

WEST LINDSEY DISTRICT COUNCIL

MINUTES of the Meeting of the Planning Committee held in the Council Chamber - The Guildhall on 5 October 2022 commencing at 6.30 pm.

Present: Councillor Ian Fleetwood (Chairman)
Councillor Robert Waller (Vice-Chairman)

Councillor Matthew Boles
Councillor David Cotton
Councillor Cherie Hill
Councillor Mrs Jessie Milne
Councillor Peter Morris
Councillor Roger Patterson
Councillor Jeff Summers
Councillor Mrs Angela White

In Attendance:
Sally Grindrod-Smith Director Planning, Regeneration & Communities
George Backovic Development Management Team Leader
Rachel Gordon Development Management Team Leader
Martha Rees Legal Advisor
Richard Green Planning Officer
Andrew Warnes Democratic and Civic Officer

Also In Attendance: Eleven members of the public

Apologies: Councillor Michael Devine
Councillor David Dobbie
Councillor Mrs Judy Rainsforth

50 PUBLIC PARTICIPATION PERIOD

There was no public participation at this point in the meeting.

51 TO APPROVE THE MINUTES OF THE PREVIOUS MEETING

RESOLVED that the minutes of the meeting of the Planning Committee held on Wednesday, 7 September 2022 be confirmed and signed as an accurate record.

Note: Councillor D. Cotton arrived into the Chamber at 6.32 PM.

52 DECLARATIONS OF INTEREST

Councillor C. Hill declared a personal interest, in relation to agenda item 6a, application number 142874, that though she was at the site visit, she was could not make the previous meeting, and would abstain.

Councillor I. Fleetwood declared a personal interest, in relation to agenda item 6a, application number 142874, that he was the County Councillor for Bardney and Cherry Willingham. He had not participated nor discussed the application, and would remain in the Chair for the item.

Councillor M. Boles declared a personal interest, in relation to agenda item 6c, application number 144738, that he was the County Councillor for Gainsborough Hill, but would remain as a Member of the Planning Committee.

Councillor D. Cotton declared a personal interest, in relation to agenda item 6d, application number 145245, that he was the Local Ward Member for Saxilby, but would remain as a Member of the Planning Committee.

In relation to agenda item 6a, application number 142874, Councillors P. Morris, J. Summers and D. Cotton declared a personal interest that they were not present at the site visit, and so would not participate in the item.

53 UPDATE ON GOVERNMENT/LOCAL CHANGES IN PLANNING POLICY

Rachel Gordon, one of the Development Management Team Leaders, informed Members that the hearing programme for the new Local Plan had now been published on the Central Lincolnshire Local Plan website.

The main 'in-person' examination was scheduled to take place at the Hilton Double Tree on the Brayford in Lincoln from 14th to 25th November. A copy of the programme, which included which policies would be debated on what day, was scheduled to be circulated to all WL Members. Further updates would be provided in the Member Bulletin.

Before the Hearing, Officers on behalf of the Central Lincolnshire Joint Strategic Planning Committee were formulating answers to the recently published Main Issues & Questions document that the Planning Inspectors released. This was also published on the CLLP website under the examination pages.

All information concerning the examination was published on the website. However, if Members had specific questions about the programme, Members were advised the Programme Officer was Hannah Charlish. The Officer then stated that Members could alternatively contact Rachael Hughes, the Head of Policy and Strategy at West Lindsey District Council and was happy to discuss any policy-related queries.

Note: Councillors I. Fleetwood, D. Cotton, and R. Waller declared personal interests that they were Members of the Central Lincolnshire Joint Strategic Planning Committee.

54 142874 - LAND TO THE NORTH OF RUDGARD AVENUE, CHERRY WILLINGHAM

The Chairman introduced the first item of the meeting, application number 142874, for an Outline planning application to erect up to 144no. dwellings – access to be considered and not reserved for subsequent applications, on land to the north of Rudgard Avenue, Cherry Willingham. The case officer stated that there were no updates, beyond a site visit having taken place preceding this committee meeting. A short presentation was then made.

Note: Councillor I. Fleetwood declared that he was a Parish Councillor for Cherry Willingham Parish Council. He had not discussed the application, and would remain in the Chair for the item.

The Chairman noted that there was one registered speaker, the Parish Council representative from Cherry Willingham Parish Council, Councillor Dr Ian Lacy, to address the Committee. The following remarks were made.

“Cherry Willingham Parish Council does not oppose the application in principle. Indeed, we are happy for the village to continue to play its part in meeting the housing requirements of the Local Plan. The council regrets the early confusion about the size of the site which resulted from a typographical error in the 2017 Local Plan and acknowledges that this resulted in the initial miscalculation of the proposed housing density both for this site and of the 2 sites to the south which will eventually link to it.

However, despite clarifications and reassurances from the developer, the parish council continues to believe that 144 dwellings on this site are excessive. They would be at greater density (27.85 dwellings per hectare) than that shown in the Revised Local Plan for the two sites to the south, with an average 22.48 dwellings/ha in the current local plan.

We also consider that the single entrance at one end of this site, onto a bend on an existing estate road (Rudgard Avenue) is likely to lead to congestion both for the development itself and for the existing properties adjacent to the junction, which is also used by large vehicles delivering to the rear of shops to the west of the site.

The master plan for all 3 sites does show 2 further access points via site B to site C and then another existing estate road but it is hard see how these will much alleviate the potential congestion issue and consider this runs contrary to the implications of our Neighbourhood Plan Policy H1 e) "the scheme provides easy access and movement within the development and avoids making unnecessary barriers to movement between development areas". We know of no time scale for the development of these other sites.

We also remain concerned that on street parking may pose a problem and that the access for emergency vehicles appears very tight although we appreciate that so far, we only have a proposed layout.

We would also want to see (either at this outline stage or at the detailed application stage) a strong and binding commitment by the developer and WLDC to our Neighbourhood Plan Policy H2 1) to "deliver housing of a size, type and tenure appropriate to the site and locality" including affordable housing.

We also note that the submitted Revised Local Plan site gives a maximum of 97 dwellings

for the site. The Parish Council believes that this number would considerably reduce congestion. The Council is also concerned that allowing the number of dwellings to exceed that stated in the Local Plan could set a precedent for the Local Plan being overridden in future developments in the village and elsewhere.

The Parish Council would therefore wish to see: Outline planning permission being given for up to 97 houses, not the 144 stated in the Application. Appropriate conditions being set for on street parking and emergency vehicle access. And assurance that there will be an appropriate mix of dwelling types including affordable housing. Thank you.”

The Chairman thanked the speaker for his statement, and invited the Development Management Team Leader to respond. The Officer informed Members that the plan was indicative, and was already an allocated site. She confirmed that Lincolnshire County Council Highways had approved the site's capacity, and that the improved access was acceptable. It was also commented that the parking strategy was for reserved matters, and met the guidance necessary. The Officer clarified further that the type of housing was a reserved matter, with affordable housing to be secured in the Section 106 agreement, and the subsequent full application process.

The Chairman invited comments from Members of the Committee after presenting a summary of what the site visit entailed. Debate ensued, and Members expressed concern over the accessibility, potential traffic issues, and footpath concerns. A Member also referenced similar case studies in nearby villages where outline applications were successful on appeal.

In response to a query on a limit of the number of dwellings, the Officer cautioned Members not to condition less than the proposed number, as the application's provisions only allowed up to 144, and the full application could only match that figure or be less than the 144 figure. Members expressed that fewer dwellings would be recommended.

Having been proposed and seconded, the Chairman took the vote and it was agreed that permission be **GRANTED** subject to the following conditions:

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

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To conform with Section 92 (2) of the Town and Country Planning Act 1990 (as amended).

2. No development shall take place until, plans and particulars of the **appearance, layout and scale** of the development and the **landscaping** of the site (hereinafter called “the reserved matters”) have been submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with those details.

Reason: The application is in outline only and the Local Planning Authority wishes to ensure that these details which have not yet been submitted are appropriate for the locality.

3. The development hereby permitted shall be begun before the expiration of two years from

the date of final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To conform with Section 92 (2) of the Town and Country Planning Act 1990 (as amended).

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

4. Reserved matters application shall include details of a suitable trespass proof fence adjacent to Network Rail's boundary (approx. 1.8m high) and provide details provision for its future renewal and maintenance.

Reason: The safety, operational needs and integrity of the railway.

5. In order to demonstrate the correct amount of parking, reserved matters application shall include a parking strategy, to be agreed in writing by the Local Planning Authority, detailing all parking spaces to be provided on site and how this satisfies current Local and Neighbourhood Policy.

Reason: To ensure adequate parking provision is provided in the interests of amenity and highway safety.

6. In order to demonstrate a sufficient housing mix, reserved matters application shall include a plan of housing types to be agreed in writing by the Local Planning Authority.

Reason: In order to help support the creation of mixed, balanced and inclusive communities in accordance with policy LP9.

7. No development shall take place until a surface water drainage scheme for the site based on sustainable urban drainage principle and an assessment of the hydrological and hydrogeological context of the development has submitted to and approved in writing by the Local Planning Authority. The scheme shall:

- a) Provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- b) Provide attenuation details and discharge rates which shall be agreed with the Internal Drainage Board;
- c) Provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- d) Provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

The development shall be carried out in accordance with the approved drainage scheme and no dwelling shall be occupied until the approved scheme has been completed or

provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full in accordance with the approved details.

Reason: To ensure adequate drainage facilities are provided to serve the development in accordance with policy LP14 of the Central Lincolnshire Local Plan.

8. No development shall take place until a Construction Management Plan and Method Statement has been submitted to and approved in writing by the Local Planning Authority which shall indicate measures to mitigate against traffic generation and drainage of the site during the construction stage of the proposed development. The Construction Management Plan and Method Statement shall include;

- phasing of the development to include access construction;
- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- wheel washing facilities;
- the routes of construction traffic to and from the site including any off site routes for the disposal of excavated material and;
- strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (permanent or temporary) connect to an outfall (temporary or permanent) during construction.

The Construction Management Plan and Method Statement shall be strictly adhered to throughout the construction period.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction and to ensure that suitable traffic routes are agreed.

9. Development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Authority. The construction methodology shall demonstrate consultation with the Asset Protection Project 2 Manager at Network Rail. The development shall thereafter be carried out in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority

Reason: The safety, operational needs and integrity of the railway.

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

10. The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority. The scheme shall:

- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;

- provide attenuation details and discharge rates which shall be restricted to greenfield rates;
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No dwelling shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

11. Before any dwelling is occupied, all of that part of the estate road and associated footways that forms the junction with the main road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of safety, to avoid the creation of pedestrian trip hazards within the public highway from surfacing materials, manholes and gullies that may otherwise remain for an extended period at dissimilar, interim construction levels.

12. Construction works shall only be carried out between the hours of 08:00 and 18:00 on Mondays to Fridays; 09:00 and 13:30 Saturdays, and no time on Sundays and Bank Holidays unless specifically agreed in writing by the Local Planning Authority beforehand.

Reason: To protect the amenity of the occupants of nearby dwellings in accordance with LP26 of the Central Lincolnshire Local Plan.

13. The development shall be carried out in accordance with the mitigation measures contained within the Noise Assessment by Spectrum Acoustic Consultants dated 27.04.2020.

Reason: In the interests of residential amenity in accordance with policy LP26 of the Central Lincolnshire Local Plan.

14. The development shall be carried out in strict accordance with the mitigation measures within the Ecology Report 2020/09/597 by Tim Smith.

Reason: To safeguard wildlife in the interests of nature conservation in accordance with policy LP21 of the Central Lincolnshire Local Plan

15. No part of the development hereby permitted shall be occupied before the works to improve the public highway by means of an upgraded crossing point in the form of tactile paving on Rudgard Avenue, outside No. 1 and 102, has been certified complete by the Local Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

16. The permitted development shall not be occupied until those parts of the approved Travel Plan that are identified therein as being capable of implementation before occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented for as long as any part of the development is occupied.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and that there is a reduced dependency on the private car for journeys to and from the development.

17. Detail of any external lighting shall be submitted to and approved in writing by the Local Planning Authority to be approved in conjunction with Network Rail.

Reason: The safety, operational needs and integrity of the railway.

18. Prior to occupation of any dwelling, details of the proposed management and maintenance of the open space and landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. Management and maintenance shall be in accordance with these approved details.

Reason: In the interest of the amenity of the locality in accordance with policies LP17 and LP26 of the Central Lincolnshire Local Plan and policy OS1 of the Cherry Willingham Neighbourhood Plan.

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

None

Note: Councillor D. Cotton requested that his abstention on the above vote be recorded in the minutes.

55 144826 - "GULHAM FIELDS FARM", GULHAM ROAD, NORTH OWERSBY

The Chairman introduced the next item, application number 144826, for erection of 2no. additional poultry sheds with associated feed bins, hardstanding area, dirty water tank and associated landscaping, at Gulham Fields Farm, Gulham Road, North Owersby, Market Rasen, LN8 3PS. The Officer informed Members of the Committee that there was an update to condition 5, to read as followed.

“The development hereby permitted shall not be occupied **before**

- a) Highway improvements in the form of four localised carriageway widenings (passing places) have been provided, in accordance with details that shall first have been submitted to and approved in writing the local planning authority and subsequently certified as complete. The details submitted shall include appropriate arrangements

- for the management of surface water runoff from the highway **and**
- b) The highway improvements required by condition 5 of planning permission 140754 dated 24th August 2020 have been certified as complete.”

The Chairman informed Members of the Committee that there were three registered speakers. He invited the first registered speaker, the applicant, Alec Mercer to give a statement. The statement below was read aloud.

“Chairman, Members, thank you for the opportunity to speak. Gulham Fields Poultry Unit is a modern poultry unit which currently extends to 6 poultry houses which are producing chicken for UK supermarkets. The site is modern unit operating to best available techniques and incorporates renewables such as ground source heat pump and roof mounted solar panels, to make the farm more sustainable, reducing its reliance on fossil fuels.

The current application seeks consent to erect an additional 2 No. poultry houses on the site. The UK is currently only 65% self-sufficient in chicken, and reliant on imports from countries such as Brazil and Thailand to make up the balance, therefore I firmly believe it is important that we improve our self-sufficiency and decrease our reliance on product coming from abroad where we cannot guarantee the rearing and environmental standards.

The application site itself is a very good location for a poultry farm in operational terms. It is in remote location, well away from neighbours and settlements. The closest neighbour is more than 400m away from the site and the closest settlement of North Owersby is 1.8km away. The farm is permitted by the Environment Agency under the Environmental Permitting Regime and the Environmental Permit controls all emissions from the site including odour, noise, dust, ammonia, foul and surface water drainage and the disposal of waste.

When we applied for the original poultry sheds on the site, highway impacts were the main concern of the Local Planning Authority. Since that time, we have spent in excess of £100,000 on improvements to the road, including resurfacing, junction and bend widening and passing places.

We are currently in the process of implementing further road improvements associated with the planning application for sheds 5 and 6, which includes a further 4 passing places, and a further bend widening, amounting to an additional £50,000 of road improvements.

Frustratingly I acknowledge that this should have already been completed, and it was my genuine intention to have it completed well over a year ago. However due to Covid delaying meetings, and traffic licensing, it kept being pushed back. This has been clearly demonstrated to our planning officer to his satisfaction, and the work is finally set to start on the 7th November.

Prior to submitting this planning application, we undertook pre-application discussions with Lincolnshire County Council highways, and they supported the development, subject to a scheme of further passing places. The works which we have done to the highway have significantly improved the route for all users, and our site has now been operating for 5 years without any highway issues (reported or otherwise) whatsoever. This application has been fully reviewed by technical consultees - no objections have been made by Highways, Environment Agency, Environmental Protection and Natural England, and the Officer recommendation is one that planning permission be granted.

It is therefore respectfully requested that the committee grants planning permission for this development. Thank you.”

The Chairman invited the Democratic and Civic Officer to read out the second statement, from an objector, Mark Popplewell. The objector’s statement below was orated.

“I strongly object to the expansion of this poultry farm, near where I live.

It is important to highlight to the Planning Committee the recent history of the inception of this intensive development. This very Planning Committee refused the applications both for the initial six broiler units in 2014 and then four units a year later having visited the site in person. The proprietor only proceeding on appeal with a lower capacity of four units in 2016. Since then, we are seeing strategic piecemeal planning applications being made in 2020 to six units and now in 2022 to eight units, with the aim of doubling its size of operation in such a short timescale. When will this stop, I ask? This audacious approach is certainly not in the spirit of the planning process nor allows the Planning Committee to thoroughly evaluate the proprietor’s application in respect of its impact. Context is important, as it is not just another two more units. Size and scale should be proportionate to the rural character of the location.

The two-mile public highway from the A631 to the poultry unit on Gulham road is unsuitable for further increases in HGV movement with the road lacking the required structural foundations. The route is a narrow single track access road with blind bends and is designated by Highways as 'unsuitable for HGV' traffic. The road is uneven, rough, and has a significant number of potholes and road structural issues, which I have personally reported 28 separate cases in the last 6 months. The road is not maintained in winter, and existing passing places are poorly located, causing safety risks to road users. Even allowing for the additional passing places planned, the road is not suitable.

It is important to refer back to the appeal decision notice in 2014 that rejected the planning application for six units with the Planning Inspectorate concluding that the proposal would severely impact highways safety with the following statement - Section 10 refers:

“I conclude, therefore, on the main issue that the proposal would be likely to be severely prejudicial to highway safety along Gulham Road on particular days of the year. This brings the scheme into conflict with Policy STRAT 1 of the West Lindsey Local Plan First Review 2006 which endeavours, amongst other things, to ensure that new development does not create or aggravate highway problems. This policy is broadly in line with the National Planning Policy Framework which emphasises the need to prevent development that would have a severe impact on the highway network.”

The severity to highway safety was last considered by the Planning Inspectorate in 2016, which considered HGV movements but for only four units.

Therefore, the Planning Inspectorate’s 2014 conclusion that the six unit would likely severely impact highways safety remains relevant and should be a carrying factor to the eight-unit decision.

Interestingly, the National Planning Policy Framework requires the road to be suitable; not to have an unacceptable impact on highways safety, or the residual cumulative impacts on the

road network not to be severe – I consider that this application fails on all of these tests. It is also important to note that we are seeing increased traffic volumes caused by intensification of other local farms in the area, therefore I cannot see any evidence that all this has been taken into account on the cumulative impact. This proposed application is to increase HGV movements to 2,026 p.a. a rise of 34%, which is significant for a single-track country road.

I do not consider there to be any economic gains to this application to local communities and Lincolnshire, in fact to the contrary. The area is becoming the epicentre of intensive farming, which I don't associate with Lincolnshire's typical countryside character. Consideration therefore needs to take into account the cumulative impact of all these developments in such a small area. It is important to raise to the committee's attention that prior planning conditions still remain outstanding.

The 2018 landscaping condition for tree planting to the southern and eastern boundaries remain outstanding, which is important in a westerly wind and open transient countryside. Four years have since passed. This shows a disregard to the community through nuisance of the odour coming from the site, which is repellent at times. No new passing places (of which there should have been four) have been installed and complete from the 2020 six-unit decision.

In summary, in accordance with the Local Planning Policy – Central Lincolnshire Local Plan, the planning application fails to satisfy the following relating to development in the countryside:

- The location of the enterprise is suitable in terms of accessibility; and
- The development is of a size and scale commensurate with the proposed use and with the rural character of the location.”

The Chairman stated that there was one final statement to be read aloud by the Democratic and Civic Officer, from the local ward member and County Councillor for Market Rasen Wolds, Councillor Stephen Bunney. The following statement was read aloud.

“In recent years there have been a number of planning enquiries and applications for Intensive Agricultural Units in The Market Rasen Area. In all of the cases including the Gulham Fields Development, a high proportion of the local residents and the parish councils have raised concerns and objections to the developments. Whilst local details vary there are three main threads running through these objections.

Highways. The narrow frequently winding nature of the local roads cannot easily cope with the existing HGV and Large Farm Vehicles. The extra vehicles with the new developments – 34% plus in the case of Gulham Fields – will only add to the problems. The heavier vehicles causing pot holes and road decay as well as being a health and safety risk for dog walkers, cyclists, horse riders as well as when vehicles cannot pass each other. Passing places on the roads provide mitigation but are not always 100% effective. They are fine when vehicles spot the difficulty before they reach the space but can cause issues if vehicles have passed them. Vehicles are forced to reverse down the highway which can lead to damage of the verges – further damage is also done if the passing places are not that wide. A further concern expressed is that the passing places are low down on the developer's priorities and are not always completed on time or to the agreed dimensions.

Odours. It is generally accepted that agricultural smells have always been part of country life. However, in recent years modern farming methods have increased both their intensity and toxicity. The smells coming from both the production units and the effluent waste. It is true that alongside the increased quantities and changes in chemical composition disposal methods have improved including the use of Anaerobic Digesters. It should be noted that these changes add to the number of HGV Tankers on the roads.

Despite these improved disposal methods, which still involve spreading the processed waste on the land, the number of complaints of intolerable odours is definitely up as are the number of reports that the odours are causing respiratory and skin conditions. People having to stay indoors and keep their windows closed on hot summer days – when they would prefer to be outside. In the same conversations on Odours there are lots of comments made about ammonia being spread on the land and the damage this does to the environment.

The odours are definitely worse than they were in the past – more than just basic agricultural smells! Several Parish Councils have requested that air quality detection monitoring meters are installed around the local rural areas and not just the towns. This will help build up a true picture of what is going on and will help the relevant authorities with enforcement – as on several occasions when they have turned up the odours have dispersed. I am very supportive of this idea.

Piecemeal Planning. There is a tendency for the Farm Owners to keep coming back for additional planning permission to increase the size of their operation. There is a strong belief that rather than put in for a really big operation and getting it turned down the owners are applying at a bit at a time and creeping the development through the system. The Gulham Hill application provides credence to this belief. Previous applications for new chicken sheds were turned down and then passed for fewer sheds. The current application for 2 new sheds will bring the number of units up to that applied for in the original application which was rejected. This obtaining permission by stealth is not seen as fair or as a level playing field by local residents.

I support the concerns about this application as expressed by the residents in their various submissions and request that the current application for expansion by two further sheds is rejected.”

The Chairman thanked the Democratic and Civic Officer for reading the statements, and invited a response from the Development Management Team Leader.

In his response, the Officer referred to the odour report submitted with the application which acknowledged that the facility could not be odour free, and that the level of the odour was not considered unacceptable at the location according to the Institute of Air Quality Management guidance and lack of objection from Public Protection. Regarding road users, the Officers explained that the odour was low intensity and short term, and that the odour impact was to fall within the accepted standards.

Moving to the highways concerns, the Officer noted that at the time of the first appeal the Planning Inspector was of the opinion that no changes could be made to the existing roads in order to resolve his highway safety concerns. This position was not accepted by the Inspector at the most recent appeal who took the view that subject to highway widening

(passing places) highway safety would not be an issue. He explained that Lincolnshire County Council Highways had not objected to the application subject to the provision of additional passing places. Members heard that there was no precise definition of "severe" with regards to NPPF Paragraph 111, which advised that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." Planning Inspector's decisions regarding severity were specific to the locations of each proposal, but have common considerations.

The first was the highway network is over-capacity, usually for period extending beyond the peak hours. The second was the level of provision of alternative transport modes. The final was whether the level of queuing on the network causes safety issues. In view of these criteria, the Highways and Lead Local Flood Authority did not consider that this proposal would result in a severe impact.

The Chairman thanked the Officer for his response, and invited Members of the Committee to give their comments. Members drew attention to multiple points, including the provision of agriculture and food made locally, development challenges, and odour concerns. Members also commented about the lack of highways provision on the adjacent roads, but also on the design of the sheds.

Note: Councillor J. Summers declared a personal interest, that he was familiar with the applicant, but had not spoken to him or anyone related to the application for 10 years.

In response to several queries about the highways access, Members learned that the highways provision for the previously granted application was scheduled to be built in November, and was required before being able to use the poultry unit, the subject of this application.

Responding to a query about the Environment Agency permit, the Officer explained that this was a separate regulatory requirement, which regulated the operation of the facility capacities. The Officer clarified that the Committee were tasked to review the application in its own right including the new buildings proposed.

In a separate query, Members learned that the Environmental Protection Officer raised no objection to the level of odour, in addition to no issue with methodology used and the conclusion reached.

Having been proposed and seconded, the Chairman took the vote and it was agreed that permission be **GRANTED** subject to the following 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. No development shall take place until, a scheme of landscaping including details of the size, species and position or density of all trees to be planted, have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that a landscaping scheme to help ameliorate its impact in this rural location and to provide increased opportunities for biodiversity on the site is provided in accordance with Policies LP21 and LP26 of the Central Lincolnshire Local Plan.

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

3. The development hereby approved shall be carried out in accordance with the following drawings:

Location Plan: Dwg. Number IP/MF/02 Date April 22:

Proposed Site Plan: Dwg. Number IP/MF/02 Date April 22

Proposed Elevations: Dwg. Number IP/MF/03 Date April 22

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 in the interests of proper planning.

4. Work shall be carried out on the site in accordance with the “recommendation for mitigations and further survey work” of the Ecological Appraisal prepared by Craig Emms and Dr Linda Barnett dated March 2022. A plan or other information showing the positions of the hedgehog boxes; bird and bat boxes placed on the site in accordance with part of these recommendations must be submitted to the Local Planning Authority for approval in writing prior to bringing the hereby approved buildings into use.

Reason: In the interests of biodiversity in accordance with policy LP 21 of the Central Lincolnshire Local Plan.

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

5. The development hereby permitted shall not be occupied **before**

- a) Highway improvements in the form of four localised carriageway widenings (passing places) have been provided, in accordance with details that shall first have been submitted to and approved in writing the local planning authority and subsequently certified as complete. The details submitted shall include appropriate arrangements for the management of surface water run off from the highway **and**
- b) The highway improvements required by condition 5 of planning permission 140754 dated 24th August 2020 have been certified as complete

Reason: To ensure the provision of safe and adequate access to the permitted development, without increasing flood risk to the highway and adjacent land and property in

accordance with policies LP13 and LP14 of the Central Lincolnshire Local Plan.

6. The Heavy Goods Vehicle Management Plan must be adhered to at all times.

Reason: In the interests of highway safety and to reduce impacts on existing dwellings in the area in accordance with policies LP13 and LP26 of the Central Lincolnshire Local Plan

7. The Landscaping Scheme referred to in condition 2 must be completed in the first planting season following completion of the development or the bringing into use of the approved buildings whichever is the sooner **and it must be confirmed in writing** as complete by the Local Planning Authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that an approved landscaping scheme is implemented in a speedy and diligent way **avoiding previous delays on this site** in terms of landscaping provision and that initial plant losses are overcome, to ensure that a landscaping scheme to enhance the development and to provide increased opportunities for biodiversity on the site is provided in accordance with Policies LP 21 and LP26 of the Central Lincolnshire Local Plan.

8. The hereby approved units shall be operated in "Compliance with the Code of Good Agricultural Practice for reducing ammonia emissions (Published by The Department for Environment, Food and Rural Affairs 2018)"

Reason: As mitigation recommended by Natural England without which the development would damage or destroy the interest features for which Kingerby Beck Meadows and Normanby Meadow Sites of Special Scientific Interest have been notified and in accordance with policy LP 21 of the Central Lincolnshire Local Plan.

56 144738 - LAND OFF WILLOUGHTON DRIVE, GAINSBOROUGH

The Chairman introduced the next item on the agenda, application number 144738, to erect 7 no. commercial units, 5 units to fall within Use Class E((g)i) office ii) the research and development of products or processes or iii) any industrial process, (which can be carried out in any residential area without causing detriment to the amenity of the area)) and 2 units within Use Class B8 (Storage and Distribution) on land off Willoughton Drive, Gainsborough. The Officer stated that there was no update, and gave a presentation on the application. This included a comparison of the original submission with the current application plan, clarification that the hedgerow could be removed at any time without planning permission.

The Chairman informed Members of the Committee that there were three registered speakers. The Chairman invited the Democratic and Civic Officer to read the statement from the agent for the application, Sean Madden. The following statement was read.

"Good evening to the planning committee members and thank you for considering this planning application.

The Development Proposals. The proposals seek planning permission for 7no commercial

units on a plot of land within the Foxby Lane Business Park, Gainsborough. The originally submitted site layout indicated a terraced row of commercial units along the full western boundary of the plot which required the removal of all the shrubs and hedges along the rear boundary. After reviewing the comments received from the residents at number 27 and 36 Maybell Close and the adjacent Vulcan Bossit site, the applicant was very proactive and ensured our proposals were developed in a collaborative manner, taking into full consideration the comments received. We also noted the comments received from the Environmental Protection Officer.

The proposals were therefore developed further and subsequently updated to remove the single storey unit from side of the garden of no.36 Maybell Close, reposition the units towards the northern edge and move the units a further away from the rear site boundary to increase the separation distances even further. The updated site layout also allowed for part of the hedgerow to be retained along with the tree, including a root protection area in accordance with the British Standards BS 5837 was also implemented. Additional planting was also provided towards the northern edge of the side along with a footpath to the rear of the units to provide maintenance access. We note the professional opinion of the Environmental Protection Officer that the current proposals presented have now removed the initial concerns raised.

When reviewing the proposals against the overall master plan of Gainsborough and the focus for substantial housing to be delivered as Policy LP3, the proposals will provide much needed employment and business start up opportunities in the area and will also compliment the major housing developments on the land adjacent to Foxby Lane and Middlefield Lane respectively and allow the site to be reached by walking and cycling, therefore reducing the potential users carbon footprint significantly and the reliance upon motor vehicles.

The design of the commercial units have been developed to provide an enhanced materials palette comprising of timber effect cladding with contrasting black brickwork with associated trims when compared against some of the typical units found on the adjacent sites which feature steel cladding for the roof and walls. The proposals would therefore provide aesthetically pleasing units which will enhance the character and locality.

Conclusion. We have taken appropriate steps to revise the designs/ building arrangements to reflect the comments made on to the WLDC planning website. And in conjunction with the relevant planning policies, we consider the proposals to be in accordance with the Central Lincolnshire Plan and Gainsborough Neighbourhood Plan. The proposals will provide both social and economic benefits to Gainsborough and provide a welcome increase in employment and business opportunities which will help to support the housing growth for our Town. We would like to respectfully ask the planning committee to grant planning permission for the development proposals on the established Foxby Lane Business Park.”

The Chairman thanked the Officer for reading the statement, and invited the second registered speaker, the objector, Andrew Boulton. The following remarks were made.

“There is no benefit to WLDC in approving this particular planning application. Any revenue from completing the sale of this Plot 5, will be received by LCC. Alternative less contentious purchasers of Plot 5 are available.

There is a positive effect of rejecting this planning application. The prospective purchaser,

will be looking to the Committee to reject the application as LCC will then be required to refund the £6,000 deposit, enabling the prospective purchaser to look for a more appropriate - less contentious - site.

There are numerous more appropriate alternative sites available on the nearby Heapham Road South industrial estate, for the applicant to pursue his private financial ambitions, and where his cavalier disdain for social obligations to neighbouring residential property owners, would not be an issue.

Whatever employment and jobs might be envisaged for this development, would still be possible and accommodated should the development be relocated to the more appropriate Heapham Road South industrial estate. A very similar development already exists at the entrance to the Heapham Road South industrial estate. It is pertinent that no-one has made written submissions - or is speaking - in favour of this application.

It is understood that 10% of recommendations for approval are overturned by a Planning Committee. It is respectfully suggested that this planning application is one of those that should be included in that 10%.

It is hoped that the elected members of the Planning Committee will exercise their independence, and their responsibilities to the community they represent, and risk incurring the ire of Planning Department Officials, by rejecting this planning application. There are a number of inconsistencies in how planning guidelines have been applied to individual submissions and, in the consideration of those different submissions. In a number of instances, it seems that some material planning considerations, have conveniently been ignored, which undermines the Report's recommendation to approve.

Trees – especially thriving twenty-year old trees, surrounded by “unmanaged” undergrowth or not – are a material planning consideration. It is evident that within this report, the existing trees, have NOT been given serious consideration. This undermines the assertion within the report's “Planning balance and conclusion”, that the proposal “would not conflict or cause harm to the amenities of neighbours (and that) the scale and appearance is acceptable”. The material planning consideration of “Impact on the neighbourhood” has demonstrably been ignored, as demonstrated by the above. I have identified four illustrative examples.

One: Implicitly accepting the necessity for a screen, Condition 3 requires that “details of soft landscape proposals shall be submitted”. There is no proposal for any “soft landscape” at the rear of any of the remaining units, particularly the two-storey buildings, that confront Maybell Close houses and Gainsborough Park.

Two: When considering “Main Issues” the Report refers to the “existing mature hedgerow. Whilst the Council's tree and landscape officer condescendingly refers to this as “unmanaged”, this is not (just) a hedgerow. It contains within it, twenty-year-old mature trees. This paragraph goes on to dismiss the necessity for retaining the existing screening, because “the maximum height (of the development), is below that of existing housing that neighbours the site”. Question: what is this comment even meant to convey? All the neighbours will view this development from ground level, and from bedroom windows.

Three: The Report mentions distances from the established Maybell Close houses and Gainsborough Park. Whatever the distances from the proposed industrial units, does not

make them any less intimidating, any less offensive, or negate the necessity for appropriate screening.”

The speaker asserted that he wanted a change about the public participation processes, and wished to counteract the officer’s view and statements later on. The speaker concluded his statement to reemphasise the issue of the hedgerows.

The Chairman thanked the speaker for his statement, and invited the Democratic and Civic Officer to read the statement from the Local Ward Member, Councillor Mick Devine. The following statement was read.

“The Design and Access Statement clearly states the mature hedgerow will remain, this screens the industrial development from the housing close by. The plan being submitted requires that this hedgerow will be removed, to me that is not acceptable, the planting originally done by LCC I believe was to provide screening.

I note that replacements will be planted but this will not accommodate the birds that currently use the hedgerow as a nesting site, there will also be other insects and wildlife disrupted damaging the ecology of the whole area. Neither will the new planting screen the site from the homes immediately behind the application.

I have visited the site and the proposed units will be crammed into what is a small site and unsuitable in my mind for 7 units and the accompanying vehicles that will be visiting the site. I do not object to the development of this site as it is designated for development, but I do object to the size of the current application on this site. I would recommend that the Planning Committee make a visit to this site to see for themselves the scale of the site.”

The Chairman thanked the Democratic and Civic Officer for reading the statement, and invited a response from the Development Management Team Leader. The Officer further explained the layout using photographs of the site.

Debate ensued, and Members raised different points, including the expansion of businesses in Gainsborough, supportive of the principle of the development, and expressed concerns about the changes to the landscaping surrounding and on the proposed site. Members were also supportive of the changes made by the applicants during the application process. There were also comments about the layout of the site and the effect of the height of the proposed units.

In response to a few queries, the Officer emphasised that removing the hedgerow did not require planning permission. In a separate response, the Legal Adviser explained that the hedgerow was not protected, and anyone could take it away with the land owner's permission, or by the land owner themselves. The Adviser stated that there were no tree preservation orders on any vegetation on the site itself.

In response to a query about owning the land concerning hedges, the land ownership was not a material consideration in a planning application decision, whoever was the owner's identity. All that was required was the permission of the landowner or the landowner themselves to remove a hedge.

In reply to a query about the levels of the site as compared to the surrounding area, the

Officer clarified that this could be conditioned in the possible granting of the application.

The Chairman proposed a site visit to the Committee to learn about the site, the vegetation on the site, and to understand the application better. This followed the request made by the Local Ward Member.

It was also understood that this would also allow the Case Officer to liaise with the agent for further information in relation to landscaping and existing and proposed levels. with an update provided by the next meeting, after the site visit.

Having been proposed, and seconded, on taking the vote, it was

RESOLVED that the application be deferred for decision at the next available meeting, in order for a site visit to be undertaken.

57 145245 - HOPE FARM, HARDWICK

The Chairman introduced the next item, application number 145245, to change the use of an office building to a training and education centre and change of use of an agricultural buildings to form offices and meeting rooms (for business and training purposes) and associated infrastructure including car parking and detached garage, at Hope Farm, Hardwick Lane, Hardwick, Lincoln. The Development Management Team Leader stated that there was no update, and gave a short presentation on the application. It was emphasised that this was a retrospective application.

Note: Councillor I. Fleetwood made a personal declaration that the agent for the application was a former West Lindsey District Council Planning Officer. This declaration applied to all Members of the Committee.

The Chairman then informed Members of the Committee that there was one registered speaker, the agent, Oliver Fytche-Taylor, who had submitted a statement to be read aloud by the Democratic and Civic Officer. The following statement was read.

“Dear Chairman and Members. Thank you for the opportunity to address the committee. The application site represents a true success story and a great example of the kind of diverse economic growth that can be found within the rural parts of the district. As detailed in the officer’s report, the site has been a location for continuous employment since the applicant’s business uses first started at the site in 2015.

At that time, the applicant’s change of use proposal was considered by the council under a Prior Approval. That application applied to part of the site only and it was deemed that planning permission was not required for the change of use to allow business uses to start. As a result of that positive support from the council, business uses were able to start to operate within some of the old farm buildings, which at that time involved office uses only.

Since then, the business has grown and significant investment has been made in improving the quality of the whole site, including the area covered by the original prior approval, plus several connected farm buildings that are covered by this application. In their original condition, the barns were structurally unsound in several areas, with visible makeshift

repairs and non-standard construction materials used. These included railway tracks used for lintels and concrete filled barrels providing dangerous structural support.

Following its repair and renovation, the site continues to act as the main headquarters for the applicant's group of companies, including in particular delivering specialist youth and young adult training services which use large parts of the buildings. For clarity, since starting to prepare this application, use of the site has been scaled down to avoid operating without the correct planning permissions being in place for the changes that have occurred. This application is therefore submitted to regularise the site uses, as well as the building works completed as part of the renovation of the barns.

As the officer rightly identifies in their committee report, "the site is quite unique in terms of its training and educational offering to a number of partners who have committed to contracts with the Number4Group". This includes the not-for-profit social enterprises that have been awarded multiple contracts with national partners, such as The Department for Education and the Education and Skills Funding Agency to deliver Government initiatives supported by the National Skills Fund, such as the 'skills for life' objectives.

These allow young adults to access courses for free and gain recognised qualifications and skills. In addition, the company work with job centres and local authorities to provide sector-specific skills development, qualifications, re-training programmes and refresher courses. This includes targeting the long-term unemployed plus assisting young adults with practical training that increases their access to work placements and apprenticeship schemes. Partners in this regard include Lincolnshire County Council and a wide range of educational bodies and colleges.

In practice, this has allowed many young people to improve their life chances and employability. Many of the people attending these courses benefitted from being able to work on the buildings within the application site itself, to restore them and bring them back into use. Some were even awarded their qualifications at the site, as shown in the photos included with the application.

Whilst planning permission has not been obtained for the full site area, there is no indication of any detrimental impact arising from this site uses or of any concerns having been raised, at any time. Indeed, this fact is supported by the public consultation for this planning application, where there are zero objections, from any consultee (including residents in Hardwick) to the continuation of the site for business and training purposes.

In considering the full facts, the officer's report concludes that "The development does not conflict with neighbouring uses and is of a size and scale commensurate with the proposed use and with the rural character of the location". The site is made up of buildings that have been sensitively restored to an exceptionally high quality of finish. Sustainable transport is provided to attendants which both minimises vehicle movements and provides young people with free travel from the train station and pick-up points in the city.

In summary, for the reasons outlined in the officer's report and in the interests of allowing the business and social enterprise uses to continue to provide these vital services, we hope that the committee upholds the Officers recommendation and planning permission will be granted. Thank you for your time."

The Chairman thanked the Democratic and Civic Officer for reading the statement, and invited Members of the Committee for comments. Debate ensued, and though Members did have concerns about flooding, transport access to the site, and the retrospective aspects of planning applications, the application was widely appreciated. There was commendation that though this was a departure from the local plan policies, the provisions of the applicant's site and the principle of the site, along with the educational work done, were universally commended.

Having been proposed and seconded, the Chairman took the vote and it was agreed that permission be **GRANTED** subject to the following condition:

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

NONE

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

NONE

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

1. With the exception of the detailed matters referred to by the conditions of this consent, the development hereby approved must be carried out in accordance with drawings:
 - 03 dated May 2022 – Proposed Site Plan
 - 04 Rev B dated May 2022 – Proposed Conversion and New Build Garage Elevation and Floor Plans

The works must 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 local policy LP17, LP26 and LP55 of the Central Lincolnshire Local Plan 2012-2036.

2. The development hereby approved must only be carried out in accordance with the flood resilience construction and mitigation measures identified on page 12 and 13 of the Flood Risk Assessment by RM Associates dated June 2022 and retained as such thereafter.

Reason: To prevent flooding and protect the occupants of the buildings to accord with the National Planning Policy Framework and local policy LP14 of the Central Lincolnshire Local Plan 2012-2036.

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

3. Notwithstanding the provision of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) or any amendment to that Act, the

building must only be used for the purpose of offices; a non-residential training/educational centre; and associated meeting rooms. Any other uses including any different use within Class E or Class F1 must require an application for planning permission.

Reason: To ensure the location is appropriately assessed for other uses within Class E and Class F1 to accord with the National Planning Policy Framework and local policy LP55 of the Central Lincolnshire Local Plan 2012-2036.

58 145032 & 145034 - STAMP'S MILL, HIGH STREET, FALDINGWORTH

The Chairman introduced the next item of the meeting, application numbers 145032 and 145034, at Stamp's Mill High Street Faldingworth Market Rasen LN8 3SE. The applications were as listed below:

145032: Planning application for the conversion and extension of existing mill to create 1no. dwelling.

145034: Listed building consent for the conversion and extension of existing mill to create 1no. dwelling.

The Officer informed that there was no update to their report, and gave a short presentation on the application. The Chairman explained that there was one registered speaker, the agent, Daniel Sharp, and invited to the speaker to give his statement.

In his statement, the speaker stated that the disused former mill had been constructed over 200 years ago, and remained a distinctive site on the edge of Faldingworth. The site had fallen into a state of dilapidation for at least 50 years, and had a scruffy appearance at the village entrance.

The applications for the site had gone through pre-application scrutiny, and the extension had been designed to be visually separate from the mill tower, with just a glazed link joining the two structures. This was to ensure that the prominence of the mill tower was maintained.

The speaker asserted that the pitch roof extensions were appropriately sized, to limit the impact on neighbouring dwellings, and were of a materiality form and scale that sat beside the existing mill. The speaker progressed to state that the proposed extensions created a courtyard for parking, that screened passing vehicles from view, and the mill remained a prominent feature of the area.

Moving to the internal design, the speaker stated that the design of the first-floor bedroom with an en-suite bathroom, with a sweeping adjacent staircase to the bedroom, utilised the existing structure and form of the mill. Turning to the access proposals, the agent agreed with Lincolnshire County Council Highways that creating a dropped kerb and cutting back the hedge improved the existing site access and achieved the recommended visibility splays.

In concluding his statement, the speaker stated the existing listed mill was of architectural and historical merits, with its restoration and conversion securing a new, appropriate use to

secure its future for years to come. The speaker referenced the heritage report and explained the existing mill's rich history, with the applications helping to write the next stage of the mill's history.

The Chairman thanked the speaker for his statement, and invited comments from Members of the Committee.

Members were wholly appreciative of the proposed works, and the improvements that would be made to the site. It was expressed that preserving this local heritage site was critical, and that other improved listed mill sites had similar road configurations. There was some concern over the reasoning why it was before the Planning Committee, with objections from the parish council.

Having been proposed and seconded, the Chairman took the vote on both applications together and it was unanimously agreed that permission be **GRANTED** subject to the following conditions:

Conditions for planning permission 145032:

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. Before the access is brought into use all obstructions exceeding 0.6 metres high shall be cleared from the land within the visibility splays illustrated on drawing number LDC3048-PL-03B dated 16/09/2022 and thereafter, the visibility splays shall be kept free of obstructions exceeding 0.6 metres in height.

Reason: So that drivers intending entering the highway at the access may have sufficient visibility of approaching traffic to judge if it is safe to complete the manoeuvre in accordance with the National Planning Policy Framework and Policy LP13 of the Central Lincolnshire Local Plan.

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

3. 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: LDC3048-PL-02B dated 16/09/2022 and 16/09/2022 and LDC3048-PL-03B dated 16/09/2022. 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.

4. No development, other than to foundations level shall take place until a scheme for the disposal of foul and surface waters (including the results of soakaway/percolation tests) have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved details.

Reason: To ensure adequate drainage facilities are provided to serve the development in accordance with Policy LP14 of the Central Lincolnshire Local Plan.

5. New hardstanding shall be constructed from a porous material or shall be appropriately drained within the site and shall be retained as such thereafter.

Reason: To ensure the use of appropriate materials or drainage to accord with the National Planning Policy Framework and Policy LP14 of the Central Lincolnshire Local Plan.

6. No development, other than to foundations level shall take place until, a scheme of landscaping including details of the size, species and position or density of any trees and hedging to be planted and boundary treatments (including boundaries within the site) and hardstanding have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved details (see notes to the applicant below).

Reason: To ensure the site is visually softened by appropriate methods and to enable any such proposals to be assessed in terms of their impact on the locality in accordance with the National Planning Policy Framework and Policies 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:

7. All planting and turfing approved in the scheme of landscaping under condition 6 shall be carried out in the first planting and seeding season following the completion of the development, whichever is the sooner; and any trees or hedging which within a period of 5 years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. The landscaping should be retained thereafter.

Reason: To ensure the site is visually softened by appropriate methods and to enable any such proposals to be assessed in terms of their impact on the locality in accordance with the National Planning Policy Framework and Policies LP17 and LP26 of the Central Lincolnshire Local Plan.

Conditions for listed building consent 145034

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. No development shall take place until a detailed specification and methodology for the repair of the external brickwork (and any other external finishes) on the Mill Tower has been submitted and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved details.

Reason: To ensure the use of appropriate materials for this Grade II listed building in accordance with the National Planning Policy Framework and Policy LP25 & LP26 of the Central Lincolnshire Local Plan.

3. No development shall take place until the proposed new walling (including finishes for the timber, metal sheeting and a sample of the brick for the external repair to the Mill Tower), roofing and external materials including all windows and doors have been submitted to and approved in writing by the local planning authority. The development shall thereafter be constructed in accordance with the approved details. The details submitted shall include; the proposed colour finish and rainwater goods to be used.

Reason: To ensure the use of appropriate materials for this Grade II listed building in accordance with the National Planning Policy Framework and Policy LP25 & LP26 of the Central Lincolnshire Local Plan.

4. No works shall take place until a sample panel (brick) of no more than 1 metre square has been provided for the repair of the external brick work on the Mill Tower, showing the colour, style and texture of the mortar and bond of the brick have been provided on site for the inspection and approval in writing by the Local Planning Authority. The development shall thereafter be constructed in accordance with the approved details

Reason: To ensure the use of appropriate materials for this Grade II listed building in accordance with the National Planning Policy Framework and Policy LP25 & LP26 of the Central Lincolnshire Local Plan.

5. No works shall take place until full details of the internal finish to the walls of the Mill Tower have been provided in writing by the Local Planning Authority. The development shall thereafter be constructed in accordance with the approved details.

Reason: To safeguard the character and appearance of this Grade II Listed Building, in accordance with section 17 of the Planning (listed Buildings and Conservation Areas) Act 1990 (as amended) and in accordance with the National Planning Policy Framework and Policy LP25 & LP26 of the Central Lincolnshire Local Plan.

6. No development shall take place until full details and specifications of the Mill Cap have been submitted to, and agreed in writing with, the local planning authority. The development shall be constructed in accordance with the approved details, before first occupied and retained as such thereafter.

Reason: To safeguard the character and appearance of this Grade II Listed Building, in accordance with section 17 of the Planning (listed Buildings and Conservation Areas) Act 1990 (as amended) and in accordance with the National Planning Policy Framework and Policy LP25 & LP26 of the Central Lincolnshire Local Plan.

7. No works shall take place until full details of the internal staircase (including the balustrade, handrails, newels etc) to the Mill Tower have been provided in writing by the Local Planning Authority. The development shall thereafter be constructed in accordance with the approved details.

Reason: To safeguard the character and appearance of this Grade II Listed Building, in accordance with section 17 of the Planning (listed Buildings and Conservation Areas) Act 1990 (as amended) and in accordance with the National Planning Policy Framework and Policy LP25 & LP26 of the Central Lincolnshire Local Plan.

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

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: LDC3048-PL-02B dated 16/09/2022 and 16/09/2022 and LDC3048-PL-03B dated 16/09/2022. 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.

9. No part of the proposed dwelling shall be occupied until the Mill Tower has been fully restored.

Reason: To ensure the full restoration of the Mill Tower to safeguard the character and appearance of this Grade II Listed Building, in accordance with section 17 of the Planning (listed Buildings and Conservation Areas) Act 1990 (as amended) and in accordance with the National Planning Policy Framework and Policy LP25 of the Central Lincolnshire Local Plan.

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

None.

59 145345 - "THE PLOUGH BUSINESS HUB", 37 CHURCH STREET, GAINSBOROUGH

The Chairman introduced the final application of the meeting, application number 145345, for change of use of office 9 from class E to Aesthetics Clinic (Sui Generis) at the Plough Business Hub, 37 Church Street, Gainsborough. The Development Management Team Leader stated that there was one update, where since the writing of the report, the Authority received a consultation response from Gainsborough Town Council, who had no objections to the application. The Officer gave a short presentation on the application.

The Chairman advised that there were no registered speakers, and invited comments from Members of the Committee. Members heard that Sui Generis was a classification for an establishment out of the legislated categories, and the purpose of an aesthetic clinic included Botox treatments. Members supported the change and saw no issue with granting the application. A Member also remarked that the application would not be before them if West Lindsey District Council did not own the building.

Having been proposed and seconded, the Chairman took the vote and it was agreed that permission be **GRANTED** subject to the following condition:

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:

None

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

None

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

None

60 DETERMINATION OF APPEALS

There were no appeal determinations for noting.

The meeting concluded at 8.16 pm.

Chairman