

APPLICATION NO	PA/2012/0747
APPLICANT	Mr I Slater, Hargreaves (UK) Services Ltd
DEVELOPMENT	Outline planning permission for the erection of four industrial units and an extension to an existing unit, with a new access from East Halton Road
LOCATION	Land off East Halton Road, North Killingholme Airfield Industrial Estate, North Killingholme
PARISH	NORTH KILLINGHOLME
WARD	Ferry
CASE OFFICER	Mark Beevers
SUMMARY RECOMMENDATION	Refuse permission
REASONS FOR REFERENCE TO COMMITTEE	Third party requests to address the committee in support of the proposal

POLICIES

National Planning Policy Framework:

Section 1 – Building a strong, competitive economy

Section 4 – Promoting sustainable transport

Section 7 – Requiring good design

Section 10 – Meeting the challenge of climate change, flooding and coastal change

Section 11 – Conserving and enhancing the natural environment

Section 12 – Conserving and enhancing the historic environment

North Lincolnshire Local Plan: Policies DS1, DS14, DS16, LC5, LC6, LC20, HE9, T1, T2, T5, T19, IN1, IN3, IN6 and IN1-2

North Lincolnshire Core Strategy: Policies CS1, CS2, CS5, CS6, CS11, CS16, CS17, CS19, CS25 and CS27

Interim Planning Guidance - South Humber Gateway Transport Contributions

CONSULTATIONS

Highways: It is our opinion that North Lincolnshire Council should apply the adopted Interim Planning Guidance - South Humber Gateway Transport Contributions to this

development and therefore our advice is that the application should be refused for the following reason:

The applicant has failed to agree the relevant financial contribution to road improvements as required by the adopted document 'Interim Planning Guidance - South Humber Gateway Transport Contributions' and the development is therefore unacceptable as it would impose an additional burden upon the local road network, without making the requisite financial contribution to its improvement.

Historic Environment Record Officer: A pre-determination field evaluation will be required to confirm the findings of the desk-based assessment and to determine the extent, character, date and state of preservation etc. of any archaeological remains within the site. This information is necessary to inform an appropriate mitigation strategy and prepare the Written Scheme of Investigation for the planning authority to consider in its decision in line with National Planning Policy Framework and local plan policies; the assessment needed to guide a planning decision on what archaeological mitigation may or may not be appropriate is required before, not after, that decision is made.

The assessment of a low to moderate archaeological potential needs to be tested through A field survey of the development site as a whole, and the results used to inform the assessment of impact on significance and consideration of appropriate mitigation measures. The combined results will enable an informed and reasonable planning decision to be taken.

If the applicant does not submit this information, and if for any reason the planning authority has to determine the application in its present form, the application should be refused as it is contrary to the NPPF, Core Strategy policy CS6 and Local Plan policy HE9; inadequate information has been provided to allow the local planning authority to assess the impact of the development on the heritage assets, or to approve an appropriate mitigation strategy.

English Heritage: No response received.

E-ON: Objects to the application by supporting the parish council's position that the proposed access is dangerous. E-ON also notes that the site access will interfere with a gas pipeline which further reinforces the need to reposition the access.

Environment Team (Ecology): No objections subject to conditions which secure the implementation of the Ecological Mitigation Strategy submitted in support of the application and the submission of a Biodiversity Management Plan.

HSE: Does not advise, on safety grounds, against the granting of planning permission.

Humberside Fire Brigade: No objections.

Environment Agency: No objection subject to a condition which seeks the submission of a surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and the hydrogeological context of the development.

Anglian Water: There is sufficient capacity within the foul sewerage network. Conditions are requested to secure the proposed surface water strategy and the implementation of oil interceptors. Informatives are also requested which highlight the applicant's need to obtain consent from Anglian Water for trade effluent discharge under Section 11 of the Water Industry Act 1991.

North East Lindsey Drainage Board: Objects to the application due to the lack of a flood risk assessment. A flood risk assessment has now been submitted and the Drainage Board has been consulted on this submitted information.

NHS North Lincolnshire: No objections.

Environmental Health: The historic military use of the site means that there is potential for pollutants to be encountered during the construction process. As such a condition is recommended which ensures contamination is remediated if encountered during construction. It is also considered that residents could be disturbed by noise, especially during unsocial hours. As such conditions are recommended to restrict working hours at weekends and on bank holidays and to secure the submission, approval and implementation of a noise management plan.

PARISH COUNCILS

North Killingholme and East Halton Parish Councils both object for the reasons outlined below.

North Killingholme: The proposed access road already has a weight limit and is yards away from a sharp bend in the road. The road carries a statutory speed limit and the increase in traffic in hours of darkness causes concern.

Increased HGV movements are a concern in the area.

There is concern over the proposed product to be stored; if this is coal then more information is required on this product. There is local knowledge of Hargreaves UK Services Ltd already storing and moving coal in the area which already creates lots of dust and has 24 hr operation.

East Halton: East Halton Parish Council strongly objects to this application. The objections are that the access road is totally inappropriately located, being on a bend where there have been numerous accidents in the past. It is also felt that more landscaping is necessary, especially adjacent to East Halton Road.

PUBLICITY

Neighbouring properties have been notified, and site and press notices posted.

Two letters of support have been received citing investment and jobs as reasons for support.

Several letters of objection have been received raising the following concerns:

- the copse has mature trees and shrubs and various species of wildlife which should not be destroyed
- very bad bend in the road, objector has had a lot of very narrow escapes
- another road from the airfield to the main road is very silly and will have accidents waiting to happen

- the new access is planned very near a dangerous bend that has been the scene of numerous accidents
- access to airfield is Lancaster Approach which should be used for all new developments
- the proposed balancing ponds are on the highest part of the site
- objector questions access rights
- would be a great increase in the volume of traffic on the right of way and to weighbridges on Lancaster Approach
- unless a holding lagoon is a requirement of any planning permission then all water would go across objector's land.

ASSESSMENT

Site

The site is located to the north-east of North Killingholme Airfield on land adjacent to East Halton Road. The site is entirely 'brownfield' given that it is located within the curtilage of the airfield; however it does have the general appearance of 'greenfield' land. There are existing buildings located within the site boundary, the most prominent being the WW2 hangar building to the south-western corner of the site. There are also a number of smaller buildings to the north-west of the site which have now become covered with vegetation. The total site area is 10.54 hectares.

The surrounding area is characterised by major industrial developments including B1 and B8 uses to the south of the site and major industry to the east on the South Humber Bank. The remnants of South Killingholme Airfield are clearly visible on aerial photographs to the west of the site. There are residential properties within the area in the settlements of North Killingholme to the south-east of the site, South Killingholme to the south of the site and East Halton to the north of the site. These settlements are small villages/hamlets and are connected by a single road (Townside, East Halton Road and Top Road).

Proposals

This application is for outline planning permission to erect four industrial units, and extend an existing WW2 aircraft hangar, for B8 uses. The main access into the site will be taken from East Halton Road. At the entrance to the site are two balancing ponds and a large area of landscaping. This landscaping will screen the proposed industrial development from surrounding areas and is a requirement of policy within the North Lincolnshire Local Plan. The access road will traverse this area of landscaping for approximately 100 metres before entering a built-up area accommodating four new industrial buildings. The extended hangar building is situated to the rear of these buildings with only loading and service access available. Access to the extended hangar building for staff and visitors is only available through the former airfield.

Parking areas for staff and visitors are provided to the front of the units with loading and service access provided to the rear of the buildings. To the rear of the building is parking and 25 metre diameter turning circles for HGVs.

The applicants have requested 24-hour operations Monday to Friday, from 8am to 6pm on Saturdays and from 9am to 5pm on Sundays. These timescales will provide flexibility when the developers come to lease the buildings.

Policy

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 and the North Lincolnshire Core Strategy (NLCS) which was adopted in June 2011. Material considerations exist in the form of national policy and guidance contained within the National Planning Policy Framework (NPPF) and the suite of documents comprising National Planning Practice Guidance (NPPG).

The western side of the site (approximately 7.2 hectares) is allocated within the NLLP for B1 and B8 industrial uses and given reference number IN1-2 (Policy IN1). This allocation includes the whole of North Killingholme Airfield and extends to a total of 141 hectares. The eastern part of the site (approximately 3.34 hectares) is located within a Defined Industrial Buffer Area (Policy IN6 of the NLLP) and as such development is restricted and indigenous tree and shrub planting and habitat creation is supported/expected.

The development complies with policies IN1 and IN6 respectively by proposing B8 uses within the IN1-2 allocated area and leaving the buffer zone free from development and available for new planting/screening and habitat creation. Two balancing ponds and an access road are provided within this buffer area, however these features are acceptable as the access road is considered necessary to enable development and the balancing ponds can support habitat creation.

Policy IN3 of the NLLP provides criteria by which industrial development within North Killingholme Airfield must be assessed. These criteria include respecting setting and the local landscape, consideration of pollution and noise nuisances, consideration of layout, density, design, height and materials, screening of outside storage and use of enclosed roof storage, acceptable circulation space and parking/servicing arrangements, and the implementation of a comprehensive landscaping scheme. Subject to compliance with these criteria, considered further in this report below, the development is considered to comply with policy IN3 of the NLLP.

Policy CS11 of the NLCS supports the continued expansion and improvement of North Lincolnshire's economy. It is anticipated that this will be achieved through the identification and allocation of land via the emerging Housing and Employment Land Allocations Development Plan Document. The draft version of this document continues to support industrial development on this site via policy NKAE-1.

It must therefore be concluded that the application complies with Development Plan policies, including IN1, IN3 and IN6 of the NLLP and policy CS11 of the NLCS.

Highway safety (including highway contributions)

The proposed development is considered to be acceptable from a highway safety perspective. The access point into the site from East Halton Road meets highway safety standards in terms of visibility, width and accessibility. No objections have been raised by

the council's Highways department or the Highways Agency with regard to road network capacity, the positioning of this development in relation to the road network or in terms of its sustainability and proximity to public transport nodes. The application is supported by a Transport Assessment which contains within it a Framework Travel Plan.

The council's Highways department has raised an objection to this application as it does not comply with Interim Planning Guidance – South Humber Gateway Transport Contributions ("SHGTC"). This document was commissioned by the council in 2008 and adopted in 2011. This document applies to all development which takes place within the South Humber Gateway, including North Killingholme Airfield. The aim of this document is to secure developer contributions, via Section 106 Agreements, which will then be used to deliver a transport strategy for the wider area. This will ensure highways infrastructure is of a suitable standard to meet the strategic aims of the South Humber Gateway. Developer contributions will be pooled and used to implement a number of projects as listed below:

- dualling of Rosper Road
- completion of Haven Road works
- A160 Eastfield signal improvements
- Chase Hill Road/Eastfield Road
- Chase Hill/East Halton Roundabout
- Area Wide Travel Plan

The SHGTC provides a formula for calculating the contributions payable from any new development. In this instance the contribution payable is calculated as £187,992; this figure has not been disputed by the applicants. The figure is calculated using TRIC's figures supplied by the developer and has been fairly and consistently applied to all developments within the relevant area. The SHGTC has been applied to the Able Marine Energy Park application and a contribution of £1.32 million is anticipated when this scheme progresses, and a maximum figure of £33,570 is expected from the North Killingholme Power Project. No other developments have yet contributed as all have fallen below the threshold of 10 operational trips during peak hours since 2011.

The developer has declined to make the contribution, stating that the low returns on industrial development in terms of rental, and the costs of building the new access road into and through the site, will render the scheme unviable if the contribution is made. A viability assessment has been submitted to justify this position, demonstrating that the development will deliver a profit of 3% instead of a normal developer profit of 15%. The developers have agreed to pay a contribution of £25,000 towards the SHGTC contribution which results in a shortfall of £162,992.

The developers also contend that the required developer contribution does not comply with Regulation 122 of the CIL Regulations 2010. Regulation 122 sets the tests for securing planning obligations. These are:

1. necessary to make the development acceptable in planning terms;
2. directly related to the development;

3. fairly and reasonably related in scale and kind to the development.

It is considered that the above tests are passed by virtue of the SHGTC. Contributions are necessary to deliver a comprehensive strategy for the whole area which prevents initial phases of development progressing without contribution towards ongoing infrastructure needs. The contributions are clearly required by local planning guidance as part of an overarching strategy for the area and are therefore necessary to make this development acceptable in planning terms. The contribution is directly related to the development proposed by the SHGTC which produces an overarching strategy within which this development fits. Finally the scale of contribution is related to the development proposed by the formula which is applicable via the SHGTC; this ensures contributions relate to the scale of new development coming forward.

It is concluded that the contributions sought in this instance are in full accordance with Regulation 122 of the CIL Regulations 2010. Therefore the application fails to comply with the SHGTC and also fails to comply with policy CS27 of the NLCS.

The SHGTC has carried weight for development management purposes since its adoption in 2011. The emerging Housing and Employment Land Allocations Development Plan Document also references the need to secure developer contributions for North Killingholme Airfield stating '*The Interim Planning Guidance will be applied to all developments in the area and financial contributions sought from developers who exceed the threshold for the number of vehicular trips*'. The SHGTC is an important document, both currently and in terms of emerging policy, for the development of this large employment allocation and should therefore be given significant weight in the decision-making process.

Despite not complying with the SHGTC and NLCS policy CS27, it must be concluded that the application does comply with NLLP policies T1, T2, T5 and T19 and with NLCS policy CS25.

Ecology

The applicants have submitted a number of Ecological Reports to assess the site for the existence of protected species and its biodiversity and habitat quality. This includes the submission of reports considering the existence of Great Crested Newts, Badgers, Nesting Birds and Grassland Habitat. The applicants have also prepared a Draft Ecological Mitigation Strategy to mitigate the harm caused to the ecology of the site. This strategy includes the creation and enhancement of habitats with the emphasis placed on the creation of neutral/MG5 grassland and wetland features.

The submitted information has been considered by the council's ecologists and their original objections to the application have been removed subject to conditions. These conditions secure the implementation of the Draft Ecological Mitigation Strategy and the production and implementation of a Biodiversity Management Plan. The Biodiversity Management Plan will secure the implementation of bat and bird boxes, restrictions on external lighting to avoid impact upon bat roosts and foraging areas and the creation and future management of wildflower rich neutral grassland areas and native tree, shrub and hedgerow planting.

The application is therefore considered to comply with policies LC5 and LC6 of the NLLP and CS17 of the NLCS.

Flood risk and drainage

The site is located within flood zone 1 and as such is not considered to be at risk from flooding. However, the size of the site and amount of development proposed does have the potential to increase flood risk elsewhere, therefore, in accordance with national guidance, the applicants have submitted a Flood Risk Assessment in support of the application.

The application includes the implementation of balancing ponds which will be used to restrict surface water run-off to 14 litres per second, thereby ensuring flood risk is not increased on adjacent sites. Rainwater harvesting is to be considered to reduce portable water demand.

Following amendments to the submitted Flood Risk Assessment the Environment Agency has removed their previous objections to this application. The removal of this objection is subject to a condition which secures full details of a surface water drainage scheme for the site which is based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development.

The application is therefore considered to comply with policies DS14 and DS16 of the NLLP and CS19 of the NLCS.

Heritage

The Historic Environment Officer has objected on the grounds that insufficient information has been submitted to understand the significance of archaeological remains within the site and a Geo-physical Survey is required, as a minimum, to suitably assess the site's potential. The application site affects a number of historic airfield structures and has the potential to affect buried archaeological remains. There are a number of designated heritage assets in the vicinity of the site including two Grade I listed churches, a Grade II* listed farmhouse and three Scheduled Ancient Monuments.

The applicants have submitted a Desk Based Archaeological Assessment and contend that a higher level of archaeological works is not required as the application only seeks to confirm the principle of development on the site. It is also outlined that the cost of this work is excessively high at this stage without the certainty of permission.

The Desk Based Archaeological Assessment submitted on behalf of the applicant concludes that the proposed development will affect elements of the undesignated North Killingholme airfield: a hangar will be altered, and six blast shelters and the remains of other ancillary airfield structures will be removed (these ancillary structures have since been removed after they suffered weather damage and became unsafe). There is a low potential for early Prehistoric assets and a moderate potential for later Prehistoric to Post-Medieval assets to be present. This moderate potential relates to field systems, the potential for settlement remains to be present is considered low.

The identified elements of the former airfield are all considered to be of Local Significance and it is considered important to consider appropriate mitigation. Further details regarding the structural alterations to the T2 Hangar (to be retained) will be required; it is considered that these details can be provided at the reserved matters stage. The retention of this building is beneficial and weighs in favour of this application, however the weight attributed to this material consideration is limited at this stage as the form of retention is unknown.

The applicants acknowledge that there is a moderate potential for Post Medieval assets to be identified within the site boundary. This was evidenced by the Geo-Physical Survey undertaken as part of a separate process on part of the site's eastern field. Clusters of pits

and linear ditches were identified within a narrow corridor, indicating the potential for a density of archaeological features which may occur across the wider development site.

The Historic Environmental Record Officer considers that the assessment of a low to moderate archaeological potential needs to be tested through a field survey of the development site as a whole, and the results used to inform the assessment of impact on significance and consideration of appropriate mitigation measures. The combined results will enable an informed and reasonable planning decision to be taken.

The NPPG requires decision-making on applications involving such assets to have a proportionate response. 'Where an initial assessment indicates that the site on which development is proposed includes or has potential to include heritage assets with archaeological interest, applicants should be required to submit an appropriate desk-based assessment and, where necessary, a field evaluation.'

It is considered that additional field survey work is justified in this instance. Justification exists in the form of the previous Geo Physical Survey work which identified features of archaeological interest within a small part of the site and the acknowledgement within the Desk Based Archaeological Assessment that there is moderate potential for archaeology of Local Significance to exist within the site boundary. It is also noted that the site lies close to three Scheduled Ancient Monuments.

Paragraph 128 of the NPPF and policy CS6 of the NLCS requires developers to consider the contribution setting makes to the significance of a designated heritage asset. The submitted Desk Based Archaeological Assessment makes little reference to setting, only North Garth moated site is considered in terms of its setting and the contribution setting makes to its significance. Setting is considered to make some contribution to the significance of this asset, however hedgerows along East Halton Road screen views towards the site and existing electricity pylons are intrusive industrial features within the existing setting.

The North Garth Scheduled Ancient Monument is the closest designated heritage asset to the site 100 metres to the east. Other designated heritage assets are located 260 metres to the south-east (Scheduled Ancient Monument), 400 metres to the north-east (Grade 1 Listed Church of St. Peter) and 600 metres to the south-east (Grade 1 Listed Church of St. Denys). No assessment has been undertaken of the contribution setting makes to the significance of these buildings and the impact of the development upon this setting.

In this instance due consideration must however be given to the context of the application site and its allocation within the NLLP for industrial development. The area is industrial in nature and scared by major infrastructure in the form of electricity pylons. It is not considered that this development will be unduly prominent or alien within this context and as such the impact of the development upon the setting of designated heritage assets is considered to be acceptable. The application site may be visible in views from and towards designated heritage assets but this prominence will not be materially greater than the impact of existing industrial units which are clearly visible below the existing electricity pylons. The application is in outline form and as such the height and prominence of the proposed buildings would be considered further at the Reserved Matters stage.

It is not considered that the application complies with policy HE9 of the NLLP as insufficient information has been submitted to inform the extent and significance of archaeological remains within the site and the degree to which the proposed development is likely to affect

them. The application also conflicts with policy CS6 of the NLCS and guidance contained within the NPPF and NPPG.

Environmental health

The application site is located within the open countryside but adjacent to existing industrial development. The site is also allocated for B1 and B8 uses within the NLLP. The nearest residential property to the nearest proposed industrial unit is approximately 340 metres to the south-east. Between the existing dwelling and the proposed industrial units are existing industrial uses and significant elements of screen planting. There are a large number of other B1 and B8 uses within 340 metres of this property.

No objections are raised by the council's Environmental Health team subject to the use of conditions to restrict operating hours at weekends and on bank holidays, ensure the implementation of a Noise Management Plan and the remediation of any encountered contamination.

Subject to the conditions recommended by the council's Environmental Health Officer it is considered that this application complies with policy DS1(iii) and DS1(v) of the NLLP.

Landscaping

The landscape surrounding the site is flat and low-lying and contains a variety of land uses. Although the surrounding areas are rural they are dominated by large industrial structures including buildings, chimneys, electricity pylons, storage containers and industrial machinery. The proximity of the site to the Humber Estuary highlights the ecological potential of the area and there are significant elements of mature tree and shrub planting in the area. The ability of this planting to absorb the visual impact of industrial development by screening and filtering views and supporting local wildlife has been recognised and policy LC20 of the NLLP seeks to support good design principles and high quality landscape planting on all new industrial development.

The applicants have accepted the principle of policy LC20 by proposing to leave clear of development eight acres of land adjacent to East Halton Road. This is a requirement of policy LC20 and the land in question is allocated for landscape planting in the NLLP Proposals Map. This area will be used to provide biodiversity enhancements and implement native tree and shrub planting. Landscaping is a matter reserved for consideration as part of a Reserved Matters submission and acceptable landscaping details would be expected at this stage.

It is considered that this application makes suitable land available for landscaping, the details of which will be submitted at the Reserved Matters stage. For this reason this outline planning application complies with policy LC20 of the NLLP and policy CS16 of the NLCS.

Benefits

The applicants have highlighted a number of key benefits which are associated with this planning application. Employment benefits during construction and operation of the units are expected; these weigh in favour of the application as a strong economy is seen as a key contributor to sustainable development by the NPPF. Quantifying those benefits at this stage is difficult as the development proposed is speculative and final employment numbers will depend on the final occupants of the units. Dock-related developments are, however, anticipated which support the overall aims of the allocation and wider industrial strategy for

the area. The development would be expected to attract new business to the area and the proposed layout is expected to produce a strong sense of place which will hopefully be enhanced at the reserved matters stage by good quality design. It is also accepted that the proposed development complies with most policies of the development plan and the only concern with this development now rests with lack of compliance with the SHGTC and policies CS6 and CS27 of the NLCS and HE9 of the NLLP.

The developers also highlight that this proposal will result in significant improvements to existing internal infrastructure within the North Killingholme Airfield Industrial Estate and the creation of a new access road to open up the site. Improvements will result to an existing building and its setting but this is a small element of the overall industrial estate. The provision of a new access road is a benefit so long as this road is provided as an access to future phases of development. The illustrative layout plan shows the road terminating before the site boundary and a ransom strip will be created which may result in a financial burden to future developers. This may then harm the viability of future development phases and further inability to pay for infrastructure improvements.

The applicants' claim that this access road will open up an allocated employment site of 138 hectares is overstated given that an alternative access exists. Indeed the alternative access to the industrial estate (Lancaster Approach) is currently the main access point and will continue to be the main access point for much of the overall allocation. Notwithstanding this the secondary access will be beneficial to the evolution of the whole allocation by splitting traffic flows. It should however be noted that the applicants benefit from the access road given the position of their units at the site entrance.

Conclusions

Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. In this instance the application does not comply with policies CS6 and CS27 of the NLCS and HE9 of the NLLP, and as such the development must be considered contrary to the adopted development plan. The SHGTC is a material planning consideration which also weighs against this development and justifies its refusal.

Material considerations do exist in support of the proposed development; these include the general compliance in principle with planning policy and the strategic aims of the development plan in terms of delivering industrial development in this location. The scheme also provides ecological enhancements and landscaping in accordance with development plan policy. Economic benefits are also delivered in terms of job creation and the implementation of a secondary link road into the North Killingholme Airfield industrial estate.

It is the view of this officer that all of these benefits would be expected of most industrial developments and do not therefore justify departure from adopted planning policy and guidance. This is with the exception of the secondary access road into the site which is a planning gain. It is considered that the benefits of this secondary access are overstated by the applicants as this access road does not enable the delivery of the whole site which already benefits from an access via Lancaster Approach.

On balance it is therefore concluded that the application does not comply with development plan policies CS6 and CS27 of the NLCS, HE9 of the NLLP and supplementary planning guidance in the form of the SHGTC. Although material planning considerations do weigh in favour of this scheme these are on balance considered to be of insufficient weight to

outweigh the provisions of adopted development plan policies and supplementary planning guidance.

RECOMMENDATION Refuse permission for the following reasons:

1.

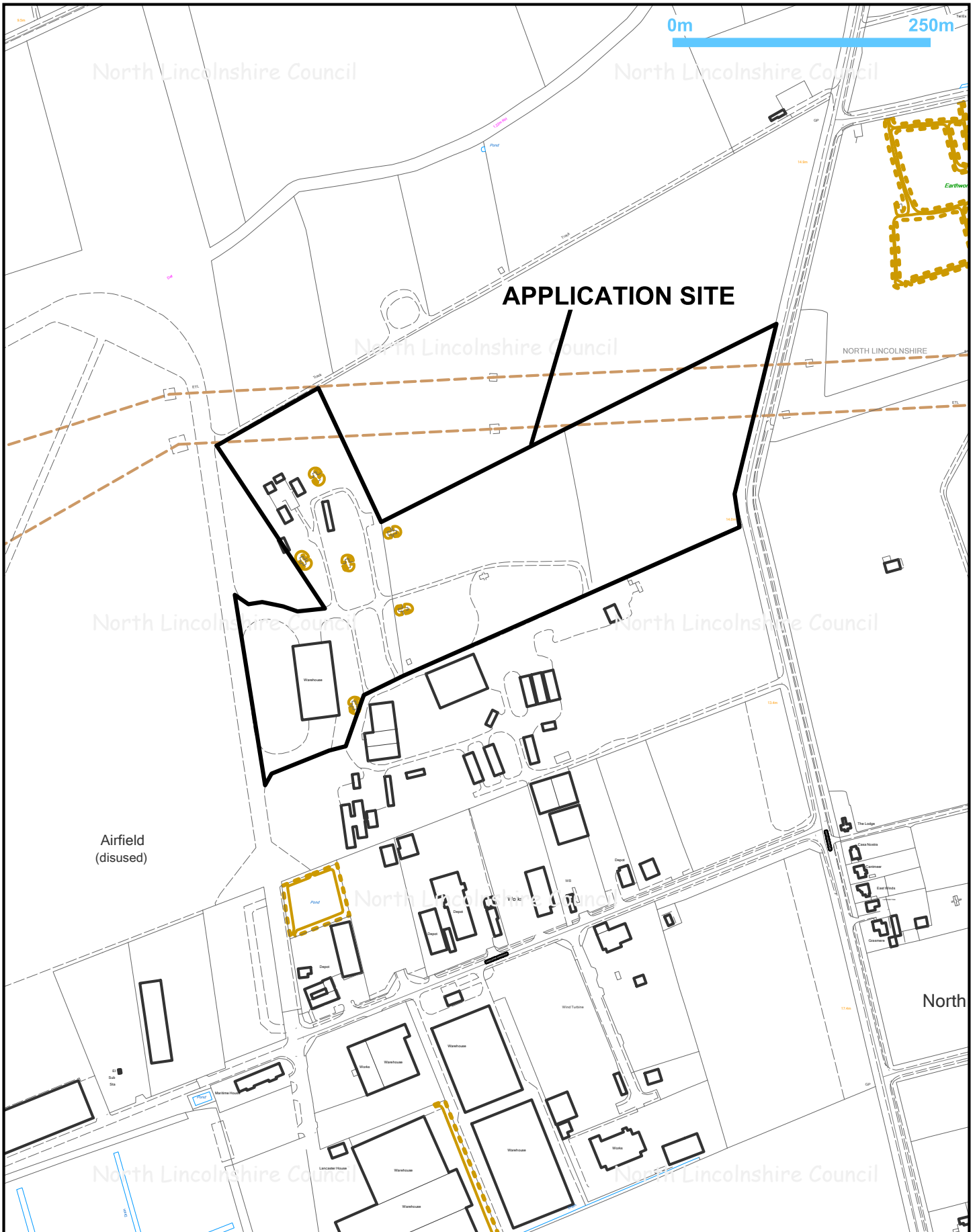
The applicant has failed to agree the relevant financial contribution to road improvements as required by the adopted document 'Interim Planning Guidance - South Humber Gateway Transport Contributions'. The development is therefore unacceptable as it would impose an additional burden upon the local road network, without making the requisite financial contribution to its improvement. The application therefore fails to comply with development plan policy CS27 which seeks to secure planning obligations towards the reasonable cost of new infrastructure made necessary by the proposed application.

2.

The applicant has failed to provide adequate information regarding archaeology and the historic airfield structures within the site. The development has the potential to impact upon these features of acknowledged importance and the proposals are therefore contrary to policies HE9 of the North Lincolnshire Local Plan, CS6 of the North Lincolnshire Core Strategy and paragraphs 128 and 129 of the National Planning Policy Framework.

Informative

In determining this application, the council, as local planning authority, has taken account of the guidance in paragraphs 186 and 187 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.

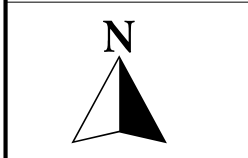


Title: PA/2012/0747

Drawn by: Sue Barden

Date: 05/11/2014

Scale: 1:5000



© Crown copyright and database rights 2014
Ordnance Survey 0100023560

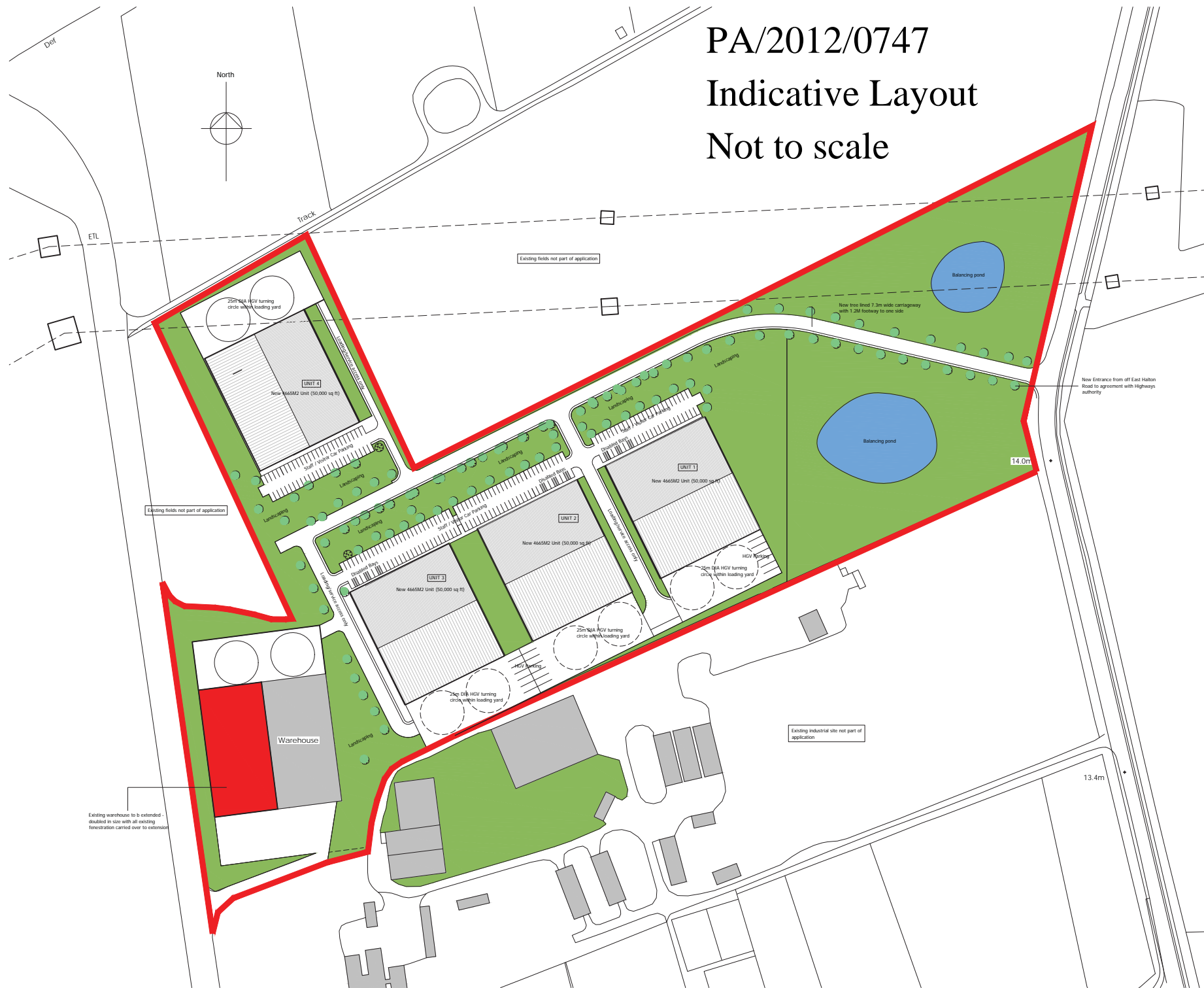


Director of Places
Peter Williams
BSc,DMS,CEng,MEI,MCMI,AMIMechE

PA/2012/0747

Indicative Layout

Not to scale



Existing warehouse to be extended -
detailed in site with all existing
fenestration carried over to extension

Existing fields not part of application

Existing fields not part of application

Existing industrial site not part of
application

13.4m

14.0m

North

Def

ETL

Track

20m DIA HGV turning
circle within loading yard

UNIT 4
New 4665M2 Unit (50,000 sq ft)

Staff / Motor Car Parking

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

20m DIA HGV turning
circle within loading yard

20m DIA HGV turning
circle within loading yard

20m DIA HGV turning
circle within loading yard

20m DIA HGV turning
circle within loading yard

20m DIA HGV turning
circle within loading yard

20m DIA HGV turning
circle within loading yard

20m DIA HGV turning
circle within loading yard

20m DIA HGV turning
circle within loading yard

20m DIA HGV turning
circle within loading yard

20m DIA HGV turning
circle within loading yard

UNIT 2
New 4665M2 Unit (50,000 sq ft)

Staff / Motor Car Parking

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

UNIT 1
New 4665M2 Unit (50,000 sq ft)

Staff / Motor Car Parking

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

UNIT 3
New 4665M2 Unit (50,000 sq ft)

Staff / Motor Car Parking

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Landscaping

Balancing pond

Balancing pond

New tree lined 7.3m wide carriageway
with 1.2m footway to one side

New Entrance from off East Halton
Road to agreement with Highways
Authority