

APPLICATION NO	PA/2019/167
APPLICANT	Mr Hay, VolkerInfra
DEVELOPMENT	Planning permission for a temporary construction site compound, including portable office buildings, car parking, toilets, welfare facilities and cable drum storage areas
LOCATION	Land south of Unit B, access roads on disused airfield, North Killingholme
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: Paragraph 82 states that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries, and for storage and distribution operations at a variety of scales and in suitably accessible locations.

Paragraph 83 states that planning policies and decisions should enable the sustainable growth and expansion of all types of business in rural areas, through both the conversion of existing buildings and well-designed new buildings.

Paragraph 108 states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- (b) safe and suitable access to the site can be achieved for all users; and
- (c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

North Lincolnshire Local Plan: Policies DS1, DS14, RD2, LC1, LC2, LC5, LC15, T1, T2 and T19 apply.

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

Housing and Employment Land Allocations DPD: NKA-E-1

CONSULTATIONS

Ecology: North Lincolnshire Council does not consider that the plan or project is directly connected with, or necessary to, the management of the Humber Estuary Special Protection Area (SPA) and Ramsar site, or the Humber Estuary Special Conservation Area (SAC) for nature conservation.

North Lincolnshire Council is of the opinion that the plan or project is not likely to have a significant effect, alone or in combination with other plans and projects, on the Humber Estuary Special Protection Area (SPA) and Ramsar site. North Lincolnshire Council is of the opinion that the plan or project is not likely to have a significant effect, alone or in combination with other plans and projects, on the Humber Estuary Special Conservation Area (SAC).

The proposal is not likely to affect protected or priority species, save for a minor impact on habitat used by nesting skylarks. Therefore, no objection.

Natural England: Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on the Humber Estuary Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar site and Site of Special Scientific Interest (SSSI), and has no objection.

Based on the plans submitted, Natural England considers that the proposed development will not damage or destroy the interest features for which the site has been notified, for the same reasons given above, and has no objection.

Highways: The traffic movements associated with this development are linked to the Hornsea 2 development consent order (DCO) and therefore have no objection.

Historic Environment Record: These proposals do not adversely affect any known heritage assets of archaeological interest or their settings. No further recommendations.

Environment Agency: No objection. It has been confirmed that the waste from the welfare cabins will be stored in tanks underneath the cabins and removed by tanker on a weekly basis by the provider. This is satisfactory given the temporary nature of the compound.

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

Environmental Health: At this stage this department has insufficient information to comment on this application. Such developments have the potential to generate significant vehicle movements and include other activities which may impact on the amenity of the locality. The applicant is requested to provide details of the following:

- details of the project to which the temporary construction site relates

- the predicted number of vehicle movements per day
- the operational hours of the compound
- details of noisy activities that may take place on site.

PARISH COUNCIL

Objects to the proposal on the following grounds:

- increased volume of traffic
- highway safety issues
- the local road network is unsuitable
- concerns regarding air quality, and environmental and noise pollution.

PUBLICITY

A site notice has been displayed and five letters of objection have been received raising similar issues to the parish council, together with the following issues:

- impact on residential amenity
- impact on highway safety
- impact on the pumping station
- other sites should be considered
- the industrial estate is at saturation point
- alternative routeing of traffic should be considered
- the road network is inadequate to accommodate larger vehicles
- it will be used as a haulage yard once the site's lifespan has ceased.

STATEMENT OF COMMUNITY INVOLVEMENT

No statement of community involvement has been submitted with this application.

ASSESSMENT

The application site forms part of the runway of the former North Killingholme airfield. The site is located in the open countryside and is part of the area allocated for B1 and B8 uses under policy NKAЕ-1 of the Housing and Employment Land Allocations DPD. Access to the site is proposed from Lancaster Approach to the north-east and it is proposed to use the site as a temporary compound for the storage of cable drums in association with the Hornsea Two offshore wind farm project. It is also proposed to use the site as a temporary construction compound to include a portable office, car parking, toilets and welfare facilities.

The main issues in the determination of this application are the principle of development (including impact on the character and appearance of the countryside) and highway matters.

Principle

It is proposed to use the land as a temporary compound for the storage of cable drums and create a car park, and to site a portable office, welfare facilities and toilet block. The land is located within the former North Killingholme airfield which is allocated under policy NKA1-1 as a 138.21 hectare site for a mix of B1 (Business/Light Industrial) and B8 (Storage and Distribution) uses. The proposal to use the land for the storage of cable drums (B8 use) in association with the Hornsea Two offshore wind turbine project is therefore considered to be acceptable in principle.

The proposal has the potential to result in a greater visual impact on the character and appearance of the countryside. However, the majority of the site on which the cable drum storage is proposed is laid to hardstanding (part of the former runway belonging to the airfield) and the proposed B8 use will not be viewed in isolation: it will be viewed against the built backdrop of the warehouse to the north-east (on the adjacent site) and the bulkier industrial warehouses in the wider rural landscape to the north and north-east (located to either side of Lancaster Approach). It is proposed to erect a palisade fence around the perimeter of the site, which would be consistent with the appearance of existing industrial sites located on part of the former airfield and along Lancaster Approach. Given that the proposed cable drum storage on the site is temporary in nature (i.e. for the lifetime of the construction period for the Hornsea Two project) and that the land can be restored to its previous condition following completion of the Hornsea Two project, it is not considered reasonable or necessary in this case to recommend a condition requiring a landscaping scheme to be submitted for consideration. There is an existing earth bund along the southern boundary of the site which will help screen the development. However, a condition is recommended requiring a scheme for the restoration of the site to be submitted for consideration following completion of the Hornsea Two project. Therefore, a separate planning application would be required to use the land for a future use and such an application would be considered on its own merits.

Highways

A number of objections have been received in relation to the routing of traffic, impact on highway safety and an increase in traffic along local roads. Additional information has been received from the applicant which states that the average movement of HGVs will be 3.5 daily movements. It is worth noting that the timing, scale and types of transport movements associated with the Hornsea Two project have already been approved under the DCO. In addition, no objection has been received from Highways on highway safety grounds. The average number of additional daily traffic movements is not considered to result in congestion along the local highway network or result in noise or air pollution to the dwellings located along East Halton Road. The local highway network is considered to be of sufficient width to accommodate HGVs and the movements of HGVs would be required to adhere to local road traffic closures (such as the railway bridge works) and follow the necessary diversions which are in place.

Other issues

Given the predicted average number of daily movements of HGVS, the temporary use of the site for the storage of cable drums, and the distance to the nearest residential property (684 metres), the proposed development is not considered to result in loss of amenity through noise disturbance.

RECOMMENDATION Grant permission subject to the following conditions:

1.

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

Reason

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

2.

The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan, Site Compound Layout, Site Accommodation- Operatives Welfare, Site Accommodation, Herras Fence Layout, Security Hoarding Layout and Type C Layout.

Reason

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

3.

Within 12 months of the completion of construction of the development hereby permitted, a scheme for the restoration of the site to its former use and condition shall be submitted to and agreed in writing by the local planning authority.

Reason

To define the terms of the permission and in the interests of the character and appearance of the rural landscape in accordance with policies DS1 and RD2 of the North Lincolnshire Local Plan, and CS3 of the adopted Core Strategy.

4.

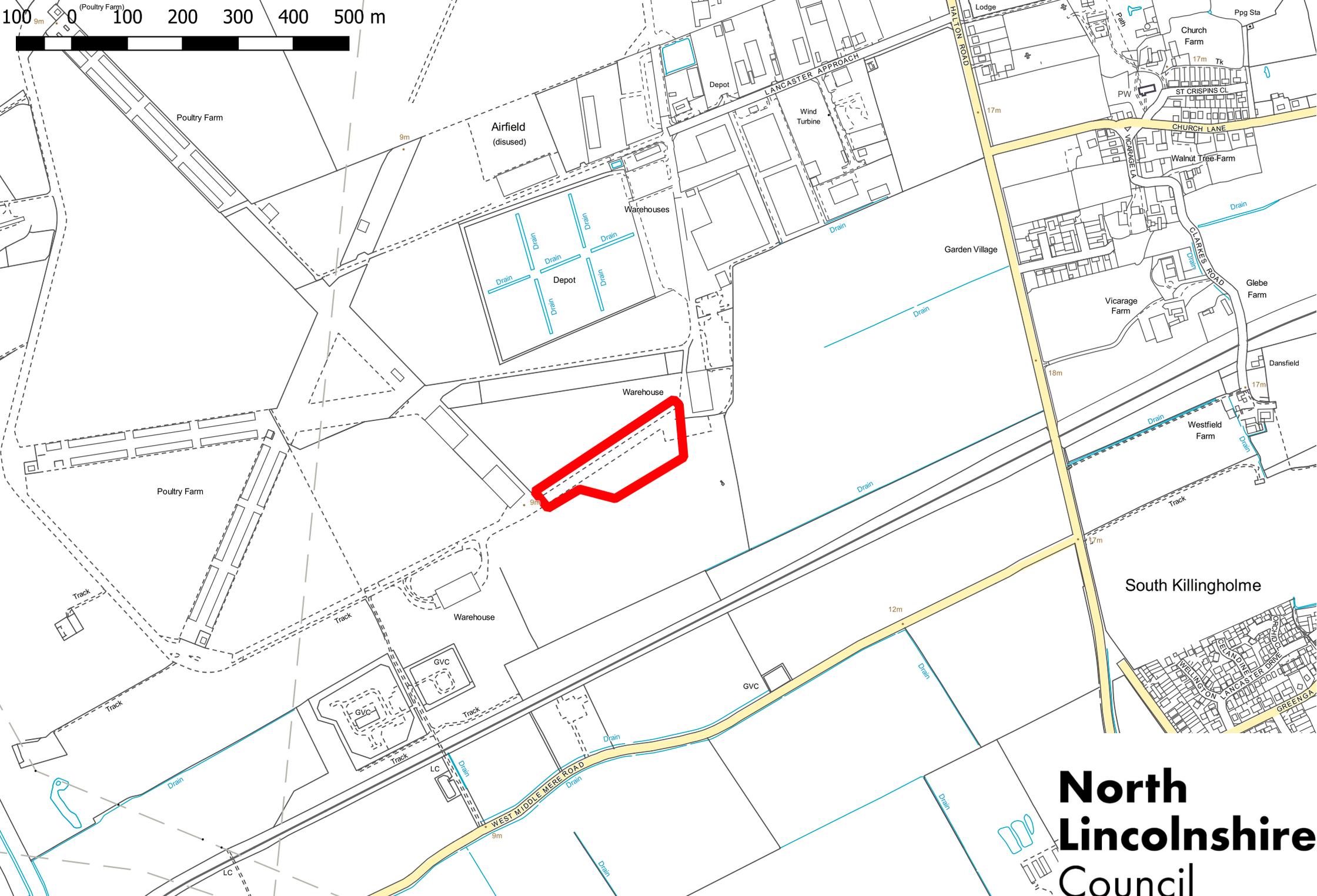
Following the construction of the final wind turbine completed under the Hornsea Two Offshore Wind Farm project, the facility shall be decommissioned and the fencing, temporary buildings and storage structures, toilets and security cabin dismantled and removed from the site. The local planning authority shall be notified no later than 28 days following completion of construction of the final wind turbine and the site shall be restored in accordance with the restoration scheme approved under condition 3 above, not later than three months following clearance of the site.

Reason

To define the terms of the permission, to ensure the timely removal of structures and associated infrastructure from the site, and to ensure the site is restored in accordance with the agreed scheme, in accordance with policies RD2 and DS1 of the North Lincolnshire Local Plan, and CS3 of the adopted Core Strategy.

Informative

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



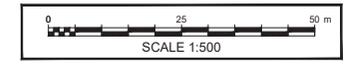
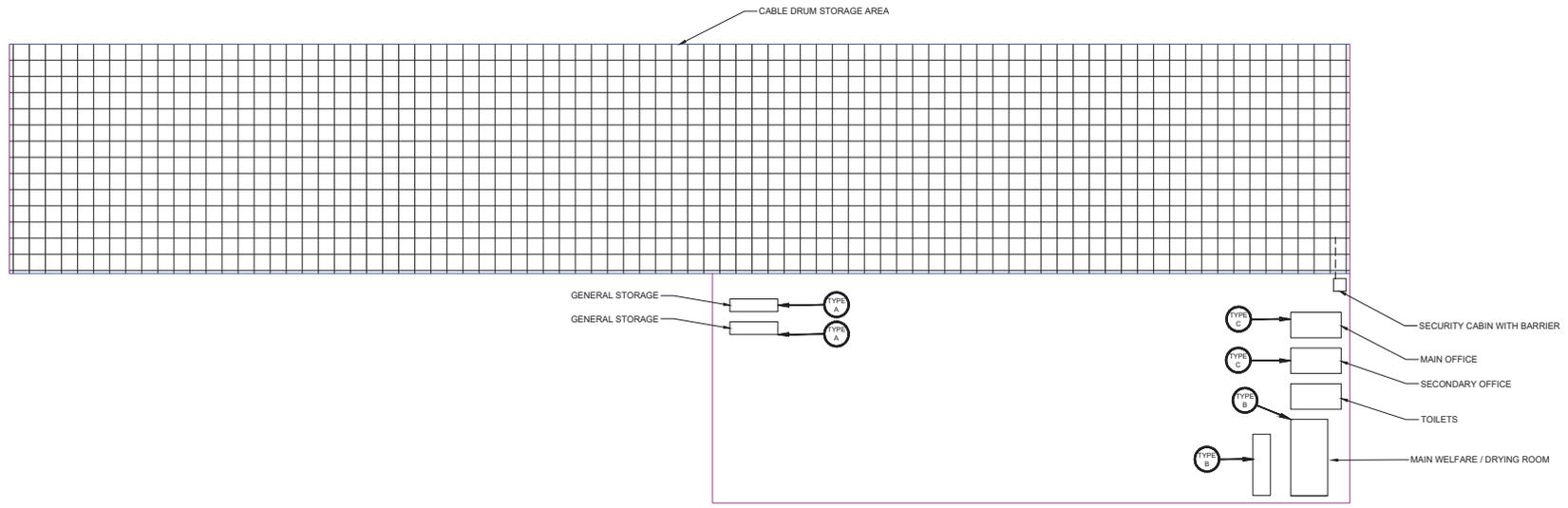
**North
Lincolnshire
Council**

PA/2019/167

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PA/2019/167 Site layout (not to scale)

DRAWING KEY	
	CABIN / STORAGE TYPE
	HERRAS FENCE
	SECURITY HOARDING
	TREE LINE (INDICATIVE)



Rev	Date	By	Appr	Description
A	17/12/2018	EC		FIRST ISSUE
			AC	Accepted
	06/12/2018	AC		Approved
			EC	Accepted

Scale AS SHOWN | Size A1 | Supplier Document No. C13097-055

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HORNSEA WINDFARM 02
SITE COMPOUND LAYOUT

RDS-APP code: HOW02-X018