

Officers Report

Planning Application No: 145260

PROPOSAL: Hybrid planning application comprising: (1) full planning application for a petrol filling station (Sui Generis) with rapid electric vehicle charging facility and retail kiosk (Use Class E), alongside a drive- thru coffee shop (Use Class E / Sui Generis) with associated access, parking, servicing and landscaping areas; and (2) outline planning application for an additional drive-thru facility (Use Class E / Sui Generis) with associated parking, servicing and landscaping areas (with all matters reserved for future consideration).

LOCATION: Land at Lincolnshire Showground Horncastle Lane Scampton LN2 2NA

WARD: Saxilby

WARD MEMBER(S): Cllr Mrs J Brockway, Rev Cllr D J Cotton

APPLICANT NAME: Brookfield Property (Holdings) Ltd and the Lincolnshire Agricultural Society

TARGET DECISION DATE: 01/11/2022

DEVELOPMENT TYPE: Major - Other

CASE OFFICER: Rachel Gordon

RECOMMENDED DECISION: Grant permission

The application is presented to planning committee as a potential departure from some policies of the Development Plan (namely, LP5 and LP8 of the Central Lincolnshire Local Plan), and following representations from third parties including Riseholme Parish Council, a nearby Parish.

Description:

The application site comprises around 1.5 ha of land, within the confines of the Lincolnshire Showground. It lies within the Parish of North Carlton - It is located on a key main road junction (A15/A1500) to the north of Lincoln and to the east of Riseholme College. The site lies around 6.5 km to the north of Lincoln City Centre. A mixture of non-residential uses exist within the environs of the site, including college buildings to the west, a furniture shop to the north-west as well as kennels and a van hire business to the north east. Existing planting exists around the northern and eastern perimeters the site, along the A1500 and A15. The site is bound, to the north by the A1500; to the east by the A15 and; to the south and west by open showground land.

The application seeks full planning permission for a petrol filling station (Sui Generis) with rapid electric vehicle charging facility and retail kiosk (Use Class E), alongside a drive- thru coffee shop (Use Class E / Sui Generis) with associated access, parking, servicing and landscaping areas;

and

Outline permission for an additional drive-thru facility (Use Class E / Sui Generis) with associated parking, servicing and landscaping areas (with all matters (layout, scale, appearance, access and landscaping) reserved for future consideration).

The proposal seeks to provide a roadside services scheme comprising:

- a petrol filling station with associated retail kiosk and rapid electric vehicle charging facility;
- a drive-thru coffee shop and;
- an additional drive-thru unit.
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Petrol Filling Station

The proposed petrol filling station would be a modern, eight-pump facility offering a range of services for the motorist, including car cleaning and air & water facilities. The forecourt of the petrol filling station would be sheltered by a steel canopy, underlit by LED lighting. The canopy and roof of the kiosk would also accommodate solar panels over an area of approximately 250 sqm. This, in turn, would generate c. 52kWp of green, renewable energy.

Proposed Roadside Services Facility

The associated retail kiosk would have a floor area of 500 sqm (GIA) and in line with most modern petrol filling stations would offer a selection of mainly convenience goods items and refreshments as an ancillary offer to the main use. It would also offer a selection of fresh bakery items, as well as providing wider customer facilities including toilets and an ATM facility.

All the external plant equipment and refuse bins associated with the petrol filling station are to be located within the open roofed external component which will form part of the building envelope of the retail kiosk.

A patio/seating area is also to be provided to the south of the retail kiosk for customers and for those wishing to take a break from a journey, including for those people making use of the rapid electric vehicle charging points.

The petrol filling station will also provide fuelling for HGV vehicles, accommodating four high speed pumps.

Vehicular access to the site is proposed from the north, with a separate entrance and exit point provided either side of the forecourt. 16 customer parking spaces are proposed (including 1 accessible parking bay) as well as 10 staff parking bays.

A pedestrian access into the site is proposed, with a zebra crossing providing a safe route to the retail kiosk. A further pedestrian access is to be provided to the west, connecting to the wider showground site. A cycle stand is also proposed immediately to the south of the retail unit.

Electric Vehicle Charging Hub

The EV charging hub will be located in a central position to the east of the site. It will initially comprise 8 rapid charging points, with associated parking bays. The charging points will be sheltered by 4m high canopies to ensure that users are sheltered in all weathers.

Five waiting bays are also to be provided, with passive infrastructure provided to allow these to become future charging points as demand for EV charging increases.

The specification of the rapid EV points would provide an 80 mile top up to electric vehicles in as little as 15 minutes and would be accessible at all times.

Drive-Thru Unit 1

The drive-thru unit to the south west of the PFS would be operated as a drive-thru coffee shop and would have a floorspace of 200 sqm (GIA). The unit, which would operate under Use Class E / Sui Generis, would offer barista-quality coffee and light refreshments to customers arriving by car, as well as offering a service for walk-in customers.

Vehicular access to the drive-thru unit would be provided via the main internal access road. A safe pedestrian route between the drive-thru unit and PSF would be provided via dedicated footways and zebra crossings.

32 parking bays (including 2 accessible bays) are to be provided as part of the drive-thru unit as well as a cycle stand to the north east.

Drive-Thru Unit 2

The second drive-thru unit would be located to the south east of the site and would have a maximum floorspace of 165 sqm (GIA). The unit would be operated under Use Class E / Sui Generis.

Whilst the details of the drive-thru unit 2 would be subject to Reserved Matters approval, the Illustrative Masterplan which accompanies this submission shows one such way that it could be delivered, with safe pedestrian routes connecting the unit to the other facilities provided within the site.

The Illustrative Masterplan also shows how the unit can be served by adequate car parking provision showing, indicatively, 27 parking bays.

Relevant history:

None

Representations:

Chairman/Ward member(s): No representations received to date.

North Carlton Parish Council (host Parish): No representations received to date.

Welton Parish Council (adjacent Parish): The Council has no comments or observations on this application.

Riseholme Parish Council (Parish approximately 1.5km to the south-east of the site): Riseholme Parish Council is not against sustainable development in the right location. Due to the “strategic importance” of The Lincolnshire Showground as a flag ship for Lincolnshire, which is arguably the largest and most important agricultural county in the UK, The Central Lincolnshire Local Plan 2017 has a Policy LP 8 solely dedicated to the area. In the Central Lincolnshire Local Plan 2022, which was only consulted on within the last 3 months and submitted to PINS within the last month, Policy S44 is solely dedicated to The Lincolnshire Showground as this principle has not changed.

The emphasis is put on the electric vehicle charging hub. In this application there are two drive thru’s, a petrol station and a shop. The presence of electric charge hubs is only a very minor part of the development. This bullet point also continues with the point that it is “to support the wider function of the Showground”. It is unclear how two drive thrus and a shop does meet this aim. Most functions on the Showground include catering facilities which are all part of the “entertainment”. When entering an event, especially a major one, it is almost impossible to exit it to get food from an outside supplier and re-enter. On site catering is part of the event attraction and presumably provides revenue to The Showground.

The application states that “The expansion and improvements to the buildings has led to the Showground to attract and hold many events enabling two or three to be held at the same time, particularly during the peak summer “outdoor” season. Such events require 2 more areas for vehicular parking and when two or three events are being held at the same time, each one requires its own separate vehicular parking to enable each event to be managed safely.” The applicant in their planning statement in support of this development at paragraph 2.2 states as a main reason for this area to be developed :- “The application site is very occasionally used for informal parking – linked to showground events – but this occurs on less than 5 days of the year and the site is, therefore, currently underutilised.” Comparison of these two statements brings the natural conclusion that if extra parking is required the application site is perfectly placed for extra parking being positioned next to the main exit on flat land which is ideal for a parking and access and egress.

Further, Riseholme Parish Council are aware that the application site is not just used for “informal parking less than 5 times a year”. It is used for equestrian events as the jumps are set out in this area, tents have been regularly set up on this area for variety of events over the recent years. (Covid have prevented some recent events having taken place but they are now back.) The circus sets up in this area, as well as the Steam Rally

events and it is the regular parking area for the large events that have taken place. This is to name a few of the occasions when it is directly used by The Showground. However, what is striking that despite this full response from the Lincolnshire Agricultural Society these amendments were not included for good reason by Central Lincolnshire Local Planning Team who are experts in this field and work to ensure the successful development of the area within the context of Central Lincolnshire. In comparing the Policy LP8 with Policy S44 there have been no changes to the wording.

Any development has to accord with these overarching principles:

- This is a key agricultural show venue in the UK. It is incomprehensible that this farming county which proudly champions good food from vegetables to the south from Spalding, local Lincolnshire Red Beef and fresh fish from the south of the Humber considers that putting fast processed food, synonymous with drive thru's, is compatible with sustaining the Lincolnshire Showground as a show case venue for Lincolnshire Agriculture.
- The concept of a petrol station and fast food by its nature means that the customers are not looking to "increase overnight stays" but rather just continue driving through Lincolnshire
- Fast processed food does not meet any of the visions of the GLLEP for increasing the agri food sector in greater Lincolnshire. It would not show case local produce or evidence the fact that we " have more Grade 1 agricultural land than any other LEP in the UK" nor " support the ambitious programme of investment in productive capacity skills and knowledge to drive an increase in high -value- added sales to UK and export markets." (Greater Lincolnshire Local Enterprise Partnership statement)

In considering the bullet points and using the applicant's submitted plan prepared by Jennings Design Limited ref No 210642_PLG_111A the development site area is 1.5 hectares or approximately 15000 square metres. The applicant's planning statement at paragraph 5.15 states that the "application scheme" is 862 square metres. This figure is arrived at by combining the shop of 500 square metres, drive thru 1 which is 200 square meters and drive thru 2 which is 162 square metres. This is to bring the site within the policy requirement:- Employment related development (B1) (up to 3,500 sqm); This does not include the following:-

- petrol station, with 8 petrol pumps, 4 HGV high speed filling pumps and 8 electric vehicle charging points,
- the 85 parking bays, • the patio area and
- all other areas which are part of the development site which are needed to support the facilities from waste refuse to sanitary stations. In accordance with the actual plans submitted by the applicant, the development site is approximately 15,000 square metres.

This application is clearly not a Conference Facility, expansion of the Agricultural College or a hotel. It is not employment related development up to 3,500 square metres for reasons set out above. It is not a facility which is at all directly related to the functioning of shows on the showground itself.

The applicant sets out clearly in his planning statement paragraph 3.2 the purpose of this facility - This roadside services facility would deliver important new local transport infrastructure that will address a significant under-provision of vehicle refuelling/recharging facilities within the area and along this particular section of the A15. It will also increase local choice and competition for fuelling facilities. By their own admission the purpose is not to support shows on The Showground. Riseholme Parish Council fully agree with the applicant, the nature of this development has little or no relevance to the function of the Showground. It is also clearly not a "minor ancillary development linked to any of the above" Therefore, it meets none of the required policy criteria of Policy LP8 (Policy S44). In terms of the ancillary requirements listed in a)-c) of Policy LP8 (Policy S44) the following points are considered relevant:- Drive thru facilities are renowned to have a detrimental impact on infrastructure. The development will only be accessed by vehicles. This will either be by way of destination of choice or by passing traffic. Drive thrus are synonymous with tail backs and traffic queues. Only a handful of people live in the locality within walking distance. Lincolnshire Showground, on busy show days, has an impact on traffic in the area with the current road network unable to currently manage traffic flows. This additional extra facility will add a further unacceptable strain on the road network.

The applicant at paragraph 3.23 of the planning statement states it will create 68 jobs. They are making provision for 10 staff parking bays see paragraph 3.12 of their planning statement. Bearing in mind 5 the majority of staff will be part time and shift work, this is a clear acknowledgment by the applicant that staff will have to use car travel to get to work. Riseholme Parish Council agree with this analysis. Litter becomes a major problem with drive thrus not only the site but also in the surrounding area up to a 3/5-mile radius when people eat their food and chose to deposit their rubbish on the roadside. The design of any petrol station and drive thru, however, careful will not blend into the rural setting of The Showground and its surrounding area. The current Epic Centre and Eco Housing on site were most carefully designed to be sympathetic to their surroundings. Great pride and care were taken to ensure they did not jar. Many eco features have been installed. The urban design of fast-food restaurants and a petrol station do not lend themselves to this location. The light pollution which will inevitably happen will damage wildlife. This area is next to an important green wedge to the north of the City of Lincoln. This green wedge has been carefully maintained so that the views into the City of Lincoln when arriving from the north with the Cathedral in the distance have been preserved. The A15 is the old roman road and of historic significance. This is not the "gateway design " to Lincoln that is in character with the rural location. This site will only be accessible by vehicles. The planning application references a bus service and cycle way. The cycle way into Lincoln has been made to be difficult to use due to there being no safe crossing facility at the Riseholme Roundabout since its extension. Six lanes of traffic are now not safe to cross. This has been raised by The University of Lincoln as well as Riseholme Parish Council as it is unsafe for students as well as local people. The bus service is very infrequent, it is doubtful that service runs more than twice a day. This is not used by students or local people. Students have to be separately bussed to the colleges by The University several times a day. This

development will not enhance sustainable linkages. The applicant in his 20 page planning statement plus appendices refers to Policy LP8 at paragraph 4.2 and 4.3 but only tries to relate the application to Policy LP8 requirements at paragraphs 5.4, 5.5 and 5.6. The applicant at 5.7 continues by referencing why this application would not prevent the further functioning of The Showground and prevent further development in line with Policy LP8. This is an unusual method of promoting an application as it is this application itself (not future applications) which is being considered as to whether it is Policy LP8 (policy S44) compliant. The only other detailed reference is at paragraph 5.15 of the planning statement and that incorrectly references the size of the development. Riseholme Parish Council are of the view that Policy LP8 (Policy S44) is barely mentioned, albeit the primary policy, as this application is not all compatible with it. Rather emphasis is put on other policies within the Central Lincolnshire Local Plan. It is accepted in some part these other policies are relevant but only if the requirements of the primary Policy LP8 (PolicyS44) are met. The applicant however, fails to deal with Policy LP9 apart from identifying it the planning statement at paragraph 4.10. This policy specifically mentions at paragraph 4.2.2 the problems relating to rising obesity. Paragraph 4.2.5 states developers are to design out “negative health impacts”. The medical evidence is now unequivocal. Fast food is detrimental to health and main cause of obesity. Therefore, building 2 fast food restaurants only accessible by vehicles is contrary to this policy. Part of the arguments put forward are, if anything, contrary to Policy LP8. Outside catering will be contrary to the interests of events on the Showground with their own catering. It takes up valuable 6 parking space as well as event space for the ever expanding show diary.

Policy LP8 (Policy S44) supports the expansion of The Agricultural College, Conference Facilities and a hotel. If space were taken up on the Showground for this development less land will be available for the required and welcomed development. Reference is made to other similar facilities being too disparate in the area and the need for a facility such as this at this location. However, Lincoln is well served already. As the map supplied by the applicant evidences, if you approach the Riseholme roundabout from the A15 and turn south there is a petrol station at Doddington Road and at least two eating facilities. At the following roundabout there is a new takeaway facility as you travel toward Lincoln. At the “Bentley Hotel” roundabout there is a petrol station and overall at least four different eating options from fast food to sit down restaurants covering all budgets and needs. If you approach the Riseholme roundabout and turn east, there is within yards a petrol facility, 3 drive thru fast food options together with a parade of shops offering a greater selection of takeaway food. If you drove from the Riseholme Roundabout straight towards Lincoln there is immediately a petrol and a shop facility. If you continue going into Lincoln you very quickly find all the town amenities. Therefore, there is no shortage of fast food and petrol station options. Much is made by the applicant of the electric vehicle charging. The existing petrol stations will inevitably include this option within their offer as well as some takeaway restaurants. Therefore, for all these reasons Riseholme Parish Council are of the view this application is not supported by the policies and is not sustainable development.

Local residents: Support –

38 Beckhall, Welton - This would be a positive improvement to the area which currently lacks easily accessible coffee shops. I would expect this to be a popular spot for cyclists to get refreshments so would like to see more cycle parking provided than that shown in the overview plan. Perhaps on the other side of the carpark near the crossing if space is not available immediately outside. I would also like to see the coffee shop open until 10pm if possible. Should this go ahead I would expect to be amongst its regular customers.

Arthur Swallow Antique & Home Shows – We are long standing users of the showground and were pleased to read that they are applying to provide more services on site. This is great for our customers who come from all over the country to take part in our antique fairs and markets.

We moved to the Showground about 15 years ago from a site at Swinderby to get much better facilities for our traders. At present we hold 5 antique fairs and 8 vintage flea markets each year. In total we use the showground 33 days a year. Held over 5 days, the antique fairs start with set up, then 2 days trading and then 1 day breakdown. Some of our people and quite a few of the traders stay overnight on the site, others arrive very early in the morning and having a shop, some fast-food places to eat, cash withdrawal facility and fuel on site will be a big help to them.

Each fair attracts over 500 traders and each vintage market about 50 traders, plus the general public attending on trading days. Our company relies on the support of all these small businesses. It is quite competitive and lockdown didn't help them or us; but things are improving.

We are always looking at ways to help our traders and their customers have a better experience; and definitely having access to good food, a shop and fuel is welcomed by us.

We support what the show society are trying to achieve through this planning application.

Awaken Event – I have been told about the above planning application on the Lincolnshire Showground where we regularly held our annual Christian Festival – Awaken, previously the ONE Event up to the pandemic. We are back there for August Bank Holiday in 2023.

I think we are one of the largest camping events that the showground host with 4 event days, 5 nights of camping and over 6000 campers and visitors.

We do provide entertainment and some of this has catering but having access from within the Showground to a convenience store and some fast food would be very much welcomed by our visitors.

Our festival is a national event, and our visitors travel from all parts of the UK. As electric cars become more popular it will be a big plus to have charging points on site as well as petrol etc.

The pandemic made it difficult for us, but we are keen to get this important faith festival back on track but aware that our visitors are increasingly asking us to provide better facilities, so this project if it passes planning will certainly be a benefit for us.

Warners Shows – Warner Group Publications first launched at the Lincolnshire Showground in 2001. Firmly established as one of our largest Motorhome Shows with over 2500 motorhomes on site, plus trade exhibitors, over 9 days, including set up and breakdown. This major event involves in the region of 50 contractors and marshals working on site during the set up and breakdown.

The availability of fuel including the electric charging points on site is a real bonus for our visitors, most of whom camp overnight but we also attract large numbers of day visitors.

The addition of particularly a shop but also food services will be a real advantage to the event, as currently our visitors have to travel off site to access these amenities.

The shop and food are particularly useful to the contractors and marshals who work long hours during set up and breakdown.

We are pleased to support the Society's plans to improve both the Showground itself and as with this planning application new services on site.

Warner's host events across the countries showgrounds. Lincolnshire Showground being one of the premier sites with regards to size and quality. This development will add to and enhance the customer experience on site.

We would welcome and are pleased to support this planning application.

General Observations –

10 Woodland's Edge - I would hope as part of the approval, consideration is given to extending the footpath further down the A1500 to allow pedestrian access from the local college and the houses located at Woodlands Edge. Will there be a time limit on opening hours to respect residential housing located nearby.

16 Dunholme Road, Welton - Nothing wrong with proposed development except that it is in the wrong place. The proposed site is essential car parking space on show days and other major events, at this years show car parks were full and overspilled into neighbouring farmers land which may not be available in the future. The A15 is completely closed to non-show traffic on show days. Traffic is chaotic on show days and does not need the further complication of a petrol station and coffee shop. I live 3 miles from showground and it took me 45 minutes to get into this years Show on the first day. This development should proceed at the Riseholme Road roundabout A15/A46 junction as part of a large multipurpose development embracing park and ride, (also accessible from Burton Road), visitor reception facilities for the city and coast bound traffic with good access and facilities for HGV's. A large block of land is currently on the market which would allow a mix of commercial, leisure and residential property to be developed for years to come. The site bounded by A46/A15/ Burton Coach Road and Burton Road is on good free draining land and with a little screening would have little visible impact and far preferable to the proposed developments on the western growth corridor flood plain.

Lincolnshire Agricultural Society (LAS) (in brief): It is hoped that with the expanded facilities that this application offers then LAS may be able to attract a hotel operator to the site. In our discussions with hotel operators, the lack of additional facilities has been a deterrent to them coming. A direct footpath link from the development to the

Showground and to the area between the application site and Bishop Burton College further enhances this.

As you know there are many events held on the Showground over a year. We are aware of three letters of support from some of the larger event organisers. The additional facilities proposed will enable the showground to remain a premier location for these events which bring much needed economic benefits to the district.

I note the comments received and particularly those from Riseholme PC. Throughout our discussion with the joint applicant, Brookfield, we have been mindful of the need to protect the history and rural nature of the Showground. This, whilst recognising that it is an important venue for our own charity's work and that of other charities and commercial businesses, is why to be a modern Showground we need to move with the times.

Visitors and event organisers increasingly demand better facilities; the Society is fully aware that it needs to facilitate the improvement of what it offers on the Showground through investment by its own members, or as with this planning application, investment by a commercial supporter. We cannot stand still and expect to survive as a charity with a large Showground unless it can be maintained to the high standard required by our present and future customers.

LCC Highways and Lead Local Flood Authority: 02/09/22 - Highways - Can the applicant confirm the following transport information:

- The annual average daily traffic (AADT) flow of the A1500 Tillbridge Lane at the site.
- The daily total number of trips the development proposal is likely to generate.

If the proposed access is to remain as designed, there will be a requirement to incorporate a pedestrian refuge between the lanes due to the width shown.

Drainage - The proposed drainage strategy is based on assumed infiltration rates, it is recommended that site specific ground investigation is carried to determine infiltration rates and the ground water table level (WTL). A buffer of 1m is required from the underside of the construction of any soakaway and the WTL.

08/11/22 – No objections subject to a surface water drainage condition and two informatives.

Environmental Protection: 06/09/22 - Hours of operation have not been provided for this application. In order to protect nearby residential properties I would recommend that the drive-thru coffee shop is open no later than 10pm. I would also recommend that a noise impact assessment is provided for the additional drive-thru facility at the reserved matters stage.

Two conditions requested for contamination and a construction management plan.

29/09/22 - I will support the drive-thru coffee shop opening later, if reassurances can be given that it will not impact on any residents. My main concern here is the noise from

amplified voice through the drive-thru speaker as I am aware of issues with this for other developments.

Anglian Water: 15/08/22 – The foul drainage from this development is in the catchment of Scampton RAF Water Recycling Centre that will have available capacity for these flows.

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer. From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments in the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board.

20/08/22 - We have reviewed the submitted documents and we can confirm we have no additional comments to add to our previous response PLN-0152369.

Lincolnshire Fire and Rescue: In order to be successful in firefighting, adequate access to buildings for fire appliances and immediate access to adequate supplies of water, must be provided. The access to, and proximity of, those water supplies directly affects the resources that Fire and Rescue Authorities need to provide in protecting and mitigating their communities from the effects of fire.

Environment Agency: No objections, one condition regarding underground tanks and one informative.

Archaeology: Recommendation: Prior to any groundworks the developer should be required to commission a Scheme of Archaeological Works (on the lines of 4.8.1 in the Lincolnshire Archaeological Handbook) in accordance with a written scheme of investigation submitted to and approved in writing by the local planning authority. This should be secured by appropriate conditions to enable heritage assets within the site to be recorded prior to their destruction.

Idox checked: 08/11/22

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
- LP6: Retail and Town Centres in Central Lincolnshire
- LP7: A Sustainable Visitor Economy
- LP8: Lincolnshire Showground
- LP9: Health and Wellbeing
- LP13: Accessibility and Transport
- LP14: Managing Water Resources and Flood Risk
- LP17: Landscape, Townscape and Views
- LP18: Climate Change and Low Carbon Living
- LP21: Biodiversity and Geodiversity
- LP25: The Historic Environment
- LP26: Design and Amenity

<https://www.n-kesteven.gov.uk/central-lincolnshire/adopted-local-plan-2017/>

- **Neighbourhood Plan (NP)**

The Parish Council are not currently preparing a neighbourhood plan.

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

The site is in a Minerals Safeguarding Area and policy M11 of the Core Strategy applies.

<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 Design Guide (2019)*

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

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).

- **Draft Central Lincolnshire Local Plan**

Review of the Central Lincolnshire Local Plan commenced in 2019. The 1st Consultation Draft (“Reg 18”) of the Local Plan was published in June 2021, and was subject to public consultation. Following a review of the public response, the Proposed Submission Draft (“Reg 19”) of the Local Plan was published in March 2022, and was subject to a further round of consultation. On 8th July 2022, the Local Plan Review was submitted to the Planning Inspectorate in order for it to commence its examination. The Examination commences on 15th November 2022.

The Draft Plan may be a material consideration, where its policies are relevant. Applying paragraph 48 of the NPPF, the decision maker may give some weight to relevant policies within the submitted “Reg 19” Plan, with the weight to be given subject to the extent to which there may still be unresolved objections to those policies (the less significant the unresolved objections, the greater the weight that may be given)

Consultation responses can be found in document STA022 Reg 19 Consultation Responses by policy / STA023 Reg 19 Consultation Responses by respondent.

Relevant policies include:

- S8: Reducing Energy Consumption – Non-residential Buildings
- S11: Embodied Carbon
- S12: Water Efficiency and Sustainable Water Management
- S14: Renewable Energy

NS18: Electric Vehicle Charging
S20: Resilient and Adaptable Design
S21: Flood Risk and Water Resources
S44: Lincolnshire Showground
S47: Accessibility and Transport
S48: Walking and Cycling Infrastructure
S49: Parking Provision
S53: Design and Amenity
S54: Health and Wellbeing
S57: The Historic Environment
S60: Protecting Biodiversity and Geodiversity
S61: Biodiversity Opportunity and Delivering Measurable Net Gains
S66: Trees, Woodland and Hedgerows

<https://central-lincs.inconsult.uk/CLLP.Proposed.Submission./consultationHome>

Main issues

- Principle
- Job Creation
- Health and Wellbeing
- Impact on the Character of the Area
- Highways
- Flood Risk and Drainage
- Residential Amenity
- Ecology
- Minerals
- Archaeology

Assessment:

Principle

The site is part of the Lincolnshire Showground, and is allocated as a Strategic Employment Site (E7) in the Central Lincolnshire Local Plan (2017). Accordingly, policies LP5: Delivering Prosperity and Jobs, and LP8: Lincolnshire Showground fall to be considered.

The site is part of the Lincolnshire showground and therefore policy LP8 is applicable which specifically relates to the showground.

Policy LP8 states that unless otherwise automatically permitted by virtue of a Local Development Order, the following development within the Lincolnshire Showground area, as defined on the Policies Map, will be supported in principle:

- Facilities directly related to the functioning of shows on the showground itself;
- Conference facilities (D1 and D2) (up to 4,000 sqm);
- Expansion of Agricultural College functions (C2) (up to 8,000 sqm);

- Employment related development (B1) (up to 3,500 sqm);
- A hotel (C1) (up to 100 beds);

Other minor ancillary development linked to the above uses.

All such proposals should demonstrate their compatibility to the main showground use. Proposals which would negatively impact on the scale of shows which could be accommodated on the showground will be refused.

Particular attention should be given to:

- a. ensuring the proposals have no detrimental impact on the functioning of infrastructure;
- b. the careful design, layout, scale and height of buildings, taking account of the otherwise rural character in which the showground area is located; and
- c. improving linkages, by sustainable means, to the Lincoln urban area.

The application proposes a petrol filling station and two drive thru facilities. These are considered to be sui generis (i.e. unclassified) and class E (Commercial, Service, Business) uses. It does not therefore benefit from the direct support of policy LP8. Nor could it be considered as “minor ancillary development” linked to such a use.

Nonetheless – the policy does not state that other uses will be refused, rather that *“Proposals which would negatively impact on the scale of shows which could be accommodated on the showground will be refused.”*

The Lincolnshire Showground - both as a charity and events venue - attracts hundreds of thousands of visitors each year to its own charitable events including the Lincolnshire Show; and other local and national charities’ events. Many of these events are open to the public and, in any one year, there are over 70 days where visitors stay overnight at the showground, either camping or caravanning.

The Planning Statement states that

“At present, campers and visitors are obliged to travel by car to Lincoln or Welton to buy fuel, food & drink and other essentials. The offer of these on the showground will help reduce the need for visitors to travel further afield for these goods and services and, by improving the existing offer, will help the Charity attract more visitors and particularly more overnight stays. For this reason, the Lincolnshire Agricultural Society has made written representations to the emerging Local Plan in order to actively promote the type of development included within this application, explaining how it would help support the existing showground use

Importantly, the proposed scheme would not compromise the wider functioning of the showground, nor the ability to the deliver further types of development under Policy LP8 and emerging Policy 44. Indeed, the proposed uses would help support any further employment or leisure development (e.g. a hotel) that may come forward in the future and provide a more commercially scheme overall. At a practical level, the representations referenced above also 1 In the year 2018/19, the Lincolnshire Agricultural Society reported the Showground having received

over 300,000 visitors confirm that the site is not actively used for shows and whilst it is used, very occasionally, for informal car parking, this occurs on less than 5 days of the year and is capable of being provided elsewhere on other land owned by the charity”

Riseholme Parish Council allege that the proposed development would not support the wider function of the Showground. However, it is noted that the Lincolnshire Agricultural Society consider that it would – It would bring the convenience of electric charging, fuel and roadside services to site users – as well as food and convenience items.

However, the site is enclosed and not accessible by vehicles directly from the Showground – they would need to leave the Showground and enter the site via the A1500.

The layout does however make direct pedestrian provision to the college and showground. This will be conditioned for access to be made available at all times.

It is noted that the LAS comments consider that the development would (indirectly) support the showground, by bringing facilities in proximity of site users. It is further noted that a number of site users have also written in support of the application for this reason. These are matters that can be attached some weight.

Riseholme Parish Council allege that this area is currently used for events. Upon the officer passing the site it was seen that this part of the site was being used for equestrian activities. However, it is noted that other land within the showground is available and can be provided within the site for parking and the site area proposed does not compromise the showgrounds predominant use. The LAS has confirmed that activities that have taken place in this area can be accommodated elsewhere on the site. It is noted that the LAS consider this to be an underutilised area and that it is not essential for operations at the showground. This is a matter that may be given weight.

It can also be noted that the site is within an area designated as a Strategic Employment land in the Central Lincolnshire Local Plan. The Development Plan therefore marks this area of the Showground, as an area for development.

It is overall considered that the development is likely to bring indirect benefits to the Showground through access to convenience services and food provision, and would not be expected to negatively impact on the scale of shows that it can currently accommodate.

Whilst uses are proposed that are not directly supported by policy LP8 – it nonetheless meets the criteria in regard to its relationship with the Showground.

The statements from the planning statement and additional information submitted have shown accordance with policy LP7.

Policy LP7 states that development and activities that will deliver high quality sustainable visitor facilities such as culture and leisure facilities, sporting attractions and accommodation, including proposals for temporary permission in support of the promotion of events and festivals, will be supported. Such development and activities should be designed so that they:

- a. contribute to the local economy; and
- b. benefit both local communities and visitors; and
- c. respect the intrinsic natural and built environmental qualities of the area; and
- d. are appropriate for the character of the local environment in scale and nature.

The proposal would improve the offer of the showground, the college campus and is considered to meet criteria a-d above (c and d detailed further in the Impact on the Character of Area). The offer of the shop, drive thru units and filling station would contribute to the local economy and would be for the benefit of the local communities and visitors. Support has been received from large event organisers that use the showground.

The proposals location would also attract passing trade from customers on the A15 not visiting the showground.

In addition to providing food and drink and other essentials, fuelling facilities for cars and HGVs and the delivery of a rapid EV charging hub has been proposed. It is agreed that there is a lack of charging infrastructure at a local and national level and this need is recognised by Central Government to accelerate the roll-out of good quality new charging facilities that include rapid charging points. By fronting onto the A15, not only would the proposed charging hub help address the deficit of electric vehicle charging provision within the local area, it would also directly assist with the roll-out of new rapid charging infrastructure capable of serving the wider strategic road network.

The local plan is silent on roadside service stations and should be assessed in accordance with policy LP1: A Presumption in Favour of Sustainable Development.

Policy LP1 states that the districts will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in Central Lincolnshire.....Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the appropriate Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

Paragraph 152 of the NPPF states that the planning system should support the **transition** (emphasis added) to a low carbon future in a changing climate.

It is noted that the proposal provides fossil fuels. However, as there is the transition from combustion engines to electric vehicles, the need for fossil fuels has not disappeared and the right infrastructure needs to be in place for fossil fuels to be phased out.

In that regard, the proposal will initially comprise 8 rapid charging points, with associated parking bays. Five waiting bays are also to be provided, with passive infrastructure provided to allow these to become future charging points as demand for EV charging increases.

The NPPF encourages the provision of transport infrastructure necessary to support new development and major generators of travel demand.

It is therefore considered that the application would be in accordance with policy LP1 of the CLLP and with the provisions of the NPPF.

It is noted the objection from Riseholme Parish Council regarding the level of petrol station provision. However, this is predominantly around the Lincoln City area.

Within a 5km radius of the site, the only two other facilities are both located within the northern built up area of Lincoln, comprising Gulf on Riseholme Road and Shell on Searby Road. Neither of these are on main road corridors and effectively serve a localised market, with Shell being functionally linked to the neighbouring Waitrose store. These existing facilities also do not offer EV charging or a drive-thru offer.

The plan at appendix 2 of the Planning Statement demonstrates the lack of roadside services on the main road corridors in the area. In particular, there is no roadside petrol filling stations along the A15 out of Lincoln until Caenby Corner and, beyond that, nothing until the outskirts of Scunthorpe. Westwards, there is also currently no provision between the A15 and A156 along the route of the A1500.

It is therefore considered that the development will provide service facilities to road users, that are currently absent in the District, as well as the aforementioned indirect benefits to users of the Showground.

As the proposal includes a retail offer policy LP6 is applicable.

Policy LP6 states that development proposals for retail and/ or other town centre uses will be directed to the Tier 1 to 4 centres defined in this policy, and will be appropriate in scale and nature to the size and function of the relevant centre and to the maintenance of the retail hierarchy as a whole. Within the Rural Settlements, other than Market

Rasen and Caistor, the scale of provision should be proportionate and strengthen their roles in providing mainly convenience shopping and local services to meet local needs.

Development proposals for main town centre uses in out-of-centre and edge-of-centre locations will be required to demonstrate their suitability through a sequential site test in line with the NPPF.

Policy LP6 also states that in addition, a robust assessment of impact on nearby centres will be required for any edge-of-centre or out-of-centre retail, leisure or office proposal that is located:

- a. within 1km of Lincoln primary shopping area and is greater than 2,500m²; or
- b. within 500m of the boundary of a District Centre and is greater than 300m² gross;
- c. within 500m of the boundary of a Local Centre and is greater than 200m² gross; or
- d. in any other location not covered by a-c above and is greater than 500m².

Section D is engaged and the agent, whilst not specifically submitting an assessment, has addressed this matter below –

“The retail kiosk within the proposed filling station and two drive-thru units represent Class E / ‘sui generis’ uses. Whilst these would fall within the definition of town centre uses, these facilities have specific operational requirements centred around serving the motorist – including showground visitors - and capturing passing trade on the highway network such that it would not be able to perform this function if it were to be located in Lincoln City Centre, or indeed any other centre.

Whilst the proposed shop element of the Petrol Filling Station will provide a convenience offer, its scale is comparable to other similar modern facilities and would be highly unlikely to draw trade away from existing stores in Lincoln, or any other centre. It is anticipated that the retail offer, would largely be incidental to the main fuel offer, with any dedicated non-fuel purchase trips are likely to be of a much localised nature serving visitors to the showground, or by passing motorists seeking refreshment as part of a journey.”

The officer would agree with the above statement and that the retail offer would be incidental to the main fuel offer with any dedicated non-fuel purchase trips likely to be of a localised nature.

The NPPF requires that a sequential approach to site selection be applied to all proposals for main town centre uses (which, in this case, comprises the retail kiosk and drive-thru units), on sites which are not within an existing centre or allocated in an up-to-date Local Plan. Paragraph 87 of the NPPF makes clear that, in adopting a sequential approach, sites should be considered in the following order:

“Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are no available (or expected to become available within a reasonable period) should out of centre sites be considered.”

Annex 2 of the NPPF indicates that, for retail purposes, the term ‘edge-of-centre’ applies to a location that is both well connected to, and within 300m of, the Primary Shopping Area (PSA). The application site lies around 6.5km to the north of the PSA in Lincoln City Centre and therefore occupies an out-of-centre location in the context of national planning policy. On this basis, it is necessary to consider the suitability and availability of potential alternative sites located within or on the edge of existing centres to accommodate the petrol filling station, retail kiosk and drive-thru units, albeit in the context of the specific locational requirements and associated benefits of the scheme.

Of particular relevance in this instance - given the specific locational requirements of the proposal – Planning Practice Guidance also makes clear that such assessments should consider the suitability, availability and viability of the site to meet the need that is to be addressed by the application proposals.

The planning statement states that:

“In this context, the proposed development would meet the need for a new roadside facility on this particular stretch of the A15 and which can also serve visitors to/from Lincolnshire Showground who would otherwise need to travel to alternative facilities 12km to the north at Caenby Corner or to the south within the urban area of Lincoln. In this regard, it is considered necessary that the petrol filling station, retail kiosk and drive-thru units are considered together as an integral roadside services facility, which, for operational and viability reasons, cannot be separated into different components. The NPPF states that applicants and local authorities should demonstrate flexibility on issues such as format and scale (paragraph 88). In this context, where alternative sites are to be considered, their suitability will be assessed in terms of their physical capability to accommodate the form of development proposed in the application – and not whether it can be altered or reduced so that it can be made to fit an alternative site.

The accessibility and visibility of the application site from the A15 is key to the proposal scheme’s commercial viability, along with the provision of the drive-thru units and supporting facilities such as the car wash and jet wash bays. Even allowing for flexibility in terms of format and scale, we are not aware of any sites within or on the edge of the nearest centres (namely Nettleham Road District Centre and Lincoln City Centre) which are suitable and available to accommodate the proposed roadside services scheme. Even if such sites were available, these would not provide a suitable location to address the need identified (i.e. serving the needs of travellers along the A15 and visitors to/from the showground). Accordingly, the development is considered to comply with the

sequential approach for new retail development as set out in Policy LP6 of the Local Plan.”

The sequential approach, and statement by the applicant to address part D of LP6, is considered acceptable and the findings considered appropriate.

In conclusion, it is considered that the proposed development is not directly supported by policy LP8 of the Local Plan. However, it would be expected to bring direct and indirect benefits through provision of roadside services along the A15, and indirectly to users of the Lincolnshire Showground, due to convenient access to food and convenience good facilities.

Job Creation

Policy LP5 states that the Central Lincolnshire authorities will, in principle, support proposals which assist in the delivery of economic prosperity and job growth to the area.

The proposals are anticipated to generate up to 68 jobs in total, comprising a mixture of part time and full time roles. The Brookfield Group seeks to employ local people wherever possible and are flexible in creating roles for a range of people of differing ages.

The proposal site is within an allocated Strategic Employment Site (E7) within the Central Lincolnshire Local Plan.

Policy LP5 states that the site should be used for B uses (including light industrial, general industry / storage and distribution) which are to be defined in a Local Development Order (LDO). The Lincolnshire Showground (together with the Hemswell Cliff Business Park) was identified in 2015 as a strategic site to support the development of a food and farming Enterprise Zone. However, to date an LDO is not in place for this allocated Strategic Employment site, nor is one being prepared.

Had an LDO been in place, this could have meant a range of B uses permitted on the site from office to light industrial to storage and distribution to general industry which possibly would have had no link to the showground.

This allocation is not proposed to be carried across into the Central Lincolnshire Local Plan Review, which is due to begin its examination.

The mixed uses of sui generis and class E are considered to bring a range of part time and full time roles. However, it is likely to be a departure from LP5.

Nonetheless, weight is given to the removal of the employment allocation in the proposed draft Local Plan, the absence of a Local Development Order, and that the proposed development would have indirect benefits that would support the Showground. These are all material considerations that are given weight, and may justify a departure in this instance.

Paragraph 20(a) of the NPPF states that strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:

a) housing (including affordable housing), employment, retail, leisure and other commercial development

Policy LP5 is consistent with the NPPF and is attached full weight.

Health and Wellbeing

Policy LP9 states that the potential for achieving positive mental and physical health outcomes will be taken into account when considering all development proposals. Where any potential adverse health impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated.

Concerns have been raised by Riseholme Parish Council (RPC) regarding the drive thru units and that they would be detrimental to health and are the main cause of obesity.

It is acknowledged the level of provision within Lincoln and the immediate surrounding areas.

However, there is not a proliferation of such fast food units within this particular area with no comparable uses in the immediate vicinity.

It is not the role of the planning system to regularise the food industry and healthy eating – but to consider the land use planning implications of such a use within this location.

There is no evidence before the officer why this particular location would be unacceptable for a drive thru use.

Whilst it is accepted that fast food outlets could be a contributory factor towards obesity, amongst many other factors, there has been no convincing evidence provided that the proposal would represent a clear conflict with the aim of policy LP9, namely, to create an environment which supports healthy and active communities.

It is therefore considered that the proposal would not have an unacceptable effect on public health and would not conflict with policy LP9. There is also considered to be no conflict with the aims of Chapter 8 of the NPPF which seeks to ensure planning decisions achieve healthy, inclusive and safe places which, amongst other things, enable and support healthy lifestyles, especially where this would address identified local health and well-being needs, including through improving access to healthier foods.

Impact on the Character of the Area

Policy LP17 states that to protect and enhance the intrinsic value of our landscape and townscape, including the setting of settlements, proposals should have particular regard to maintaining and responding positively to any natural and man-made features within the landscape and townscape which positively contribute to the character of the area.

Furthermore it states that all development proposals should take account of views in to, out of and within development areas: schemes should be designed (through considerate development, layout and design) to preserve or enhance key local views and vistas, and create new public views where possible.

Particular consideration should be given to views of significant buildings and views within landscapes which are more sensitive to change due to their open, exposed nature and extensive intervisibility from various viewpoints.

A Landscape and Visual Impact Assessment (LVIA) has been submitted with the application and summarises –

- The study site is located approximately 3 miles north of Lincoln just off the A15
- 9.2 The site is located towards the south of the National Landscape Character Area 45 – Northern Lincolnshire Edge with Coversands
- Located approximately 3 miles north of Lincoln just off the A15, the site is presently open grassland with buffer planting to the north and east. Beyond this planting lies the A1500 to the north and A15 to the east. To the west lies Riseholme College and to the south, land associated with The Lincoln Showground can be seen. A tarmac paths travels along the northern boundary of the site that links into the paths adjacent to the A15.
- Within the Central Lincolnshire Local Plan Interactive Policies Map, the site is identified as a Strategic Employment Site (E7) and as a Showground under Policy LP8
- A total of 9 individual receptors have been identified as being potentially subject to some form of visual impact from development on the Site. The majority of these are road users, visitors to Chris Sharp Kitchen Showroom, Rhino Van Hire and Lincoln Showground and two residential properties. These receptors would be subject to a 'Moderate', 'Minor-moderate' and 'Negligible' level of visual impact during the construction phase. It is however assessed that this would reduce to 'Minor moderate', 'Minor' and 'Negligible' on completion and as the new planting on site matures.
- The local landscape is assessed to have a high sensitivity to change since. Upon completion of development on site it is therefore assessed that the level of impact would be 'Moderate'.
- In conclusion, the proposals on this site are seen as acceptable and would not have a detrimental impact on the surrounding landscape and visual receptors. Obviously in locations close to the site, clear views would be afforded that would be significantly different from the current situation. However, these would be viewed in conjunction with the very busy A1500 and A15 roads that travel along the northern and eastern site boundaries, along with various signage associated

with the roundabout, Riseholme College and Lincoln Showground. Mitigation planting in the form of trees, hedges and wildflower grass seeding would provide some screening to the development and would also link existing habitat corridors and provide valuable foraging habitats for local wildlife.

The site falls within the Limestone Dip Slope Character Area in the West Lindsey Landscape Character Assessment and part of the character is described as follows:

The Limestone Dip Slope falls gently to the east from the "Cliff". This is a large scale arable landscape, crossed by a number of straight roads and trackways. Many have wide verges and enclosing hedgerows typical of the ancient enclosure roads. The Roman road, Ermine Street (A15) is the most prominent route and runs due north-south across the area, linking Lincoln with the Humber crossing to the north. Lincoln Cathedral is centred on the line of Ermine Street, and there is an impressive sequence of views to the cathedral when travelling south along this road.

The landscape feels very exposed and open, particularly in the west. The large redundant air bases in the area contribute to the large scale pattern and featureless character of the landscape. For instance the bases at Hemswell Cliff and Scampton are both in visually prominent positions. Other large scale sites include an agricultural showground between the A1500 and Ermine Street and a large grain store and warehouse style antiques centre at Hemswell Cliff.

Having considered the character landscape and the LVIA, the officer would agree with the conclusions made in the Landscape and Visual Impact Assessment.

A landscaping plan accompanies the submission which shows the extent of new planting to be provided as part of the proposed scheme. It shows existing vegetation on the northern and eastern perimeter of the site to be retained, with new trees, grassed areas, shrubs and hedges to be planted within the site. These will not only help soften the appearance of the proposed development, it will also provide new habitats for wildlife. The landscaping plan is recommended to be conditioned.

The proposal, subject to conditions, is considered to be acceptable and would not have a detrimental impact on the landscape. The proposal is therefore considered to be in accordance with policy LP17.

Paragraph 130 (b) and (c) of the NPPF states that planning policies and decisions should ensure that developments:

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change

Policy LP17 is consistent with the NPPF and is attached full weight.

Highways

Policy LP13 states that development proposals which contribute towards an efficient and safe transport network that offers a range of transport choices for the movement of people and goods will be supported.

A Transport Assessment has been submitted with the application and concludes –

- The site is located approximately 8.5km to the north of Lincoln and abuts the A15 on land to the south of the A1500. The site is bounded by the A1500 to the north, to the east by the A15 and to the south and west by Riseholme College and Lincoln Showground.
- An assessment of how the development site accords with the various levels of transport planning policy has been undertaken. The proposals put forward for this site accord with the different levels of policy guidance in terms of sustainable development and transport issues.
- Vehicular and pedestrian access to the site will be taken by means of a formalised priority Tjunction. The priority junction will comprise 15 metre junction radii and a 9.2 metre wide access road into the site.
- The internal access roads will be designed to achieve low vehicle speeds within the site, incorporating appropriate changes in the road alignment which assist in providing a safe environment for pedestrians and cyclists within the site. The site layout proposals will include a network of footways and footpaths across the site to ensure a good level of permeability.
- The personal injury collision data for the most recently available five-year period in the vicinity of the site has been reviewed and does not represent a material concern in the context of the proposed development.
- Due to the nature of the application, vehicular traffic will form the majority of movements to / from the site. Notwithstanding this, the overall accessibility of the site has been assessed in detail with respect to pedestrian, cycle and public transport access to demonstrate that the site offers opportunities for the small number of staff to travel to the site by modes other than private car.
- A TRICS assessment has been undertaken to understand the anticipated vehicular impact of the proposed uses, inclusive of the Full and Outline applications, on the site.
- Overall, this is a proposal which causes a redistribution rather than significant new generation of traffic. It is therefore concluded that there are no material transport impacts associated with these proposals.
- In light of the above, it is concluded that the proposals are acceptable from a traffic and transport perspective and there should be no reasons to resist the grant of planning permission on these grounds.

LCC Highways have been consulted on the application and asked that the applicant confirm the following transport information:

- The annual average daily traffic (AADT) flow of the A1500 Tillbridge Lane at the site.
- The daily total number of trips the development proposal is likely to generate.

Furthermore, consideration is required with regards to the design of the entrance and should be amended as it has been considered to be too wide.

Updated plans have been received which show a pedestrian refuge island added to the site access. The requested details were also sent through.

LCC Highways have been re-consulted on the information and have no objections subject to a condition on surface water drainage and two informatives.

The pedestrian refuge will allow for safer access to the site for pedestrian users.

The amended plans and information is considered acceptable and the proposal is considered to be in accordance with LP13.

Paragraph 111 of the NPPF states 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.

Flood Risk and Drainage

Flood Risk

Policy LP14 states that all development proposals will be considered against the NPPF, including application of the sequential and, if necessary, the exception test.

Through appropriate consultation and option appraisal, development proposals should demonstrate:

- a. that they are informed by and take account of the best available information from all sources of flood risk and by site specific flood risk assessments where appropriate;*
- b. that there is no unacceptable increased risk of flooding to the development site or to existing properties;*
- c. that the development will be safe during its lifetime, does not affect the integrity of existing flood defences and any necessary flood mitigation measures have been agreed with the relevant bodies;*
- d. that the adoption, ongoing maintenance and management of any mitigation measures have been considered and any necessary agreements are in place;*
- e. how proposals have taken a positive approach to reducing overall flood risk and have considered the potential to contribute towards solutions for the wider area; and*

f. that they have incorporated Sustainable Drainage Systems (SuDS) in to the proposals unless they can be shown to be impractical.

A Flood Risk Assessment (FRA) has been submitted with the application. This concludes –

- The site is located within a Flood Zone 1, which comprises land assessed as having less than a 1 in 1,000-year annual probability of flooding.
- The site has a 'very Low' chance of flooding from surface water indicating a probability of flooding is less than 1 in 1000 and flood risk has been managed within the design of the development. The design of the development will manage surface water to ensure that buildings and sites are not impacted in the event of blockage of drains.
- The effects of ground water and reservoirs flooding on site are low. This is based on the requirement that the development is above ground level and that the risk to the site is low.

Drainage

Policy LP14 states that development proposals should demonstrate:

- g. that water is available to support the development proposed;*
- h. that development contributes positively to the water environment and its ecology where possible and does not adversely affect surface and ground water quality in line with the requirements of the Water Framework Directive;*
- i. that development with the potential to pose a risk to groundwater resources is not located in sensitive locations to meet the requirements of the Water Framework Directive;*
- j. they meet the Building Regulation water efficiency standard of 110 litres per occupier per day;*
- k. how Sustainable Drainage Systems (SuDS) to deliver improvements to water quality, the water environment and where possible to improve amenity and biodiversity have been incorporated into the proposal unless they can be shown to be impractical;*
- l. that relevant site investigations, risk assessments and necessary mitigation measures for source protection zones around boreholes, wells, springs and water courses have been agreed with the relevant bodies (e.g. the Environment Agency and relevant water companies);*
- m. that adequate foul water treatment and disposal already exists or can be provided in time to serve the development;*
- n. that no surface water connections are made to the foul system;*
- o. that surface water connections to the combined or surface water system are only made in exceptional circumstances where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments) and where there is no detriment to existing users;*
- p. that no combined sewer overflows are created in areas served by combined sewers, and that foul and surface water flows are separated;*

- q. that suitable access is safeguarded for the maintenance of water resources, flood defences and drainage infrastructure; and*
- r. that adequate provision is made to safeguard the future maintenance of water bodies to which surface water is discharged, preferably by an Agency, Internal Drainage Board, Water Company, the Canal and River Trust or local council).*

The drainage strategy proposes the foul water drainage system to connect into the existing foul water sewers. This is only possible using a foul pump station which is proposed to be located at the bottom of this site. This will run across 3rd party land into the foul water pump at Riseholme college.

For the surface water system, the drainage strategy proposes the discharge into soakaways which are positioned across the site mainly over car parking bays. A downstream defender was also placed on both sides of the pond to capture any sediment and debris. Adequate storage is provided to limit surface water discharge in all storm events and to contain water underground or in the basin and manage flooding within the site.

However, the drainage strategy includes the below which states that soakaways may not be appropriate –

4.7 Hydrogeology.

Soakaway tests were carried out in four of the trial pits, SA1 to SA4. The results indicate infiltration rates shown below.

Trial Pit	Infiltration Rate (m/s)
SA1	8.6×10^{-4}
SA2	3.2×10^{-4}
SA3	1.4×10^{-4}
SA4	7.2×10^{-5}

The soakaway test data show rapid drainage, which in itself is indicative of highly permeable ground. However, visual inspection of the shallow ground conditions and geological logging indicate that below rockhead (encountered during the investigation at between 1.1 m and 1.55 m bgl) there is a change of material properties. This indicates that while the tests carried out appear to demonstrate suitable ground conditions for soakaways there is actually limited capacity to discharge water during a storm event. The soakaway tests give a representation of the behaviour of the ground above rockhead. At the time of site works this portion of the ground was unsaturated and able to accept water discharging from the test pits. Under storm conditions the ground would rapidly become saturated and therefore may be unable to accept discharge from a soakaway system. The limited thickness of permeable material within the weathered bedrock of the site means that soakaways may not be appropriate for the management of surface water run-off from the site. This assessment should be confirmed, or otherwise, by a suitably experienced drainage engineer.

The agent responded with the following –

“The report refers to the potential for the material overlying the rock to become saturated during prolonged rainfall periods and this is generally accepted. The limestone within the site has been reported within this document as being highly fractured and like with any site located on underlying bedrock, the opportunity for

drainage into the underlying rockhead depends on the spacing of these fractures. In these circumstances, it is normal practice to provide large area soakaways, such as shallow geocellular tanks spread over a large area, or long French drains or permeable pavements which are shallow but cover a large area. Under permeable pavements, a deeper trench can be provided which extends to the underlying rock to direct water to the deeper sections.

The design of these types of features is so that the probability of locating a fracture in the rockhead, through which water can percolate, can be maximised as this would ensure water would not sit in the sub-soil. At the construction stage, it is normal that the contractor would undertake a site strip in the areas of the tank / permeable pavement, and we would request a long trial hole in these areas to identify fractures in the rockhead. If an area without fractures was identified, then the design will be assessed with a factor of safety to provide additional storage as required. As it currently stands, there is currently a built-in factor of safety on the planning proposed attenuation / soakaway designs.”

The Lead Local Flood Authority were consulted on the above information and were satisfied subject to a final drainage strategy being conditioned on the application.

Paragraph 169 of the NPPF states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.

Policy LP14 is consistent with the NPPF and is attached full weight.

Residential Amenity

Policy LP26 states that the amenities which all existing and future occupants of neighbouring land and buildings may reasonably expect to enjoy must not be unduly harmed by or as a result of development.

Environmental Protection have been consulted and stated that in order to protect nearby residential properties they would recommend that the drive-thru coffee shop is open no later than 10pm. They would also recommend that a noise impact assessment is provided for the additional drive-thru facility at the reserved matters stage.

However, the drive thru applied for with full permission is 192m away from the nearest residential dwelling and is separated by the A15. Therefore, it is not considered necessary or reasonable to limit the opening hours.

The drive thru applied for in outline is measured at 101m away from the boundary to the nearest residential dwelling and is also separated by the A15.

Given that the site is situated in a remote location, adjacent a main 'A' route, it is considered that there is sufficient justification for longer opening hours for the drive-thru.

The proposal is considered to be in accordance with policy LP26.

Paragraph 130(f) states that planning policies and decisions should ensure that developments:

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Policy LP26 is consistent with the NPPF and is attached full weight.

Ecology

Policy LP21 states that all development should:

- protect, manage and enhance the network of habitats, species and sites of international, national and local importance (statutory and non-statutory), including sites that meet the criteria for selection as a Local Site;
- minimise impacts on biodiversity and geodiversity; and
- seek to deliver a net gain in biodiversity and geodiversity.

The accompanying Preliminary Ecological Appraisal confirms that the application site is occupied entirely by modified grassland which is species poor and of low ecological value. It also confirms that the proposed development will not adversely impact on any designated sites or protected species. Some recommendations have been made which include –

- production of a biodiversity management plan
- nesting bird management;
- pre-construction ecology checks
- final biodiversity net gain calculations

Biodiversity Net Gain

Biodiversity net gain (BNG) is an approach to development, and/or land management, that aims to leave the natural environment in a measurably better state than it was beforehand.

Paragraph 180 of the NPPF sets out a clear hierarchy for proposals affecting biodiversity. The hierarchy is to: firstly, avoid harm; secondly, where this is not possible, to mitigate any harm on-site; thirdly, as a last resort, to compensate for any residual harm.

Outline Biodiversity Net Gain implications at this Site have been calculated below. This is based on the Site Plan (210642-SK16B) which shows the entire Site to be developed with hard surfaces which will all fall into the category 'developed land sealed surface'. Figures are provided for habitat area units only.

Pre-development Baseline Units	Post Development Units *	Units required to achieve No Net Loss	Units required to achieve 10% Net Gain
5.76	0	5.76	6.34

This is not the final calculation but provides an illustration to work forward from. The ecological appraisal recommends final calculations be produced.

The recommendations of the ecological appraisal can be conditioned.

The proposal, subject to conditions, is considered to be in accordance with policy LP21.

Paragraph 174(d) of the NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by:

d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Policy LP21 is in accordance with the NPPF and is attached full weight.

Minerals

The site sits within a Minerals Safeguarding Area and therefore policy M11 of the Lincolnshire Minerals and Waste Local Plan Core Strategy is applicable.

This requires applications for non-minerals development to assess the implications of the development on the Minerals Safeguarding Area allocation to ensure that the granting of permission would not sterilise mineral resources within the Minerals Safeguarding Area or prevent the future minerals extraction on neighbouring land.

Whilst the Minerals Safeguarding Area allocation does not mean that extraction will take place, an assessment of the impact of the proposed development on the designation is required.

Policy M11 lists criteria that should be considered in the preparation of a planning application in order to demonstrate policy compliance.

The justification and need for the development proposed have therefore been assessed against the policy objectives set out in policy M11 of the Lincolnshire Minerals and Waste Local Plan Core Strategy, and in reference to the British Geological Survey document '*Mineral Safeguarding in England: Good Practice Advice*'

Whilst a minerals assessment has not been submitted with the application, the potential for the recovery of mineral from within the site is limited by a range of pre-existing constraints, notably the presence of commercial properties to the north, the college to the west and the wider Lincolnshire Showground that bounds the site to the west and south.

Taking into account these constraints, it is considered that the prior extraction of any significant volume of mineral from within the site would be unfeasible.

In accordance with the criteria set out in policy M11 prior extraction of the mineral would be impracticable and would have a negligible impact with respect to sterilising the mineral resource.

Overall it is concluded that the Development will not result in the sterilisation of a mineral resource worthy of safeguarding and will not prejudice the effective working of any currently permitted or proposed mineral extraction or minerals infrastructure.

The presence of limestone within the surrounding area should not therefore be viewed as a constraint on the Development.

Archaeology

Policy LP25 states that development affecting archaeological remains, whether known or potential, designated or undesignated, should take every practical and reasonable step to protect and, where possible, enhance their significance.

Planning applications for such development should be accompanied by an appropriate and proportionate assessment to understand the potential for and significance of remains, and the impact of development upon them.

If initial assessment does not provide sufficient information, developers will be required to undertake field evaluation in advance of determination of the application. This may include a range of techniques for both intrusive and non-intrusive evaluation, as appropriate to the site.

The site has previously been subject to a geophysical survey in 2000, as part of an evaluation associated with a County Highways development related to junction improvements in this area. This revealed a number of probable archaeological features of linear form and unknown date. The site is adjacent to the major Roman road of Ermine Street, and close to its junction with the Roman road to the Trent crossing at Marton/Littleborough. Although the Roman junction lay to the south of the present junction, at the main entrance to the current Showground. Roman pottery has also been found nearby in the field northeast of the modern roundabout. There is thus a high potential for archaeological remains of Roman date to survive here and which could be impacted during development.

It is therefore recommended that prior to any groundworks the developer should be required to commission a Scheme of Archaeological Works (on the lines of 4.8.1 in the Lincolnshire Archaeological Handbook) in accordance with a written scheme of investigation submitted to and approved in writing by the local planning authority.

This can be secured by planning condition.

The proposal, subject to conditions, is considered to be in accordance with policy LP25.

Paragraph 194 of the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected.... Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Policy LP25 is consistent with the NPPF and is attached full weight.

Conclusion

The proposal has been considered against the Development Plan namely policies, LP1: A Presumption in Favour of Sustainable Development, LP2: The Spatial Strategy and Settlement Hierarchy, LP5: Delivering Prosperity and Jobs, LP6: Retail and Town Centres in Central Lincolnshire, LP7: A Sustainable Visitor Economy, LP8: Lincolnshire Showground, LP9: Health and Wellbeing, LP13: Accessibility and Transport, LP14: Managing Water Resources and Flood Risk, LP17: Landscape, Townscape and Views, LP18: Climate Change and Low Carbon Living, LP21: Biodiversity and Geodiversity, LP25: The Historic Environment and LP26: Design and Amenity of the Central Lincolnshire Local Plan including the advice given in the National Planning Policy Framework and the National Planning Practice Guidance.

It is considered that the proposal would not have a detrimental impact on the character of the area, amenity, and highways and does not conflict with neighbouring land uses.

The proposal does not benefit from the direct support of policy LP8. Nor could it be considered as “minor ancillary development” linked to such a use.

However, overall it is considered that the development is likely to bring indirect benefits to the Showground through access to convenience services and food provision, and would not be expected to negatively impact on the scale of shows that it can currently accommodate.

The mixed uses of sui generis and class E are considered to bring a range of part time and full time roles. However, it is likely to be a departure from LP5 and the Strategic Employment land allocation.

Nonetheless, weight is given to the removal of the employment allocation in the proposed draft Local Plan, the absence of a Local Development Order in order to engage LP5, and that the proposed development would have indirect benefits that would support the Showground. These are all material considerations that are given weight, and may justify a departure.

Therefore, the application is recommended for approval subject to the following conditions:

Outline Planning Permission

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 **access, appearance, layout** and **scale** of the drive thru unit (Use Class E / Sui Generis) located within the outline area of the site (as shown on plans 210642_PLG_104E and 210642_PLG_110B) 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 hybrid form (i.e. seeking part full planning permission and part outline planning permission) and the Local Planning Authority wishes to ensure that the 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. The development hereby permitted may not commence until such time as a scheme to install underground tanks has been submitted to, and approved in writing by, the local planning authority. The scheme shall include the full structural details of the installation, including details of: excavation, the tanks, tank surround, associated pipework and monitoring system. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme, or any changes subsequently agreed, in writing, by the local planning authority.

Reason: To ensure that the underground storage tanks do not harm the water environment in line with paragraph 174 of the National Planning Policy Framework and Position Statements D1 – D4 of the ‘The Environment Agency’s approach to groundwater protection’.

5. 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:

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 agreed with the Internal Drainage Board;

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.

The development shall be carried out in accordance with the approved drainage scheme and shall not 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.

6. No development shall take place until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the routing and management of construction traffic;
- (ii) the parking of vehicles of site operatives and visitors;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (vi) wheel cleaning facilities;
- (vii) measures to control the emission of dust and dirt during construction;
- (viii) details of noise reduction measures;
- (ix) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (x) the hours during which machinery may be operated, vehicles may enter and leave, and works may be carried out on the site;

(xi) Measures for the protection of any existing trees and hedgerows;

Reason: In the interests of amenity and in accordance with policy LP13 of the Central Lincolnshire Local Plan.

7. No development shall take place until a written scheme of archaeological investigation has been submitted to and approved in writing by the local planning authority. This scheme shall include the following

1. An assessment of significance and proposed mitigation strategy (i.e. preservation by record, preservation in situ or a mix of these elements).
2. A methodology and timetable of site investigation and recording.
3. Provision for site analysis.
4. Provision for publication and dissemination of analysis and records.
5. Provision for archive deposition.
6. Nomination of a competent person/organisation to undertake the work.
7. The scheme to be in accordance with the Lincolnshire Archaeological Handbook.

Reason: To ensure the preparation and implementation of an appropriate scheme of archaeological mitigation and in accordance with the National Planning Policy Framework.

8. The local planning authority shall be notified in writing of the intention to commence the archaeological investigations in accordance with the approved written scheme referred to in condition 7 at least 14 days before the said commencement. No variation shall take place without prior written consent of the local planning authority.

Reason: In order to facilitate the appropriate monitoring arrangements and to ensure the satisfactory archaeological investigation and retrieval of archaeological finds in accordance with the National Planning Policy Framework.

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

9. The archaeological site work shall be undertaken only in full accordance with the written scheme required by condition 7. Following the archaeological site work a written report of the findings of the work shall be submitted to and approved in writing by the local planning authority within 3 months of the said site work being completed.

The report and any artefactual evidence recovered from the site shall be deposited within 6 months of the archaeological site work being completed in accordance with a methodology and in a location to be agreed in writing by the local planning authority.

Reason: To ensure the satisfactory archaeological investigation and retrieval of archaeological finds in accordance with the National Planning Policy Framework.

10. If during the course of development, contamination not previously identified is found to be present on the site, then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a method statement detailing how and when the contamination is to be dealt with has been submitted to and approved in writing by the Local Planning Authority. The contamination shall then be dealt with in accordance with the approved details.

Reason: In order to safeguard human health and the water environment and to accord with the National Planning Policy.

11. The development shall be carried out in strict accordance with the mitigation measures recommended within the Preliminary Ecological Appraisal Report reference ER-6084-01A dated 15/06/2022 by Brooks Ecological.

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

12. No development, other than to foundation levels, shall take place until details of a scheme for the disposal of foul sewage from the site has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme and maintained thereafter.

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

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

None

Full Planning Permission

Conditions relating to the phasing of the development:

13. No development shall take place until a Phasing Plan, detailing the different phases of development, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved Phasing Plan thereafter.

Reason: To enable the delivery of a phased development.

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

14. 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:

15. Each of the approved phases of development may not commence until such time as a scheme to install underground tanks has been submitted to, and approved in writing by, the local planning authority. The scheme shall include the full structural details of the installation, including details of: excavation, the tanks, tank surround, associated pipework and monitoring system. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme, or any changes subsequently agreed, in writing, by the local planning authority.

Reason: To ensure that the underground storage tanks do not harm the water environment in line with paragraph 174 of the National Planning Policy Framework and Position Statements D1 – D4 of the ‘The Environment Agency’s approach to groundwater protection’.

16. No development within any approved phase of 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:

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 agreed with the Internal Drainage Board;

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.

The development shall be carried out in accordance with the approved drainage scheme and shall not 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.

17. No development within any approved phase of development shall take place until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the routing and management of construction traffic;
- (ii) the parking of vehicles of site operatives and visitors;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (vi) wheel cleaning facilities;
- (vii) measures to control the emission of dust and dirt during construction;
- (viii) details of noise reduction measures;
- (ix) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (x) the hours during which machinery may be operated, vehicles may enter and leave, and works may be carried out on the site;
- (xi) Measures for the protection of any existing trees and hedgerows;

Reason: In the interests of amenity and in accordance with policy LP13 of the Central Lincolnshire Local Plan.

18. No development within any approved phase of development shall take place until a written scheme of archaeological investigation has been submitted to and approved in writing by the local planning authority. This scheme shall include the following

1. An assessment of significance and proposed mitigation strategy (i.e. preservation by record, preservation in situ or a mix of these elements).
2. A methodology and timetable of site investigation and recording.
3. Provision for site analysis.
4. Provision for publication and dissemination of analysis and records.
5. Provision for archive deposition.
6. Nomination of a competent person/organisation to undertake the work.
7. The scheme to be in accordance with the Lincolnshire Archaeological Handbook.

Reason: To ensure the preparation and implementation of an appropriate scheme of archaeological mitigation and in accordance with the National Planning Policy Framework.

19. The local planning authority shall be notified in writing of the intention to commence the archaeological investigations in accordance with the approved written scheme referred to in condition 18 at least 14 days before the said commencement. No variation shall take place without prior written consent of the local planning authority.

Reason: In order to facilitate the appropriate monitoring arrangements and to ensure the satisfactory archaeological investigation and retrieval of archaeological finds in accordance with the National Planning Policy Framework.

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

20. The archaeological site work shall be undertaken only in full accordance with the written scheme required by condition 18. Following the archaeological site work a written report of the findings of the work shall be submitted to and approved in writing by the local planning authority within 3 months of the said site work being completed.

The report and any artefactual evidence recovered from the site shall be deposited within 6 months of the archaeological site work being completed in accordance with a methodology and in a location to be agreed in writing by the local planning authority.

Reason: To ensure the satisfactory archaeological investigation and retrieval of archaeological finds in accordance with the National Planning Policy Framework.

21. If during the course of development, contamination not previously identified is found to be present on the site, then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a method statement detailing how and when the contamination is to be dealt with has been submitted to and approved in writing by the Local Planning Authority. The contamination shall then be dealt with in accordance with the approved details.

Reason: In order to safeguard human health and the water environment and to accord with the National Planning Policy.

22. With the exception of the detail matters referred by the conditions of this consent, the development hereby approved shall be carried out in accordance with the following drawings:

210642_PLG_104E

210642_PLG_105 (elevations only)

210642_PLG_106

210642_PLG_107

210642_PLG_112

210642_PLG_110B

The works shall be in accordance with the details shown on the approved plans and in any other documents forming part of the application.

Reason: To ensure the development proceeds in accordance with the approved plans.

23. Each of the approved phases of development shall be carried out in strict accordance with the mitigation measures recommended within the Preliminary Ecological Appraisal Report reference ER-6084-01A dated 15/06/2022 by Brooks Ecological.

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

24. No development within any approved phase of development, other than to foundation levels, shall take place until details of a scheme for the disposal of foul sewage from the site has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme and maintained thereafter.

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

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

25. The pedestrian route to the college and showground shown on plan 210642_PLG_104E shall remain open and accessible, without obstruction, at all times.

Reason: To allow permeability through the site for pedestrians and users of the Showground in accordance with policy LP13 of the Central Lincolnshire Local Plan.

Human Rights Implications:

The above objections, considerations and resulting recommendation have had regard to Article 8 and Article 1 of the First Protocol of the European Convention for Human Rights Act 1998. The recommendation will not interfere with the applicant's and/or objector's right to respect for his private and family life, his home and his correspondence.

Legal Implications:

Although all planning decisions have the ability to be legally challenged it is considered there are no specific legal implications arising from this report