX ZZ DR L 0007 Rev G. The development shall thereafter be carried out in accordance with the approved phasing plan.

Reason

To ensure the development is brought forward in a coherent and planned manner.

51.

The phasing plan submitted under condition 51 above shall provide details of the phasing, timings and delivery for the construction of two H-block design dwellings as shown on the indicative master plan for the site - drawing number P4481 TER XX ZZ DR L 0007 Rev G. These details shall be submitted for approval in writing to the local planning authority and the two H-blocks shall be provided on the site in accordance with the approved phasing, timings and delivery unless the local planning authority gives written consent for any deviation to the approved scheme. Any subsequent reserved matters application for the approved phase of development containing the two H-block designed dwellings shall ensure the two H-block designed dwellings are constructed on the site in accordance with the approved phasing, timings and delivery scheme.

Reason

To safeguard the character and appearance of the site, and the setting of the on-site listed building, in accordance with policy CS5 of the Core Strategy, and policies DS1 and HE5 of the North Lincolnshire Local Plan.

52.

The residential development hereby permitted (Phase 2) shall not comprise more than 220 dwellings (use class C3).

Reason

The application has only been assessed in relation to a maximum number of 220 dwellings on the site (Phase 2).

53.

No development (excluding archaeological investigation/works, services diversions and any development platforms/land remediation/ground improvement works) shall take place until details of the within-highway works, including the timings of these within-highway works, identified on drawing number L15148PD-001 (Phase 2) have been submitted to and approved in writing by the local planning authority.

Reason

In the interests of highway safety.

54.

No more than 30 dwellings shall be occupied on the site (Phase 2) until such time as all within-highway works and timings approved by condition 53 above have been completed to the satisfaction of the local planning authority.

Reason

In the interests of highway safety.

55.

No development shall commence (excluding archaeological investigation/works, services diversions and any development platforms/land remediation/ground improvement works) until details showing a suitable arrangement on the primary internal spine road to cater for two-way bus movements and adequate bus stop facilities at appropriate locations along the internal bus route have been submitted to and approved in writing by the local planning authority.

Reason

To ensure that the development is accessible by public transport in accordance with policies T2 of the North Lincolnshire Local Plan and CS25 of the North Lincolnshire Core Strategy.

56.

No development shall commence (excluding archaeological investigation/works, services diversions and any development platforms/land remediation/ground improvement works) on any phase of the development until the following details for each phase of development have been submitted to and approved in writing by the local planning authority:

- (i) the location and layout of the vehicular access; and
- (ii) the number, location and layout of the vehicle parking space(s) within the curtilage of the site.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

57.

No loose material shall be placed on any driveway or parking area within 10 metres of the adopted highway unless measures are taken in accordance with details to be submitted to and approved in writing by the local planning authority to prevent the material from spilling onto the highway. Once agreed and implemented these measures shall be retained.



Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

58.

No dwelling on the site shall be occupied until the vehicular access to it and the vehicle parking spaces serving it have been completed and, once provided, the vehicle parking spaces shall be retained.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

59.

No dwelling served by the private driveway shall be occupied until it has been constructed in accordance with details including:

- (i) the proposed method of forming access from the highway, including the required visibility splays;
- (ii) the method of constructing/paving the drive;
- (iii) the provision of adequate drainage features;
- (iv) the provision of suitable bin collection facilities adjacent to the highway;
- (v) the provision of suitable lighting arrangements; and
- (vi) the provision of street name plates that shall include the words 'Private Drive';

which have been agreed in writing by the local planning authority. Once constructed the private driveway shall be retained.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

60.

Works shall not commence on site until wheel-cleaning facilities, in accordance with details to be submitted to and approved in writing by the local planning authority, have been provided within the curtilage of the site, and such facilities shall be retained for the duration of the works.

Reason

To prevent material being deposited on the highway and creating unsafe road conditions.

61.

No development shall commence (excluding archaeological investigation/works services diversions and any development platforms/land remediation/ground improvement works) on any phase of the development until details of:

- (i) the layout, drainage, construction, services and lighting of the proposed access road, including the junction with the adjacent highway; and
- (ii) the number and location of vehicle parking space(s) on the site;

for that phase of development have been submitted to and approved in writing by the local planning authority.

**Reason**

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

62.

No dwelling on the site shall be occupied until the access road has been completed to at least base course level and adequately lit from the junction with the adjacent highway up to the access to the dwelling.

**Reason**

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

63.

No development on any phase of the development shall be commenced on the site until the access road junctions serving that phase, including the required visibility splays, has been set out and established, and thereafter retained.

**Reason**

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

64.

The penultimate dwelling on each phase of the site as set out in condition 50 (submission of a phasing plan) shall not be occupied until the access roads serving that phase of development have been completed to wearing course level as agreed in advance with the Highways Authority.

**Reason**

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

65.

No dwelling on the site shall be occupied until the footway has been constructed up to base course level from the junction with the adjacent highway to the access to the dwelling.

**Reason**

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

66.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 (or any order revoking and re-

enacting that order with or without modification), no development shall take place within any service strip adjacent to any shared surface road, and any planting or landscaping within this service strip shall be of species which shall be agreed in writing with the local planning authority prior to planting.

#### Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

67.

No development shall take place until a construction phase traffic management plan showing details of:

- (i) a pre/post construction condition survey of the carriageway to identify any defects and how they will be rectified;
- (ii) all associated traffic movements, including delivery vehicles and staff/construction movements;
- (iii) any abnormal load movements;
- (iv) contractor parking and welfare facilities;
- (v) storage of materials; and
- (vi) traffic management requirements, including the means of controlling the deposition of mud onto the adjacent highway, along with appropriate methods of cleaning the highway, as may be required;

has been submitted to and approved in writing by the local planning authority. Once approved the plan shall be implemented, reviewed and updated as necessary.

#### Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

68.

Within six months of the occupation of the first dwelling on the site (Phase 2 – 220 dwellings) the residential travel plan shall be submitted to and approved in writing by the local planning authority. Once operational, the plan shall be implemented, reviewed, updated and amended as necessary for 10 years from the date of first occupation. The residential travel plan shall include details of:

- residential travel plan co-ordination, including name, contact details, job description, weekly hours and annual budget for promotion, publicity and monitoring;
- details of how sustainable transport, such as walking, cycling and public transport, will be promoted;
- a monitoring strategy.

## Reason

To ensure sustainable transport for the site in perpetuity in accordance with policy CS25 of the Core Strategy.

69.

The details to be submitted in respect of reserved matters for any phase of development shall include a scheme for the provision of surface water drainage for the site based upon the submitted Flood Risk and Drainage Assessment 48383-Rp001-Rev D and Proposed Drainage Layout P4 - R KiL-AWP-ZZ-XX-DR-C-4103 and shall include the following criteria:

- (a) any proposal to discharge surface water to a watercourse from the redevelopment of a brownfield site should first establish the extent of any existing discharge to that watercourse
- (b) peak run-off from a brownfield site should be attenuated to a minimum of 70% of any existing discharge rate (existing rate taken as 1.4 litres/sec/ha or the established rate whichever is the lesser for the connected impermeable area)
- (c) discharge from 'greenfield sites' taken as 1.4 lit/sec/ha (1:1yr storm)
- (d) no above-ground flooding to occur up to the 100-year plus climate change critical flood event (based on current national guidance)
- (e) a range of durations should be used to establish the worst-case scenario
- (f) the suitability of soakaways as a means of surface water disposal should be ascertained in accordance with BRE Digest 365 or other approved methodology
- (g) a scheme for the provision of a positive outlet of surface water from the site
- (h) adoption and maintenance agreements for all surface water and SuDS drainage features which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime so that flood risk, both on and off the site, is not increased
- (i) SuDS must be fully considered in accordance with current PPG guidance. If a full sustainable urban drainage system (SuDS) scheme is incapable of being delivered, then comprehensive justification of this must be submitted.

Reference should be made to North Lincolnshire Council's SuDS and Flood Risk Guidance Document. Should infiltration not be feasible at the site, alternative sustainable drainage should be used, focusing on above-ground solutions.

## Reason

To prevent the increased risk of flooding to themselves and others, to improve and protect water quality, and to ensure the implementation and future maintenance of the sustainable drainage structures in accordance with policy DS16 of the North Lincolnshire Local Plan, policies CS18 and CS19 of the North Lincolnshire Core Strategy, and paragraphs 165 to 175 of the National Planning Policy Framework.

70.

The drainage scheme shall be implemented in accordance with the approved submitted details required by condition 69 above, completed prior to the occupation of any dwelling or building within each phase or sub-phase of the development on site, and thereafter retained and maintained in accordance with the scheme for the life of the development unless otherwise agreed in writing with the local planning authority.

**Reason**

To prevent the increased risk of flooding to themselves and others, to improve and protect water quality, and to ensure the implementation and future maintenance of the sustainable drainage structures in accordance with policy DS16 of the North Lincolnshire Local Plan, policies CS18 and CS19 of the North Lincolnshire Core Strategy, and paragraphs 165 to 175 of the National Planning Policy Framework.

71.

No development (excluding archaeological investigation/works, services diversions and any development platforms/land remediation/ground improvement works) shall commence until details of a method of preventing surface water run-off either from hard paved areas within the site onto the highway or from the highway onto the site have been submitted to and approved in writing by the local planning authority. These facilities shall be implemented prior to the access and parking facilities being brought into use and thereafter retained.

**Reason**

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan, policies CS18 and CS19 of the North Lincolnshire Core Strategy, and paragraphs 159 to 169 of the National Planning Policy Framework.

72.

No development (excluding archaeological investigation/works, services diversions and any development platforms/land remediation/ground improvement works) shall commence until a scheme for the provision of foul drainage for the whole site, including a timetable for its implementation for each phase of the development, has been submitted to and approved in writing by the local planning authority. Thereafter the foul drainage scheme shall be implemented and maintained in accordance with the approved phasing under the approved scheme. No dwelling shall be occupied unless it is connected to the approved drainage system.

**Reason**

To ensure a satisfactory foul drainage scheme for the site in accordance with policy DS14 of the North Lincolnshire Local Plan.

73.

No development shall commence on site (excluding demolition, development platforms and any preparatory works necessary to complete characterisation of site contamination) until an assessment of the nature and extent of contamination has been submitted to and approved in writing by the local planning authority. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include:

- (i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health;
- property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes;
- adjoining land;
- groundwaters and surface waters;
- ecological systems;
- archaeological sites and ancient monuments.

#### Reason

To ensure the site is safe for future users and construction workers, and to ensure that the development does not contribute to, and is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in accordance with paragraph 180 of the National Planning Policy Framework.

74.

No development shall commence on site (excluding demolition, development platforms and any preparatory works necessary to complete characterisation of site contamination) until a detailed remediation scheme to bring the site to a condition suitable for the intended use, by removing unacceptable risks to human health, buildings and other property, and the natural and historical environment, has been submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

#### Reason

To protect future users and construction workers, and to ensure that the development does not contribute to, nor is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with policies DS7 and DS15 of the North Lincolnshire Local Plan, and paragraph 180 of the National Planning Policy Framework.

75.

The approved remediation scheme shall be implemented in accordance with the approved timetable of works. A validation report (that demonstrates the effectiveness of the remediation carried out) shall be submitted to and approved by the local planning authority prior to first occupation of the first dwelling on the site.

#### Reason

To ensure that the site does not pose any further risk to the water environment in accordance with paragraph 180 of the National Planning Policy Framework and to safeguard human health.

76.

Waste transfer notes following removal and disposal of any asbestos materials on the site shall be sent to the local planning authority to demonstrate correct disposal.

Reason

To ensure that risks from asbestos to highways, the environment, future users of the land and neighbouring land are minimised, to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors.

77.

No drainage systems for the infiltration of surface water drainage to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason

To ensure that the development does not contribute to, nor is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with policies DS7 and DS15 of the North Lincolnshire Local Plan, and paragraph 180 of the National Planning Policy Framework.

78.

Construction, demolition and site clearance operations shall be limited to the following days and hours:

- 8am to 6pm Monday to Friday

- 8am to 1pm on Saturdays.

No construction, demolition or site clearance operations shall take place on Sundays or public holidays.

HGV movements shall not be permitted outside these hours during the construction phase without prior written approval from the local planning authority.

Installation of equipment on site shall not be permitted outside these hours without prior written approval from the local planning authority.

Reason

To protect residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

79.

No stage of the development hereby permitted shall commence until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include the following, and all recommendations made in Section 7 of report reference JAR03352as a minimum:

(i) Noise and vibration – The CEMP shall set out the particulars of:

- (a) the works, and the method by which they are to be carried out;
  - (b) the noise and vibration attenuation measures to be taken to minimise noise and vibration resulting from the works, including any noise limits; and
  - (c) a scheme for monitoring the noise and vibration during the works to ensure compliance with the noise limits and the effectiveness of the attenuation measures.
- (ii) Light – The CEMP shall set out the particulars of:
- (a) specified locations for contractors' compounds and materials storage areas;
  - (b) areas where lighting will be required for health and safety purposes;
  - (c) the location of potential temporary floodlights;
  - (d) the identification of sensitive receptors likely to be impacted upon by light nuisance;
  - (e) proposed methods of mitigation against potential light nuisance, including potential glare and light spill, on sensitive receptors.
- (iii) Dust – The CEMP shall set out the particulars of:
- (a) site dust monitoring, recording and complaint investigation procedures;
  - (b) the identification of receptors and the related risk of dust impact at all phases of the development, including when buildings and properties start to be occupied;
  - (c) the provision of water to the site;
  - (d) dust mitigation techniques at all stages of development;
  - (e) the prevention of dust trackout;
  - (f) communication with residents and other receptors;
  - (g) a commitment to cease the relevant operation if dust emissions are identified either by regular site monitoring or by the local authority;
  - (h) a 'no burning of waste' policy.

**Reason**

To protect residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

80.

The commercial/community unit hereby permitted shall not exceed 600 square metres.



#### Reason

Planning permission has only been granted for this building based on the submitted sequential assessment for this unit in accordance with policy CS14 of the Core Strategy and the National Planning Policy Framework.

81.

No development shall take place until the applicant or their successors in title has commissioned and secured the implementation of the programme of archaeological work set out in the 'Former RAF Kirton Lindsey, Archaeological Mitigation Strategy' ref JAC28884 ver 2.1 dated 11 December 2023, and until they have submitted the following details for the written approval of the local planning authority prior to implementation:

- (i) a timetable of works in relation to the proposed demolition and development, including sufficient notification and allowance of time to ensure that the site work is undertaken and completed in accordance with the mitigation WSI
- (ii) arrangements to notify the North Lincolnshire Historic Environment Officer of the commencement of archaeological works at least 10 working days before commencement and a schedule of visits to monitor the works
- (iii) a list of all staff involved in the implementation of the WSI, including sub-contractors and specialists, their responsibilities, and qualifications
- (iv) a programme of public and community engagement during and following completion of the on-site fieldwork.

#### Reason

To preserve by record any archaeological remains identified within the site in accordance with paragraph 211 of the National Planning Policy Framework, policy CS6 of the Core Strategy, and saved policy HE9 of the North Lincolnshire Local Plan.

82.

The archaeological programme of works shall be carried out in accordance with the archaeological mitigation strategy and the approved details and timings. The 10th and subsequent dwellings shall not be occupied until the post-excavation assessment has been completed and any further analysis commissioned, including provision for the publication and dissemination of results and archive deposition.

#### Reason

To preserve by record any archaeological remains within the development site in accordance with paragraph 211 of the National Planning Policy Framework, policy CS6 of the Core Strategy, and saved policy HE9 of the North Lincolnshire Local Plan.

83.

A copy of any analysis, reporting, publication, or archiving required as part of the approved programme of archaeological work shall be deposited at the North Lincolnshire Historic Environment Record and the archive at the North Lincolnshire Museum within 18 months of the commencement of the archaeological programme of work or such other period as may be agreed in writing by the local planning authority.

#### Reason

To preserve by record any archaeological remains within the development site in accordance with paragraph 211 of the National Planning Policy Framework, policy CS6 of the Core Strategy, and saved policy HE9 of the North Lincolnshire Local Plan.

84.

No development shall take place until the applicant or their successors in title has submitted detailed proposals for the interpretation of the heritage of the former RAF site and the archaeology of the site at suitable locations around the site within the public open spaces, landscaped areas and within the sector operations building. The precise location, appearance and content of the heritage interpretation shall be approved in writing by the planning authority prior to installation at the agreed locations. The applicant or their successors in title shall be responsible for the maintenance, repair and replacement of the interpretative materials for a minimum period of 10 years following installation.

#### Reason

To further public knowledge and appreciation of the former RAF heritage and archaeology of the site in accordance with paragraph 211 of the National Planning Policy Framework, policy CS6 of the Core Strategy, and saved policy HE9 of the North Lincolnshire Local Plan.

85.

No development shall commence until a written management plan for the grade II listed sector operations building ('the building') has been submitted to and approved in writing by the local planning authority, including:

- (a) a structural survey to be submitted to and approved in writing by the local planning authority;
- (b) implementation of mitigation measures;
- (c) a schedule of repair works that ensure the long-term survival of the building;
- (d) an implementation timetable for all stages of work, including timings to ensure that the mitigation measures and repair work are undertaken and completed in accordance with the plan;
- (e) details of all contractors to be involved in implementation of works to the building; and
- (f) details of the use of the building, including proposals for community access and interpretation.

Once approved, the management plan shall be implemented in accordance with the agreed details and timings unless otherwise agreed in writing by the local planning authority.

#### Reason

To secure the preservation and continued use of the building in accordance with policy HE5 of the North Lincolnshire Local Plan.

86.

No development shall take place until a species protection plan has been submitted to and approved in writing by the local planning authority. The plan shall include details of measures

to avoid harm to bats, hedgehogs and nesting birds during demolition, vegetation clearance and construction works.

#### Reason

To conserve protected species in accordance with saved policy LC5 of the North Lincolnshire Local Plan and policy CS17 of the Core Strategy.

87.

No development (excluding archaeological investigation/works, services diversions and any development platforms/land remediation/ground improvement works) shall take place until a biodiversity management plan has been submitted to and approved in writing by the local planning authority. The plan shall include:

- (a) details of bat roosting features, of at least two different designs, to be installed in at least 15% of dwellings, prioritising dwellings near to trees and woodland;
- (b) details of swift bricks and sparrow nesting bricks to be installed in at least 15% of dwellings combined;
- (c) details of nesting sites to be installed to support tawny owls, little owls, kestrel, starlings, house sparrows and other garden birds;
- (d) restrictions on lighting to avoid impacts on bat roosts, bat foraging areas, bird nesting sites and sensitive habitats;
- (e) provision for hedgehogs to pass through any fencing installed between gardens and between areas of grassland;
- (f) prescriptions for the retention and planting and aftercare of trees, shrubs, mixed native hedgerows and flowers of high biodiversity value, including a high proportion of locally native species;
- (g) prescriptions for biodiversity enhancement in drainage features;
- (h) a commitment to provide each new dwelling with a wildlife gardening advice pack to be approved in writing by the local planning authority;
- (i) proposed timings for the above works in relation to the completion of the new buildings.

#### Reason

To conserve and enhance biodiversity in accordance with policies CS5 and CS17 of the Core Strategy.

88.

The species protection plan and biodiversity management plan shall be carried out in accordance with the approved details and timings, and the approved features shall be retained thereafter, unless otherwise approved in writing by the local planning authority. Prior to the occupation of the 100th and 200th dwelling on the site, the applicant or their successor in title shall submit a report to the local planning authority, providing evidence of compliance with the species protection plan and biodiversity management plan.

Reason

To conserve and enhance biodiversity in accordance with policies CS5 and CS17 of the Core Strategy.

89.

All the approved landscaping on any approved phase of the development shall be carried out within two years of development being commenced on that phase (unless a longer period is agreed in writing by the local planning authority). Any trees or plants which die, are removed, or become seriously damaged or diseased within five years from the date of planting shall be replaced in the next planting season with others of similar size and species to those originally required to be planted, unless the local planning authority agrees in writing to any variation.

Reason

To ensure landscaping is provided on the site, and in the interests of amenity and biodiversity in accordance with policy CS5 of the Core Strategy and KIRH-3 of the Housing and Employment Land Allocations Development Plan Document.

90.

The development shall proceed in accordance with the Tree Protection Plan drawing numbers 720 Rev P04 and 721 Rev P03, and the submitted Arboricultural Impact Assessment dated 28/04/2023, and maintained until completion of the development. None of the trees and hedges so protected shall be wilfully damaged or destroyed, uprooted, felled, lopped or topped, nor any other works carried out which would cause damage to the root systems or otherwise threaten the lives of the trees during the period of construction without the previous written consent of the local planning authority. Any trees removed without such consent or dying or being severely damaged or becoming seriously diseased during that period shall be replaced with trees of such size and species as may be agreed with the local planning authority.

Reason

To safeguard existing trees and hedges on the site in accordance with policy LC12 of the North Lincolnshire Local Plan.

91.

The hours of operation of the commercial/community unit shall be restricted to the following times:

- 7am to 7pm Monday to Sunday.

Reason

To safeguard the living conditions of occupiers of the development.

92.

Deliveries to the commercial/community unit shall be restricted to:

- 7am to 7pm Monday to Sunday.

Reason

To protect the living conditions of the occupiers of the development.

93.

The commercial/community unit hereby permitted shall only be used for Class E(a) and/or Class F2(a and b) and for no other purposes (including any other purpose in Classes E and F2 of the Schedule to the Town and Country Planning (Use Classes) Order 2020, or any provision equivalent to that class in any statutory instrument revoking and re-enacting that order with or without modification).

Reason

To safeguard the living conditions of future residents.

94.

No fixed plant and/or machinery shall come into operation in association with the commercial/community unit permitted until details of the fixed plant and machinery serving the development hereby permitted, together with any mitigation measures to reduce noise emissions, have been submitted to and approved in writing by the local planning authority. Only the approved scheme shall be installed on/in the building.

Reason

To protect the living conditions of occupants of the development.

95.

The commercial/community unit hereby permitted shall be constructed on the site before the 250th dwelling on the site is occupied.

Reason

To ensure delivery of this retail/community unit on the site.

96.

No works shall commence on the commercial/community unit until the following details have been submitted to and approved in writing by the local planning authority:

- (i) the number, location and layout of the vehicular access to this unit
- (ii) the number, location and layout of vehicle car parking spaces, including access aisles, surface markings and turning facilities
- (iii) the location and layout of vehicle loading, offloading and turning facilities for delivery vehicles, and
- (iv) the pedestrian means of access to this unit.

The unit shall not be brought into use until the vehicle access to it and the vehicle parking, turning and servicing areas serving it have been completed in accordance with the approved details. Once completed the vehicle parking, turning and servicing areas shall be retained.

Reason

To ensure satisfactory vehicle parking, servicing and turning areas for this unit in the interests of highway safety.

## **Informatives**

1.

This application must be read in conjunction with the relevant Unilateral Undertaking.

2.

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.

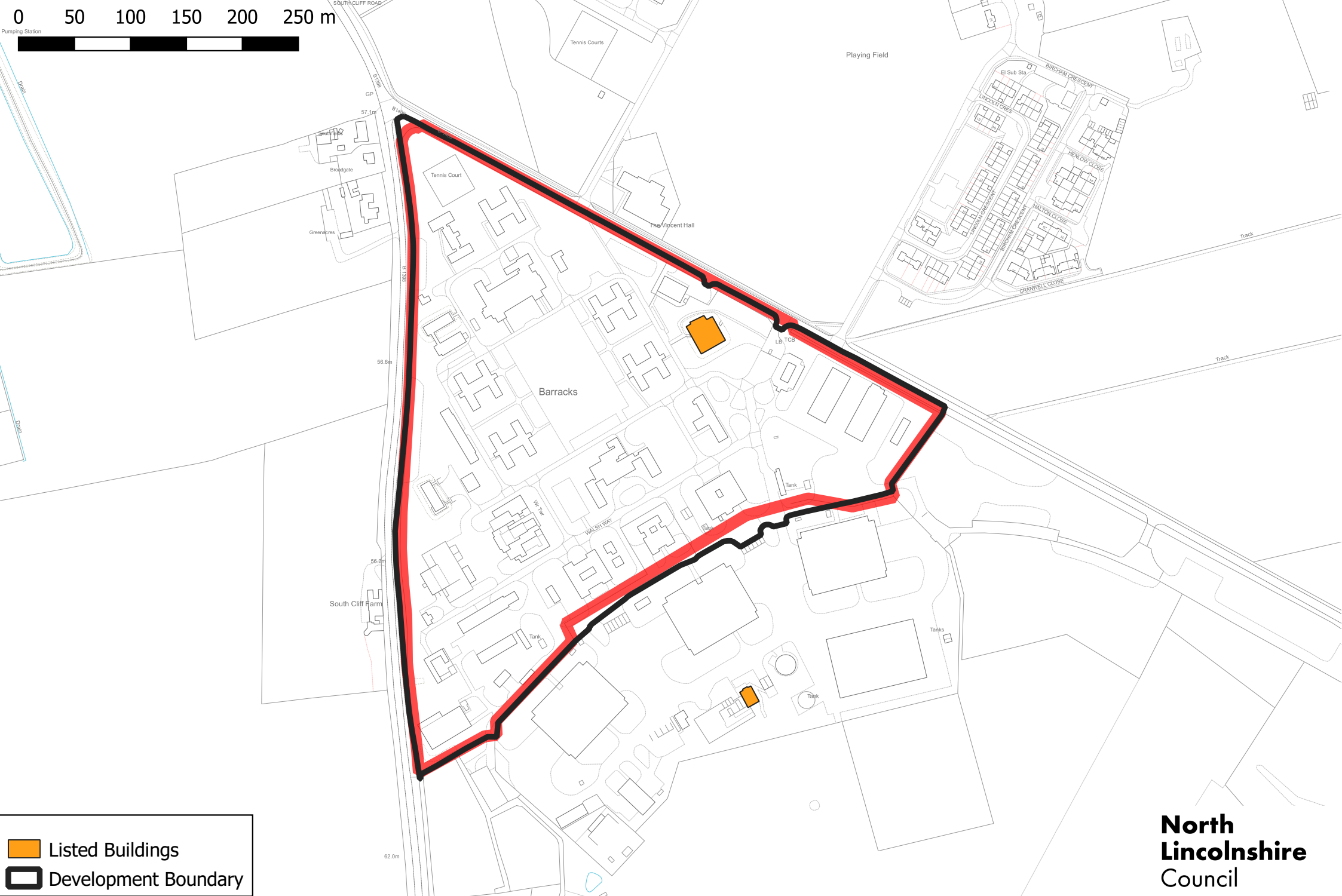
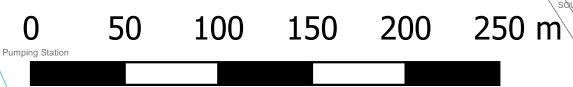
3.



The development hereby granted planning permission requires works to be carried out within the limits of the adopted (public) highway. Therefore:

- before ANY construction works take place within the limits of the highway you MUST contact the highway authority on telephone number 01724 297000 to arrange for the relevant permissions/licenses to be issued;
- before ANY service (utility) connections take place within the limits of the highway you MUST contact the highway authority on telephone number 01724 297319 to arrange for the relevant permissions/licenses to be issued.

4.

The applicant's attention is drawn to the comments made by the LLFA, Environment Agency, Humberside Police, and Humberside Fire and Rescue Service.



 Listed Buildings  
 Development Boundary

**North  
Lincolnshire  
Council**

**PA/2023/823**

# PA/2023/823 Demolition plan (not to scale)

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- Ownership boundary
- Planning application boundary
- Grade 2 Listed Building to be retained
- Buildings to be demolished
- Buildings off site

DEMOLITION PLAN

Revised: | Drawn: | Reviewed: | Date: |  
 Layers: | Contents: | Attributes



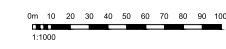
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Client Name  
**Lendis**

Project File  
**Kirton in Lindsey**

Drawing Title  
**Demolition Plan**

Drawn By	Reviewed By	Scale @ A0	Date
MB		1:1000	XII 2022
Drawing No	Revision		
P4481 SPA XX ZZ DR A 20 060			



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# PA/2023/823 Master plan (not to scale)



Phase 1 planting details are shown on drawing number P4481 TER XX Z2 DR L 0001 to 0006

- Phase 2 Key**
- Retained trees
  - Proposed trees
  - Ornamental planting
  - Ornamental hedging
  - Native hedging

Date	Revision Description	By	LC	Rev
16/10/2023	H block housing	JB	LB	G
10/8/2023	Updated Phase 1	JB	LB	F
10/8/2023	Adjusted Phase 1	JB	LB	E
8/8/2023	Adjust location of trees in Phase 2 wildflower minor detail amendments	JB	LB	D
1/8/2023	Addition of shrubs along southern boundary	JB	LB	C
9/5/2023	correction to retained trees	JB	LB	B
4/5/2023	Additional detail, change to Portrait View	JB	LB	A

**TERRENA**

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**Landis**

Client

**RAF Kirton in Lindsey**

Project Title

Drawing Title

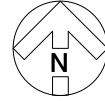
**Master Plan**

Scale @A1	Drawn By	Approved By	Drawn Date	Print Date
NTS	JB	LB	4/5/2023	16/10/2023
Suitability	Drawing Number		Revision	
S3	P4481 TER XX Z2 DR L 0007		G	

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# PA/2023/823 Phase plan (not to scale)

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 PLANING APPLICATION BOUNDARY



Revision | - Drawn | - Reviewed | - Date | -

planners | urbanists | architects



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Client Name

**LANDIS**

Project Title

**KIRTON IN LINDSEY**

Drawing Title

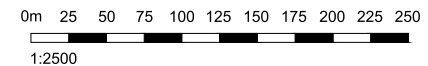
**PHASE PLAN**

Drawn By	Reviewed By	Scale @ A2	Date
	<b>MB</b>	<b>2500</b>	<b>XII 2022</b>

Drawing No.	Revision
<b>P4481 SPA XX ZZ DR A 20 050</b>	

File Path

## PHASE PLAN



Important notice:  
Do not scale off this drawing. Critical dimensions should be checked on site prior to works commencing. Dimensional conflicts should be brought to the company's attention as soon as they become apparent. Failure to do so could render the contractor liable for subsequent losses. Copyright in this drawing and any work executed from this drawing remains the property of Spawforths.

# PA/2023/823 Proposed layout (phase 1) (not to scale)



PHASE ONE 17.10.2023

Type	Type	M2	FT2	Units	% mix	Total M2	Total FT2
HT1710	5B	158.9	1710	6	4.6%	953.2	10260
HT1418	4B	131.7	1418	11	8.5%	1449.1	15598
HT1245	4B	115.7	1245	14	10.8%	1619.3	17430
HT1015	3B	94.3	1015	19	14.6%	1791.6	19285
HT982	3B	91.2	982	20	15.4%	1824.6	19640
HT898	3B	83.4	898	20	15.4%	1668.5	17960
HT798	2B	74.1	798	40	30.8%	2965.4	31920
				130	100.0%		

Total Units	Total M2	Total FT2
130	12271.74	132,093.00

PHASE1 POS Area- 1.115 ha



PHASE1 PROPOSED SITE ACCESS

- Planning application boundary
- Phase 1 Detailed Planning Application
- Waste Point Collections

NOTE: For more detailed information consult Highways, Drainage, Ecology, Agricultural, Acoustics, Landscape consultants individual reports and designs.

- Revision A - Drawn - MB - Reviewed - Date: 2023-02-08
- Revision B - Drawn - MB - Reviewed - Date: 2023-02-21
- Revision C - Drawn - MB - Reviewed - Date: 2023-03-06
- Revision D - Drawn - MB - Reviewed - Date: 2023-03-20
- Revision E - Drawn - MB - Reviewed - Date: 2023-03-21
- Revision F - Drawn - MB - Reviewed - Date: 2023-03-24
- Revision G - Drawn - MB - Reviewed - Date: 2023-04-05
- Revision H - Drawn - MB - Reviewed - Date: 2023-04-21
- Revision I - Drawn - MB - Reviewed - Date: 2023-05-05
- Revision J - Drawn - MB - Reviewed - Date: 2023-05-05
- Revision K - Drawn - MB - Reviewed - Date: 2023-05-06
- Revision L - Drawn - MB - Reviewed - Date: 2023-05-10
- Revision M - Drawn - MB - Reviewed - Date: 2023-05-14
- Revision N - Drawn - MB - Reviewed - Date: 2023-05-17
- Revision P - Drawn - MB - Reviewed - Date: 2023-05-06



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Client Name: **Landis**

Project Title: **Kirtomagh Linsey**

Drawing Title: **Proposed Site Plan-Phase One**

Drawn By: MB	Reviewed By:	Scale: 1:500	Date: Mar 2023
Drawn For: PHASE1 SPA XX ZZ DR A -20-023	Revision: P		



PROPOSED SITE PLAN PHASE 1