

APPLICATION NO	PA/2020/1483
APPLICANT	Mr Benjamin Dove-Seymour, C.RO Ports Killingholme Ltd
DEVELOPMENT	Planning permission to construct additional vehicle storage area with associated on-site infrastructure to include access bridge
LOCATION	Clough Lane, Killingholme, DN40 3JP
PARISH	North Killingholme
WARD	Ferry
CASE OFFICER	Scott Jackson
SUMMARY RECOMMENDATION	Grant permission subject to conditions
REASONS FOR REFERENCE TO COMMITTEE	Objection by North Killingholme Parish Council

POLICIES

National Planning Policy Framework: Sections 6, 11, 12, 14, 15 and 16 apply.

North Lincolnshire Local Plan: RD2, DS1, DS14, DS16, R5, LC5, LC6, LC20, T1, T2, IN3, HE8 and HE9 apply.

North Lincolnshire Core Strategy: CS1, CS2, CS3, CS5, CS6, CS11, CS12, CS17, CS19 and CS25 apply.

Housing and Employment Allocations DPD: SHBE-1

CONSULTATIONS

Highways: No objections or comments.

Ecology: The proposal does not comply with saved policy LC20 or the guidelines within SPG5. Revised proposals are required, with more impact avoidance, mitigation and enhancement proposals delivered on site. A legal agreement is required to ensure that 10% biodiversity net gain can be delivered on-site and off-site combined. If the local planning authority is minded to approve the application then conditions are recommended in relation to the development taking place in accordance with the Construction Environmental Management Plan (CEMP), and the submission and implementation of a biodiversity management plan.

Sensitive working methods will be required in relation to badger and little ringed plover. Measures will also be required to ensure that badgers can continue to move between setts and can forage with access to adequate habitat. Sensitive working methods are now proposed. Any proposals to retain little ringed plover breeding habitat are welcome providing that this can realistically be achieved within a busy construction/car storage site.

JBA Consulting (North East Lindsey Drainage Board): The northern area of the site is in Zone 2/3 on the Environment Agency Flood Maps and potentially at flood risk. It is noted a Flood Risk Assessment is included in the application.

The Board's maintained 11-Killingholme Haven runs from the eastern 'Red Line' boundary, flowing to the South. Under the terms of the Land Drainage Act 1991 the prior written consent of the Board is required for any proposed temporary or permanent works or structures within a board-maintained watercourse including infilling or a diversion. Under the terms of the Board's Byelaws, the prior written consent of the Board is required for the introduction of any water into the district whether directly or indirectly. It is noted in the flood risk assessment, this is to be further agreed with North East Lindsey Internal Drainage Board, via the consent process.

A permanent undeveloped strip of sufficient width should be made available adjacent to the top of the bank of all watercourses on site to allow future maintenance works to be undertaken. Suitable access arrangements to this strip should also be agreed. All drainage routes through the site should be maintained both during the works on site and after completion of the works. No development should be commenced until the local planning authority has approved a scheme for the provision, implementation, and future maintenance of a surface water drainage system.

LLFA Drainage: Based on the submission of additional information the previous objection is withdrawn. Conditions are recommended in respect of the submission and implementation of a surface water drainage scheme.

Environment Agency: Following receipt of additional information the previous objection is withdrawn. Conditions are recommended in respect of contaminated land investigation, remediation of the site and the development taking place in accordance with the Flood Risk Assessment (FRA).

Environmental Health: No objection, recommend a condition the development takes place in accordance with the CEMP and a revision to the construction hours is advised.

Spatial Planning: Local plan policy IN3 supports in principle proposals for B1, B2 and B8 industrial related development within the South Humber Bank Area. Under this policy development proposals are required to be compatible with existing and proposed surrounding uses, are planned and laid out on a comprehensive basis, any storage areas are screened, provision is made for loading and offloading and that a comprehensive landscaping scheme is incorporated as an integral part of the development.

Policy SHBE-1 allocates 900ha of land adjacent to the Humber Estuary for B1, B2 and B8 industrial land uses and ancillary development that are associated with port activities, including land-based development allowing for the potential future development of a port that meet the tests of the Habitats Regulations.

In this instance, given its location within an area characterised by industrial uses and its connectivity to the strategic highway network, it is considered that the proposal generally conforms to the aforementioned policies and that the principle of development is acceptable, subject to the provisions of the development plan and the NPPF.

The site, although predominately previously developed, is also located within the South Humber Bank Landscape Initiative Area (local plan policy LC20) which seeks to develop a network of grassland, hedgerows, woodland and open water between and around industry

and to increase the recreational use of the wider area. Any proposal within this area would be expected to adhere to the broad principles of this policy but also reflecting the brownfield nature of the site.

Humberside Fire and Rescue: It is a requirement that adequate access for fire fighting is provided to all buildings or extensions to buildings.

Historic Environment Record: Following receipt of a satisfactory Written Scheme of Investigation (WSI) no objections are raised. Conditions are recommended.

Neighbourhood Services (Public Rights of Way): Following receipt of additional information which clarified the proposed width of public footpath 77 and the Able UK DCO footpath will remain unaffected by the proposals, the previous objection is withdrawn.

North Killingholme Parish Council: Object on the following grounds:

- There should be no turn towards East Halton Road and no access from it.
- There is no proper infrastructure in place to control the expansion of industry and this will in turn create issues for North Killingholme and along East Halton Road.
- There is no clarification as to how footpath 77 is being incorporated into the development.

PUBLICITY

Site notices have been displayed; no comments have been received.

STATEMENT OF COMMUNITY INVOLVEMENT

This is contained within the Planning Statement submitted with the application. The applicant contacted the clerk at East Halton parish council to outline the development and discuss community engagement. The applicant accepted a virtual invitation to appear at the parish meeting on 4 September 2020 and a summary leaflet was circulated to those who attended the meeting. A representative of the applicant was available via electronic means at the parish meeting.

ASSESSMENT

The application site comprises two sites which extend to approximately 28.76 hectares in total area and are divided by a public footpath and a drainage ditch. Much of the land has previously been developed with the most westerly section (Part A – 10.76 hectares) housing the former Centrica Killingholme Power Station (now demolished) and the north-easterly part (Part B – 18 hectares) laid to hardstanding and used for the storage of vehicles. The site is located in the open countryside and the land surrounding the site comprises open car storage, an area of woodland to the south and the former Killingholme Power Station. Haven Road and Chase Hill Road are located to the south and east of the site, the village of East Halton is located 1.39 kilometres to the west and North Killingholme 2.3 kilometres to the south-west. Planning permission is sought to construct additional vehicle storage to allow for the storage of up to 12,406 cars and the erection of a bridge to link the two parcels of land. The plan also includes the erection of lighting columns, boundary fencing, welfare facilities, drainage works and provision for the continued use of the public footpath.

The main issues in the determination of this application are the principle of development, impact on the character and appearance of the countryside (incorporating biodiversity), flood risk and other issues.

Principle

The site is located on land outside any defined settlement boundary and therefore policies RD2 of the North Lincolnshire Local Plan (NLLP) and CS3 of the adopted Core Strategy (CS) apply. Policy RD2 states that development in the open countryside will be strictly controlled and only permitted for development which is employment related development appropriate to the open countryside. The existing site operated by the applicant is a port facility used for the importation and open storage of motor vehicles. This also takes place on adjacent sites to the south-east which are operated by GBA Killingholme. Therefore, open car storage is an established use and a defining characteristic of the industrial landscape along the eastern side of Rosper Road and to the north of Haven Road and Clough Lane.

It is worth noting that Part B of the site (which is located in the north-easterly section) is already laid to hardstanding and is used for the open storage of vehicles. In addition, a certificate of lawfulness was granted in 2005 (PA/2005/1096) on this part of the site for open storage and distribution and therefore no planning permission is required for the continued use of this part of the site for open vehicle storage. Part B of the site does have consent under a Development Consent Order for a gas-fired power station (from 2014), however the ongoing use of the site for open vehicle storage will not compromise the future development of this part of the site.

It is also noted that approximately 1.5 hectares of land within Part A of the site encroaches into the land allocated as the South Humber Bank employment site under policy SHBE-1 of the Housing and Employment Allocations DPD. This policy seeks for a 900-hectare site to be developed for B1, B2 and B8 industrial land uses and ancillary development which is associated with port activities. It is considered that the use of land for open vehicle storage is broadly consistent with this policy (i.e. it is port-related development) and that the development of a 1.5-hectare section of land will not compromise the wider delivery of the employment area allocated under policy SHBE-1. In addition to this it will allow an established business to expand their operations. This is a business which has direct linkages to port-related operations (importation of motor vehicles) and the NPPF at paragraph 81 states, 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development'. In addition, the need for the site expansion is clearly set out in the design and access statement submitted with the application, which states the following:

Brexit, and in particular the need to accommodate new and increased customs requirements at UK ports, has driven a need for more storage facilities at the Terminal. The distribution model for international vehicle movements is projected to change, with the strong likelihood that more vehicles will need to be held in UK ports awaiting dispatch.

In order to provide the level of business certainty, operational flexibility and long term improvement necessary to maintain crucial business contracts and sustain its commercial activities, C.RO Ports needs to ready itself for this situation and bring forward increased vehicle storage capacity.

It should also be noted that the development will in part result in the redevelopment of a brownfield site as the Centrica Killingholme Power Station has now been demolished on Part A which is the subject of additional open vehicle storage. The requirement to provide wider landscape planting initiatives under policy LC20 of the NLLP is acknowledged (and will be discussed in more detail in a subsequent section of this report) but given this development will result in the extension of an established port-related facility, it is consistent with industrial uses established on neighbouring site, it will redevelop a brownfield site, it has direct linkages to both the port facilities and the wider road network and will not compromise the delivery of the allocated employment site, it is considered the proposed development complies with policies RD2 and IN3 of the NLLP and CS12 of the CS and is broadly consistent with the provisions of policy SHBE-1 of the Housing and Employment Land Allocations DPD. In conclusion, the principle of development on this land is considered to be acceptable.

Impact on countryside/landscape character (incorporating biodiversity)

The proposal will result in the redevelopment of a brownfield site for open car storage, the erection of a bridge which has an overall height of 4.5 metres and width of 11 metres, and lighting columns at a height of 20 metres; these will be the most visually prominent aspects of the design proposals. It is worth noting that a power station was previously sited within Part A of the development site and was a bulky industrial installation with a number of vertical chimneys/flues; it therefore had a much more significant impact on landscape character.

A landscape and visual appraisal has been submitted with the planning application stating the proposal would not alter the landscape character (industrial landscape) in Part B of the site which only involves a reconfiguration of the layout to facilitate an increase in the parking capacity. In respect of Site A (the former power station site) it states there will be an extension of the 'Industrial Landscape' character type into a small section of the 'Open Undulating Farmland' landscape type and the site does not share the characteristics consistent with this landscape character type. It states the site lacks having an open character, arable character and is a brownfield site, it being enclosed by industrial development and woodland copses and the existence of large-scale prominent industry prevents long-distance views into the wider rural landscape.

The conclusions of this report are that the presence of tall industrial structures, Chase Hill Wood and field boundary vegetation serve to limit the extent of the surrounding landscape from where the site is visible and the tallest elements of the scheme (i.e. the bridge, perimeter fencing and lighting columns) would be relatively low compared with surrounding structures and visible from only short sections of public footpath 77 through and adjacent to the site. It states large-scale visual effects would be experienced from users of the public footpath adjacent to and through the site, although the layout of the footpath has been considered with an appropriate landscape buffer and the overall conclusion is the proposed development would not give rise to undue negative effects on landscape character, fabric or views.

The viewpoints assessed show that from each viewpoint the magnitude for the visual effect would be from large (view south-east from public footpath 77) to small to negligible from public footpaths in the wider area. It is acknowledged the proposal would have a localised urbanising effect on a short section of the public footpath, but the ditch and width of the

public footpath would form a buffer between the footpath and the hardstanding. It is noted that the following landscape proposals are put forward as part of the development:

- Boundary hedgerows and ditches will be retained.
- A 15m wide strip of neutral grassland which will form a buffer between the proposed development and Chase Hill Wood.
- Pond in the north of Part B will be extended. Marginal vegetation will be allowed to recolonise the pond.
- Existing ditch habitat will be retained with a net increase of 0.55ha of new ditch habitat created. The banks will be sown with a marginal riparian grassland mixture.
- The lighting will be on 20m high columns except around the pond in Part B where 5m columns will be used. In this area, and adjacent to Chase Hill Wood, LED lighting fittings with shields, dimmable armatures, 'warm light' armatures will be used.
- A construction and environmental management plan (CEMP) will be prepared which will identify biodiversity protection zones and mitigation measures to be undertaken and delivered at the construction stage for relevant habitats and species. The CEMP will also include details of habitat retention and creation measures and methods.

Once the landscaping becomes established over time it will create additional greened sections which in turn could provide biodiversity net gain and create linkages with existing established wildlife areas such as Chase Hill Wood to the south. As noted above, the most visually prominent aspect of the development is the bridge and the lighting columns, however much of site (Site B) is already laid to hardstanding with lighting columns to the same proposed height and this is a defining feature of the industrialised landscape in this part of Killingholme. The bridge will be predominantly screened from Haven Road and Chase Hill Road by Chase Hill Wood to the south and the development will be viewed as part of the 'Industrial Landscape' character type when viewed from outside the site as it will be visible in conjunction with the industrialised landscape to the south and south-east. The concerns raised by the council's ecologist with respect to impact on landscape character are noted, however the appearance of Part B and its contribution to landscape character will remain unaltered as a result of the proposals.

The proposed development (in particular the redevelopment of Part A) would alter the character and appearance of the countryside. However, that would apply to any site which is located on the edge of an industrial area, including those allocated for development in the HELAP (such as the land under SHBE-1), and would be an inevitable consequence of an existing, established business seeking to expand and enhance their operations as a result of uncertainty in the economy. Given the fact that the site is comparatively enclosed and well screened, it is a brownfield site and lies directly adjacent to existing industrial and commercial development, it is considered that the landscape impact would be limited in this instance.

Furthermore, the impact of the proposed development on those using the footpath (public footpath 77) through the site will change, however the sense of greened openness to this experience will be retained to some extent with a 4 metre wide footpath with a 2 metre buffer to the side and a clearance of a minimum of 3 metres to the drainage ditch and the removal of the fencing from the drainage channel side will aid in the sense of openness

through the site. Following clarification of the width of the footpath and the planting buffer (at 4 metres and 3 metres respectively) the PROW officer has removed their objection and has no objection to the provision of the footpath in this regard. It is considered that the information submitted within the landscape and visual appraisal, the proposals for landscaping and ecological improvements and the revisions to the site layout (which includes a buffer from the footpath to the drainage ditch and removal of the fencing) is sufficient to ensure that the impact of built development can be successfully assimilated into the rural landscape over time and there are no wider landscape impact issues arising from the development (i.e. it will not be highly visible in the wider rural landscape). Finally, the fringes of this site are a semi-industrialised rural landscape and the re-introduction of an industrial use onto a brownfield site is not considered to be at odds with the prevailing character of development in this part of the rural landscape.

Turning to biodiversity matters the proximity of the site to the Humber ecological designations (SSSI, Ramsar, SPA, SAC) is noted, however the council's ecologist has confirmed there is no perceived impact on these designations but some potential impact on protected species including bat corridors, badgers and little ringed plover in and around the site. Notwithstanding this it is worth noting this is an operational site (in part) and the applicant has submitted a Construction Environmental Management Plan to demonstrate how sensitive working methods can be employed in relation to protected species to avoid disturbance. Given the constraints of the site in the form of roads, drainage ditches, the public footpath, the existing operational site (Part B), Chase Hill Wood, there is limited scope within the site to achieve any significant biodiversity enhancement without constraining the operational requirements of the business and given there is scope to achieve biodiversity enhancement within parts of the site, on the boundaries of the site and on neighbouring land within the applicant's same ownership (outlined in blue on the site location plan), it is considered both reasonable and necessary to recommend a condition for the submission of a biodiversity and landscape management plan; this would provide the opportunity for the net loss of biodiversity from the site to be addressed, it would seek to address the requirement for landscaping enhancement (required under policy LC20 of the NLLP) to be achieved and provide the appropriate mechanism through which additional habitat for the protected species can be considered and subsequently delivered. It is considered that the imposition of such a condition would comply with paragraph 55 of the NPPF in this regard. In addition, it is proposed to use lower-level lighting columns with lighting spill contained within the site in the more ecologically sensitive parts of the site (i.e. along its boundaries); this will help to mitigate potential impacts on protected species.

Flood risk

The site is located within flood zones 1 and 2/3a as defined by the North Lincolnshire Strategic Flood Risk Assessment (SFRA). A Flood Risk Assessment (FRA) has been submitted, which has been considered by the Environment Agency and no objections have been received on flood risk grounds. The proposal is for open car storage and an office building which constitute 'less vulnerable' uses in a high flood risk zone. By applying the vulnerability of the use (less vulnerable) to the flood zone in which it is proposed (2/3a) the development is considered to be appropriate as set out in the National Planning Practice Guidance. Notwithstanding this it is proposed to introduce a significant amount of hardstanding onto Part A (the former power station site) and this has the potential to increase surface water drainage run-off.

The flood risk assessment submitted with the application addresses the potential for surface water drainage flooding and a scheme is put forward for its disposal. This consists of ditches and ponds to capture and attenuate flows and a combined drainage solution to store and attenuate run-off, together with restricting flows into adjoining watercourse. It is also proposed to make a cut in the existing ditch (1200 metres in length) to create additional drainage channels and to utilise the existing pond in the north-eastern corner of Part B for storage. Conditions are recommended by LLFA Drainage requiring the submission and implementation of a method of surface water drainage disposal, which considers the incorporation of SuDS measures, and which is based on the drainage strategy already submitted for consideration within the FRA. These conditions are considered both necessary and reasonable to ensure the development is acceptable in flood risk and drainage terms.

Other issues

North Killingholme Parish Council has objected to the proposals on increased traffic movements and matters relating to highway safety. A Transport Statement has been submitted with the application, which states the proposal is predicted to generate an additional 563 two-way HGV movements per week, with Thursdays being the busiest day in terms of trip generation, resulting in 131 two-way HGV trips. In terms of impact on the local highway network the Transport Statement states there will be an uplift of less than 3.7% in HGV movements across a day and that the proposal therefore generates a non-material uplift in traffic flows on the network.

Based on the development proposals and the information contained within the submitted Transport Statement, Highways have raised no objection on highway or pedestrian safety grounds.

In terms of loss of residential amenity, the main sources of this would be during the construction and operational phases of the development and from the light spill from the lighting columns proposed. The supporting information submitted with the application has been reviewed by Environmental Health and given the distance to the nearest residential properties (sensitive receptors) no issues have been raised in relation to noise or light disturbance in this regard. Conditions are recommended in respect of the development taking place in accordance with the measures outlined in the CEMP and in respect of construction and site clearance hours; these conditions are considered sufficient to mitigate any potential loss of residential amenity.

The supporting information satisfactorily demonstrates there will be no direct or indirect impact on the setting of any listed buildings or Scheduled Ancient Monuments (either solely or cumulatively) and the Historic Environment Record has raised no objection to the proposals in the Written Scheme of Investigation which has been considered acceptable in setting out a framework for archaeological works on the site.

Conclusion

It is considered the development will result in the expansion of an established port-related facility onto a brownfield site and one which will ensure the continued provision of a public footpath through the site. It is considered the proposal is acceptable in principle as it would be broadly compliant with policy SHBE-1 of the Housing and Employment Land Allocations DPD by providing port-related development that doesn't conflict with the wider delivery of the 900-hectare employment site. It is considered the proposal can be successfully

assimilated into the rural landscape with it being viewed in conjunction with similar land uses and against an industrialised landscape character. The proposal is not considered to result in issues related to highway and pedestrian safety and will not impact on residential amenity. Accordingly, the application is recommended for approval.

Pre-commencement conditions

Pre-commencement conditions in relation to contaminated land investigation, the submission of a surface water drainage scheme and additional details in respect of a programme of archaeological works have been agreed with the applicant's agent.

RECOMMENDATION Grant permission subject to the following conditions:

1.

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

Reason

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

2.

The development hereby permitted shall be carried out in accordance with the following approved plans: NWKG-2020-P-107-D, 6608_007_A, 6608_009, NWKG-2020-P-103-D and NWPU-2014-PA-106-0.

Reason

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

3.

Development shall take place in accordance with the archaeological mitigation strategy 'North Killingholme Written Scheme of Investigation for Staged Archaeological Mitigation, Headland Archaeology, 01/10/2021 rev 14/10/2021', and the approved details and timings.

Reason

To comply with paragraph 205 of the National Planning Policy Framework, policy CS6 of the Core Strategy and policy HE9 of the North Lincolnshire Local Plan because the site contains archaeologically significant remains that the development would otherwise destroy. The archaeological mitigation strategy is required in order to preserve archaeological evidence by means of a comprehensive record and creation of a permanent archive, to advance public understanding.

4.

Prior to commencement of development, the applicant, or their agents or successors in title, shall submit the following details to the local planning authority for their written approval:

- (i) confirmation that a contract has been entered into with an archaeological contractor to undertake all stages of the archaeological mitigation programme
- (ii) a timetable that provides sufficient notification and allowance of time to ensure the completion of the specified archaeological excavations and recording work ahead of construction commencing

- (iii) details of the archaeological organisation proposed to implement the approved mitigation strategy; a list of all staff involved, including sub-contractors and specialists, their responsibilities and qualifications
- (iv) 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 such works.

Reason

To comply with paragraph 205 of the National Planning Policy Framework, policy CS6 of the Core Strategy and policy HE9 of the North Lincolnshire Local Plan because the site contains archaeologically significant remains that the development would otherwise destroy. The archaeological mitigation strategy is required in order to preserve archaeological evidence by means of a comprehensive record and creation of a permanent archive, to advance public understanding.

5.

The development shall not be brought into operation until the site investigation and post excavation assessment has been completed in accordance with the programme set out in the approved archaeological mitigation strategy, and provision secured for the subsequent analysis, publication and dissemination of results and archive deposition, to be approved by the local planning authority.

Reason

To comply with paragraph 205 of the National Planning Policy Framework, policy CS6 of the Core Strategy and policy HE9 of the North Lincolnshire Local Plan because details pursuant to the post-excavation assessment are required to ensure satisfactory provision and the timely undertaking of the final stages of the approved archaeological mitigation strategy.

6.

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

Reason

To comply with paragraph 205 of the National Planning Policy Framework, policy CS6 of the Core Strategy and policy HE9 of the North Lincolnshire Local Plan and place the results of the archaeological mitigation strategy in the public domain in a timely fashion within an agreed timetable.

7.

No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:

- all previous uses;

- potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors;
 - potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason

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 170 of the National Planning Policy Framework.

8.

Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing by, the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason

To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in conformity with paragraph 170 of the National Planning Policy Framework.

9.

If, during development, any odorous, discoloured or otherwise visually contaminated material is found to be present at the site then no further development shall be carried out until a written method statement detailing how this contamination shall be dealt with has been submitted to and approved in writing by the local planning authority.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without

unacceptable risks to workers, neighbours and other off-site receptors in accordance with policy DS7 of the North Lincolnshire Local Plan.

10.

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (2 March 2021/ PB9772-RHD-ZZ-XX-RP-Z-0005 / Royal Haskoning DHV): in particular, a flood warning and evacuation plan shall be put in place prior to first use of the site (Part A). Finished floor levels for the two office buildings hereby permitted shall be set no lower than 990m above existing ground level, as shown in approved drawing NWPU-2014-PA-106-0, 'Offices Elevation Plan'.

Reason

To reduce the risk of flooding to the proposed development and future occupants.

11.

The development hereby permitted shall be carried out in strict accordance with the Outline Construction Environmental Management Plan (OCEMP) reference PB9772-RHD-ZZ-XX-RP-Z-0001 dated March 2021. The construction and site clearance working hours shall be limited to 8am to 6pm Monday to Friday, 8am to 1pm on Saturdays and at no time on Sundays and public/bank holidays.

Reason

To define the terms of the permission and to ensure the development is undertaken in accordance with the environmental measures outlined in the document.

12.

Within six months of the commencement of development, the applicant or their successor in title shall submit a landscape and biodiversity management plan to the local planning authority for approval in writing. The management plan shall include:

- details of measures required to provide more than 10% biodiversity net gain (or a lesser net gain to agreed in writing with the local planning authority) in accordance with the Defra biodiversity metric 2.0 compared to the baseline assessment described in the submitted "C.RO Ports Killingholme - Additional Vehicle Storage: Ecological Impact Assessment Report";
- details of landscape enhancements required in terms of the South Humber Bank Landscape Initiative;
- prescriptions for the creation of a 15 metre wide neutral grassland buffer along the northern boundary of Chase Hill Wood and Fox Covert;
- prescriptions for the creation and management of ditch, pond, scrub and neutral grassland habitats;
- details of nesting sites to be installed to support a variety of bird species;
- restrictions on lighting to avoid impacts on bat roosts, bat foraging areas, bird nesting sites and sensitive habitats;

- prescriptions for the retention, planting and aftercare of native trees, shrubs, hedgerows and wildflowers of high biodiversity value;
- appropriate phasing mechanisms to ensure that significant areas of habitat are created and are becoming properly established before each phase of construction;
- procedures for monitoring and ongoing management of created habitats;
- measures to avoid light, noise and water pollution, fly-tipping and other factors that would harm habitats and species;
- proposed timings for the above works in relation to the operation of the car storage area.

Biodiversity units should be delivered on site, within the red and blue line boundaries shown on submitted Location Plan number 6608_007_A. Those that cannot viably be delivered on site should be delivered locally, according to a local plan or strategy.

Reason

To conserve and enhance landscape and biodiversity in accordance with saved policy LC20 of the North Lincolnshire Local Plan, policies CS5 and CS17 of the North Lincolnshire Core Strategy, and paragraphs 170, 174 and 175 of the National Planning Policy Framework.

13.

The 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 commencement of operation of the car storage area hereby approved, the applicant or their successor in title shall submit a report to the local planning authority, providing evidence of compliance with the biodiversity management plan.

Reason

To conserve and enhance landscape and biodiversity in accordance with saved policy LC20 of the North Lincolnshire Local Plan, policies CS5 and CS17 of the North Lincolnshire Core Strategy, and paragraphs 170, 174 and 175 of the National Planning Policy Framework.

14.

No development shall take place 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 Assessment, reference: PB9772-RHD-ZZ-XX-RP-Z-0005, status: 01, dated: 02 March 2021.

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 the 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 so that flood risk, both on and

off the site, is not increased. SuDS must be considered. Reference should be made to North Lincolnshire Council's SuDS and Flood Risk Guidance Document.

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 155, 157, 163 and 165 of the National Planning Policy Framework.

15.

The drainage scheme shall be implemented in accordance with the approved submitted details required by condition 14 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 155, 157, 163 and 165 of the National Planning Policy Framework.

Informative 1

We recommend that the future operator(s)/occupants of the site fully sign up to Floodline Warnings Direct. This can be done online at <https://www.gov.uk/sign-up-for-flood-warnings> or by phoning Floodline Warnings Direct on 0345 988 1188.

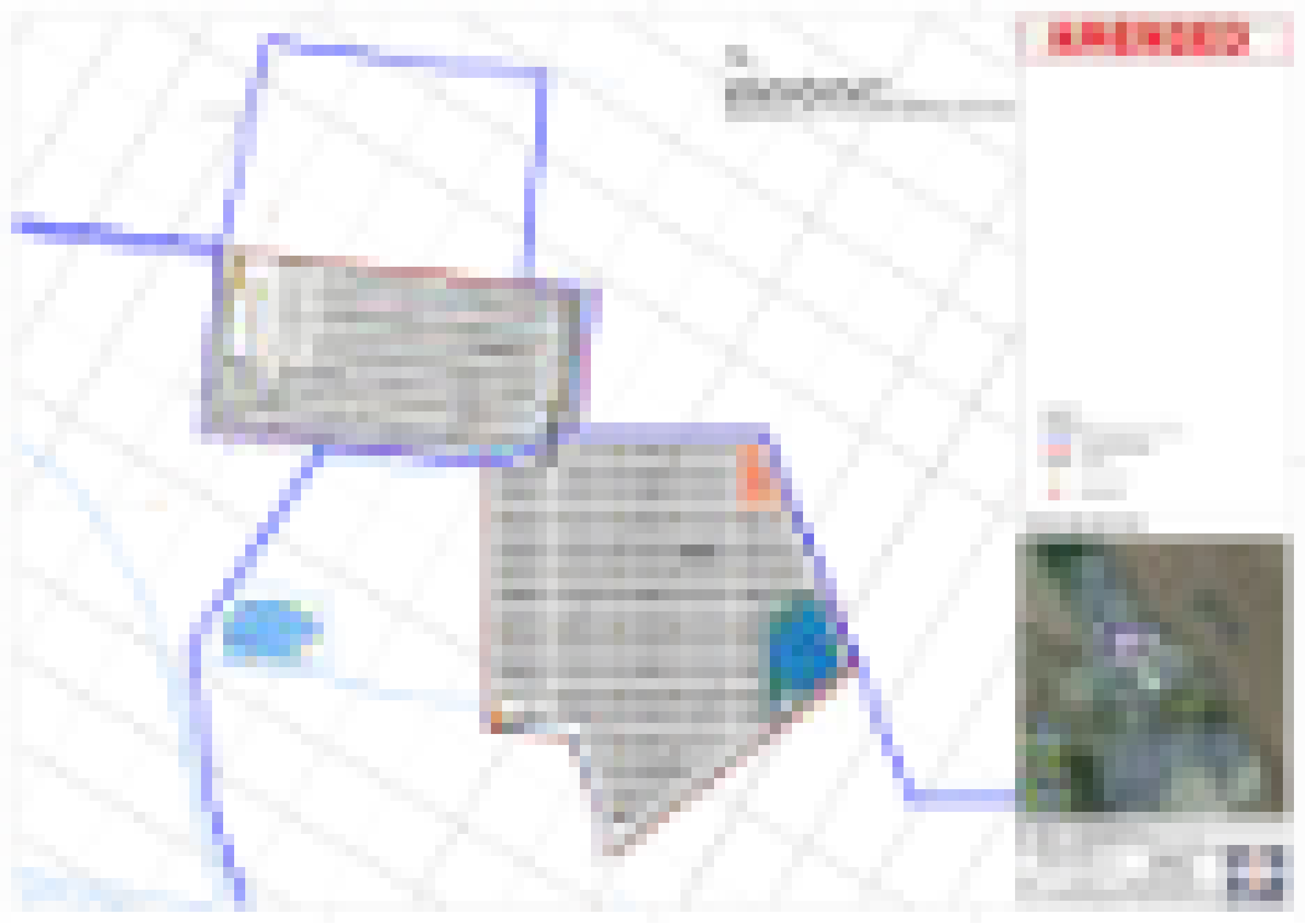
Informative 2

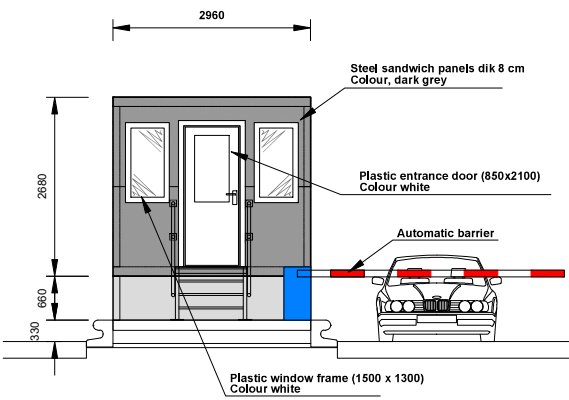
Advice to the applicant – pollution prevention:

- Site surfacing – we would expect no vehicles to be parked on permeable surfaces (made ground, soil, etc.).
- Surface water drainage should be through appropriate oil interceptors.
- Kerbing should be in place around the site perimeter to contain pollutants.
- Sufficient spill response kits would need to be kept on site.
- Foul drainage should be directed to the Anglian Water foul sewer, if possible. If connection to mains sewer is not viable, the provision of toilet and washing facilities, e.g. portaloos would need to be sufficient and these would need to be checked/emptied on a daily basis.

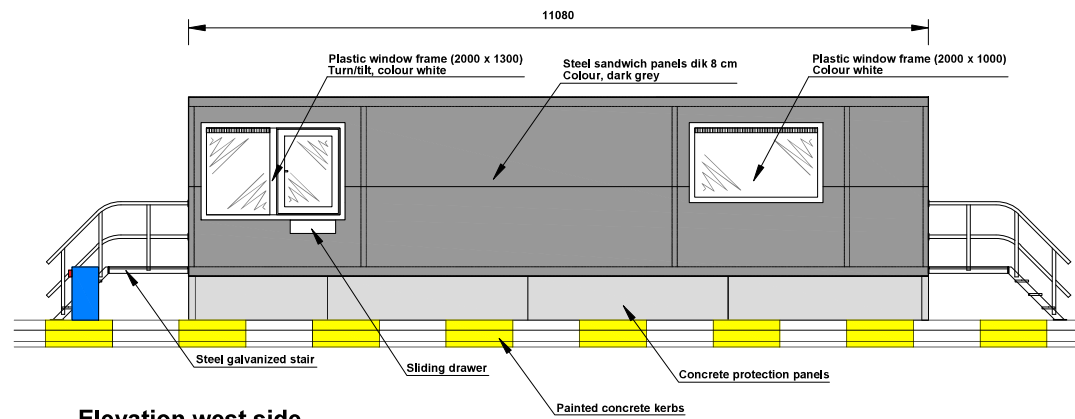
Informative 3

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.

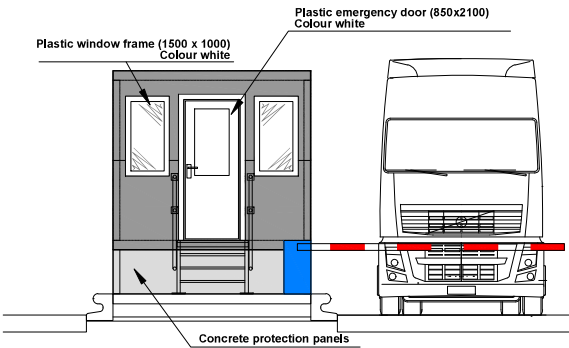




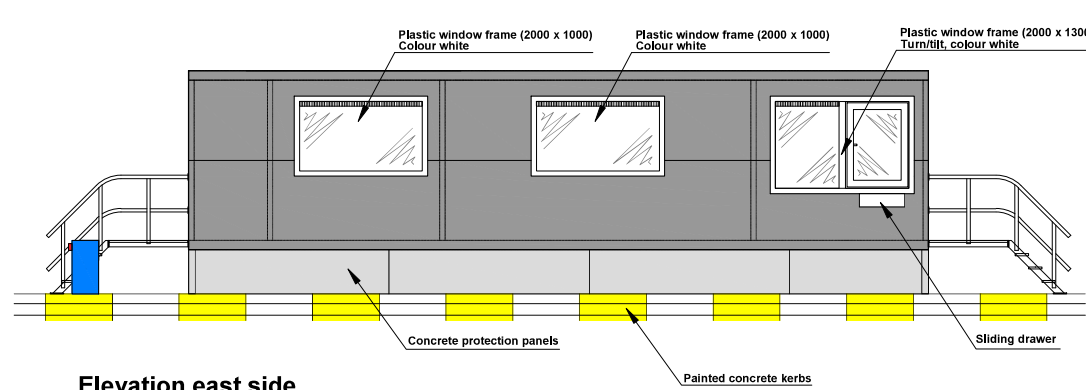
Elevation north side
Scale 1:40



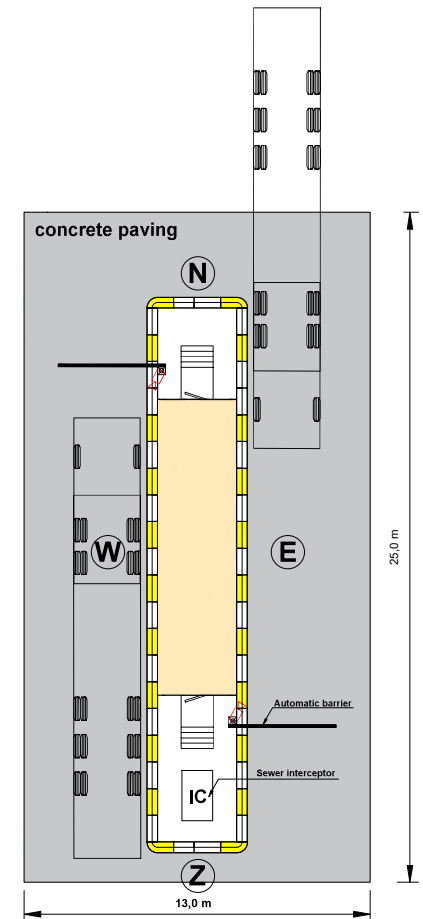
Elevation west side
Scale 1:40



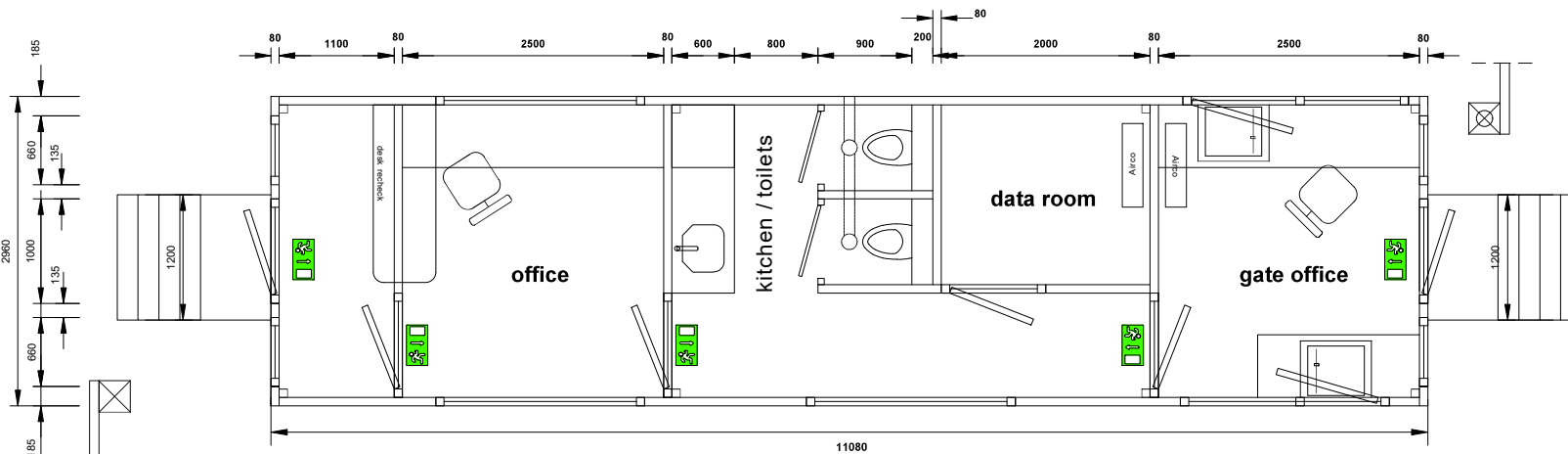
Elevation south side
Scale 1:40



Elevation east side
Scale 1:40



Plan view gate unit area
Scale 1:100



Top view entrance / exit gate unit
Scale 1:25

General Planview



Title: C,RO Ports Killingholme-Additional Vehicle Storage Office Buildings Elevation Plan		C,RO Ports Killingholme Ltd Cough Lane North Killingholme North Lincolnshire DN40 3JP (UK) Phone: +44 1 708 86 5522 www.lincoln.gov.uk		:C,RO_official_06.jpg
Drawn: J.W.	Scale: 1:40, 1:25 (if A1)	Checked: R.E.	Date: 02/03/2020	
Status: Permit application	Dr. No.: NWPU-2016/PA-1050			
Project: C,RO Ports Killingholme - Additional Vehicle Storage				



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