

## **Officers Report**

### **Planning Application No: 142855**

**PROPOSAL:** Planning application for an Automotive Research and Development Centre including, garaging, circuit viewing facilities, 2 no. wind turbines and ground mounted solar panels

**LOCATION:** Blyton Park Driving Centre Kirton Road Blyton  
Gainsborough, Lincolnshire DN21 3PE

**WARD:** Scotter and Blyton

**WARD MEMBER(S):** Cllr Mrs M Snee, Cllr Mrs L Clews, Cllr Mrs L A Rollings.

**APPLICANT NAME:** Blyton Park Driving Centre

**TARGET DECISION DATE:** 11/08/2021

**DEVELOPMENT TYPE:** Major - Other

**CASE OFFICER:** Daniel Evans

**RECOMMENDED DECISION:** Grant Permission Subject to Conditions

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The application is being referred to the Planning Committee for determination as the planning matters under consideration are deemed to be finely balanced.

#### **Description:**

Blyton Park Driving Centre is located approx. 2.2 kilometres east of the village of Blyton.

Blyton Park Driving Centre is a facility for vehicle testing, research and development of motor vehicles. It occupies the northern end of the former airfield and is accessed via long driveway, from the south, off Kirton Road (the B1205). It utilises parts of the former airfield runways and there is control centre building and other buildings situated to the east of circuit.

The application seeks permission for an Automotive Research and Development Centre in relation to new automotive technology – in particular development of electric and autonomous vehicle technologies. The facility includes new garaging, circuit viewing facilities together with internal office/meeting accommodation. The proposal also includes 2no. wind turbines and ground mounted solar panels.

#### **Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017:**

Schedule 2 includes installations for the harnessing of wind power for energy production (wind farms) where the development involves more than 2 turbines or the hub height of any turbine exceeds 15 metres. The turbines proposed would not meet the indicative threshold as stated. Schedule 2 also includes permanent racing and test tracks for motorised vehicles where the area of

development exceeds 1ha, test benches for engines where the floor space would exceed 1000m<sup>2</sup> and urban development projects. However, it is considered that the proposed research centre would not fall into these categories of development. The proposal is therefore not considered to be "Schedule 2 development". Neither is the site within a sensitive area as defined in Regulation 2(1). Projects which are wholly outside sensitive areas and do not exceed the screening thresholds, as is the case here, are not "Schedule 2 development" and should not be screened by the local planning authority. Therefore the development is not 'EIA development'.

**Relevant history:**

124940 - Application for a Lawful Development Certificate for use as a centre for driving tuition and motor sports. Granted 16/11/2009.

A re-consultation was undertaken from 28/09/2021 for a 21 day period as a result of the following amendments:

1. Proposed number of wind turbines reduced to 2no. and wind turbines reduced in height.
2. Change of description.
3. Noise Impact Assessment Received.
4. Highways and Traffic Statement Received.
5. Heritage, Character and Visual Impact Statement Received.
6. Ecology Appraisal Received.

All comments made during the publicity periods are set out below.

**Representations:**

Environment Agency:

24/05/2021

No comments.

NATS Safeguarding:

25/05/2021 & 05/10/2021

The proposed development has been examined from a technical safeguarding aspect and although an impact is expected this has been deemed to be operational acceptable and therefore the proposal does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

MOD:

10/06/2021

Subject to the condition detailed in Appendix A, the MOD has no objection to the proposed development.

Condition - Aviation Charting and Safety Management

The undertaker must notify the Ministry of Defence, at least 14 days prior to the commencement of the works, in writing of the following information:

- a) the date of the commencement of the erection of wind turbine generators;

- b) the maximum height of any construction equipment to be used in the erection of the wind turbines;
- c) the date any wind turbine generators are brought into use;
- d) the latitude and longitude and maximum heights of each wind turbine generator, and any anemometer mast(s).

The Ministry of Defence must be notified of any changes to the information supplied in accordance with these requirements and of the completion of the construction of the development.

Reason for condition – To maintain aviation safety.

Natural England:

10/06/2021

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

12/10/2021

The advice provided in our previous response applies equally to this amendment although we made no objection to the original proposal.

LCC Highways and Lead Local Flood Authority:

11/06/2021

Highways

Can the applicant provide some basic transport information outlining the vehicle trip generation associated with the construction and operational phase of the development proposal.

Drainage

As a major planning application there is a requirement to deliver a sustainable drainage system where feasible. For a full application the following will be required:

- Flood Risk Assessment or Statement, as applicable

- Drainage Strategy including adoption and/or maintenance proposals with sketch layout plans

- Detailed development layout showing surface water drainage

infrastructure

- Detailed hydraulic calculations

- Geotechnical interpretive reports (infiltration assessment, groundwater tables etc.)

- Discharge and adoption agreements

*Planning Officer Comments:*

Transport information was provided on 24 Sep 2021 and LCC Highways have confirmed on 12 Oct 2021 that the information is adequate to satisfy their original request.

21/12/2021

The dimensions of the existing access are adequate to enable two cars to pass in opposing directions and the proposal would therefore not result in an unacceptable impact on highway safety.

As Lead Local Flood Authority, Lincolnshire County Council is required to provide a statutory planning consultation response with regard to Drainage on all Major Applications. This application has an acceptable proposed drainage strategy and therefore the Lead Local Flood Authority does not consider that this proposal would increase flood risk in the immediate vicinity of the site.

Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development is acceptable and accordingly, does not wish to object to this planning application.

LCC Archaeology:

27/05/2021

The proposed development would have some impact on the setting of RAF Blyton within the historic landscape as it would introduce prominent new features. Therefore if permission is forthcoming we would recommend that the developer be required to mitigate this impact on the non-designated heritage asset by taking the opportunity to better reveal the site's historic significance to visitors through the installation of a heritage interpretation panel within the scheme.

Recommendation: it is recommended that the developer should be required by condition to design, install and maintain an interpretation board prior to the centre becoming operational. The condition should require the approval in writing by the local planning authority of a specification for the board prior to it being installed, which should clearly identify its proposed location and content. This is to ensure that the board is accurate and well-designed to suitably offset the impacts on the historic environment.

Parish Council:

25/05/2021

Council has concerns regarding noise pollution and request a noise impact assessment.

*Planning Officer Comments:* I have contacted the Parish Council to understand their request and they have advised that a noise assessment is required because “*Council wants to know whether the planning changes will impact on the village with regard to additional noise*”.

30/06/2021

Blyton Parish Council is happy to support the application.

WLDC Environmental Health:

15/06/2021

Due to the nature of the proposal and local resident's concerns I request that the applicant submits an Acoustic Assessment prior to the application being determined

19/10/2021

I have reviewed the Noise Impact Assessment by S.&D. Garritt Ltd. and I am satisfied with the overall conclusion that this proposal 'should cause low impact and no loss of amenity to nearby dwellings'.

I am aware that there are noise concerns regarding the current permitted use of the track, however I can only comment on the potential noise relating to this application. I therefore have no further objection on noise grounds.

I would ask for the following to be conditioned:

- No body work or panel beating to take place in the garage units (as stated in the noise report).
- A suitable hours restriction on the facility to protect residential amenity.

Also as the proposed development is on former military land I request a contaminated land condition.

*Planning Officer Comments:*

Further correspondence has taken place regarding opening hours. In summary there is no objection to the following opening hours: Monday-Friday 0700 – 1900, Saturday 0800 – 1900 and Sunday/Bank Holiday 1000 – 1900.

WLDC Conservation Officer:

16/06/2021

(in summary)

The conservation officer has requested that a heritage statement be provided to assess the potential impact on the setting of listed buildings. In particular the setting of Mount Pleasant Farmhouse but also any other landmark building in the vicinity that may be affected, such as parish churches at Blyton, and potentially Northorpe and Laughton.

29/09/2021

Verbal Consultation – No objection following consideration of the submitted heritage statement.

WLDC Economic Development:

29/09/2021

In principle and subject to normal planning considerations, the Growth Team are supportive of this outline development proposal and would make the following comments in respect of the economic benefits it would bring to the area.

Local employment opportunities could be provided both during construction of the facility and longer term.

This expansion proposal is crucial for the long-term future and sustainability of the business.

The introduction of wind turbines and solar panels is to be encouraged for our Sustainability, Climate Change and Environment Strategy Development commitment.

Local Residents:

Objections received from the following properties:

Mount Pleasant Farm, Laughton Road, Scotton.

Northorpe Grange, Gainsborough Road, Northorpe.

Blyton Grange, Laughton Road, Blyton.

2 Westcliffe Road, Scotter.

Cottage Fields Farm, Kirton Road, Blyton.

The Fields, Kirton Road, Blyton.

Willow Green, Dring Lane, Laughton.

17A Kirton Road, Blyton.

Holly Tree House, Gainsborough Road, Blyton,

15 Fieldside, Blyton.

Dring Lane Paddocks, Laughton.

Respect Green Burial Park, Dring Lane, Laughton.

Comments summarised as follows:

- We are concerned working hours will be lengthened.
- Noise impact concerns from internal combustion powered cars and bikes.
- The proposal will impact on the setting of the nearby listed building.
- Ecology concerns.
- Highway concerns.
- Pollution concerns.
- Excessive noise pollution already existing at this site.
- The adverse visual impact the proposed wind turbines will have on the landscape.
- Discrepancies with the information submitted.
- We do not object to the Electric Car part of this development.
- Wind turbines are an unreliable source of energy.
- There is to be a massive solar farm to be built locally so there is no need for wind turbines.
- The Noise Assessment report was based on predictions and assumptions.
- The noise assessment is being 'massaged' into giving more favourable results for the owners of the racetrack than would be the case if a more objective approach to noise monitoring were taken.
- Blyton Racetrack is known to operate under an unusually lax noise monitoring regime.
- Any proposal to extend the operation can only be deemed negative due to the increase in activity and noise from the engines.
- Electric vehicles represent only a small percentage of vehicles on the road today.

- The operators have also proposed wind turbines for the site and appear to be trying to influence planners by suggesting that these will help power electric vehicles and/or help provide research into EV's.
- We are forced to check race schedules before taking our horses out for exercise as the noise from trailers transporting cars to and from the site spook the horses causing them to bolt.
- The proposed development will significantly impact my business and the tranquillity of the nearby burial park.
- The people visiting the facility do not use the services of Blyton.
- Wind turbines will have a detrimental impact on our amenity, particularly given the sensitivity with Autism.
- Other well established / famous circuits have had their noise levels dropped dramatically and have live monitoring of the noise monitors.
- Our grade II listed property has windows that face the track so we will see this and be disturbed by the noise.

General observations received from the following properties:  
12 Messingham Road, Scotter

Comments summarised as follows:

- Are there provisions for the charging of staff and visitors vehicles as this is a research establishment for electric vehicles, and is there sufficient energy supply available to accommodate this.

### **Relevant Planning Policies:**

Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. Here, the Development Plan comprises the provisions of the Central Lincolnshire Local Plan (adopted in April 2017); and the Lincolnshire Minerals and Waste Local Plan (adopted June 2016).

### Development Plan

- ***Central Lincolnshire Local Plan 2012-2036 (CLLP)***

Relevant policies of the CLLP include:

LP1: A Presumption in Favour of Sustainable Development

LP2: The Spatial Strategy and Settlement Hierarchy

LP5: Delivering Prosperity and Jobs

LP7: A Sustainable Visitor Economy

LP13: Accessibility and Transport

LP14: Managing Water Resources and Flood Risk

LP17: Landscape, Townscape and Views

LP18: Climate Change and Low Carbon Living

LP19: Renewable Energy Proposals

LP21: Biodiversity and Geodiversity

LP25: The Historic Environment

LP26: Design and Amenity

LP55: Development in the Countryside

<https://www.n-kesteven.gov.uk/central-lincolnshire/local-plan/>

- **Lincolnshire Minerals and Waste Local Plan (LMWLP)**

The site is not within a Minerals Safeguarding Area, Minerals or Waste site / area.

<https://www.lincolnshire.gov.uk/planning/minerals-waste>

National policy & guidance (Material Consideration)

- **National Planning Policy Framework (NPPF)**

The NPPF sets out the Government's planning policies for England and how these should be applied. It is a material consideration in planning decisions. The most recent iteration of the NPPF was published in July 2021. Paragraph 219 states:

*"Existing [development plan] policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)."*

National Planning Practice Guidance -

- *National Planning Practice Guidance*
- *National Design Guide (2019)*

Draft Local Plan / Neighbourhood Plan (Material Consideration)

NPPF paragraph 48 states that Local planning authorities may give weight to relevant policies in emerging plans according to:

- (a) *the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);*
- (b) *the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*
- (c) *the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).*

- **Central Lincolnshire Local Plan Review Consultation Draft June 2021**

Policies of the Draft Plan which may be relevant to this application are:

- Policy S1: The Spatial Strategy and Settlement Hierarchy
- Policy S5: Development in the Countryside

- Policy S8: Decentralised Energy Networks and Combined Heat and Power
- Policy S13: Renewable Energy
- Policy S14: Protecting Renewable Energy Infrastructure
- Policy S15: Wider Energy Infrastructure
- Policy S17: Electric Vehicle Charging
- Policy S20: Flood Risk and Water Resources
- Policy S27: Spatial Strategy for Employment
- Policy S33: Non-designated Employment Proposals in the Countryside
- Policy S48: Parking Provision
- Policy S52: Design and Amenity
- Policy S56: The Historic Environment
- Policy S59: Protecting Biodiversity and Geodiversity
- Policy S65: Trees, Woodland and Hedgerows
- Policy S66: Best and Most Versatile Agricultural Land

The first consultation on the draft Central Lincolnshire Local Plan concluded on 24th August 2021. In regards to paragraph (b) of the NPPF (para 48), consultation responses to the first (reg 18) draft have now been published. The Summary document sets out the extent to which there were any Objections / Support / General Comment in regards to each policy. The Key Issues Report sets out a summary of the issues being raised, per policy. The policies at this time carry very limited weight in the determination of this application.

- ***Laughton Neighbourhood Plan***

Laughton Parish Council has approval from West Lindsey District Council for the parish of Laughton to be recognised as a designated area with the intention of producing a neighbourhood plan.

The neighbourhood plan group has undertaken evidence-based work and is now at the stage of producing the draft version (Regulation 14) of the plan for publication and consultation purposes.

Other Guidance:

Section 66 of the Planning (Listed Building & Conservation Areas) act 1990.

**Main issues**

- **Principle of Development**
  - **New Research Facility**
  - **Renewable Energy Proposals**
- **Character and Visual Impact (incl. Heritage)**
- **Noise and Disturbance**
- **Drainage**
- **Highway Safety and Parking**
- **Other Matters**

**Principle of Development**

The application seeks permission for an Automotive Research and Development Centre.

The new centre relates to new automotive technology – in particular development of electric and autonomous vehicle technologies. The facility includes new garaging, circuit viewing facilities together with internal office/meeting accommodation.

The proposal also includes 2no. wind turbines and ground mounted solar panels. The principle of development is guided by policies LP5 and LP55 which provide guidance in relation to business development in the countryside. In addition to this, policy LP19 provides guidance in relation to renewable energy proposals.

#### New Research Facility

Tier 8 of policy LP2 advises that unless allowed by any other policy in the Local Plan (such as LP4, **LP5**, **LP7** and LP57), development in the countryside will be restricted to:

- *“that which is demonstrably essential to the effective operation of agriculture, horticulture, forestry, outdoor recreation, transport or utility services;*
- **renewable energy generation;**
- **proposals falling under policy LP55; and**
- *to minerals or waste development in accordance with separate Minerals and Waste Local Development Documents”.*

In principle, renewable energy generation is an acceptable use in the open countryside, subject to the requirements of policy LP19. An assessment of policy LP55 is below. The proposal does not fall within any of the other above specified categories above.

Policy LP5 referred to above as a possible exemption supports the delivery of economic prosperity and job growth to the area subject to certain criteria being met.

Blyton Park Driving Centre is an established facility which provides for vehicle testing, research and development of motor vehicles. The facility also provides for the ‘driver experience’ where members of the public can experience driving a super car around the on-site track. The expansion of existing businesses will be supported provided that: existing buildings are reused where possible; there is no conflict with neighbouring uses; there are no unacceptable highway impacts; and, there are no adverse impacts on the character and appearance of the area.

There are no buildings on site which could accommodate the proposed facility. The impact on neighbouring uses, highway impacts and impacts on the character and appearance of the area are discussed in detail in the following sections of this report. However, to summarise, there are no

unacceptable impacts on the above considerations and the proposal complies with policy LP5.

As referred to within policy LP2 within the preceding section of this report, an assessment of policy LP55 is required. Policy LP55 specifies the types of development acceptable in the countryside. For non-residential development such as this, the proposed countryside location is justified by means of proximity to the existing established business and the scale of the proposal would be commensurate with the existing facility. As such the proposal accords with Policy LP55.

Overall, the expansion of this existing business to provide a new research and development facility is supported by the development plan. The proposal will double the employment provision on site providing a total of 12FTE jobs. The facility will diversify the operation of the site towards a more sustainable future for the motor industry aiding the continued diversification of the local economy.

As a secondary objective, the investment into the site also seeks to provide newer, more up-to-date facilities at the Driving Centre, necessary in order to enhance the driver experience offered at the site. Policy LP7 referred to above as a possible exemption within policy LP2 supports the delivery of sustainable visitor facilities to the area subject to certain criteria being met. The facility will continue to attract visiting member of the public, together with racing teams. The proposal is considered to be a 'sporting attraction' requiring consideration of LP7 which seeks to deliver high quality sustainable visitor facilities.

The location of the facility accords with LP7 as this is an existing facility which is seeking expansion. The proposal will contribute additionally to the local and wider economy, offering new employment opportunities and further aiding the continued diversification of the local economy. The proposal is acceptable in regard to the natural and built environmental qualities and the character of the local environment, see 'Character and Visual Impact' section.

Overall, the new research facility is supported by policies LP2, LP5, LP7 and LP55. These policies accord with the NPPF which seeks to enable the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings. As such the above policies are attached full weight.

#### Renewable Energy Proposals

Policy LP19 identifies the considerations which will be taken into account when assessing proposals for renewable energy.

The proposed renewables aim to provide decentralised approach to energy production for the site. The aim is for the facility and charging points for the electric vehicles to be entirely powered from the turbines and solar panels on site.

The original submission included 4no. wind turbines with a HUB height of 15.4m. The proposal has been amended to reduce the number of turbines to 2no. and reduce the HUB height to 15m.

### Wind Turbines

The proposal includes 2no. wind turbines are located to the south of the research facility. The turbines will measure 15m to the HUB height and approximately 20m high to the tip of the blade. For reference, the proposed building is to be 11.25m in height.

In June 2015 Government issued a Written Statement<sup>1</sup> on wind energy development, stating that, *when determining planning applications for wind energy development involving one or more wind turbines, local planning authorities should only grant planning permission if:*

- *the development site is in an area identified as suitable for wind energy development in a local or neighbourhood plan; and*
- *following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.*

This position is transcribed in national policy (NPPF (2021) footnote 54).

In relation to wind turbines the CLLP **does not** (emphasis added) identify areas which are suitable for wind energy development.

As such, proposals for wind energy development will only be permitted if:

- the proposal is in an area that has been identified as suitable for wind energy development in an adopted Neighbourhood Plan; and
- following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

There is no neighbourhood plan for the area. The applicant has not conducted their own pre-application consultation prior to submission. Despite this, during the publicity period for the application it is noted that Blyton Parish Council have offered their support for the application. Other potentially affected communities include Laughton and Northorpe. The Parish Councils of Laughton and Northorpe have not offered any comments on the proposal. A lack of comment on the application cannot be interpreted as support, nor objection.

There is a clear onus within the policy to have the backing of the local communities affected and this cannot be said to be the case here. As such, the proposed wind turbines do not comply with policy LP19 or the provisions of the NPPF.

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<sup>1</sup> <https://www.parliament.uk/globalassets/documents/commons-vote-office/June-2015/18-June/1-DCLG-Planning.pdf>

To grant permission for the wind turbines would represent a departure from the 2015 House of Commons: Written Statement (HCWS42) and the development plan.

Theme 2 of the emerging Draft CLLP focusses on facilitating an increase in renewable energy generated in Central Lincolnshire, as part of a transition towards a net-zero carbon future. It does this by proactively encouraging investment in renewable energy infrastructure.

As opposed to the adopted CLLP the emerging Draft CLLP identifies potentially suitable areas for wind turbine development.

Policy S13 differentiates between small to medium scale turbines and medium to large turbines. A small to medium scale turbine is defined as a turbine up to a maximum of 40m from ground to tip of blade. To clarify, the proposed turbines are 20m maximum height. The emerging draft CLLP establishes that **the whole of the Central Lincolnshire area is potentially suitable for small to medium wind turbine development** (emphasis added).

Policy S13 supports proposals for single small to medium turbines subject to an assessment of the impacts on landscape character; visual amenity; biodiversity; geodiversity; flood risk; townscape; historic assets; highway safety; aviation and defence navigation system/communications; and, impacts on the amenities of sensitive neighbouring uses (including residential properties).

The proposed two turbines would result in more than one turbine in the curtilage of the operation, which the policy does not support. As such, the proposal would not accord with policy S13 of the emerging Draft CLLP. The policy does provide an indication however, that future planning policy could support small scale wind turbine development across Central Lincolnshire.

As stated within the preceding section of this report, the NPPF sets out that weight can be applied to emerging plan policies subject to: a) the stage of preparation; b) the extent to which there are unresolved objections; and, c) the degree of consistency with the framework.

Having considered the Key Issues Report and Summary of Consultation Responses<sup>2</sup> there has been a mixed response to this draft policy during the initial consultation. The extent of objections however, are largely centred on the part of the policy which guides medium/large wind turbine developments, which this is not. The extent to which there are unresolved objections to the part of the policy relating to small/medium wind turbine developments is limited. Despite this, at this early stage of the plan's preparation, considering paragraph 48 as a whole, the draft policy is afforded limited weight in this decision.

### Ground Mounted Solar Voltaic Panels

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<sup>2</sup> <https://www.n-kesteven.gov.uk/central-lincolnshire/>

To the immediate south of wind turbines are to be four banks of 2 x 5 solar voltaic panels that are to be ground-mounted and southward facing.

In accordance with policy LP19, proposals for non-wind renewable technology will be assessed on their merits, with the impacts, both individual and cumulative, considered against the benefits of the scheme, taking into account the following:

- The surrounding landscape and townscape;
- Heritage assets;
- Ecology and diversity;
- Residential and visual amenity,
- Safety, including ensuring no adverse highway impact;
- MoD operations, including having no unacceptable impact on the operation of aircraft movement or operational radar; and
- Agricultural Land Classification.

The proposed ground mounted panels are approximately 1.3m in height and are located in four separate banks totalling approximately 75m<sup>2</sup> floor area each (combined total is approximately 300m<sup>2</sup>).

Given the small scale nature and area coverage the ground mounted panels will integrate positively with the surrounding character and will not impact any heritage assets. There are no anticipated ecological implications. The panels will not unduly impact the amenities of residential properties. The MoD and NATS Safeguarding have not objected to the proposed panels, nor have LCC Highways and the development will not result in the loss of any BMV agricultural land. Overall, the benefits of the ground mounted panels in supporting the expansion of this existing facility and providing a sustainable form of energy generation would outweigh any impacts of the solar panels. The proposal therefore accords with policy LP19 of the CLLP.

The requirements of policy LP19 are considered to be consistent with the NPPF, in particular paragraph 154, and can be attached full weight.

#### Concluding Statement

It is considered that Blyton Park Driving Centre is an established facility which provides for vehicle testing, research and development of motor vehicles. The expansion of this existing business to provide a new research and development facility is supported on this site by the development plan. The facility will diversify the operation of the site towards a more sustainable future for the motor industry. The proposal will contribute additionally to the local and wider economy, offering new employment opportunities and further aiding the continued diversification of the local economy.

The benefits of the ground mounted panels in supporting the expansion of this existing facility and providing a sustainable form of energy generation would outweigh any impacts of the solar panels.

However, the proposed wind turbines are not located within an area identified as suitable for wind energy development. Furthermore, the turbines do not have the backing of the local communities affected. The proposed wind turbines are therefore contrary to the development plan and a 2015 Government Written Statement.

**Character and Visual Impact (incl. Heritage)**

The building comprises a series of 10 No. garage spaces, serviced from the south, with access to the track from the north, in a 'pit lane' type arrangement. First floor accommodation is proposed over the western half of the building, in the form of 4 No. office/conference suites, with an external viewing area over the eastern half.

A singular and taller element is proposed towards the western end of the building to provide 'control tower' type accommodation. A further external viewing area is proposed at second floor level, adjacent to the control tower.

The building measures 3.8m to first floor level; 7m to second floor level; and approx. 11m in total height. The building is intended to have a dark grey wall-cladding system externally at ground floor level and a pale-coloured render to its first-floor. The control tower is to be a fully glazed flat-roofed addition.

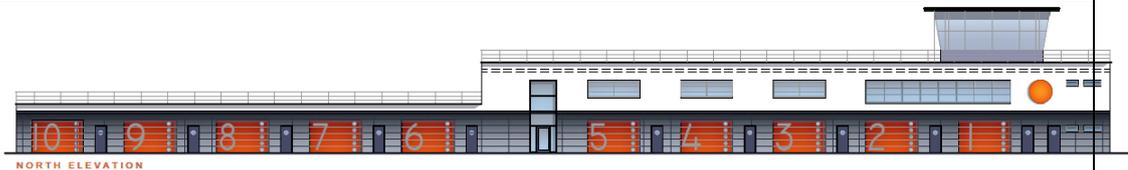
To the south of the building are 2 No. 10 kW wind turbines. These will measure 15m to hub level, each with three blades of length - 4.4m each. To the south of these wind turbines, are proposed to be 4 No. banks of 2 x 5 solar photo voltaic panels. The proposed ground mounted panels are approximately 1.3m in height and are located in four separate banks totalling approximately 75m<sup>2</sup> floor area each (combined total is approximately 300m<sup>2</sup>).

As stated within the applicant's submission, "*The general design approach, has taken a specific lead from the historic context of the location. The proposed building is intended to reflect the appearance of the old airfield control tower, as had previously existed at Blyton, until the 1980's*". Illustrated in Table 1 below.

Table 1.
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Former Airfield Control Tower. © Ian Woodward.



Proposed Northern Elevation.

The applicant has undertaken a Heritage, Character and Visual Impact Statement for the proposed development.

The site is located within the Till Vale as identified within the West Lindsey Landscape Character Assessment 1999 (WLLCA). The key landscape characteristics of The Till Vale are: agricultural landscape with large, flat open fields; fields with low hawthorn hedgerows and hedgerow trees; small blocks of mixed woodland and shelterbelts; with large farm buildings and farmhouses on flatter land. It also states that there are small geometric blocks of woodland that are prominent and provide a sense of scale in this expansive farmland landscape.

Although not within a protected landscape, the WLLCA does advise that the landscape is sensitive to change given the flat surrounding agricultural landscape.

In terms of heritage significance the proposed development is situated within the former Royal Air Force Blyton airfield, which dates from the Second World War. Despite the loss of historic fabric the site of RAF Blyton remains a visible and significant part of this historic landscape, and can be considered as a non-designated heritage asset.

Mount Pleasant Farmhouse, a Grade II Listed Building, lies approximately 920m to the north of the site. The Church of All Saints in Laughton Village is a Grade I listed building and is situated approximately 2.3 km north-east of the site. Another Grade I listed building is the Church of St Martin, situated within Blyton Village located approximately 2.45 km to the south-west. The Church

of St John the Baptist in Northorpe, also a Grade I listed building, is situated 2.47 km to the east.

Policy LP17 seeks to protect and enhance the intrinsic value of our landscape and townscape, including the setting of settlements. The NPPF sets out that planning decisions should recognise the intrinsic character and beauty of the countryside.

Policy LP25 seeks to protect, conserve and seek opportunities to enhance the historic environment of Central Lincolnshire.

There are no public rights of way within 1km of the site. The nearest public right of way (Nthp/504/2) is located approximately 1.3km to the north-east of the application site.

Other publicly accessible viewpoints are likely to be limited to the highway network. The closest point of the A159 is located approximately 1km to the west and the B1205, located approximately 1.2km to the south and east.

The topography of the airfield and surrounding countryside is characteristically flat. The surroundings are dominated by agricultural fields laid to crop. There are several structures on site and to the south associated with the established driving and motor sport activities.

The proposed building would appear relatively low profile in its scale, form and design and as such should not appear particularly obvious within the wider landscape, even with respect to the taller and glazed control tower element. As such the building would integrate with the other structures on site and would not form an unduly prominent feature within the landscape.

The proposed wind turbines are likely to be more visually prominent within the wider landscape. It is noted that there is an existing wind turbine located off Kirton Road, to the east of the entrance to the Driving Centre. This turbine has no relationship to the Driving Centre and is located some 1.2km to the south-east of the proposed development site. This turbine stands at a total height of 46.3m and hub height of 36.6m. For reference, the turbines being proposed here are 20m in total height and 15m to hub height, substantially smaller than the turbine sited to the south east.

It was clear from visiting several viewpoints in the local area that the existing turbine off Kirton Road is visible in the context of the landscape. Given the open expansive character the theoretical zone of visual influence is likely to be wide. However, there are several visual breaks offered by hedgerows and trees and a large distance from public vantage points.

It is apparent from walking along the nearest public right of way (Nthp/504/2), 1.3km to the north-east and travelling along the B1205 - Kirton Road 1.2 km to the south and east, the former airfield and the associated buildings are not prominent within the wider landscape. Neither are they particularly prominent

or visible in the landscape from the A159 – Laughton Road to the east (1km away), or from any public road or vantage point, to the north.

Given the separation from public vantage points, taken cumulatively with relatively modest scale, height and slim-line profile of the wind turbines, it is considered that these elements would not significantly impact the intrinsic character and beauty of the countryside. Views of the turbines would be limited to glimpses and indeed the hedgerows, woodland and tree cover of a similar height in the local area, would offer visual relief.

In relation to the heritage impacts, intervisibility between the application site and the three Parish Churches referred to above is limited to none, despite their ecclesiastical towers. This is due to the separating distance and areas of natural screening between. Given the intervening distances and the relatively modest height of the proposed building and wind turbines it is considered that the proposed development will preserve the setting of the three Grade I listed Parish Churches.

The relationship between the application site and Mount Pleasant Farmhouse is closer and more open in character. The existing structures located to the east of the application site are visible from the setting. The design and form of the proposed building although relatively contemporary in nature, is intended to reflect the aviation heritage of the location. The proposed turbines and solar panels are located directly to the south and will be experienced behind the proposed building.

While notable within the wider open setting of Mount Pleasant Farmhouse, for the reasons set out above, it is considered that the harm caused to the setting of the GII listed building would be ‘less than substantial’.

As set out within paragraph 202 of the NPPF, where a proposal would lead to less than substantial harm to the significance of a designated heritage asset, as is the case here, this harm should be weighed against the public benefits of the proposal. In this case, the expansion of this existing site to provide a new research and development facility will contribute additionally to the local and wider economy, offering new employment opportunities and further aiding the continued diversification of the local economy. Furthermore, the diversification of the facility to incorporate more electric vehicles on the track facility is likely to lead to an overall reduction in noise associated with the site. These benefits would outweigh the minimal harm caused to the setting of Mount Pleasant Farmhouse.

In considering the impacts on non-designated heritage assets, paragraph 203 of the NPPF advises that *“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”*.

The proposed development is situated within the non-designated heritage asset and will inevitably have some impact on its character and setting. However, the proposal has been designed to reflect the site's aviation heritage. This has been noted by the LCC Historic Environment Officer who has recommended that to better reveal the significance of the asset a heritage interpretation panel should be installed on site. This can be agreed by condition.

Overall, it is considered that the proposed development would not significantly impact the intrinsic character and beauty of the countryside and it would preserve the setting of heritage assets. The proposal is therefore in accordance with policies LP17 and LP26 of the CLLP and provisions of the NPPF and the statutory duty.

### **Noise and Disturbance**

Planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

In doing so, decisions should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.

It is noted that there have been comments raised by members of the public relating to the noise from the site. These comments largely relate to the existing operation of the site and concerns that the operation of the site will increase. Blyton Park Driving Centre is an existing motorsport venue that has been established for a number of years with a tarmac race circuit together with a grass track oval and tarmac go-kart track to the south. **The determination of this application is not considering the existing operation of the site** (emphasis added). The existing facility operates a robust noise policy (<https://www.blytonpark.co.uk/noise-policy>) and contains a calibrated sound level meter to ensure that vehicles using the track comply with their own sound level limits.

The submission is clear that the race circuit is currently used to capacity by internal combustion engine cars, so the proposed development will not lead to an increase in track use. As stated later in this assessment cars on track powered by electric motors exhibit lower sound levels compared to internal combustion engine cars.

The sources of potential noise impacts from the proposed development relate to the following: noise from the operation of the building including the pit garages; noise from the use of electric vehicles on the track facilities; and, noise from the wind turbines.

A Noise Impact Assessment has been undertaken for the development proposal to understand the potential acoustic implications of the proposed facility.

The report assess the acoustic impact on surrounding nearby receptors such as residential dwellings. For reference, the nearest receptor location is approximately 920m to the north (Mount Pleasant Farmhouse), this is the closest dwelling to the site.

**Noise from Facility and Pit Garages -**

The main activities within the pit garages will be track preparation of vehicles, for example changing tyres or brake pads. The sources on the outdoor hardstanding will typically be movement and parking of customer cars and the possibility of sporadic cleaning of cars to be used on track.

The findings of the Noise Impact Assessment set out that with a comparison against background noise levels that sound from the new operation will have low impact at all dwellings at all times. This is the lowest classification of impact that can be reached.

**Noise from Electric Vehicles on Track -**

The Noise Impact Assessment sets out a range of comparative sound levels between internal combustion engines which currently operate at the facility and a high performance production electric vehicle. An extract is provided below:

<b>Car Type</b>	<b>Recorded Sound Level, dB LAeq,3 sec</b>
Mazda 3 MPS (Standard)	68 - 70
Renault Clio Sport	70 - 73
TVR Chimera	75 - 78
High Performance Road Cars, Standard Exhaust	75 - 80
Cars with Modified Exhaust	85 - 92
Ginetta GT4 Race Car	92 - 93
Ginetta LMP3 Race Car	102 - 103
Tesla Model S	62 - 65

It is noteworthy that the recorded sound level shown above was recorded by the sound monitoring equipment at Blyton Park Driving Centre and is not representative of the noise levels experienced at surrounding dwellings.

The race circuit is currently used to capacity by internal combustion engine cars, so the proposed development will not lead to an increase in track use. As shown above, electric motors exhibit lower sound levels compared to internal combustion engine cars. Overall therefore, the use of electric

powered cars on the permitted circuit will likely cause lower cumulative overall sound levels than the current use.

#### Noise from Turbines -

The proposed wind turbines are Evoco 10 kW 3 blade turbines, with a BWEA reference sound level of 52.9 dBA at 60m distance at 8 ms<sup>-1</sup> wind speed. The sound level of two turbines combined is 55.9 dBA at 60m.

The sound level predictions at dwellings from wind turbine sound are all in the range 23 – 28 dB. The sound level predictions at dwellings from wind turbine sound all fall within the in limit identified in wind farm standards (35dB) (ETSUR-97).

Given that the noise levels fall comfortably within the ETSUR-97 standards, the report concluded that the proposal should cause *“low impact / no loss of amenity to nearby dwellings”*.

The WLDC Environmental Protection Team (EP) have concluded that this proposal ‘should cause low impact and no loss of amenity to nearby dwellings’. Whilst the EP are aware there are noise concerns regarding the current permitted use of the track, they have no objection on noise grounds to the proposed application.

The concerns of neighbouring properties and land owners in relation to noise are noted. However, these are predominantly centred on: a) the existing operation of the site; and, b) the potential for increased use at the site by more vehicles. This application is only considering the new research facility and not the existing operation of the site, which can continue to operate. Furthermore, the submission is clear that the race circuit is currently used to capacity by internal combustion engine cars, so the proposed development will not lead to an increase in track use.

Overall, taking into account the findings of the Noise Impact Assessment, it is concluded that the proposed development will not give rise to significant adverse impacts on health and the quality of life through increases in noise disturbance. Diversification of the facility to incorporate more electric vehicles on the established track is likely to lead to an overall reduction in noise associated with the site. The proposal is therefore compliant with policy LP26 and the provisions of the NPPF.

#### **Drainage**

The proposed method for the disposal of foul sewage is to a private package treatment plan. Both the PPG and the Building Regulations 2010 (Approved Document H) set out a presumption in favour of connection to the public foul sewer wherever it is reasonable to do so. In this instance there is no public sewerage system on site and given the rural nature of the site a connection to the public sewer is not reasonable.

When considering options for non-mains drainage the PPG and Building Regulations Approved Document H set out the following hierarchy of non-mains alternative solutions.

- Package sewage treatment plants (which may be offered to the sewerage undertaker for adoption),
- Septic tanks; and
- Cesspools (if no other solution is possible).

The application proposes the preferred method of non-mains drainage (Package Treatment Plant), as such, this approach is acceptable in principle in accordance with LP14 of the CLLP.

The site is in flood zone 1 which is sequentially preferable and therefore meets the test within policy LP14 (and NPPF paragraph 162). The site is not within an area identified by the Environment Agency as at risk from surface water flooding. Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. Soakaway testing has been undertaken at the site and provided to the authority. The drainage report states: *“Based on the negligible / extremely slow infiltration rates observed during the soakaway testing it is considered that the site is unlikely to be suitable for the use of soakaways”*.

The National Planning Practice Guidance advises that *“generally, the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable:*

1. *into the ground (infiltration);*
2. *to a surface water body;*
3. *to a surface water sewer, highway drain, or another drainage system;*
4. *to a combined sewer.*

*Particular types of sustainable drainage systems may not be practicable in all locations. It could be helpful therefore for local planning authorities to set out those local situations where they anticipate particular sustainable drainage systems not being appropriate”*. (Paragraph: 080 Reference ID: 7-080-20150323)

As a result of the soakaway testing, an alternative approach to infiltration has been considered. The approach includes all surface waters being channelled to an Attenuation Tank which is situated beneath the area of hardstanding to the south of the building. Water is then discharged at a controlled rate (to be agreed with the LLFA) via approx. 450m of piping to a watercourse to the north. The surface water drainage system will remain in private ownership. The proposed approach does provide a positive drainage strategy for the site. The LLFA have confirmed that ***“This application has an acceptable proposed drainage strategy and therefore the Lead Local Flood Authority does not consider that this proposal would increase flood risk in the immediate vicinity of the site”***.

Overall, the drainage scheme proposed accords with policy LP14 of the Central Lincolnshire Local Plan.

It is considered that policy LP14 is consistent with the drainage guidance of the NPPF and can be attached full weight.

### **Highway Safety and Parking**

Policy LP13 requires well designed, safe and convenient access for all and that appropriate vehicle parking provision is made for development users.

The proposed development will utilise the existing established access into the site, off Kirton road. As existing traffic to and from the Driving Centre generally comprises road cars; cars with vehicles on trailers; or small vans carrying track vehicles. Larger transporters also attend site but the applicant advises that the frequency is limited to 1/2 per week on average.

No concerns have been raised regarding existing or future highway safety throughout the consultation period.

The existing circuit is currently used at capacity, the proposed development is not anticipated to increase or alter the existing intensity or nature of the use. As such, it is expected that the proposed development is not likely to increase traffic generation and consequent usage of the adjacent public highway network.

Ample provision for parking is available on site.

Overall, the proposed access and parking arrangements are acceptable and the proposal accords with policy LP13.

It is considered that policy LP13 is consistent with the highway safety guidance (paragraph 109) of the NPPF and can be attached full weight.

### **Other Matters**

#### **Ecology**

A preliminary ecology appraisal has been undertaken which recommends that no further survey work is required. There would be no impact on any statutory designated sites. Precautionary measures are recommended in relation to nesting birds, which will be conditioned.

#### **Shadow Flicker**

The National Planning Practice Guidance<sup>3</sup> advises that under certain combinations of geographical position and time of day, the sun may pass behind the rotors of a wind turbine and cast a shadow over neighbouring properties. When the blades rotate, the shadow flicks on and off; the impact is known as 'shadow flicker'. Only properties within 130 degrees either side of north, relative to the turbines can be affected at these latitudes in the UK – turbines do not cast long shadows on their southern side.

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<sup>3</sup> <https://www.gov.uk/guidance/renewable-and-low-carbon-energy#shadow-flicker-and-reflected-light>

Typically, shadow flicker only occurs within 10 x rotor diameters of a turbine. In this instance the rotor diameter is 8.8m and the nearest dwelling, Mount Pleasant Farm, is located 920m to the north-east. This dwelling is therefore outside the area within 88m of the turbine where shadow flicker could occur.

#### Aviation Safeguarding

No objections have been received from NATS Safeguarding or the MOD in relation to the proposal.

#### Contaminated Land

Given the historic use of the site, a precautionary contaminated land condition is considered reasonable and necessary.

#### Impact on Neighbouring Business

Paragraph 187 of the NPPF states that planning decisions should ensure that new development can be integrated effectively with existing businesses. Whilst the concern of a neighbouring business is noted, as stated above, this application is only considering the new research facility and not the existing operation of the site, which can continue to operate. Furthermore, the submission is clear that the race circuit is currently used to capacity by internal combustion engine cars, so the proposed development will not lead to an increase in track use.

The new facility is not considered to be incompatible with neighbouring uses of land and the proposal accords with policy LP26 in this regard.

#### **Planning Balance and Conclusion**

The decision has been considered against policies LP1: A Presumption in Favour of Sustainable Development, LP2: The Spatial Strategy and Settlement Hierarchy, LP5: Delivering Prosperity and Jobs, LP7: A Sustainable Visitor Economy, LP13: Accessibility and Transport, LP14: Managing Water Resources and Flood Risk, LP17: Landscape, Townscape and Views, LP18: Climate Change and Low Carbon Living, LP19: Renewable Energy Proposals, LP21: Biodiversity and Geodiversity, LP25: The Historic Environment, LP26: Design and Amenity and LP55: Development in the Countryside of the Central Lincolnshire Local Plan in the first instance and the guidance contained in National Planning Policy Framework, National Planning Practice Guidance and emerging Draft Central Lincolnshire Local Plan.

In light of this assessment it is considered that Blyton Park Driving Centre is an established facility which provides for vehicle testing, research and development of motor vehicles. The expansion of this existing business to provide a new research and development facility is supported on this site by the development plan. The facility will diversify the operation of the site towards a more sustainable future for the motor industry. The proposal will contribute additionally to the local and wider economy, doubling the employment provision on site providing a total of 12FTE jobs and further aiding the continued diversification of the local economy.

The benefits of the ground mounted panels in supporting the expansion of this existing facility and providing a sustainable form of energy generation would outweigh any impacts of the solar panels.

The proposed facility has been designed to reflect the site's aviation heritage and as such the building would integrate with the other structures on site and would not form an unduly prominent feature within the landscape. Given the separation from public vantage points, taken cumulatively with relatively modest scale, height and slim-line profile of the wind turbines, it is considered that these elements would not significantly impact the intrinsic character and beauty of the countryside. Views of the turbines would be limited to glimpses and indeed the hedgerows and tree cover in the local area, would offer visual relief.

The proposed development will not give rise to significant adverse impacts on health and the quality of life through increases in noise disturbance. Diversification of the facility to incorporate more electric vehicles on the established track is likely to lead to an overall reduction in noise associated with the site.

The proposal will not detrimentally impact on highway safety, flood risk, ecology, aviation safeguarding and residential amenity.

The setting of the three Grade I Parish Churches will be preserved. Although the proposal would lead to less than substantial harm to the significance of Mount Pleasant Farmhouse, a Grade II Listed Building, the public benefits of the proposal would outweigh the minimal harm to its setting.

Despite the above, the proposed wind turbines are not located within an area identified as suitable for wind energy development. Furthermore, the turbines do not have the backing of the local communities affected. The proposed wind turbines are therefore contrary to the development plan and a 2015 Government Written Statement.

On balance, the proposed benefits of the research and development facility would outweigh the conflict identified relating to the principle of wind turbines in this location. The development is found to be acceptable in all other regards and the proposal is therefore recommended for approval subject to the following conditions.

### **Conditions**

#### **Conditions stating the time by which the development must be commenced:**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

**Reason:** To conform with Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

**Conditions which apply or require matters to be agreed before the development commenced:**

2. The developer must notify the Ministry of Defence, at least 14 days prior to the commencement of the development, of the following information:

- a) the date of the commencement of the erection of wind turbine generators;
- b) the maximum height of any construction equipment to be used in the erection of the wind turbines;
- c) the date any wind turbine generators are brought into use;
- d) the latitude and longitude and maximum heights of each wind turbine generator, and any anemometer mast(s).

Details of the notification to the MoD shall be submitted to the Local Planning Authority prior to the commencement of development.

See also advice note below.

**Reason:** In the interest of maintaining aviation safety.

3. No development shall take place until, suitably qualified contaminated land assessments and associated remedial strategy with none technical summaries, conclusions and recommendations, together with a timetable of works, have been submitted to and approved in writing by the Local Planning Authority (LPA) and the measures approved in that scheme shall be fully implemented. [Outcomes shall appropriately reflect end use and when combining another investigative purpose have a dedicated contaminative summary with justifications cross referenced]. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically in writing:

- a) The contaminated land assessment shall include a desk study to be submitted to the LPA for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the LPA prior to investigations commencing on site.
- b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology.
- c) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the LPA. The LPA shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters.

- d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. If during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA.
- e) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the LPA. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from the site.

**Reason:** In order to safeguard human health and the water environment and identify potential contamination on-site to accord with the National Planning Policy Framework and local policy LP16 and LP26 of the Central Lincolnshire Local Plan.

**Conditions which apply or are to be observed during the course of the development:**

4. The drainage scheme as shown on drawing: 'BLTN-BSP-ZZ-00-DR-C-SK240 Rev P01' and 'Novo UK42 Gravity' shall be installed prior to the use of the building commencing and shall be retained and maintained in working order for the lifetime of the development.

**Reason:** To ensure the drainage scheme is adequately installed to accord with the National Planning Policy Framework and Policy LP14 of the Central Lincolnshire Local Plan.

5. Prior to development above damp proof course, details of a historic interpretation board including details of its proposed location and contents shall be submitted to and approved in writing with the Local Planning Authority. The board shall be installed prior to the use of the building commencing and shall be maintained during the lifetime of the development.

**Reason:** To ensure that the board is accurate and well-designed to suitably offset the impacts on the historic environment in accordance with policy LP25 of the Central Lincolnshire Local Plan and the National Planning Policy Framework.

6. Any site clearance works must be carried out outside of the breeding bird season (1<sup>st</sup> March to 31<sup>st</sup> August inclusive) in accordance with the recommendations of the Preliminary Ecology Appraisal by Brooks Ecological Ref: ER-5622-01A dated 09/08/2021.

**Reason:** In the interest of nature conservation to accord with the National Planning Policy Framework and local policy LP21 of the Central Lincolnshire Local Plan.

7. The materials used in the development shall match those stated on the following drawing(s): BLY-03 dated 12 May 2021.

**Reason:** To ensure the use of appropriate materials to accord with the National Planning Policy Framework and Policy LP26 of the Central Lincolnshire Local Plan.

8. With the exception of the detailed matters referred to by the conditions of this consent, the development hereby approved shall be carried out in accordance with the following drawings: BLY-02B dated 03 Aug 2021, BLY-03 dated 12 May 2021 and BLY-05A dated 03 Aug 2021. The works shall be carried out in accordance with the details shown on the approved plans and in any other approved documents forming part of the application.

**Reason:** To ensure the development proceeds in accordance with the approved plans and to accord with the National Planning Policy Framework and policy LP17 and LP26 of the Central Lincolnshire Local Plan.

**Conditions which apply or relate to matters which are to be observed following completion of the development:**

9. Development shall proceed in accordance with S. & D. Garritt Ltd. REPORT OF NOISE IMPACT ASSESSMENT. No body work or panel beating shall take place in the pit garage units.

**Reason:** In the interest of residential amenity and to accord with policy LP26 of the Central Lincolnshire Local Plan.

10. No lighting shall be installed on the site unless details including hours of illumination have been submitted to and approved in writing by the Local Planning Authority. It shall then be operated in accordance with the approved details.

**Reason:** To safeguard the occupants of nearby housing from excessive illumination in accordance with Policy LP26 of the Central Lincolnshire local Plan.

11. The use hereby permitted shall not be operational outside the following times; between 0700hrs and 1900hrs Monday to Sunday including Bank Holidays.

**Reason:** In the interests of residential amenity and to accord with the National Planning Policy Framework LP26 of the Central Lincolnshire Local Plan.

**Notes to the Applicant**  
**AVIATION SAFETY**

**The applicant should also notify the Local Planning Authority and the MoD following the completion of development.**