

**FORMER RAF KIRTON IN LINDSEY,  
NORTH LINCOLNSHIRE**

**PLANNING COMMENTARY  
FOR MARKETING PURPOSES**

**JULY 2014**



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## 1.0 EXECUTIVE SUMMARY

1.1 This planning commentary has been prepared to support the marketing of the former RAF Kirton in Lindsey, North Lincolnshire, on instruction from the Defence Infrastructure Organisation (DIO).

### **Document Status**

1.2 This report is based upon a desktop analysis of the site and a site visit held on 16 April 2014 which was also attended by representatives of North Lincolnshire Council and Kirton in Lindsey Town Council.

1.3 Whilst this report is not meant to be a detailed development brief for the site, it has been reviewed and commented on by North Lincolnshire Council as an analysis of the key issues and related planning policy considerations.

1.4 Accordingly, the document identifies the broad principles to guide future development and potential uses that could take place on site. It does not constitute formal pre-application advice which can be relied upon for any application for planning permission. The successful purchaser of the site is encouraged to engage in a formal pre-application process with the Council at the appropriate time.

### **The Site**

1.5 RAF Kirton Lindsey extends to approximately 124 ha (306 acre) located to the south of the market town of Kirton in Lindsey, North Lincolnshire. The site forms a triangular shape, bounded on all sides by the local road network (B1400, B1398 & B1205), and is situated on a raised hillock. Access to the site is gained from two points on the eastern boundary, with a third access point in the south-western corner which only provides access to the facilities located in that part of the airfield.

1.6 The site has three distinct elements, which can be summarised below:

- The Technical Area - Located in the northern quarter of the site, this 14 ha (34 acre) area consists of the barrack blocks, World War II / Cold War bunkers and associated facilities / light industrial units. The main vehicular gates to the site off of the B1400 are also located in this area. This area has previously been used for training purposes by the Armed Forces, and a licence has recently been granted to the Police for further training opportunities.
- The Hangars – Located in the middle quarter of the site, this 10.5 ha (26 acre) part of the site consists of three modified 'Type C' World War II hangars of circa 4,180 sq m (45,000 sq ft), and a modern single storey hangar which has been subdivided into individual units and used, amongst other things, for vehicle repair. This element benefits from its own access point on the western boundary of the site.
- The Airfield – The southern half of the site (99.5 ha (246 acres) consists of agricultural land which has two mown grass landing strips crossing it. A local gliding club has facilities in the south-western corner and regularly use the

airfield. The eastern boundary includes a golf course which has been created from surplus land, and some equestrian uses on the western boundary.

- 1.7 Aside from the Gliding Club and occasional policy training, the site is vacant and in a state of disrepair.

#### **Planning Policy Framework**

- 1.8 The statutory Development Plan for North Lincolnshire consists of the Saved policies of the North Lincolnshire Local Plan (2003); and the North Lincolnshire Local Development Framework (LDF) Core Strategy (2011).
- 1.9 Additionally, there is a requirement for other material considerations to be taken into account in the determination of applications. These include the National Planning Policy Framework (2012), the National Planning Practice Guidance (2014) and a number of locally adopted Supplementary Planning Guidance Notes.
- 1.10 The Council are in the process of preparing its Housing and Employment Land Allocations Development Plan Document (DPD) that seeks to allocate sites in conformity with the adopted Core Strategy. Currently the draft DPD does not include the site due to it not having been available at the time of the original call for sites in 2006. A submission draft of this document was originally published in 2010, but work was put on hold thereafter. A revised version was consulted on between 25 April – 06 June 2014 and representations have been made to ensure that future purchasers of the site have the potential to appear at the Examination in Public in order to secure an allocation in alignment with the redevelopment aspirations.

#### **Planning Considerations**

- 1.11 It is expected that this site will come forward for redevelopment, as a whole or in parts for a mixture of uses including residential and employment. In principle, the following land uses are considered to be appropriate by North Lincolnshire Council for the site:
- The Technical Area– Residential, commercial and community uses.
  - The Airfield – Agricultural activities, continued use by the Trent Valley Gliding Club, and solar energy generation.
  - The Hangers – Class B1 (Business), Class B2 (General Industry), Class B8 (Storage and Distribution), Class D2 (Assembly and Leisure – indoor and outdoor sports and leisure use), sui generis outdoor pursuits utilising the existing facilities and opportunities they present.
  - The Manège – Class D2 (Assembly and Leisure).

#### **Residential Uses**

- 1.12 Residential uses should be restricted to the technical area of the site, where the current barrack blocks are located. Taking a conservative approach, the site has the potential to deliver in the region of 250 – 300 units. However, the delivery of these units currently falls outside of planning policy, and any application would need to be judged on its own merits in accordance with the other policies of the development plan and material considerations.

- 1.13 Subject to discussion at the forthcoming examination in public of the Housing and Employment Land DPD, the Council can currently demonstrate a housing supply of 5.12 years (including a 5% buffer). However, the 2013 Monitoring Report highlights that this position may change in the next few years if the area experiences further delays to the delivery of units. If this continues to be the case, the Council may have to consider windfall sites to assist in overcoming any shortfall. Such proposals will need to demonstrate that they are compliant with national planning guidance and other material considerations.
- 1.14 As a sustainable brownfield site, the former RAF Kirton in Lindsey site presents a valuable opportunity to deliver residential accommodation to North Lincolnshire and assist in boosting significantly the supply of housing. Its release, will, however, need to be carefully managed and presented as part of an offer which, on balance, has the opportunity to deliver a number of social, economic and environmental benefits.
- 1.15 It is recommended that the site is promoted through the development plan process, and at the appropriate time, an outline or hybrid planning application is submitted to the Council for consideration.

#### **Employment Uses**

- 1.16 The Hanger area includes a number of existing buildings of differing types and sizes. The occupation of these for Class B1 / B2 / B8 uses is supported by the Council but should come forward in a managed manner. The existing buildings have been in similar storage, distribution and light industrial use, albeit in military use, and could in principle be changed to employment use without the need for a specific allocation.
- 1.17 The use of buildings in relation to other activities on site (e.g. agriculture) is also supported by the Council.
- 1.18 There is also potential for employment / commercial uses to be developed on the technical area using existing buildings or through new development that is policy compliant.

#### **Leisure Uses**

- 1.19 The site has the potential to support leisure uses should they prove to be a viable option and have no detrimental impact upon the surrounding environment and residential amenity. These include the continued use of the airfield by the gliding club (which is encouraged in all development options), alongside other uses that can utilise the existing structures and buildings on site. These include shooting, equestrian activities and go-karting.

#### **Agricultural and Renewable Energy**

- 1.20 Renewable energy proposals will be considered on their merits and will be supported where compliant with local renewable energy planning policy (SPD) and where there is an acceptable impact on local communities and the landscape. Subject to mitigation for the gliding club, the site has the potential for a solar farm. The

installation of renewable technologies (e.g. solar panels) on the existing buildings is also supported.

- 1.21 The use of the airfields for agricultural purposes is supported, subject to the retention of the gliding club.
- 1.22 This report is to be used only as part of the marketing of the site, and not for any other purpose. Any change of use or physical alteration to the site and / or its buildings and / or any new development may require planning permission. Additionally, it is noted that significant demolition works may require screening against the Environmental Impact Assessment Regulations 2011.
- 1.23 Should you require any further information or wish to discuss any of the issues raised, please do not hesitate to contact:

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## 2.0 INTRODUCTION & BACKGROUND

2.1 This planning commentary has been prepared to inform the marketing exercise being undertaken for the former RAF Kirton in Lindsey site, ("the Site") (**Appendix 1**).

### **Overview**

2.2 RAF Kirton in Lindsey has been identified as being surplus to requirements by the Defence Infrastructure Organisation (DIO). The site has been vacated by the RAF, with the majority of operations relocated to RAF Scampton. The site is vacant other than occasional use by Lincolnshire Police for training connected with riot, firearms and dog handling work as part of the temporary security arrangements. The airfield is used by a local gliding club, who have facilities in the south-west corner of the site.

2.3 The triangular shaped site extends to approximately 124 hectares (306 acres), and is bounded on all sides by public roads. Primary and secondary access points to the site are located on the eastern boundary, with a further entrance in the south-west of the site.

2.4 The site has three distinct character areas, indicated in plan form on Appendix 2:

- The Technical Area – The northern part of the site characterised by accommodation and welfare blocks, the parade ground, former bunkers and associated infrastructure buildings;
- The Hangers – The middle section of the site, primarily consisting of three, 4,180 sq m (45,000 sq ft) hangers and associated vehicle storage and maintenance buildings; and
- The Airfield – The southern two-thirds of the site, consisting of open land formerly used as the airstrip, and now used by the Trent Valley Gliding Club.

2.5 Included at Appendix 3 are photographs of the existing buildings on site, taken in February and April 2014.

2.6 It is considered that the northern part of the site is best suited for residential use providing a mix of units and tenures, focussing on family sized accommodation, and potentially some commercial uses. Employment uses are encouraged for the central part of the site, with the undeveloped land on the southern part of the site used for agricultural purposes and continued use by the Trent Valley Gliding Club. The planning considerations for these uses are discussed in sections 6 and 7 of this report.

### **Document Status**

2.7 This desktop report has been prepared following a site visit held on 16 April 2014 which was attended by representatives of North Lincolnshire Council and Kirton in Lindsey Town Council.

2.8 Whilst this report should not be taken as a detailed development brief for the site, it does set out the broad principles to guide the forms of development likely to be

considered acceptable. The document has been reviewed and commented on by officers at North Lincolnshire Council.

- 2.9 This report is to be used only as part of the marketing of the site, and not for any other purpose. Any change of use or physical alteration to the site and / or its buildings and / or any new development may require planning permission. Additionally, it is noted that significant demolition works or redevelopment proposals for the site may require screening against the Environmental Impact Assessment Regulations 2011.



### 3.0 SITE LOCATION AND DESCRIPTION

3.1 RAF Kirton in Lindsey is located to the south of the market town of Kirton in Lindsey, approximately 10 miles south of Scunthorpe. (**Appendix 1**). The site is triangular in shape, bounded on all sides by public roads; the B1400 on the eastern boundary from which principal access to the site is gained, the B1398 to the west and the B1205 to the south.

#### Surrounding Area

3.2 The site is well situated in terms of road access to the surrounding area. The A15 is located approximately 2 miles to the east, and the M180 6.5 miles to the north. These provide access to the following:

Location	Approximate Distance
Scunthorpe	10 miles
Brigg	10 miles
Gainsborough	12 miles
Humberside Airport	17 miles
Grimsby	28 miles
Lincoln	20 miles
Barton-upon-Humber	21 miles
Crowle	21 miles
Epworth	21 Miles
Hull	30 miles
Robin Hood Airport, Doncaster	30 miles
Louth	33 miles
Doncaster	35 miles

3.3 The site itself is located on the southern boundary of Kirton in Lindsey, outside of the built settlement boundary. Kirton in Lindsey is identified by the Council as being the smallest of the six market towns within North Lincolnshire that compliment the urban area of Scunthorpe. The town is also identified in the Core Strategy as a service centre for a number of villages in the neighbouring West Lindsey district.

3.4 Kirton in Lindsey benefits from a number of local services, including small scale retailing, restaurants and pubs, primarily focussed on the High Street and around the Market Square. It is well provided for in terms of local services such as shops and schools. The site is approximately 1 mile from the railway station which is located to the north of the town and provides a weekend service between Sheffield and Cleethorpes.

#### RAF Kirton in Lindsey

3.5 Located on a ridge overlooking the Trent Valley, the site was originally established in 1940 as a World War II Fighter Command Station covering the north east of England.

Figure 1 – RAF Kirton in Lindsey



- 3.6 The site was used by both British and Allied forces during the war, and was retained as an RAF base thereafter. More recently, the site was used to host No. 1 Air Control Centre, the deployable ground-based early warning and air control radar unit, and Rapier surface-to-air missile units.
- 3.7 Due to rationalisation within the military, the RAF have vacated the site. It currently remains vacant, other than occasional use by Lincolnshire Police for training, and use of the airfield by the Trent Valley Gliding Club and for agricultural purposes.
- 3.8 The physical structures from its former use remain on site. Photographs of the site are included in Appendix 3, and were taken during February and April 2014. The site and its structures can be broken down into three distinct elements:

### *The Technical Area*

- 3.9 The northern part of the site (the triangular element) is referred to as the Technical Area and extends to approximately 14 hectares (34 acres).

The Technical Area



- 3.10 This area of the site is accessed from the principal entrance from the B1400, and was used for troop accommodation and includes the following elements:

- Six “H-shaped” and one linear two-storey, brick built accommodation blocks which formed the principal accommodation for troops. These blocks provided single room accommodation with communal toilet, washing and food preparation areas;
- The Sergeants’ Mess – Whilst secure, this building is in a state of disrepair as it has been used by the military for breached entry training.
- Junior Rates’ Mess (The Phoenix Club) – located on the northern side of the parade ground, this two storey building provides kitchens and canteen space, along with bar and entertainment facilities for the troops stationed on site.
- Administrative building – Located on front of the entrance to the site, the Commanding Officer’s administrative building is an imposing two storey office building, with single storey wings.
- Guard House – located adjacent to the entrance of the site, this single storey building served as the guard house for the site with associated storage, facilities and cells.
- Welfare Services – a two storey office building is located to the west of the Junior Rates’ Mess, which provided welfare and health services including dentistry.
- Parade Ground The 0.68 hectare (1.7 acre) parade ground lies at the centre of this area. This are of hardstanding has been used primarily for parking, and is fronted by the accommodation blocks and Junior Rates’ Mess.
- Bunkers – Two bunkers are located on the site; a partially sunken ammunitions bunker on the western boundary, and a ground level fortified structure on the eastern boundary originally used as a command centre during World War II, and later used as a club for service personnel club.

- Infrastructure buildings – Several buildings and structures relating to site infrastructure are located on the site. These include the former boiler house and the 4 storey water-tower.
- Landscaping – The technical area of the site benefits from strong areas of established landscaping which add to the character of the area. The boundary of the site is well planted and provides an established landscape buffer.

#### *The Hangers*

- 3.11 This middle portion of the site extends to 10.5 ha (26 acres). Access can be gained from the main entrance to the site, but a separate entrance to this area is also available from the B1400.

The Hangers



- 3.12 This part of the site includes the following:
- Three 4,180 sq m (45,000 sq ft) “Type C” four-storey hangers. The eastern and central hangers have had their doors modified to provide single storey roller shutter loading doors. Internally, two of the hangers have internal partitions remaining from their former use. The hangers have also been modified to provide two stories of single-room office accommodation on the exterior of the buildings.
  - A single, two storey warehouse building originally constructed for storage and maintenance of equipment and vehicles. This space has been subdivided into a series of individual units.
  - Vehicle Maintenance and Storage buildings – this area of the site includes a number of single storey buildings which were used for storage and maintenance of vehicles. This includes specific buildings designed for the cleaning and maintenance of vehicles through to stationing of emergency vehicles connected with the airfield.
  - Vehicle refuelling area – Inherent with the site’s former use is the need for refuelling vehicles. A concrete apron located adjacent to the western hanger includes storage tanks and associated fuel pumps for diesel fuel. These tanks have been decommissioned and filled with foam.

- Radar Dome – One of the specialist buildings remaining on site is a two storey dome structure which was used for training and storage of radar equipment.
- Former Control Tower – The two storey former control tower is of 1930s art-deco design and is in a state of disrepair overlooking the airfield.
- The Shooting Range – A shooting range is located on the western boundary of the site, consisting of a two-storey concrete bullet trap and unsheltered shooting stand (incorporating trenches) for small and personal defence side arms practice.
- The Manège – An area on the western boundary of the site includes outdoor structures, land and Manège connected with equestrian training. A small stable block is also located in this area.

#### *The Airfield*

- 3.13 The southern three quarters of the site (99.5 ha / 246 acres) is undeveloped and formed the airstrips for the base. In more recent years, this part of the site has been used by the Trent Valley Gliding Club who have a lease over part of the land and associated buildings in the south-western corner of the site. Access to the gliding club is gained from the western boundary of the site (B1398).

#### *The Fields*



- 3.14 Other than the air-strips, the core of this area is used for agricultural purposes, and a small golf-course has been established over time on the eastern boundary.

#### **Site Designations**

- 3.15 The site is designated as “open countryside” outside of the built settlement boundary of Kirton in Lindsey on North Lincolnshire Council’s adopted Proposals Map. The site is not located within any conservation areas and none of the buildings are listed.
- 3.16 The site is not at risk of flooding and is not subject to any ecological designations. However, the nature and condition of the buildings does provide suitable habitats for protected species including, amongst others, bats. It is recommended that the end purchaser(s) and / or user(s) of the site undertake detailed ecological assessments at the appropriate time in order to inform any necessary mitigation.

- 3.17 There are no Tree Preservation Orders on site, although the site boundary benefits from mature landscaping which would need to be taken into consideration moving forward.

#### **4.0 PLANNING HISTORY**

- 4.1 The planning history for the site is limited, with minimal works being undertaken which are of relevance to the future development of the site.
- 4.2 It is noted that for the site itself, the available history predominantly relates to consultations under Circular 18/84: Crown Land, during a period when the Crown was exempt from planning control. Crown immunity from planning legislation was lost in 2006. Prior to 2006, when development proposals exceeded limits for Crown development set out in the General Permitted Development Order, planning permission was required.
- 4.3 No works were undertaken on site of this scale and there are no applications of note.

## 5.0 PLANNING CONTEXT

- 5.1 This section of the planning commentary sets out the current and emerging planning context within which any future planning application is likely to be assessed.
- 5.2 Section 38(6) of the Town and Country Planning Act 1990 (as amended) requires all planning applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise.
- 5.3 In this instance, the statutory development plan comprises the following documents:
- The Saved policies of the North Lincolnshire Local Plan (2003); and
  - The North Lincolnshire Local Development Framework Core Strategy (2011)
- 5.4 The saved Policies of the Local Plan and the Core Strategy were adopted prior to the publication of the National Planning Policy Framework (the “Framework” – see below) and consequently policy within it is in accordance with the then extant Regional Spatial Strategy. North Lincolnshire Council have undertaken a critical friend analysis with the Planning Inspectorate, who agreed that the Core Strategy does not significantly diverge from the Framework.

### **Material Considerations**

- 5.5 The National Planning Policy Framework (“the Framework”) was published in March 2012 to replace the suite of Planning Policy Guidance Notes and Planning Policy Statements to simplify the planning system. It is a material consideration in the determination of planning applications, and where a Local Plan is not in accordance with the Framework, greater weight is to be given to the policies of the NPPF.
- 5.6 National Planning Practice Guidance (NPPG) was published in March 2014 and provides further detail to the application of the Framework. This document is also a material consideration in the determination of applications and should be read and considered alongside the Framework.
- 5.7 Other material considerations relating to this site include the following documents:
- SPG2 – Industrial Development (2003)
  - SPG3 – Design in the Countryside (2003)
  - SPG5 – Landscape Character Assessment (1999)
  - SPG8 – Developer Contributions to Schools (2006)
  - SPG10 – The Provision of Open Space in New Housing Developments (2006)
  - SPG11 – Trees and Development (2003)
  - SPG13 – Renewable Energy (2003)
  - SPD – Planning for Renewable Energy (2013)
  - Interim Affordable Housing Policy (April 2011)



### **Emerging Policy**

- 5.8 The Council is in the process of preparing its LDF Housing and Employment Land Allocations Development Plan Document. A submission draft was published in 2010 for consultation.
- 5.9 Further work on the document has been undertaken since this time, and the document was published for further consultation between 25 April – 06 June 2014. The document does not consider RAF Kirton in Lindsey for either housing or employment uses. Given the late stage of production, it is not the Council's intention to include the site within the document, but future purchasers are encouraged to engage in the examination process.
- 5.10 Montagu Evans has submitted representations to this document in relation to the site, promoting the site and securing the ability for a future purchaser to attend the Examination in Public. These are reproduced at Appendix 4 for ease of reference.

### **Kirton in Lindsey Town Council**

- 5.11 Kirton in Lindsey Town Council have identified that the future of this site will play an important part in how the town develops. The Council prepared a Community Led Plan in 2013, which concluded that the Town Council would establish a Steering Group with Ward Members, key personnel within North Lincolnshire Council and local MP's to ensure that the community is kept informed and participates in the future of the site.
- 5.12 Whilst this plan does not form part of the statutory development plan, the establishment of a steering group is a material consideration for the future of the site. Future owners of the site are strongly encouraged to become engaged with and / or become a member of the Town Council's Steering Group, particularly if redevelopment is proposed. This will provide an opportunity for consultation with the local community which, in itself, will be a material consideration and a key requirement of any future planning applications.

## 6.0 PLANNING CONSIDERATIONS

6.1 This section of the planning commentary assesses in principle the primary the redevelopment and land use opportunities afforded by the site against the planning policies and other relevant material considerations at the time of marketing.

6.2 This report does not provide a full assessment of the site in terms of technical issues, for example, such as ecology. Independent reports on these issues are available separately as part of the marketing information.

6.3 This report does not assess any scheme specific considerations, rather it aims to provide the market with an overview of the prevalent planning issues and key land use considerations to guide the purchase process. Any scheme specific assessment would require further bespoke analysis and this report should not be used other than for the marketing process.

### Principle of Re-development

6.4 The delivery of sustainable development forms an intrinsic part of the Framework, with it placing an emphasis on achieving sustainable development that plays a social, environmental and economic role. In particular, at the heart of the Framework lies the presumption in favour of sustainable development, seen as the 'golden thread' running through plan making and decision taking.

6.5 **Policy CS8** of the Core Strategy (Spatial Distribution of Housing Sites) identifies building on brownfield land as a priority.

6.6 Over its operational life, RAF Kirton in Lindsey has played a major role in the attractiveness and vitality of the market town. Its closure has affected the town both socially and economically, and the redevelopment of this site provides an opportunity for growth which benefits the wider area.

6.7 Accordingly it is recognised that the redevelopment of this strategically important brownfield site can deliver social, economic and environmental benefits and can be classed as sustainable development for which there is a presumption in favour of in accordance with the Framework as long as it addresses all other sustainability considerations.

### General Design Considerations

6.8 **Policy CS5** of the Core Strategy seeks to deliver quality design in North Lincolnshire. This policy sets out a criteria approach to what is expected of new developments, and through this policy, the Council promote development which is well designed, appropriate for its location and creates a sense of place. In summary, this policy seeks to ensure that development proposals:

- create high quality townscape and streetscapes;
- take into account the existing built heritage early in the process, building on relevant examples of scale, density, layout and access;

- incorporate the principles of sustainable development and reduce the opportunities for crime;
- ensure that the function of proposed buildings are appropriate for its context, and that they have a positive relationship with the private and public spaces surrounding them;
- deliver mixed use, flexible developments that can respond to changing circumstances over time and which provide a mix of facilities that promote a reduced need to travel;
- incorporate landscaping and planting to increase biodiversity and create a network of greenspaces across the area; and
- ensure that cycling, pedestrian and car parking provisions are appropriately and sensitively integrated into the public realm.

- 6.9 A number of these points have been drawn from the saved policies of the Development Standards chapter of the Local Plan, which should also be used to inform the detail of proposals in due course.
- 6.10 Supplementary Planning Guidance document 3 discusses development within the countryside. Whilst the former RAF airfield is a significant brownfield site, it falls outside of the development limits of Kirton in Lindsey and the standards of this document can be applied. For all developments, the delivery of quality design that relates to its surroundings should be the underlying principle.
- 6.11 In relation to new dwellings, the SPG seeks to deliver house types typical of the local vernacular which are predominantly two storeys in height. Locally used design features and materials are encouraged. Modern materials and design typologies can only be used where the design is exemplary. Landscaping should be an integral part of the masterplanning of the site and incorporate native species.
- 6.12 As set out in further detail below, **Policy CS18** of the Core Strategy seeks to ensure that development is delivered in a sustainable manner which makes best use of resources and mitigates against climate change. This applies to both residential and commercial developments, seeking a reduction in carbon dioxide emissions and making the best use of land – especially brownfield sites.
- 6.13 The general principles and aims should be taken forward and applied where possible to promote sustainable development.
- 6.14 New developments and land uses must take into consideration the potential impact they may have upon the surrounding landscape, especially given the site's prominence on the rural skyline. Guidance in SPG5: Landscape Character Assessment & Guidelines should be referred to when undertaking detailed consideration of the site.

### Residential Development

- 6.15 North Lincolnshire Council has a legal obligation to provide housing that meets the needs of its population, and the Framework requires the Council to bring forward land for this purpose.
- 6.16 The site is not allocated for any particular land use but designated as being in “open countryside”. Currently the delivery on this site would be classed as a “windfall site”.
- 6.17 The Framework identifies that Council's must have an up to date development plan which includes housing targets based upon the objectively identified housing need. In the case of North Lincolnshire, the Council has adopted a target of 12,063 units over the plan period as set out within **Policy CS8** of the Core Strategy, which was originally based upon the need identified within the now rescinded Regional Spatial Strategy for Yorkshire and Humber. At the Core Strategy Examination in Public, the Inspector agreed that these figures were locally led given the Council's role in their production. Subsequently, the Council's 2012 Strategic Housing Market Assessment has reconfirmed this level of need. As such, this figure is considered compliant with the requirements of the Framework
- 6.18 This equates to an annual target of 754 units per annum, or 792 units when a 5% buffer taken forward from later in the plan period is applied in accordance with the Framework.
- 6.19 Kirton in Lindsey has been identified as being capable of delivering 159 of the total dwellings for North Lincolnshire (1.5%). The 2014 SHLAA identifies that there is enough land considered by the Council to be suitable for the development of 240 dwellings.
- 6.20 The 2013 Monitoring Report identifies that the delivery of housing has fallen short of the annual target for the past 7 years. Consequently, the emerging Housing and Employment Land Allocations DPD revises the annual target to 841 units, or 882 units per annum including a 5% buffer. As the emerging policy has yet to be examined, there is the potential that an Inspector will take the view that the persistent undersupply of housing requires the provision of a 20% buffer. If this is the case, the annual target rises to 1,009 units per annum and it will be necessary to identify and bring forward sites from later in the plan period to meet the additional requirement.
- 6.21 Paragraph 47 of the Framework specifically identifies that local authorities should boost significantly the supply of housing. This is to be achieved through planning in a positive manner and the identification of a five year supply of housing land to meet the objectively identified housing need.
- 6.22 The Council's 2014 SHLAA identifies sufficient sites capable of delivering 4,513 units, equating to a housing supply equivalent to 5.12 years including a 5% buffer. The Monitoring Report notes that whilst the Council can demonstrate a five year supply for this year, this may not be the case for future years. However, the Housing and

Employment Land Allocation is expected to identify suitable land to deliver the Core Strategy's long-term housing requirement for North Lincolnshire up to 2026. A Five Year Housing Supply statement is due to be published in 2014 which will clarify this position, and set out how the Council will address any shortfall, if one exists. This could include the identification of windfall housing sites which have not been considered to date, including the former RAF Kirton in Lindsey site.

- 6.23 Whilst the existing planning policy position does not promote the delivery of this site for residential purposes, it is considered that this is the most suitable use for the northern part of this site. The delivery of this site will require a careful and managed release, but as a medium-term option the site has the potential to deliver much needed housing for North Lincolnshire on an important brownfield site.
- 6.24 Whilst the site does not benefit from a specific allocation, planning policy does not preclude the redevelopment of this area for residential use, providing that other sustainability benefits can be demonstrated.

#### *Density*

- 6.25 In the main, the existing barrack blocks appear to be sound and there is the potential for these to be retained and converted into small terraces of homes or semi-detached properties. It is likely, however, that values would mean that the cost of conversion would prohibit this approach. It is also noted that the barrack buildings are arranged on site in a linear fashion with generous space between them and thus they do not make the best use of the available land.
- 6.26 It is therefore considered that, in the medium – long term, there is the potential for this site to accommodate a new-build scheme which can make better use of the site.
- 6.27 Attention is drawn to paragraphs 2.13 – 2.17 of the Council's emerging Housing and Employment Land Development Plan Document, and **Policy CS7** of the Core Strategy, both of which discuss density.
- 6.28 These documents identify that within the Market Towns, development should be delivered at a density of 40 – 45 dwellings per hectare. Outside of these areas, density should be reduced to 30 – 35 dwellings per hectare.
- 6.29 Paragraph 2.16 of the emerging Housing and Employment Land DPD notes that for larger sites, the net density actually delivered reduces to take into account infrastructure and open space requirements. This takes an aggregate approach ranging from 100% net density for sites up to one hectare to 60%, 85% for the second to fifth hectares and 60% net density thereafter.
- 6.30 Policy takes a net density approach for larger sites, allowing for the delivery for other uses and areas of landscaping and community benefit. In principle, the density range for this site identifies that the site is capable of delivering in the region of 250 – 300 units.

*Unit Mix*

- 6.31 The form of this development is likely to be scheme dependant. It is not considered that Kirton in Lindsey is an appropriate location for a wholly flatted scheme, although a mix of unit types could be of benefit to the local market. Proposals should draw on the Local Housing Market Report prepared by the Council and pre-application advice to inform proposals for the site.

*Affordable Housing*

- 6.32 As part of meeting housing needs, there is a requirement to also provide affordable housing. As noted within the Framework, Council's are required to set policies for this to be provided as an intrinsic part of new developments, unless off-site provision or financial contribution can be robustly justified.
- 6.33 The Council adopted their Interim Affordable Housing policy in 2010 for development control purposes, which identifies that in the market towns, the Council seek a provision of 20% affordable housing on site. Of this, 70% of this provision should be for rented accommodation and the rest intermediate housing. This interim position has subsequently been taken forward and adopted as **Policy CS9** of the Core Strategy.
- 6.34 The Framework seeks to ensure that developments create a mixed and balanced community, and can also deliver other economic and social benefits, including affordable housing. However, it also acknowledges the requirement for development to remain viable. As detailed within paragraphs 10-001 – 10-024 of the NPPG, decisions on planning applications must be underpinned by an understanding of viability, taking a realistic balance between maximising scheme benefits whilst supporting development and promoting economic growth. Local planning authorities should therefore be flexible in applying policy requirements.
- 6.35 In this regard, it is acknowledged that there is inherent cost of developing a brownfield site such as this in comparison to less constrained sites, and that there are other potential benefits such as community uses and facilities which could be incorporated and facilitated by this development.
- 6.36 Paragraph 8.52 of the Core Strategy confirms that the Council will be flexible when negotiating affordable housing to ensure the delivery of housing is not unduly frustrated. It is therefore expected that any forthcoming residential scheme will be subject to a viability assessment, and the Council is willing to discuss an alternative tenure mix which favours interim and shared ownership.
- 6.37 Whilst planning policy seeks the provision of affordable housing on site, it also allows for open book negotiations to take place, balancing the need for affordable housing against the provision of other benefits arising from the redevelopment of the site.

*Open Space*

- 6.38 New developments will be required to protect, enhance and support accessible greenspace as well as existing trees, hedgerows and historical landscape areas. Such spaces should be multi-functional and where appropriate, development proposals will be expected to address local deficiencies.
- 6.39 SPG10 discusses the provision of open space within new housing developments, noting the importance of providing amenity space to residents as well laid out and usable spaces. Where existing publically accessible recreational open space provision is insufficient, **Policy H10** of the Local Plan seeks to ensure that large and windfall sites can provide suitable space on site in a form which serves the needs of residents, or provide a commuted payment. This is to be provided at a standard of 9 sq m per person arising from the development for formal recreational space, and 4 sq m per person for informal.
- 6.40 SPG 10 and Local Plan **Policy R2** also seek the provision of adequate playspace as part of forthcoming proposals to ensure that the area does not fall below the Council's standard of 0.4 ha per 1,000 population. Where playspace is to be provided on site, this should be at a standard of one Local Equipped Area of Play (LEAP) per 100 dwellings and 4 sq m of casual playspace per person arising from the development.
- 6.41 Ecological and arboricultural surveys of the site will be required to inform development proposals for the site, helping to identify how the existing landscaping can be successfully incorporated into any future proposals for the site.

**Employment**

- 6.42 As part of a wider push to improve North Lincolnshire's economy and regional role, the Core Strategy identifies strategic employment allocations in two locations; 58.5 hectares at Sandtoft for a logistics park to support the ports, and 20 hectares at Humberside Airport to compliment the airport operations and to maximise freight potential.
- 6.43 In addition to this, the Core Strategy identifies that approximately 10 hectares of employment land should come forward across the market towns to support them as key hubs of the rural economy (**Policy CS11**).
- 6.44 Supplementary Planning Guidance Document 2 discusses Industrial Developments. Through this document, the Council seeks to ensure that schemes come forward in a manner which serves a range of economic circumstances. For larger estates, this includes a variety of plot sizes and available units, alongside a well planned and attractive environment. Parking should be provided at a suitable level and size capable of use by larger vehicles.
- 6.45 As part of the delivery of Sustainable Development **Policy CS18** requires that unless a suitable viability case is put forward, all industrial and commercial premises greater

than 1000 square metres to provide 20% of their expected energy demand from on site sources of renewable energy.

- 6.46 In principle, policy supports the provision of employment floorspace on site, either through change of use or redevelopment opportunities.

**Parking**

- 6.47 The site is well served by public roads, with primary, secondary and emergency access gained from the east and western boundaries of the site. For new development on sites such as this, **Policy CS25** seeks to promote sustainable transport through the management of transport demand. This focuses on the use of maximum car parking standards and reducing the need for private travel through the promotion of pedestrian and cycle links. Access to the public transport network should be promoted and improved where possible.

- 6.48 The Core Strategy refers to the parking standards set out within the now abolished Regional Spatial Strategy. Since this document has been withdrawn, the Council relies upon the following guidance documents:

- Parking Provision Guidelines For New & Change Of Use Developments (date unknown); and
- Residential Roads Design Guide (date unknown).

- 6.49 These documents identify the following maximum parking standards:

<b>Non-residential</b>	
Class B1 a Office	1 space per 30 sq m gross floor area
	Or
	1 space per 4 staff
	(whichever is lower)
Class B2 Industrial	1 space per 65 sq m gross floor area plus appropriate office accommodation
Class B8 Warehouse & Wholesale Leisure	1 space per 150 sq m gross floor area plus appropriate office accommodation Public parking: scheme dependant Staff: 1 space per 4 members on duty
<b>Residential</b>	
Flats	1 space per flat
2 – 3 bed dwellings	1 space per dwelling within curtilage plus 0.5 space communal parking
4-plus bed dwellings	2 spaces per dwelling within curtilage plus 0.5 space communal parking



6.50 Additionally, the Core Strategy also seeks the provision of Travel Plans for proposals that have the potential for high levels of traffic flows so that their impact upon the local highway network can be appropriately managed.

#### **Leisure Activities**

6.51 Outdoor pursuits typically fall within the Class D2 or *sui generis* Use Classes. It is recognised that the site contains a number of elements which have the potential to be used for indoor and / or outdoor activities. These include the hangers, areas of hardstanding and shooting range, as well as the airfield and gliding club. The retention of the gliding club on site is supported both in planning and political terms.

6.52 Through **Policy CS15**, the Council seeks to support leisure uses within the market towns, particularly where they focus on areas natural and built assets, providing they:

- are managed to minimise crime, disorder and public concern
- are of a high quality design
- do not have an unacceptable adverse impact on neighbouring uses in terms of noise, traffic and disturbance.

6.53 The aim of **Policy CS23** is to ensure that, in conjunction with relevant partners, North Lincolnshire is provided with sufficient good quality open space, leisure and recreation facilities, particularly those which meet the specific needs of local facilities.

6.54 New facilities should be on a scale akin to the type and size of settlement, and will need to demonstrate that they will have no adverse impact on nearby properties or habitats in terms of noise, disturbance, fumes or lighting, and that they will enhance existing provision or meet an identified need.

6.55 Saved **Policy R7** discusses the provision of new and improved golf courses, which is supported by the Council providing that they are visually integrated into the landscape, protects Grade 1, 2 and 3a agricultural land and includes buildings of a high standard of design.

6.56 As the site includes equestrian facilities, saved **Policy R8** of the Local Plan is relevant. The creation of commercial horse riding facilities and livery stables will be supported by the Council providing they are in a suitably accessible location and includes sufficient grazing land for horses. Associated buildings must be of a high standard of design and of a scale which is in keeping with the character of the surrounding environment.

6.57 The Council notes that outdoor sports can have the potential to have an adverse impact upon the local environment and residential amenity. Saved **Policy R10** includes an assessment criterion, and if proposals can demonstrate local demand, they may be supported by the Council.

6.58 Diversification of the rural economy is supported in principle by planning policy, and the principle of leisure opportunities on site are supported by the Council.

### **Renewable Technology**

- 6.59 **Policy CS18** of the Core Strategy seeks to promote development that make sustainable use of resources and minimises climate change.
- 6.60 In addition to ensuring that buildings are as energy efficient as possible, Policy seeks to promote development which will help to meet the UK's legal requirement to minimise CO2 emissions. This is to be achieved through developments which minimise waste and promote recycling / waste to energy where appropriate, and also through the provision of sources of renewable energy and carbon capture.
- 6.61 SPG13: Renewable Energy identifies the Council's targets for energy generation from wind turbines, and includes 100MW of electricity from wind by 2021. **Policy DS21** of the Local Plan identifies that proposals for the generation of electricity from renewable sources will be supported providing that it can be demonstrated that the environmental benefits outweigh any potential impact it may have on local character, amenity and Landscape and Visual considerations in accordance with the assessment policies set out within the Council's 2011 Supplementary Planning Document: Planning for Renewable Energy
- 6.62 The principle of delivering renewable energy is supported by planning policy and will assist the Council in meeting carbon reduction targets, subject to the necessary supporting evidence.

### **Agricultural Land**

- 6.63 The Council recognises that agricultural activities are an important part of North Lincolnshire's economy.
- 6.64 The Council will support agricultural uses on the airfield part of the site, providing that the proposed activities do not harm the quality of the rural area and the gliding club can continue its operation from this site (albeit in a different configuration).

## 7.0 PLANNING DISCUSSION

- 7.1 Over its operational life, RAF Kirton in Lindsey has played a major role in the attractiveness and vitality of the market town. Its closure has had an impact on the town both socially and economically, and the redevelopment of this site provides an opportunity for growth which benefits the wider area.
- 7.2 Accordingly it is recognised that the redevelopment of this strategically important brownfield site has the potential to deliver social, economic and environmental benefits if carefully managed. Development could therefore be classed as sustainable development in accordance with the Framework.
- 7.3 For the site to accommodate alternative uses, there will be the need for major modifications to take place. This could include the demolition of a number of buildings where they are no longer fit for purpose or are of such specialist use their retention is not practical. These potentially include:
- Ammunition Bunker;
  - Water Tower;
  - Radar Dome;
  - Energy building;
  - Former control tower; and
  - Specialist vehicle repair and storage buildings;
- 7.4 The retention of these buildings will be supported where practical, especially for elements such as the Water Tower which serve as a local landmark. However, where specific occupiers can justify that these cannot be put to beneficial use and / or sensitively incorporated into a future scheme, the requirement for their removal to facilitate a viable development is acknowledged.
- 7.5 It is noted that significant demolition and clearance of the site in all, or in part, may require screening against the Environmental Impact Assessment Regulations 2011.
- 7.6 To assist in the consideration of the specific development options and potential alternative land uses for the site, we turn to the three distinct elements identified in Section 3 of this report.

### **Technical Area**

- 7.7 It is proposed that any residential use should be focussed on the technical area of the site, and the hanger area should continue to provide employment benefits as discussed below (unless otherwise justified).
- 7.8 Should an application for residential use be forthcoming ahead of an allocation in a development plan document or a site specific Area Action Plan, this site would currently be considered as a windfall scheme and would be considered in light of the Framework and the need to boost significantly the supply of housing in North Lincolnshire and the policies of the LDF Core Strategy.

- 7.9 The emerging Housing and Employment Land DPD sets out an alternative density approach based on the net area. On this basis, the 14 hectare technical area of the Kirton in Lindsey site has the potential to deliver the following number of units based upon a density of 30 – 35 dwellings per hectare:

Area	Percentage of Net Density	Units Delivered
First hectare	100%	30 – 35 units
2 <sup>nd</sup> – 5 <sup>th</sup> hectares	85%	102 – 119 units
6 <sup>th</sup> – 14 <sup>th</sup> hectares	60%	162 – 189 units
Total:		294 – 343 units

- 7.10 Density is only one measure of a scheme and is a guide for development; other factors such as design quality, open space, relationship with surrounding developments and other benefits that can be delivered must also be taken into consideration.
- 7.11 The Core Strategy notes that future growth in Kirton in Lindsey is to support its status as a Market Town, delivered at a level reflective of its character and ensuring that it remains a vibrant and attractive community. Given the status of the site, its location outside of the built settlement boundary and existing site features such as the bunkers and mature landscaping, it is considered that a conservative approach to density should be taken. On this basis, it would be prudent to apply the 60% net density approach outlined above across the whole site. This identifies that 250 – 300 dwellings could be delivered on site.
- 7.12 This level of housing would also allow for generous areas of open space to be included on site to provide amenity and play space facilities requisite of the type of accommodation appropriate to the site. The layout of the site should draw from its historical use to assist with placemaking.
- 7.13 This approach is in line with adopted and emerging policy, and delivers a level of development which seeks to replace the service personnel who were based on site and who added to the town's vitality and viability.
- 7.14 At this time, the statutory development plan does not provide a policy allocation within which a residential scheme of this nature could come forward. However if further information can be provided, through material considerations, that will justify the scheme then the Council will positively consider any proposals as a windfall opportunity.
- 7.15 Any residential scheme which comes forward for this site will have to be assessed on its own merits, with a judgement based upon the planning balance. It is advised that future developers engage with the Council to promote the site and bring it forward in

an appropriate manner building on representations submitted by Montagu Evans to date.

- 7.16 Whilst the existing technical area is dominated by vacant service quarters accommodation, it does include some on-site amenities including restaurant and dentistry facilities. Whilst these are not expected to be retained in their current form, the potential for a mix of community and non-residential uses on site to support residential and the employment provision of the Hangers has been demonstrated and is a concept supported by the council moving forward.
- 7.17 Sequentially, this is not a location for retail and other town centre activities. Should the inclusion of these uses be viable, their scale should be that which supports the new residential units and must not have a detrimental impact upon the town. In line with national guidance, an impact assessment will be required for such facilities.
- 7.18 The technical area includes two bunkers – a below ground ammunition bunker on the eastern boundary and a semi-sunken command bunker on the western boundary. The western bunker has been identified as a suitable location for a Museum and café to tie in with a military heritage trail across North Lincolnshire. This is supported by the Council (**Policy CS22**) and discussed in further detail below as part of the potential planning obligations which could potentially be delivered on site.

#### **The Hangers**

- 7.19 Within the adopted and emerging planning policy, the Council discusses the requirement to deliver approximately 10 hectares of employment land across the market towns. Whilst the site has the capability of providing all of this land in a single location, it is acknowledged that this also comprises a large area of hard standing and has the potential to be occupied by a number of other uses in addition to Class B1/B2/B8 employment uses.
- 7.20 These include storage and distribution uses relating to surrounding agricultural activities (e.g. storage of machinery and vehicles, or weather-tight crop storage) or for storage and occasional distribution of goods connected with activities further afield towards the docks or airport. Such Class B8 uses are supported.
- 7.21 The Council notes within the Core Strategy that the Market Towns have, in recent years, seen a decline in their services and associated impact on the local economy. The closure of the RAF base is one example of this. It is agreed that this is reversed so that market towns such as Kirton in Lindsey can be rejuvenated and can become thriving, inclusive and sustainable communities, through economic growth and diversification.
- 7.22 To this end, the principle of the hangers area of the site coming forward for employment-led development is welcomed and supported by the Council to stimulate such growth and allow businesses local to the area and North Lincolnshire to expand in to new space. The hangers are an important part of Kirton in Lindsey and have,

directly or indirectly through the military operations, provided employment for the area, and a number of service personnel have remained in the town since leaving the forces. New employment opportunities – either through new build or conversion of the existing facilities – is therefore considered to be appropriate to the character of Kirton in Lindsey and will benefit the local economy.

- 7.23 The existing buildings have historically been in employment use, albeit under a military use. It is agreed that, in principle, the lawful use of the buildings could be changed to allow employment uses to continue without the specific need for an allocation.
- 7.24 It is noted, however, that this economic growth need not be focussed wholly on traditional Class B land uses. As noted within the Core Strategy it is acknowledged that this could be promoted through a range of activities, including:
- rural business development;
  - sustainable tourism; and
  - leisure opportunities.
- 7.25 As noted in **Policy CS15**, sustainable tourism can be an advantageous way of diversifying the rural economy. The site includes a number of versatile features and spaces which would suit outdoor activities (paintball, go-karting, shooting, and so forth), which would, if viable, provide a new lease of life for some of more specialist features on site (e.g. ammunition bunker, shooting range and hangers). Provided that these uses can be justified in terms of local demand, noise, traffic and general impact upon local amenity, their use is supported in principle (**Policy R10**).
- 7.26 The use of the existing stables and manage for equestrian activities on a commercial scale are also supported by the Council.
- 7.27 The existing hangers are a prominent feature on the skyline, and play an important part in expressing the history of the site. However, the Council acknowledges that between them, the existing structures are of a very specialist nature and provide approximately 12,540 sq m of four-storey height space which could provide difficult to successfully let, either in whole or in part in their existing form.
- 7.28 It is noted that there are a number of smaller buildings on site which were originally constructed for the maintenance, storage and cleaning of vehicles, along with specialist buildings for training / storage of equipment (e.g. the radar dome).
- 7.29 Efforts to improve the sustainability credentials of the hangers will be encouraged, particularly through the positioning of solar panels on the roof, and new buildings will be required to demonstrate that they provide sustainability benefits (**Policy CS18**).

#### **The Airfield**

- 7.30 Use of the airfield for agricultural purposes and the gliding club will be supported by the Council. The creation of permanent development on the airfield is not supported,

other than in connection with the gliding club, which should be retained as a community use (**Policy CS22**).

- 7.31 The retention of the golf course is supported as is its enhancement to support the local economy through diversification of land uses and increased tourist opportunities, provided that proposals are supported by a travel plan.
- 7.32 It is acknowledged that the orientation and topography of the site makes it a suitable location for the creation of a solar farm and / or low-level wind turbines, providing that efforts are made to ensure that any conflict with the gliding club is minimised.

### Planning Obligations

- 7.33 In addition to those elements discussed above, there is the potential requirement for other planning obligations to be sought from the site, depending on the mix of uses proposed. These could include, but are not limited to, all or some of the following:

Headline	Estimated Contribution	Comment
Affordable Housing	20% in Market Towns	70 / 30 social / intermediate. Affordable Housing contribution subject to viability and negotiation.
Education	Primary: £7181 per pupil Secondary: £12,126 per pupil	Primary School place yield: 0.25 pupils per unit. Secondary School place yield: 0.2 pupils per unit.
Community Use – RAF Museum	Provision of Facilities	Refer to discussion below Could be secured via s278 agreement and would depend on traffic impact arising from the development.
Highways	£TBC	
Community Use - Trent Valley Gliding Club	Subsidised Facilities	Refer to discussion below
Travel Plan	Provision of a travel plan	Applicable to each use / area of the site. Required by Policy CS11 relating to employment uses
Travel Plan Monitoring Fee	£TBC	Applicable to each travel plan
Allotments	Provision of facilities	Refer to discussion below
Local Labour in Construction	Identify and promote the use	–

Headline	Estimated Contribution	Comment
	of local sub contractors	
7.34		The items identified above are based upon SPG8: Developer Contributions and discussions held with the Council on site.
7.35		As noted in the table above, the site has the ability to provide on-site community uses in the form of an RAF Museum / café in the command bunker and the continued operation of the gliding club and associated structures / facilities on the southern part of the site.
7.36		<b>Policy CS22</b> of the Core Strategy and saved <b>Policy R4</b> of the Local Plan identifies that the provision of new community facilities or the improvement of existing ones which meet the needs of local residents will be supported in principle. Conversely, the loss of existing facilities will be resisted. <b>Policy CS15</b> supports culture and tourism facilities, including museums and cafes. It is envisaged that space would be provided for a new museum facility, but this would be created and a managed by a local interest group.
7.37		Whilst the museum would be a new facility, the gliding club already serves the community and has a strong membership. Whilst the site is not easily accessible by public transport, the potential provision is unique to this site and cannot be provided elsewhere. The scale of these uses is appropriate to the town and the site and would be supported by the Council in line with <b>Policies CS15</b> and <b>CS22</b> of the Core Strategy.
7.38		The Town Council has also identified a specific need for the provision of allotments for the local community. Discussions have been held with the Town Council, and an area of undeveloped land on the eastern perimeter has been identified as being suitable for this use should the opportunity arise. Alternative provision on site would also be suitable if provided as part of a comprehensive scheme.
7.39		The Town has an identified need for allotments and the site has the ability to deliver this either as part of the scheme, or land could be sold to the Town Council for this purpose. The provision of allotments would be supported by North Lincolnshire Council in line with <b>Policy CS22</b> .
7.40		It is noted that the Core Strategy identifies that Kirton in Lindsey suffers from a number of existing infrastructure constraints, including drainage and public transport provision. Whilst it may not be in the gift of this site to resolve issues such as this, they may add to the cost of development.
7.41		It is anticipated that any significant redevelopment proposals for the site would be accompanied by a viability assessment to ensure that the scheme can be delivered.



In accordance with the Framework, the Council will work with developers to ensure that appropriate development is not unduly burdened with obligations and the Council will, taking into account all other material considerations, be sufficiently flexible to ensure that development takes place.

#### **Agreed Planning Strategy**

- 7.42 Given the strategic nature of the site, it is clear that it presents a unique opportunity for Kirton in Lindsey and North Lincolnshire for the delivery of housing, employment and community uses arising from the existing facilities. It is therefore important to ensure that it comes forward in a managed manner.

#### *Development Plan*

- 7.43 As the site is not identified in any adopted or emerging development plan, the Council invite the future owner(s) of the site to promote it through the development plan process. This includes the Council's Evidence base documents including the Strategic Housing Land Availability Assessment (SHLAA) and Employment Land Review.

- 7.44 Representations to the emerging Housing and Employment Land Allocations DPD have been submitted to the Council in relation to the former Kirton in Lindsey site (Appendix 4), and the Council invites the future owner(s) of the site to continue engagement with this document at the Examination in Public.

#### *Technical Area*

- 7.45 It is highlighted that the site is not allocated for development in any existing or emerging planning documents. Therefore any significant residential development at this time would come forward in lieu of a supportive planning policy position and would be determined on the basis of planning balance. It is strongly recommended that discussions are entered into with the Council at the earliest opportunity with regard to any residential development and that the land is promoted through the Development Plan Process. This land use is seen as a medium-term option for the site.
- 7.46 As the appropriate time, it is expected that any proposals for the redevelopment of the technical area will come forward in outline or hybrid form to allow a phased development to come forward.
- 7.47 A design code is expected as part of any outline or hybrid application to ensure that the scheme is delivered to an appropriate quality, and the application should include illustrative material which shows a layout for the site as a whole and the relationship with both the Town and the remainder of the site.

#### *Hanger Area*

- 7.48 There are a number of appropriate uses which could come forward on the hanger area of the site. Steps should be taken to regularise the access, circulation routes

and parking areas throughout this area of the site. It is expected that this work will form its own detailed planning application.

- 7.49 Thereafter, applications for individual buildings and / or external areas can come forward as appropriate for redevelopment, reconfiguration and / or change of use in line with occupier demand as part of a managed release.

*Agricultural Area*

- 7.50 It is expected that proposals for the agricultural area will come forward in the form of detailed planning applications. This may be in a piecemeal manner for the various individual elements that could take place.

*Whole Site*

- 7.51 It is acknowledged that there is the potential for the site to be purchased by a single entity and for the site to come forward as a whole. In such a scenario, it is expected that prior to the submission of a planning application, a masterplan / development brief encompassing all three areas shall be prepared and submitted to and approved by the Council as a material consideration in the determination of future applications.

**Pre-application Advice**

- 7.52 North Lincolnshire Council commits to taking a proactive approach to pre-application advice to assist in this site coming forward in a managed manner. In all cases, it is strongly advised that applicants take advantage of this prior to the submission of any planning application for the site. Whilst this report does provide a degree of advice in terms of general principles, scheme specific comments should be sought from the Council.

- 7.53 Developers of larger scale proposals for the site (either in whole or part) may be required to enter into a Planning Performance Agreement to assist with the formulation and determination processes.

**Public Consultation**

- 7.54 In accordance with the Council's Statement of Community Involvement, prospective purchasers and developers of the site are strongly encouraged to engage with the local community when coming forward for new uses or proposals for the site.

- 7.55 A critical part of this will be engagement with the Town Council. Purchasers of the site should engage with them and, as set out within the Kirton in Lindsey Community Led Plan, should be an active part of any future RAF Kirton in Lindsey Steering Group.

- 7.56 In addition to this, it is expected that developers of the site will meaningfully engage with the wider community through public consultation events and exhibitions prior to the submission of any planning application.

## 8.0 CONCLUSIONS

- 8.1 The former RAF Kirton in Lindsey site presents a major brownfield development opportunity for North Lincolnshire. The size and ability to deliver a range of economic, social and environmental benefits identifies it as a site of strategic importance, and North Lincolnshire Council supports new development and / or uses which can ensure that the site continues to form an important part of the community.
- 8.2 This report provides an overview of the salient planning considerations for potential land uses and is intended to be used only in connection with the marketing and sale of the site, and not for any other purpose. Any change of use or physical alteration of the site and or buildings may require planning permission.
- 8.3 Notwithstanding this, Officers at North Lincolnshire Council have reviewed this report and commented on its content and conclusions, in order to inform bids and avoid unnecessary questions being asked of Officers at this time.
- 8.4 Engagement with North Lincolnshire Council by the successful purchaser(s) in the form of formal pre-application meeting is advised at the earliest opportunity.
- 8.5 It is also strongly advised that purchaser(s) open a dialogue with the Kirton in Lindsey Town Council and, if significant redevelopment is proposed for all or part of the site, that they form part of the proposed RAF Kirton in Lindsey Steering Group.
- 8.6 The following points are highlighted when approaching considerations for the re-use of the site:
- The site falls outside of the built settlement boundary of Kirton in Lindsey; consequently, due consideration of the site's impact upon the surrounding character and visual impact upon the wider rural setting should be taken into account.
  - The Council currently demonstrates a housing supply equivalent to 5.12 years, however, this will be monitored in conformity with emerging proposals for the Kirton in Lindsey site .
  - The Technical area has the ability to support residential uses and potentially some commercial. This can be provided through the conversion of the existing buildings, or through a comprehensive redevelopment.
  - A comprehensive redevelopment of the site for residential purposes would be contrary to the policies of the development plan and would be determined on the basis of the planning balance and in light of other material considerations.
  - The promotion of the site for residential uses through the development plan process is encouraged by the Council.
  - The creation of employment opportunities on site is supported. This includes a range of traditional Class B1/B2/B8 uses.
  - The provision leisure activities are also supported on site as a way of utilising the existing structures / facilities and to diversify the rural economy.
  - The gliding club should be retained on site.

- The creation of a museum in the eastern bunker is supported by the Council.
- Agricultural use of the airfield is supported.

8.7 Should you require any further information or wish to discuss any of the issues raised, within this report please do not hesitate to contact:

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**APPENDIX 1**  
**LOCATION PLAN – SITE**



**Site Plan :**  
Kirton in Lindsey



**MONTAGU  
EVANS**

**CHARTERED SURVEYORS**

5 Bolton Street, London W1J 8BA

Tel : 020-7493 4002

Fax : 020-7312 7548

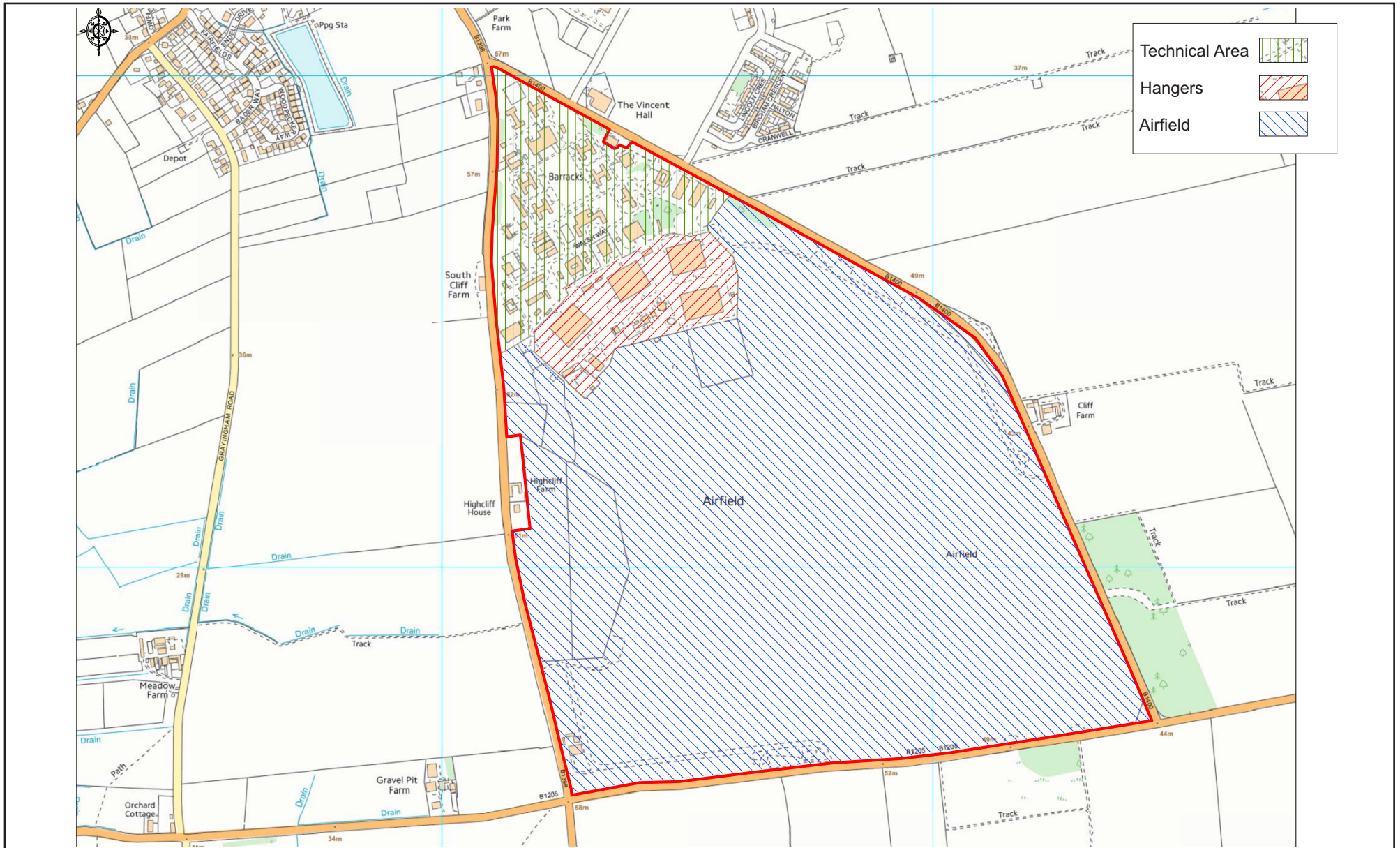
[www.montagu-evans.co.uk](http://www.montagu-evans.co.uk)

Date : July 2014

Scale 1:1250@A4

North

**APPENDIX 2**  
**LOCATION PLAN – SITE ELEMENTS**



**Land Parcels - Kirton in Lindsey**



**CHARTERED SURVEYORS**

5 Bolton Street, London W1J 8BA  
 Tel : 020-7493 4002  
 Fax : 020-7312 7548  
[www.montagu-evans.co.uk](http://www.montagu-evans.co.uk)

Not To Scale

Date July 2014

North ↑

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**APPENDIX 3**  
**SITE PHOTOGRAPHS**























































































**APPENDIX 4**  
**REPRESENTATION TO THE REVISED SUBMISSION DRAFT OF**  
**THE HOUSING AND EMPLOYMENT LAND ALLOCATIONS**  
**DPD (2014)**

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06 June 2014

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**By Post and Email: [spatial.policy@northlincs.gov.uk](mailto:spatial.policy@northlincs.gov.uk)**

Dear Sir/Madam

**NORTH LINCOLNSHIRE LOCAL DEVELOPMENT FRAMEWORK  
HOUSING AND EMPLOYMENT LAND ALLOCATIONS DEVELOPMENT PLAN DOCUMENT  
REVISED SUBMISSION DRAFT APRIL 2014  
SITE OF THE FORMER RAF KIRTON IN LINDSEY**

On behalf of our client, we set out below our representations to the Pre-submission draft of the Housing and Employment Land Allocations DPD ("the Document").

These representations are submitted on behalf of the Defence Infrastructure Organisation ("DIO"), the current owners of the former RAF Kirton in Lindsey base ("the Site"). The site is currently vacant save the occasional use by the local gliding club and, at the time of writing, is due to be sold on the open market. These representations are therefore made to promote this brownfield site for appropriate forms of development.

It is the conclusion of these representations that the plan is unsound in its current wording. In particular it should be revised to take into account brownfield sites of a strategic nature that have become available during the formulation of this document. These representations have been submitted without prejudice to the views of the future owners of the site and reflect those of the DIO as the current land owners. It is expected however that the site will be sold before adoption of this DPD. The DIO are therefore happy that these representations may be taken on by any such future owner.

**Background**

The closure of the site was first announced in October 2008, and, as a result of the 2010 Strategic Defence and Security Review, was confirmed as being surplus to requirements within the 2011 Review of the Defence Estate. The RAF vacated the site in April 2012 following engagement with the local community and the Council.

The RAF Kirton Lindsey site extends to approximately 124 ha (306 acre) located to the south of Kirton in Lindsey, North Lincolnshire, and falls to the south of the built settlement boundary. The site forms a triangular shape, bounded on all sides by the local road network (B1400, B1398 & B1205), and is situated on a raised hillock. Access to the site is gained from two points on the eastern boundary, with a third access point in the south-western corner which only provides access to the facilities located in that part of the airfield.

The site has three distinct elements, which can be summarised below:

- **The Technical Area** - Located in the northern quarter of the site, this 14 ha (34 acre) area consists of the barrack blocks, World War II / Cold War bunkers and associated facilities / light industrial units. The main vehicular gates to the site off of the B1400 are also located in this area. This area has previously been used for training purposes by the Armed Forces, and a licence has recently been granted to the Police for further training opportunities.
- **The Hangars** – Located in the middle quarter of the site, this 10.5 ha (26 acre) part of the site consists of three modified 'Type C' World War II hangars of circa 4,180 sq m (45,000 sq ft), and a modern single storey hangar which has been subdivided into individual units and used, amongst other things, for vehicle repair. This element benefits from its own access point on the western boundary of the site.
- **The Airfield** – The southern half of the site (99.5 ha (246 acres) consists of agricultural land which has two mown grass landing strips crossing it. A local gliding club has facilities in the south-western corner and regularly use the airfield. The eastern boundary includes a golf course which has been created from surplus land, and some equestrian uses on the western boundary.

The site is mainly vacant and in a state of disrepair. The airfield is used by the gliding club, along with associated facilities in the south west corner of the site. The site is also currently used on an ad hoc basis by the local Police for training, although this use is likely to cease once the site has been sold.

It is considered that the site presents a strategic brownfield opportunity to provide housing in the region of 300 units, a minimum of 15,000 sq m of employment space for North Lincolnshire and the leisure and recreational uses as part of a mixed use development. Discussions to inform the sales particulars for the site have been held with officers at North Lincolnshire Council. In principle, the following land uses have been agreed should redevelopment proposals come forward:

- The Technical Area– Residential, commercial and community uses.
- The Airfield – Agricultural activities, continued use by the Trent Valley Gliding Club, and solar energy generation.
- The Hangars – Class B1 (Business), Class B2 (General Industry), Class B8 (Storage and Distribution), Class D2 (Assembly and Leisure – indoor and outdoor sports and leisure use), sui generis outdoor pursuits utilising the existing facilities and opportunities they present.
- The Manège – Class D2 (Assembly and Leisure)

### **Approach to Housing Delivery**

The Framework seeks to ensure that councils boost significantly the delivery of housing, and provide this it a level which, at the very least, meets the identified local need. Councils must also identify a five year supply of suitable housing sites to meet housing delivery. This is to include a buffer of at least 5% to ensure that there is sufficient market choice and competition.

Paragraph 47 of the Framework goes on to identify that where there has been a record of persistent under delivery of housing, local authorities should adopt a 20% housing buffer on their five year housing supply,

brought forward from later in the plan period. As demonstrated below, the Council have only been able to facilitate the delivery of 5,090 units since 2004/2005, against a target 6,853 creating a shortfall of over 1,700 units.

What constitutes “persistent under delivery” has been discussed at the High Court in *Cotswold District Council v Secretary of State for Communities and Local Government & Anor [2013] EWHC3179 (Admin) November 2013* [“Cotswold”]. The case identified that to identify whether such a record exists, there is the need to look at the plan period as a whole, as well as the overall delivery figure against adopted policy.

Drawing from the Council's 2013 Monitoring Report and 2014 Strategic Housing Land Availability Assessment, the following housing figures are noted:

Year	Delivery	Target *	Surplus / Shortfall	Cumulative Total
04/05	551	550	1	1
05/06	1160	550	610	611
06/07	688	550	138	749
07/08	480	550	-70	679
08/09	337	754	-417	262
09/10	302	754	-452	-190
10/11	457	754	-297	-487
11/12	399	754	-355	-842
12/13	326	754	-428	-1,270
13/14	390	883	-493	-1,763

*\* For clarity, the source of the targets are as follows: 550 units per annum: RSS target; 754 units per annum: RSS / Core Strategy Target; 883 units per annum: SHLAA target (Core Strategy + shortfall + 5% buffer) as taken forward into the Housing and Employment Land Allocations DPD*

The Council have failed to deliver their housing target over the past 10 years, despite the annual target being set on housing figures which they were involved in preparing. This has resulted in a significant cumulative shortfall of 1,763 units, or the equivalent of 2.34 years of the Core Strategy target of 754 units per annum.

Drawing on the conclusions of Mr Justice Lewis, at paragraph 47 of his Judgement in Cotswold, the ten year period assessed above is considered to be an appropriate period of time, encompassing three different evidence based housing targets. There is a clear record of the Council failing to meet the targets over this time frame, and not just at one particular point in time or against one individual target.

Accordingly, the Council should be adopting a 20% buffer for their housing figures, increasing the annual target to 1,009 units per annum (841 \* 1.20) for the purposes of assessing the five year housing supply and for allocating sites within the document. With this in mind, the five year position stands as follows:

2014 - 2019 (1-5 yrs) Deliverable sites	
North Lincolnshire Housing requirement (inc 20% buffer: 1009 units per annum):	5,046
Total number of dwellings on deliverable and developable sites	2,713
Expecting Lincolnshire Lakes to come forward from 2015	1,800
Total 5 yr supply	4,513
Surplus / shortfall	-533

*Based on Table 10.1 of the Strategic Housing Land Availability Assessment Review (2014)*

To achieve this target, there is self evidently the need to bring forward additional site to overcome the 533 unit shortfall. The Council have already included a number of contingency sites which could be used for this purpose. It is highlighted, however, that all of the 9 contingency sites are located within Scunthorpe, and 237 units are located on 6.39 hectares of Greenfield land which is currently used by the local community for sports provision and open space. Some of this space is also constrained by flood risk, requiring an exception test, and have ecological and heritage constraints and justifications to overcome. There must, therefore, be some doubt as to the extent these contingency sites can realistically deliver the shortfall and certainly in the required 5 year period.

This is not therefore a sound strategy and is therefore unjustified. Not only does the plan seek to allocate valuable community resources (open space and sports provision) it also identifies all of the contingency sites within a single area. This does not provide an appropriate spatial distribution that ensures sufficient market choice and competition as required by the framework.

We can confirm that the former RAF Kirton in Lindsey site is available now, offers a suitable location for development and, subject to planning, has a realistic prospect that housing will be delivered on site within five years. This will provide an opportunity to deliver in the region of 300 homes on a brownfield site and in an alternative location to Scunthorpe, without the need to build on playing fields. This will go some way to assisting the Council in achieving a five year housing supply on sustainable sites when utilising the required 20% buffer, and allow the contingency sites to remain as a fall-back position within the longer Plan period.

**Brownfield Development**

The delivery of new development on brownfield land is one of the core principles of the Framework, and Council should be proactive in identifying patterns of growth that makes the most effective use of this land source. As currently drafted 70% of the area allocated for residential development (140 ha) constitutes Greenfield land.

To date the site has not been included or assessed within the draft DPD or prior to this the Council’s Strategic Housing Land Availability Assessment (SHLAA). This is a failure of the Plan, inherent with the age of the evidence and should be addressed.

The formulation of the document has taken place over a period of 8 years, starting with a call for sites in 2006. This was the only call for sites undertaken by the Council. Given the length of time that has passed it would have been reasonable to expect the Council to undertake a further call for sites towards the end of the recession to gain an accurate picture of the availability of sites.

Additionally, the Council also have a duty to monitor their built environment and the closure of RAF Kirton in Lindsey was publically announced as far back as 2008. Accordingly, the Council should have noted this site coming forward or at least its potential within the evidence base. As it stands the Council has not undertaken this exercise and has therefore failed to produce a robust evidence base upon which it can base the strategy for allocating housing sites. Whilst one could argue that a number of sites have become available over the recession, the strategic scale of this site and importance within the local economy and in particular to the local community of Kirton Lindsey.

This is particularly the case as it has the ability to bring forward a significant amount of housing on large brownfield site. It is noted that of the housing sites identified within the Document, 140 ha (70%) can be classified as Greenfield land. This equates to some 4,400 units on previously undeveloped sites, and when compared to the 1,978 units to be built on brownfield land, clearly shows that the Council are not delivering sustainable development in this regard.

The former RAF Kirton in Lindsey is brownfield land and has the potential to deliver in the region of 300 units, proving an opportunity to increase the number of brownfield units being created within the area.

Whilst Kirton in Lindsey is currently identified as being suitable for a relatively low number of units, it is considered that this is a historical target of its time. The Council should revisit this given the opportunities that the site offers both in terms of delivering housing but also accompanying infrastructure and community facilities.

The site also has the potential to deliver a number of community benefits including a structure of an RAF museum as part of a local heritage trail, and continued use of the gliding club, opportunities which could be lost if the site does not come forward within a positive policy framework.

This is a large and complex brownfield site that has the potential to deliver a number of local benefits and promote sustainable development. However, for this to take place, the market requires a suitable planning policy framework which provides a degree of certainty for bringing the site forward. Without this, these benefits have the potential to be lost.

### **Built Settlement Boundary**

To best facilitate the delivery of this site for development there is a need to alter the settlement boundary of the town. As noted within Section 6 of the report, the development limits need readdressing to ensure that they are up to date and appropriate. The majority of alterations to the settlement boundaries have been made to bring new development into the towns which was formerly not included due to the timescales involved in the statutory process.

It is believed that the military buildings of RAF Kirton in Lindsey and the associated military residential surrounding the site should be brought into the settlement boundary of Kirton in Lindsey, as demonstrated on the enclosed plan.

As noted within the document, adopted Core Strategy Policy CS3: Development Limits, includes a criteria assessment to determining whether settlement boundaries should be changed. Turning to each of the point of the policy in turn:

- **Existing development patterns** – The policy states that *“Scattered, sporadic or disbursed development separated from the main body of the settlement area by area of undeveloped land...will not be included.”* The developed part of the former RAF base covers some 24.5 hectares (60 acres), with the military housing area a further 18 hectares (44 acres) which includes sports pitches and leisure facilities available to the local community. These areas cannot conceivably be termed as “scattered, sporadic or dispersed” development. Whilst there is an area of open space between the town and the site, there are existing dwellings which can be seen along this linear link thus providing a connection. It would in bringing forward redevelopment of the site be important to enhance connectivity between the sites, which could reinforce the relationship. The function of this area as an area of separation is therefore considered to be transitional and of a limited nature. The policy also states that limits should follow clearly defined features or constraints such as roads. The built area of the former RAF base clearly provides such a features, not only in plan form, but also visually through the four store hangers.
- **Capacity** – One of the key points of this policy is the availability of previously developed land. This is a finite resource. The proposed allocation of further greenfield land goes to demonstrate that the town requires additional sources to allow it to continue to develop in a sustainable manner. The former RAF Kirton in Lindsey site provides an extensive area of previously developed land which is suitable for inclusion within the built settlement boundary. Furthermore, it is noted that the military base had 680 personnel stationed at its peak, over half of which lived on site, and was adequately served by the local infrastructure network. It is also noted that there are a number of benefits that could arise from the scheme, which should be maximised for the local community.
- **Existing planning consents / development** – Whilst the site does not have planning permission for residential or employment uses, it is clearly suitable for these and its last use did include the provision of living quarters. Furthermore, the site provides a number of opportunities for public benefit, including the potential for a museum in one of the former bunkers as well as the continuation of the gliding club.
- **Character** – The existing developments are seen on the skyline and from the local road network, and are already read as part of the Market Town, both on approach and exit to the south. The RAF base has been located on the site for over 70 years and it forms an intrinsic part of the town’s character. Altering the built settlement boundary to include the RAF base will not alter the settlement character, and will not alter the characteristics of the open countryside or other areas of open space.

The policy goes on to note that development outside of the defined boundaries will be restricted to that which is essential to the functioning of the countryside. It is acknowledged that the site was created for a bespoke use which has now ceased. It is, however, brownfield land that does not add to the functioning countryside.

In our view managed development can enhance the area. This provides a unique opportunity to include the site within the development boundary and allow the council to identify and control alternative uses which will allow this site to continue to provide important community benefits and bring forward sustainable development. Failure to do so will mean that the market will not respond to this opportunity as strongly as it should, potentially allowing these benefits to fall away. Furthermore, should the Council end up in a position whereby it cannot demonstrate a five year housing supply, it will leave itself open to challenge from other, less sustainable development sites.

### **Conclusions**

The Framework states that development plans should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency (paragraph 17). The former RAF Kirton in Lindsey site is a major brownfield site of strategic importance capable of delivering significant housing and employment opportunities. As drafted, the Document does not provide such a framework.

The Council have acknowledged that this site presents an important regeneration opportunity which can potentially deliver community benefits as well as jobs and housing, and have publically expressed an interest to purchase the site for this purpose.

This only serves to highlight the importance of the site and the need for its future development to be guided by an appropriate planning policy allocation. The Council has clearly failed in their duty to prioritise brownfield sites for development, or fully consider the sites available for development in the production of this Development Plan Document.

Additionally, the Council's proposed housing figures downplay the significance of the undersupply of housing, impacting on the ability to deliver the necessary level of housing.

Therefore, without the inclusion of the former RAF Kirton in Lindsey site, the plan is considered to be unsound on the basis that:

- It is not positively prepared – It is not consistent which achieving sustainable development as the emphasis on new sites coming forward is for greenfield development, rather than fully utilising brownfield opportunities.
- It is not justified – It does not provide the most appropriate strategy for delivering new housing and employment opportunities, as it fails to consider a strategically important brownfield site.
- It is not deliverable – The plan should include a 20% housing buffer if there is reasonable prospect of the Council fulfilling its five year housing demand and making up the historical shortfall. If this buffer is applied, further brownfield sites should come forward within the first five years of the plan, and as currently drafted, only greenfield sites have been identified.
- It is not Consistent with national policy – The plan fails to bring forward a plan that promotes sustainable brownfield development that provides the levels of housing required by the Framework or identify a practical framework for planning decisions for the former RAF Kirton in Lindsey site.



To make it sound, we believe that the Plan should seek to allocate the former RAF for residential and employment purposes and, at the very least, bring the site into the settlement boundary of Kirton in Lindsey.

Relevant policies for housing and employment use could be worded as follows:

**Policy KIRH-2**

*The northern part of the former RAF Kirton in Lindsey (14 ha) is allocated for housing (300 dwellings) and other appropriate uses as part of a mixed use development. The site will be developed in accordance with the following site specific criteria:*

- *A mix of housing size and tenure should be provided on the site and developed at approximately 30 dwellings per hectare*
- *Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9*
- *A Transport Assessment and Residential Travel Plan will be required to demonstrate that the development will have no adverse impacts upon the local highway network*
- *Footpath and cycle provision should be provided throughout the site, linking the development to local services, residential areas and wider network.*
- *A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical, Sustainable Urban Drainage Systems should be incorporated into the development.*
- *This site is subject to environmental constraints including potential land contamination and potential adverse noise impact associated with the industrial units allocated under Policy KIRE-1. Period to submission of a planning application for residential development, it will be necessary to carry out assessment of land contamination and noise so that appropriate design criteria and mitigation measures can be considered.*
- *Residential development should investigate the potential to provide appropriate facilities on site for a museum and how it can contribute towards the continued operation of the gliding club.*
- *Design must be in accordance with Core Strategy Policy CS5*

**Policy KIRE-1**

*The southern part of the former RAF Kirton in Lindsey site (110 ha) is allocated for employment, leisure and agricultural use. This site will be developed in accordance with the following site specific criteria:*

- *99.5 ha of the site is allocated for agricultural use and / or the creation of a solar farm.*

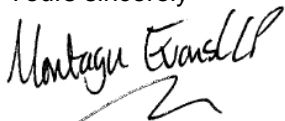
- *Any proposals for a solar farm will need to be accompanied by a landscape and visual assessment, incorporating the assessment criteria of the Council's Supplementary Planning Document for Renewable Energy.*
- *10.5 ha of the site is allocated for a mix of B1 (Business / Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses or Class D2 / sui generis leisure opportunities.*
- *A Transport Assessment and Travel Plan will be required for each use.*
- *Footpath and cycle provision should be provided throughout the site, linking the development to local services, residential areas and wider network.*
- *Development should investigate the potential for facilitating the continued operation of the gliding club.*
- *A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage. Where practical, Sustainable Urban Drainage Systems should be incorporated into the development.*
- *Design must be in accordance with Core Strategy Policy CS5*

It is acknowledged that this is potentially a major change to the document. However, the Council have had ample time in which to assess and include the site within this document since its closure was announced; not only during the initial stages of drafting, but also within the 3 year hiatus before publishing a submission draft and proceeding to an Examination in Public.

The allocation of a strategically important brownfield site should be included within this plan. Should the Inspector agree and identify this as a main modification to the document, the Council can consult on this at the same time as any other main modifications and, if necessary, hold a further Examination in Public session to discuss the comments received.

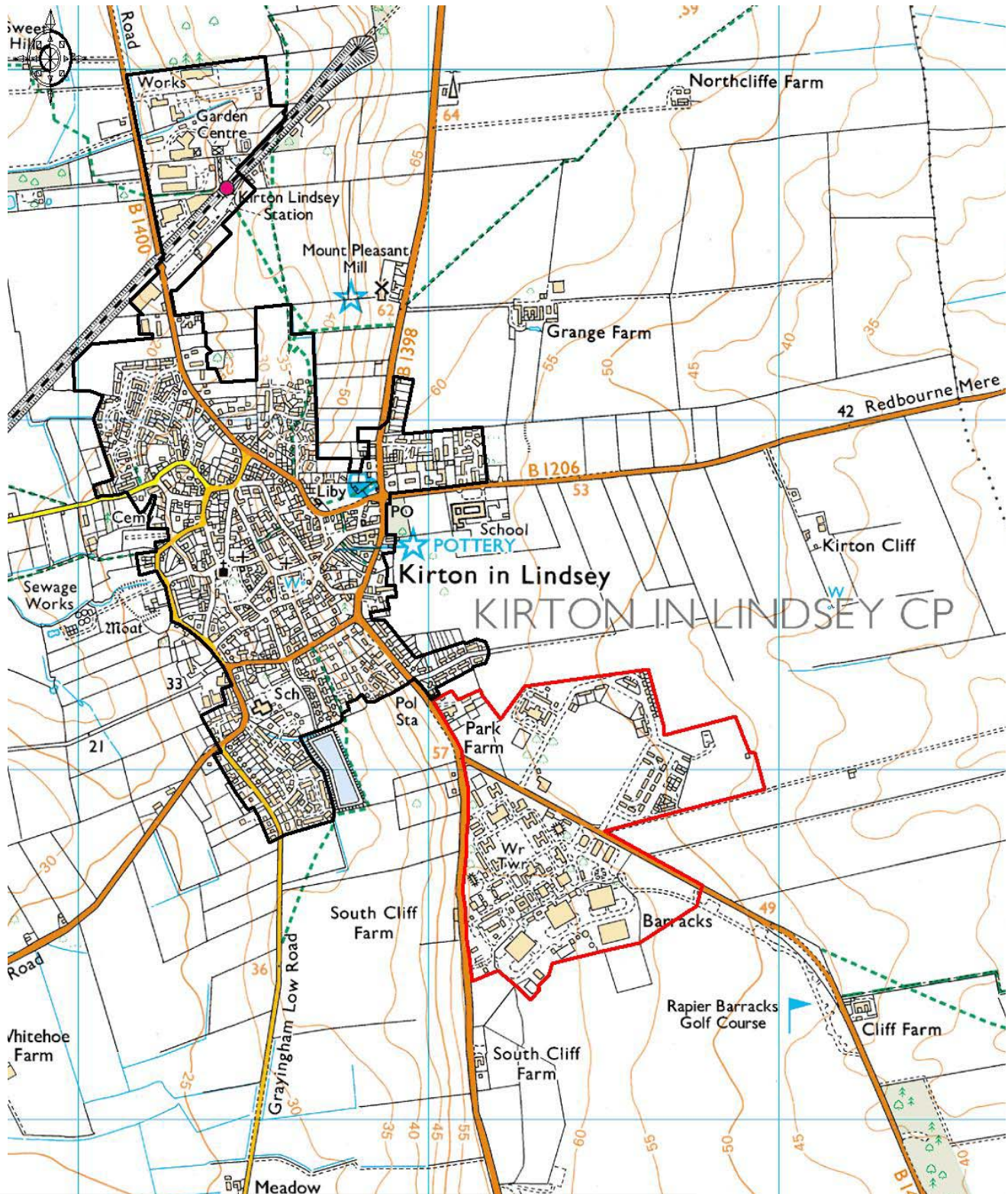
We trust that these representations are of use in the formulation of the Plan, and reserve the ability for the future owners of the site to appear at the Examination in Public to discuss its inclusion within the Council's Housing and Employment Land DPD. In the meantime, please do not hesitate in contacting either Will Edmonds (020 7312 7410 / will.edmonds@montagu-evans.co.uk) or Jon Bradburn (020 7312 7452 / jon.bradburn@montagu-evans.co.uk) should you wish to discuss this in further detail.



Yours sincerely



Montagu Evans LLP

Enc.



	Settlement Boundary as per draft document
	Proposed amendment

**FORMER RAF KIRTON IN LINDSEY  
HOUSING AND EMPLOYMENT LAND ALLOCATIONS DPD  
REVISED SUBMISSION DRAFT**

**PROPOSED SETTLEMENT BOUNDARY CHANGES**

June 2014	Not to Scale	▲ North
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