

Officers Report

Planning Application No: 147744

PROPOSAL: Planning application for expansion of existing business premises to provide a new car park, yard, and pallet production building.

LOCATION: Pallinc Ltd Beehive Business Park Church Lane Rand Market
Rasen LN8 5NJ

WARD: Bardney

WARD MEMBER: Cllr I G Fleetwood

APPLICANT NAME: Mr Joshua Waring

TARGET DECISION DATE: 02/07/2024

DEVELOPMENT TYPE: Major - Manufacture/Storage/Warehouse

CASE OFFICER: Holly Horton

RECOMMENDED DECISION: Grant planning permission with conditions and delegate to officers to issue an approval subject to completion of a S106 agreement to secure biodiversity net gain.

The application is referred to the planning committee for determination following a number of third party representations from members of the public, who object to the proposed development.

Description:

The Site:

The application site is located in the parish of Rand, and lies to the east of Rand Lane, which the site is accessed from. The A158 which connects Lincoln to the west with Wragby, Horncastle and Skegness to the east, lies approximately 650 metres to the south of the site. A Definitive Right of Way, namely Rand/73/2, lies to the east of the site, running in a north-west to south-east direction. Approximately 370 metres to the north of the site lies the grade II* church of St Oswald, built in the 12th century, with later alterations in the 13th and 14th century. Surrounding the church is the ancient scheduled monument known as Rand Medieval Settlement, which at its closest point, lies approximately 170 metres to the north of the site. The site currently consists of a yard for the storage of pallets, a brick based, steel clad Pallet production and office building, and a car park.

The closest neighbouring dwelling to the south/south east of the site is 'Farmfields', located approximately 270 metres to the south east of the proposed site at its closest point. The closest dwellings to the west/north west are 'The Manor' and '1 and 2 The Cottages', located approximately 185 metres to the north west of the proposed site. The closest dwellings to the north are 'The Barn', 'The Granary' and 'Church Farm', which all lie approximately 215 metres to the north of the site at its closest point. There are no dwellings within a 1km radius to the east of the site, however there is one dwelling 'Woodbine Cottage' which lies approximately 750 metres to the south-east of the most southerly point of the site.

The supporting planning statement details that Pallinc Ltd is a specialist pallet production company which has been operating from the Beehive Business Park - an established business park - since 2015. Companies House records detail that the registered office address has been Pallinc House, Beehive Business Park since July 2020. The Beehive Business Park is an established business park in Rand. There is no planning history which provides evidence of when the business park was created or became operational which might suggest that the site was constructed before the 1947 Town and Country Planning Act. However, there is planning application history for various developments on the site since the early 1980's.

The existing business park maintains areas of managed lawn around the office and manufacturing/storage buildings, as well as small areas of planted mixed woodland. The business park includes two small lakes and four ponds, with several more ponds in the wider landscape. There are a number of other business who operate within the Beehive Business Park, including National Road Planing Ltd and E H Thorne (Beehives) Ltd, all of which lie to the north of the site.

The Proposal:

Planning permission is sought for the expansion of the existing business premises serving 'Pallinc', to provide a new car park, yard, and pallet production building. The proposed building would have a footprint of approximately 1089 square metres, with a length at its longest of approximately 63 metres and a depth at its deepest point of approximately 24 metres. The building would be finished in insulated composite/metal cladding colour 'Merlin Grey' RAL 7012, with windows and doors to match the existing windows/doors on the adjacent structure.

44no new car parking spaces would be provided as part of the proposal, to the west of the existing industrial building, and the new area of hardstanding where pallets would be stacked and stored would have a total area of approximately 1ha. The expansion would also allow for the employment of 30 additional full-time equivalent members of staff, an increase from the 50 that are already employed.

Since the original submission of the application there have been two re-consultations on the application. The first re-consultation contained additional details in relation to Highways, Noise, Drainage and Energy. The second re-consultation contained an updated noise assessment, energy statement and further details regarding the specification of the roller shutter doors. The proposal in itself (e.g. size and scale of proposal) has not been amended since the original submission with the exception of some of the finer BNG details.

Relevant history:

125751 - Planning application for change of use of civil engineering contractors depot (part) to a site for the manufacture and sale of beehives including ancillary sales/offices, distribution and storage – Granted with conditions 05/05/2010

97/P/0165 - Planning application to erect training centre. (Revision to previously approved scheme - ref 96/P/0611 dated 28 November 1996 – Granted with conditions 18/04/1997

96/P/0611 - Planning application to erect a training centre and defined external areas to be used for on-site plant and equipment training – Granted with conditions
28/11/1996

Representations:

Ward member: No representations received to date.

Rand Parish Meeting: No representations received to date.

Local residents:

Comments made on Amended Proposals (December 2024)

The following object to the proposal:

Church Farm, Church Lane, Rand
Farmfields, Rand Lane, Rand
White House Farm, Lincoln Road, Goltho

As summarised below:

- Objection to this application still remains and are very concerned with the information that has been presented.
- The noise receptor positions for the houses and simulated readings are not representative. Noise levels are still unacceptable and are still just estimated. Still no sound readings for new machinery.
- Existing noise levels should have been measured, not predicted. Long-term monitoring at the nearest NNSRs was feasible but not conducted.
- How is it acceptable for an industrial pallet sorting machine to be considered with no noise reading levels to date and to be operating 24/7.
- Still concerned with the noise and impact this application would have on mental health and wellbeing.
- Concerns about the effectiveness of the rapid roller shutter doors to contain noise, given the frequency of forklift operations likely to exceed the doors' designed use.

Comments made on Amended Proposals (September 2024)

The following object to the proposal:

White House Farm, Lincoln Road, Goltho
The Granary, Church Lane, Rand
The Barn, Rand
Church Farm, Church Lane, Rand
Moat View, Church Lane, Rand
Farmfields, Rand Lane, Rand
Rand Hall Farm, Church Lane, Rand

As summarised below:

Noise

- Concerns were raised about the placement of equipment used to measure noise levels.
- Equipment was placed in locations that could lead to biased results: one at the business owner's house and another at the business owner's parents' garden.
- The equipment should have been placed in front gardens of the houses directly affected by the noise for a more accurate assessment.
- Noise levels measured contradict resident experiences; weekday noise data does not represent weekend and nighttime disturbances.
- Lack of decibel readings for new machinery and unrealistic claims of reduced noise levels, raising doubts about the acceptability in a residential area.
- The resident's sleep pattern has been disrupted due to noise pollution and constant distress due to non-stop noise.
- The once peaceful village environment has been lost, prompting residents to consider moving.
- Initially, noise was minimal and short-lived, mainly from NRP activities.
- Since Pallinc's 24/7 operations began, there has been constant noise from pallets being thrown, forklift horns, and nail guns. Additional noise from shunter lorries moving trailers at night, with lorries and trailers stored only 80 meters from the residence. All this affects living conditions of residents.

Highways

- The report by Pallinc on the state of Rand Lane was incomplete and is unreliable, and does not reflect the actual conditions and safety concerns of the residents.
- Issues such as subsidence near the entrance and the junction's width with A158 were not adequately addressed.
- The current and future operations of Pallinc have caused significant disruption in the village, including noise and light pollution, leading residents to consider moving.
- The road from the A158 to the business park is in poor condition and needs improvements, and increased HGV traffic poses a safety risk, especially without a public footpath for pedestrians.
- There are several near misses at the junction of the A158 and Rand Lane.

Light Pollution

- Ongoing issue with light pollution and bright floodlights. Bright lights affecting residents' privacy and causing disturbance.
- New lights may resolve some of the issues

Tree Loss

- Concerns about the vague plan for hedgerow replacement. Concerns that significant initial removal which would increase light and noise pollution.

Building Design

- Clarification needed on the proposed new building's design and insulation.

Other Matters

- Limited time to review submitted documents causing additional stress for the residents.
- The initial claim stated 30 new jobs would be created if the application was approved. During a meeting, it was revealed that these jobs were already filled, and only a couple more would be needed. This discrepancy could impact the council's view of the application.
- Jobs keep being created without planning permission.
- Verbal meetings with Pallinc's owners to discuss concerns have been unproductive, with no remorse or apology from the owners.
- Business admitted to increasing activities to fund additional planning documentation.
- Discrepancy in employment figures; only 5 more staff needed, contrary to significant job creation claims.
- Residents feel threatened by the business's stance on continued operations despite noise complaints.
- Planning approval prioritises profit over residents' well-being and threatens the village's harmony. The operations are causing residents to consider moving away from Rand.
- Operations are causing emotional and mental health impacts on residents.
- Pallinc has not operated 24/7 for 25 years, contrary to claims.
- Many support comments for the application are from individuals financially linked to the business, not from residents affected by the operations.
- Requests the application be determined at planning committee so residents can put their case forward. Also want the planning department to visit the village and have a meeting with them.

Comments made on Original Proposals (April 2024)

The following object to the proposal:

1 The Cottages, Rand;
 The Barn, Church Lane, Rand;
 Farmfields, Rand Lane, Rand;
 Church Farm, Church Lane, Rand;
 White House Farm, Lincoln Road, Goltho;
 Rand Hall Farm, Church Lane, Rand;
 The Granary, Church Lane, Rand;
 The Manor, Church Lane, Rand;
 Moat View, Church Lane, Rand;

As summarised below:

Noise and Light Pollution:

- The existing pallet business is very noisy 24 hours a day 7 days a week, will this new application have a 24 hours/7 days a week permission granted given that this is a residential area? This is not supported. The current noise levels throughout the night and weekends are unacceptable and cause constant disruption to sleep and quality of sleep. Has a noise assessment been carried out?

- Personal noise recordings of the site from 1km away are more than double the normal ambient readings.
- This would be detrimental to the hamlet of Rand which was once peaceful and quiet. Live in Rand to be in the countryside away from hustle and bustle of town/city life, but now we're facing life on the edge of an industrial estate.
- There is noise from articulated lorry's manoeuvring, nail guns nailing up pallets, horns pipping on forklifts, pallets dropping onto work benches and concrete floors, as well as music. Lorries and trailers are stored on the site and 'shunter' lorries moving trailers back and forth throughout the night.
- The noise levels in the report are not representative of the noise created and there has been no information submitted regarding the noise levels of the proposed new machinery.
- The equipment used to measure noise levels for the noise report were placed in highly prejudicial locations, one at the side of Pallinc's owners house, and the other in the garden belonging to the parents of said business owner behind a wall. The recorders were placed at opposite ends of the village furthest away from Pallinc's operations. These should have been placed in front gardens of houses directly affected to give a fair and accurate representation.
- Residents are left with no other option but to live anywhere other than Rand due to constant noise issues.
- Lighting and noise pollution are very concerning, and the existing lighting and noise situation already affects our quality of life living in Rand. Allowing Pallinc to work 24/7 will become detrimental to the health and wellbeing of Rand residents and will inflict more misery on people's lives.
- The application does not include an existing or proposed lighting, why is it not shown. Bright lights already shine onto houses all night long and in general cause unsightly light pollution in a rural location. Flood lights are also unsightly.
- Increased car and lorry parking will result in more lights which is intrusive and unkind to the environment.

Highways

- Heavy lorries drive through Rand throughout the day and night. Concerns around the increase in activity in this rural and residential area.
- The B1399 and Rand Lane is not built for this volume of traffic therefore increased traffic is concerning. The junction on the A158 is in desperate need of improvement for traffic turning in and out of a busy junction onto a busy main road.
- Rand Lane is single track and is only suitable for light use, there are no passing places. It cannot take all the traffic from Pallinc intensification, Thornes Beehive operation, National Road Planing, Rand Farm Park and adjacent children's nursery, Agricast Kisimul special needs children's school/home, Local Farm traffic and other local traffic as well as residents.
- The degradation of the grass verges and road surface on Rand Lane due to increased traffic is blatant for anyone to see. The increase with 20 44 tonne artic lorries and at least 30 cars will further detrimentally impact the road infrastructure and road safety.
- Traffic accidents will be greatly increased by this proposal. To take this amount of traffic there must be a right hand turn facility with up to date signage and Rand lane upgraded to at least 'B' road standard.

- The Highways report fails to highlight a large area of subsidence near the entrance to Pallinc as well as the width of the junction with the A158 not being suitable for the predicted amount of traffic.
- There is no public footpath along Rand Lane. People walk up and down it with young children, exercise along it, walk dogs, cycle etc., therefore this is disastrous with HGVs using the road too. A lorry once ended up overturned in the beck.
- Planning officers should conduct a site visit of Rand to monitor traffic on the lane.

Tree Loss

- The statement saying the gradual replacement of existing hedgerows to a native species over a 30-year period is vague. They could just remove significant coverage in the first year. The hedgerow is the only thing preventing direct light pollution now.
- The proposed concrete storage yard hosts a significant array of trees and wild grasses, as well as evergreen trees. What is the intention with these trees? Replanting is to be at the applicant's other businesses. Why is biodiversity replanting not within the public grounds of Rand to benefit all residents?

Other comments

- A car park for 80 cars and a lorry park for up to 15 lorries with extensive open-sided buildings is not fitting for Rand or this rural environment.
- The planning application states that the proposal would create 30 jobs. After a meeting with Pallinc on the 16th Sept, it was stated that these jobs had already been created and filled and that they would only need "a couple more people" if the planning is approved.
- Many of the letters of support are submitted by employees of the business, employees of another business owned by the owners or individuals gaining financially. Many of these people are not present in the village at night.
- There is a purpose built industrial estate in Wragby that has all necessary infrastructure, services etc., so why permit such a large scale industrial factory to operate in Rand.
- What is happening with drainage. We have experienced localised flooding due to heavy rainfall and adding further surface water to an overloaded system will have detrimental effects to residents premises.
- Pallinc does not comply with the planning for Light Industrial Use granted in 2010.
- This will devalue our property.

The following support the proposal:

Beehive Business Park, Rand;
 Brown Cow Farm, Wragby Road, Rand;
 Woodside, Shortwood Lane, Bullington;
 Beehive Business Park, Rand (National Road Planing Ltd);
 Field House, Rand Lane, Rand;
 The Bungalow, Rand Lane, Rand;
 Wartton Ltd Nursery, Rand Farm Park, White House Farm, Rand Lane, Rand;

As summarised below:

- The site already has light industrial use granted in 2010. There is another company on site who have been working 24/7 for over 20 years. The development will provide much needed employment in a district where many children are from families that are income deprived. The development will not affect the area adversely.
- Great for the local rural economy, support 100%.
- Having worked as Pallinc's Transport Manager for two years and have helped the business grow. As a local resident, the proximity of work to home is important. I work hard to find drivers who care about the environment and site that we operate from, and spend time and resource training to ensure everyone is mindful of the wider community.
- Following a recent village meeting, and issues with drivers driving down Rand Lane, we now instruct drivers to only turn left towards the A158.
- The development would be beneficial to the local area as it would allow much needed employment opportunities for local people, to allow the business to continue to grow and serve the local community.
- The expansion and upgrade of current facilities will secure the future of the current employees and potentially increase employment opportunities for the local community.
- We would appreciate all user of the land be courteous to residents. Support all recent changes the owner of Pallinc has made to accommodate any historic minors previously. Nice to see a local person investing in the local area and providing jobs and security for the local community.
- The prospect of more employment in an area that currently struggles with unemployment is crucial for prosperity within the community.
- The commitment to planting trees to blend industrial structures with the surroundings shows a thoughtful approach to maintaining the aesthetic, charm and character of the community.
- A meeting was held on 22nd April by Pallinc with the community in which all issues that were mentioned were addressed or taken away to be looked at. The meeting wasn't necessary but demonstrates the caring nature of the business.
- Live in the village and have never had an issue with Pallinc. We haven't had any noise issues, we rarely hear anything nor do the lights affect us. There are lots of commercial vehicles however we knew this would occur when we moved here as there are two other businesses in Rand that operate HGVs (NRP and Thornes). The drivers are very respectful and drive with care.
- Fully support the expansion as a local employer in the area. We have several parents who work at Pallinc and bring their children to our nursey. Parents now tend to seek childcare provision nearer work than home, so it is beneficial to have a significant employer on our doorstep. For the childcare sector to thrive, we must support the local employers to grow where possible.
- Our children spend a significant amount of time outside and we do not experience any negative environmental impact from any of the businesses at Beehive Business Park. Parents arrive at various times throughout the day and we do not experience any issues with traffic or congestion caused by any HGV operators.

The following make a general observation on the proposal:

The Manor, Main Street, Rand

As summarised below:

- Planning statement notes that Pallinc has operated from Beehive Business Park since 2015. They didn't actually operate on this business park before December 2019.
- Highways should seriously look at the impact the additional traffic will have on the junction of Rand Lane and the A158. They states only minor accidents have been reported – do we have to wait for a fatality to get a right hand turn as there are a lot of near misses.

LCC Highways: 24/10/2024 – No objections subject to conditions.

Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network or increase surface water flood risk and therefore does not wish to object to this planning application.

Conditions:

1. No part of the development hereby permitted shall be occupied before the works to improve the public highway (by means of localised widening along Rand Lane) have been certified complete by the Local Planning Authority.

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

2. The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority. The scheme shall:
 - be based on the results of evidenced groundwater levels and seasonal variations (e.g. via relevant groundwater records or on-site monitoring in wells, ideally over a 12-month period);
 - be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
 - provide flood exceedance routing for storm event greater than 1 in 100 year;
 - provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
 - provide attenuation details and discharge rates which shall be restricted to greenfield run off rates;
 - provide details of the timetable for and any phasing of implementation for the drainage scheme; and

- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

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

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

23/05/2024 - ADDITIONAL INFORMATION REQUIRED

Please request the applicant provide the following information;

- Drainage Strategy including adoption and/or maintenance proposals and sketch layout plans
- Detailed development layout showing surface water drainage infrastructure
- Geotechnical interpretive reports (infiltration assessment, groundwater tables etc.)
- Discharge and adoption agreements

Please can the applicant confirm where the site will discharge to and provide a map, if necessary, of the proposed outfall ditch and where it eventually discharges to. Highway improvements will be required in the form of localised road widening to accommodate the increase in vehicle movements to the site. This will be conditioned on my final response.

Central Lincolnshire Principal Ecology and Wildlife Officer: 26/09/2024 – Due to reliance on off-site gains, a S106 is needed to secure the off-site delivery. Through negotiations, it is not considered that we could get any more on-site delivery.

Environment Agency: Not making comments on this application.

Anglian Water: No formal comments. The applicant should check for any Anglian Water assets which cross or are within close proximity to the site. Any encroachment zones should be reflected in site layout. They can do this by accessing our infrastructure maps on Digdat. Please see our website for further information: <https://www.anglianwater.co.uk/developers/development-services/locating-our-assets/> Please note that if diverting or crossing over any of our assets permission will be required. Please see our website for further information: <https://www.anglianwater.co.uk/developers/drainage-services/building-over-or-near-our-assets/>

Natural England: No objections. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

LCC Archaeology: The site is located approximately 200 metres south of the Rand Medieval Settlement Scheduled Monument (NHRE: 1016980) and adjacent in its southern end to what has been tentatively interpreted as the line of a Roman road. From the supporting Planning Statement and historic satellite imagery it appears that the ground in a large part of the site has been previously disturbed, as it has been used as an excavator training site. There are only two small undeveloped areas where any potential archaeology might be impacted, however, given the surrounding developments and distance of these undeveloped areas from Rand Medieval Settlement and the possible Roman Road there is less archaeological potential in these than in areas which have already been disturbed and are closer to the settlement and possible road.

Recommendation: Given the proximity of the proposed development to the nearby Scheduled Monument, Rand Medieval Settlement, I recommend that Historic England is contacted to provide input on any potential impact on its setting. No archaeological works are required, however, given that the wider area is of archaeological potential please contact this department if any archaeological remains were to be uncovered during groundworks.

WLDC Growth Team: In principle and subject to normal planning considerations, the Growth and Projects Team are supportive of the proposal for an expanded facility given the economic growth and significant job creation associated with this proposal.

Within the economic vision for the Central Lincolnshire Local Plan (Apr 2023) is the aim to ensure delivery of both housing and jobs growth within Central Lincolnshire, with a significant contribution from within the Lincoln Strategy area. The proposal is located within this strategy area and within the boundary of a 32-acre business park established in 2010. The business park is already a provider of significant levels of employment both within the applicant business (circa 50 fte) and at E.H Thorne (Beehives) Limited (circa 113 fte).

The proposal offers an opportunity to enhance the rural economy and strengthen an existing established business which already provides employment for 50 residents. We recognise that there is a need to achieve a balance between ensuring the vitality of a settlement and protecting its rural character, however rural enterprise developments do play an important part in improving the economic position of an area and creating local employment provision.

The circular economy element of the applicant business which ensures waste wood is recovered and reused aligns with the Council's Sustainability, Climate Change and Environment Strategy. A successful circular economy across the district has the potential to deliver significant positive outcomes for business, society, and the environment.

Historic England: 16/12/2024 – No objection to the application on heritage grounds. The amended submission is welcomed, the scheme could be recommended for scheduled monument consent subject to appropriate detailing and methodology. We do not object to the scheme in planning terms, but the applicant and LPA need to be cognisant that the detail of delivery on the Scheduled Monument is subject to the

decision and requirements of the Secretary of State. SMC would be required in addition to any planning consent and the applicant needs to be aware of that.

11/09/2024 - The proposed development comprises expansion of existing business premises to provide a new car park, yard, and pallet production building. The application includes proposals for biodiversity net gain some of which are offsite as indicated in the submitted report 'Biodiversity Net Gain Assessment November 2023' - Figure 1. The northern proposed offsite net-gain unit (green-line) lies within a scheduled monument designated under S1 of the Ancient Monuments and Archaeological Areas Act 1979 viz Rand medieval settlement <https://historicengland.org.uk/listing/the-list/list-entry/1016980>. The monument includes the remains of the medieval village of Rand and associated ridge and furrow cultivation and is described in detail in the schedule entry, the earthworks are visible on the ground and in Environment Agency lidar mapping.

The application proposes in the 'Biodiversity Net Gain Assessment November 2023' at 3.4 that: 'The northern area will be separated from the existing field and cut, scarified and overseeded with a species rich seed mix, and managed to maintain a diverse sward.' The line indicated for the proposed separation appears to be a new fence. 'Biodiversity Net Gain Assessment November 2023' 3.5 table 7 indicated 11 metres of new hedge in the northern area hence it appears the c100m line shown in Appendix C to the BNG report is a fence. This line would not follow historic earthwork divisions within the site and would appear to cut across ridge and furrow cultivation earthworks. This would be harmful to the significance of the monument through loss of legibility.

The fencing and the proposed scarification and overseeding would require application for scheduled monument consent. Scheduled Monument Consent is granted by the Secretary of State whom we advise, it is a separate process from planning. Whilst we could look positively at the scarification and overseeding to enhance bio-diversity (subject to a detailing) we would not advise consent were granted for the separation of this area of the monument as proposed at para 3.4 of and drawn in Appendix c and figure 4 of the submitted report.

We would regard any harmful impact upon the significance of the Scheduled Monument as also harmful (in terms of setting) to the significance of the Grade ii* listed Church of St Oswald, Rand <https://historicengland.org.uk/listing/the-list/list-entry/1308352>, the remaining standing building of medieval date (see our setting advice in GPA3 <https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/>).

As set out in the National Planning Policy Framework (205, 206, 208) all harm to designated heritage assets requires clear and convincing justification and to be set against public benefits with great weight on the side of the conservation of the assets' significance.

The biodiversity measures as indicated within the scheduled monument would be likely to be undeliverable as set out, we would be happy to engage with the applicant in discussion as regards an amended scheme (perhaps bringing the new fence into

alignment with the earthwork division between the former strip field and village closes.

PLEASE DRAW THE ATTENTION OF THE APPLICANT TO THE PRESENCE OF THE SCHEDULED MONUMENT AND THE REQUIREMENT FOR SCHEDULED MONUMENTS CONSENT IN ADVANCE OF WORKS.

WLDC Conservation Officer: To the north of the site is the grade II* church of St Oswald, built in the 12th century with later alterations in the 13th and 14th century. The nave was rebuilt in 1820 and the chancel was rebuilt in 1862. The church walls are built with course limestone rubble, greenstone and iron stone rubble, limestone ashlar, red brick, and render. The roof is slate.

Surrounding the church is the ancient scheduled monument known as Rand Medieval Settlement. This is the remains of the medieval village and associated ridge and furrow. The proposal is extending the existing business park located to the southern side of the site. The proposal is well screened and does not have any additional negative impacts to the setting of the heritage asset than already existing. I do not think this will require a Heritage Statement.

However, part of the proposal is to physically impact part of the scheduled monument. This will require separate consent which is applied for through Historic England. I would then rely on the opinion of HE to determine if these impacts are appropriate.

Relevant Planning Policies and Legislation:

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 2023) and the Lincolnshire Minerals and Waste Local Plan (adopted June 2016).

Development Plan

- ***Central Lincolnshire Local Plan 2023 - 2043***

Relevant policies of the CLLP include:

Policy S1: The Spatial Strategy and Settlement Hierarchy

Policy S5: Development in the Countryside

Policy S6: Design Principles for Efficient Buildings

Policy S8: Reducing Energy Consumption – Non-Residential Development

Policy NS18: Electric Vehicle Charging

Policy S20: Resilient and Adaptable Design

Policy S21: Flood Risk and Water Resources

Policy S34: Non-designated Employment Proposals in the Countryside

Policy S47: Accessibility and Transport

Policy S49: Parking Provision

Policy S53: Design and Amenity

Policy S57: The Historic Environment

Policy S60: Protecting Biodiversity and Geodiversity
Policy S61: Biodiversity Opportunity and Delivering Measurable Net Gains
Policy S66: Trees, Woodland and Hedgerows

<https://www.n-kesteven.gov.uk/central-lincolnshire/adopted-local-plan-2023>

- **Neighbourhood Plan (NP)**

Parish not currently preparing a plan.

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

The site is not within a Minerals Safeguarding Area.

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 December 2024. Paragraph 232 states:

However, existing 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).

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

- **National Planning Practice Guidance**

<https://www.gov.uk/government/collections/planning-practice-guidance>

- **National Design Guide (2019)**

<https://www.gov.uk/government/publications/national-design-guide>

- **National Model Design Code (2021)**

<https://www.gov.uk/government/publications/national-model-design-code>

Other:

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990

Main issues

- Principle of Development

- Character and Visual Impact
- Highway Safety and Parking
- Residential Amenity
- Heritage and Archaeology
 - Flood Risk and Drainage
 - Climate Change/Energy Efficiency
 - Biodiversity
 - Definitive Right of Way
 - Other Matters

Assessment:

Principle of Development

Policy S1 of the Central Lincolnshire Local Plan sets out a settlement hierarchy for the district which focuses growth.

The definition of a hamlet within Policy S1 under tier 7 is as follows:

‘A hamlet is defined as a settlement not listed elsewhere in this policy and with dwellings clearly clustered together to form a single developed footprint. Such a hamlet must have a dwelling base of at least 15 units (as at 1 April 2018).’

The settlement known as ‘Rand’ does not have a dwelling base of 15 dwellings which are clearly clustered together to form a single developed footprint. As such, the proposed site would fall within tier 8 of the Settlement Hierarchy, which is the countryside.

Central Lincolnshire Local Plan 2023:

Tier 8 'Countryside' of local policy S1 of the CLLP states that:

“Unless allowed by:

- a. policy in any of the levels 1-7 above; or*
- b. any other policy in the Local Plan (such as Policies S4, S5, S34, or S43) or a relevant policy in a neighbourhood plan, development will be regarded as being in the countryside and as such restricted to:*
 - *that which is demonstrably essential to the effective operation of agriculture, horticulture, forestry, outdoor recreation, transport or utility services;*
 - *delivery of infrastructure;*
 - *renewable energy generation; and*
 - *minerals or waste development in accordance with separate Minerals and Waste Local Development Documents.”*

Local policy S28 of the CLLP states that *“in principle, employment related development proposals should be consistent with meeting the following overall spatial strategy for employment”* and that *“outside of existing employment areas and*

allocated sites, economic development will typically be limited to small-scale proposals which satisfy the requirements of Policy S33 or Policy S34”.

Local policies S29, S30, S31 and S32 of the CLLP list allocated employment sites within Central Lincolnshire and defines Local Employment Areas as *“sites sized 0.5ha or more, at least 2,500sqm of existing floor space and with 3 or more units occupied by separate businesses, within Tiers 1-6 of the Settlement Hierarchy as defined in Policy S1 (Small Villages and above)”*

The application site is not an allocated employment site (S29, S30 and S31) nor does it meet the definition of a Local Employment Area. The site is not within a settlement as outlined above, and therefore local policy S1, S5 and S34 of the CLLP apply, as the development is considered a Non-Designated Employment Proposal in the Countryside.

Countryside Specific Policies

Policy S5 of the CLLP states that non-residential development in the countryside will be supported provided that:

- a) The rural location of the enterprise is justifiable to maintain or enhance the rural economy or the location is justified by means of proximity to existing established businesses or natural features;*
- b) The location of the enterprise is suitable in terms of accessibility;*
- c) The location of the enterprise would not result in conflict with neighbouring uses; and*
- d) The development is of a size and scale commensurate with the proposed use and with the rural character of the location.*

Policy S34 of the CLLP states:

“In locations outside of the settlements named in the Settlement Hierarchy in Policy S1, proposals for employment generating development will be limited to the expansion of an existing employment use and development proposals that support the growth of the agri-food sector or other land-based rural businesses and buildings in accordance with relevant parts of Policy S5, and only where the following criteria are satisfied:

- a. It would be consistent in scale with its rural location, without unacceptable environmental and/or visual impacts; and*
- b. It would not adversely affect existing local community services and facilities; and*
- c. It is designed to be compatible with the landscape in which it would be situated; and*
- d. It would not cause undue harm to the open nature of the countryside or any site protected for its natural or heritage qualities, including designated and non-designated sites; and*
- e. It will not impact unacceptably on the local and/or strategic highway network; and*

- f. *In the case of a conversion, the building is not in such a state of dereliction or disrepair that significant reconstruction would be required.*”

Assessment

S5

Criteria a of Policy S5 requires that the rural location of the enterprise is justifiable to maintain or enhance the rural economy, or that the location is justified by means of proximity to existing established businesses or natural features. The proposed development would be an extension/expansion of an existing established rural business ‘Pallinc Ltd’ within an established business park ‘Beehive Business Park’.

Pallinc Ltd is a specialist pallet production company which has been operating from the Beehive Business Park since 2015. The supporting planning statement details that due to the success of the company and the increasing demand, it is growing in size which has given rise for the need to expand the current premises to accommodate this increased demand. As part of the proposal, the company would employ an additional 30 full-time equivalent members of staff - an increase from the 50 that are currently employed.

In addition, the WLDC Economic Growth Team have provided comments in support of the application in relation to job creation as follows:

“Within the economic vision for the Central Lincolnshire Local Plan (Apr 2023) is the aim to ensure delivery of both housing and jobs growth within Central Lincolnshire, with a significant contribution from within the Lincoln Strategy area. The proposal is located within this strategy area and within the boundary of a 32-acre business park established in 2010. The business park is already a provider of significant levels of employment both within the applicant business (circa 50 fte) and at E.H Thorne (Beehives) Limited (circa 113 fte).

The proposal offers an opportunity to enhance the rural economy and strengthen an existing established business which already provides employment for 50 residents. We recognise that there is a need to achieve a balance between ensuring the vitality of a settlement and protecting it’s rural character, however rural enterprise developments do play an important part in improving the economic position of an area and creating local employment provision”.

It is clear that the proposal would provide a considerable growth in jobs within the district and within an existing business park, which would bring economic benefits to the locality, which accords with the aims of the CLLP in this regard. In addition, it is considered that the location of the proposal is justified by means of its proximity to an existing established business.

Criteria b, c and d of S5 are assessed throughout this report, alongside S34, and in the context of other policies within the CLLP.

S34

As stated above, the proposal would constitute the expansion of an existing employment use, as required in order to be considered under policy S34, subject to meeting criteria a – f as detailed above.

Criteria a, c, d, and e of S34 are assessed throughout this report, in the context of other policies within the CLLP.

In regards to criteria b of Policy S34, the proposed development is for the creation of a pallet production building, storage yard, and car park in association with Pallinc Ltd. It would not be introducing any form of local community facility to the area, and therefore this would not adversely affect any existing local community services or facilities.

Criteria f of Policy S34 is not relevant to this proposal as a conversion is not proposed.

Character and Visual Impact (S5 criteria D and S34 criteria A and C)

Alongside the criteria contained within Policy S5 and S34, Policy S53 of the CLLP states that all development must achieve high quality sustainable design that contributes positively to local character, landscape and townscape, and supports diversity, equality and access for all. Development must relate well to the site, its local and wider context, and existing characteristics including the retention of existing natural and historic features wherever possible. Development should also include appropriate landscape and boundary treatments to ensure that the development can be satisfactorily assimilated into the surrounding area.

The total floor area of the enclosed insulated section of the building has a footprint of approximately 396m² (36m x 11m). To the east and west of this insulated area are two sections which are open fronted and uninsulated. The eastern section which connects to the old building has a footprint of approximately 132m² (12m x 11m); the western section has a footprint of approximately 165m² (15m x 11m). An approximate 396m² (36m x 11m) front-side canopy roof with open sides protrudes from the buildings northern face. This makes the total area the building 'sits on' to be **1089m²**. However, only 396m² of that comprises the insulated enclosed central building area and 396m² of that is the canopy section at the front.

The proposed materials are as follows:

Walls/Roofing: Insulated composite/metal cladding colour 'Merlin Grey' RAL 7012

Windows and Doors: To match the existing external windows/doors on the existing adjacent structure.

Whilst the building would be considerable in size, it would be well screened from external viewpoints through the retention of the existing hedgerows and trees which surround the application site, and additional planting including additional trees and hedges would further screen the site. The building will also be seen against the backdrop of the existing buildings and other structures within the wider business park.

The area of hardstanding where pallets would be stacked and stored would have a total area of approximately 1ha. In regard to the pallets that would be stacked on this area of hardstanding, the applicant has confirmed that all pallets would be stacked no higher than 40 pallets high, which would be no more than 5 metres in height. Were it minded to grant planning permission, it is considered reasonable and necessary to condition that pallets are stacked no higher than this, in the interests of visual amenity. Given the boundary treatments along the eastern and southern boundaries of this area of hardstanding, as well as the proposed broadleaved woodland section that would be planted for BNG purposes at the south-western corner of the site, in addition to the existing area of vegetation and trees to the west of the site, it is considered that the area for pallet storage would be sufficiently screened and would therefore not have an unacceptably harmful impact on the surrounding countryside setting in which the site would be experienced.

The proposed car park would be located to the west of the existing Pallinc building. The parked cars would therefore be visible when driving along Rand Lane, however they would be viewed in the same context as the existing building, therefore the presence of a car park in this location is not considered to be unacceptably harmful to the character of the area.

Overall, it is considered that the building and its associated development would satisfactorily assimilate into the surrounding area and would not unacceptably harm the wider character of the area, or countryside context in which it would be viewed. Were it minded to grant planning permission, the materials would also be conditioned to accord with the above to ensure that these materials are used in the development. Subject to the above, it is considered that the proposal would accord with Policy S53 of the CLLP, Criteria D of Policy S5, Criteria A and C of Policy S34, and the provisions of the NPPF.

Highway Safety and Parking (S5 criteria B and S34 criteria E)

Alongside the criteria contained within Policy S5 and S34, Policy S47 of the CLLP requires well designed, safe and convenient access for all. Policy S49 sets parking standards and states that non-residential development should incorporate a level of car parking that is suitable for the proposed development, taking into account its location, its size, and its proposed use, including the expected number of employees, customers or visitors.

A number of concerns have been raised by local residents in regards to highway safety and the increased volume of HGVs and associated impacts on the road condition.

Highway Safety

The site is located off the A158 at Rand, and is access via Rand Lane. The Highways Authority at Lincolnshire County Council have been consulted on the proposal and have stated that:

“The access to the site is heavily used by current users of the business park and also Rand Farm Park and nursery that generates high amounts

of traffic on the lane in addition to residential properties. Rand Lane is heavily used, as mentioned above by various businesses that are located there. The lane is narrow and due to the high usage of the lane, some of the verges are becoming damaged. The road is classed as unsuitable for use by HGV's and this could be the primary reason for the deterioration. Rand Lane is narrow and due to this there are passing places currently in situ to allow for vehicles to pass, this however has not been enough to prevent the verges being damaged further. Due to the increase in movements along the lane there's likely to be an increase in conflict of vehicles meeting. To mitigate these extra movements it will be necessary for the applicant to provide localised road widening to allow for this."

"The proposal will generate an extra 268 vehicle movements per day including and extra 30 staff members to be located at the site which is a significant increase for the lane. The increase also includes the amount of HGV's accessing the site via Rand Lane. The site will be accessed via the A158 which is suitable to accommodate the movements however mitigation will be required as mentioned above for the increase of traffic, particularly HGV's, along Rand Lane which is a narrow and in deteriorating condition."

In summary, overall, the Highways Authority have stated that the proposal would not have an unacceptable impact on highway safety, provided the necessary mitigation measures/conditions are delivered as part of the application. They therefore have no objections to the development subject to the following condition:

- *No part of the development hereby permitted shall be occupied before the works to improve the public highway (by means of localised widening along Church Lane) have been certified complete by the Local Planning Authority.*

Discussions have been had with the Highways Authority to ascertain where specifically the improvements would need to take place along Rand Lane, and what they would constitute. The following highlighted plan has been provided by LCC.



They have stated they would expect to see road widening along the highlighted section in yellow as this is the narrowest part of Rand Lane and the longest stretch without any widening or passing places, and is therefore the most likely place where overrun is likely to occur. The distance and width would be agreed during the condition discharge stage as there are some ditches to navigate in this area therefore they would need to show what they can achieve. Subject to the above recommended condition, it is considered that the development would accord with Policy S5, S34 and S47 of the Central Lincolnshire Local Plan, and the provisions of the NPPF in this regard.

Parking

The application proposes to create an additional 44 parking spaces to the west of the existing building. There are currently 18 car parking spaces serving the business. There are currently 50 employees employed by the business, this would be increased to a total of 80 employees were it minded to approve this application. Employees work on a variety of shift patterns therefore not all employees are on site every day or at any one time. LCC Highways have commented in regards to parking and have stated that:

“The internal layout of the site is suitable to accommodate staff parking and the increase in vehicle movements. There is sufficient parking and turning available within the site to accommodate the proposals”.

It is acknowledged that the Transport Statement submitted by the applicant at paragraph 3.17 appears to state that WLDC have car parking standards based on a 2006 Local Plan, which centres around a certain number of spaces for different industrial use classes. It can be confirmed that WLDC do not have maximum car parking standards, only Policy S49 of the CLLP as set out above.

Overall, it is considered that a total of 62 no spaces for an anticipated 80no employees working in shifts, would be sufficient to accommodate the employees of the business as well as any visitors. Were it minded to grant planning permission, it is

considered to be reasonable and necessary to include a condition on the permission to ensure that the car park provision is provided prior to the occupation of the proposed building to ensure that there is sufficient parking provision for the additional employees. The proposal is therefore considered to accord with Policy S49 in this regard.

Residential Amenity (S5 criteria C)

Alongside the criteria contained within Policy S5, Policy S53 of the CLLP states that all development must not result in harm to people's amenity either within the proposed development or neighbouring it through overlooking, overshadowing, loss of light or increase in artificial light or glare. In addition, it states that development must be compatible with neighbouring land uses and not result in likely conflict with existing uses and that it must not result in adverse noise and vibration taking into account surrounding uses nor result in adverse impacts upon air quality from odour, fumes, smoke, dust and other sources.

Concerns have been raised by local residents in regards to noise and lighting pollution. In addition, residents have questioned the validity of the Noise Impact Assessment.

The closest neighbouring dwelling to the south/south east is 'Farmfields', located approximately 270 metres to the south east of the proposed site at its closest point. The closest dwellings to the west/north west are 'The Manor' and '1 and 2 The Cottages', located approximately 185 metres to the north west of the proposed site. The closest dwellings to the north are 'The Barn', 'The Granary' and 'Church Farm', which all lie approximately 215 metres to the north of the site at its closest point. There are no dwellings within a 1km radius to the east of the site, however there is one dwelling 'Woodbine Cottage' which lies approximately 750 metres to the south-east of the most southerly point of the site.

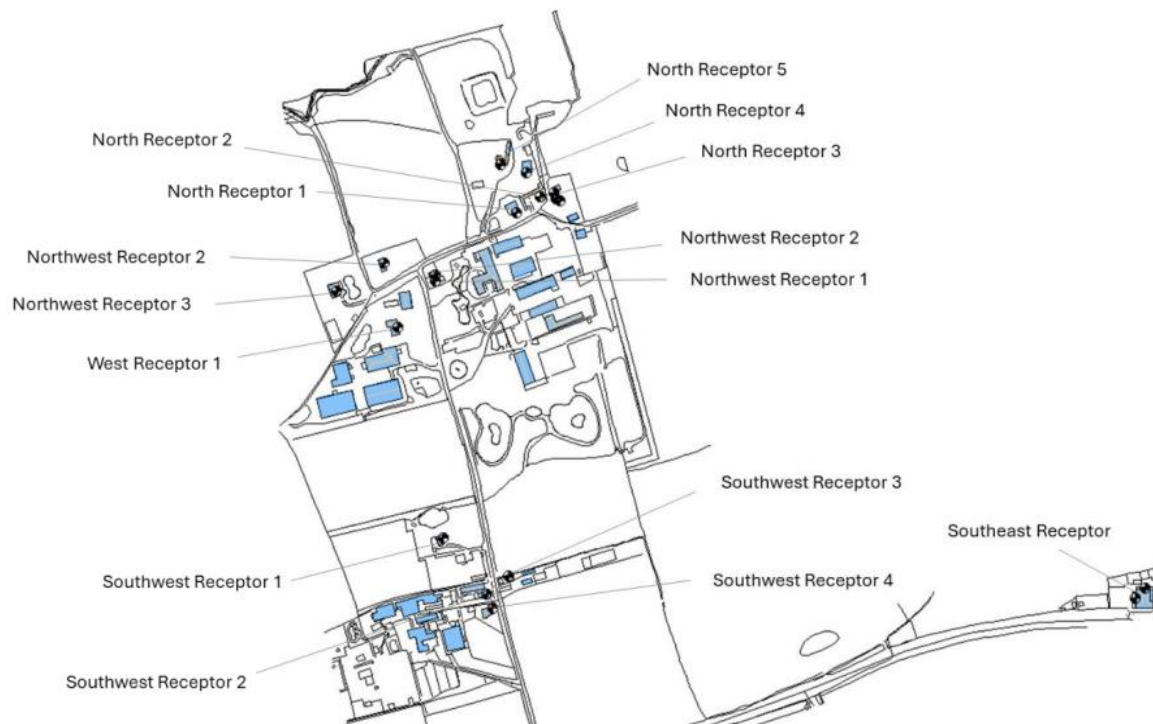
Size and Scale of Proposed Building

The proposed building would have a length of approximately 61 metres and would have a depth at its deepest of approximately 24 metres. It would have a height to the eaves and ridge of approximately 5.5 metres and 7.4 metres respectively. The closest dwellings to the proposed building lie approximately 240 metres to the north east of the proposed building. As such, given the separation distance between the proposed building and neighbouring dwellings, it is considered that the proposal would not give rise to any unacceptably harmful overlooking, over-shadowing or over-dominance impacts on the occupier of neighbouring properties.

Noise

Following representations from third parties concerning noise impacts, a Noise Impact Assessment (NIA) was requested by the officer as part of this application and has since been submitted for consideration. This has been amended during the submission with the most up to date version of the NIA dated 08/11/2024.

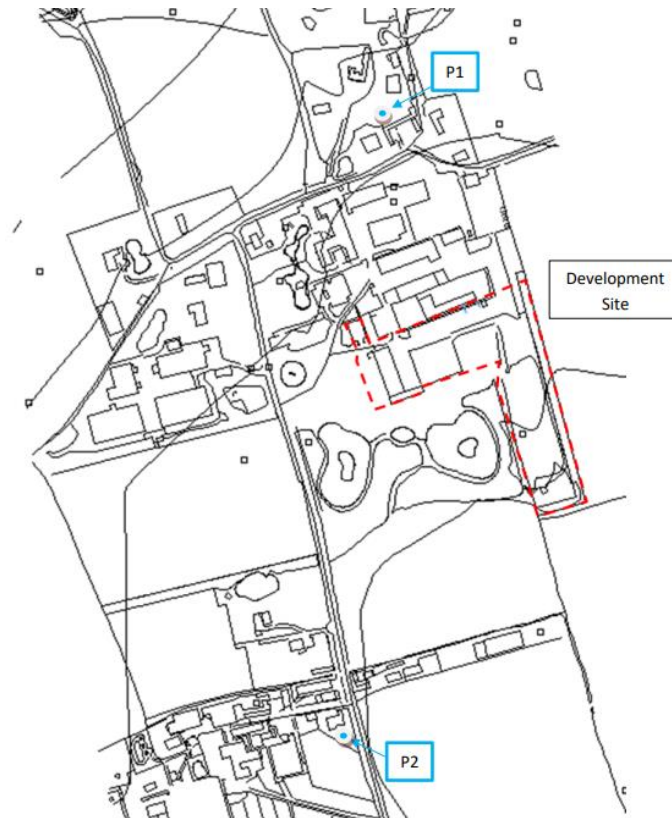
The nearest noise sensitive receptors to the site are illustrated in the below figure:



The nearest noise sensitive dwellings have been identified as Northwest Receptors 1/2 (The Cottages), North Receptor 1 (The Barn), North Receptor 2 (The Granary) and North Receptor 3 (Church Farm).

The assessment was undertaken between 26th – 27th June 2024, by Sound Solution Consultants Limited, and the assessment was done in accordance with BS 4142. Paragraph 3.1 of the NIA states baseline sound monitoring was carried out over a typical 24-hour weekday period and attended source measurements were conducted for the existing industrial site while at peak operation (to be calculated back to all receptors).

Paragraph 3.2 states that it was not feasible to carry out long-term unattended monitoring at the boundary of the nearest noise sensitive receptors (NNSRs), however, suitable proxy locations were established at 'Position 1' and 'Position 2' (representative of the NNSRs to the north and south, respectively).



Paragraph 3.4.1 states that where the selected baseline measurement positions were located further from the dominant industrial noise sources than the NNSRs, these measurements inform an absolute worst-case assessment.

Existing Operations and Sound Levels:

As stated in paragraph 4.4 of the NIA, development proposals would largely compromise activities/processes which already take place at the application site, therefore to determine noise levels, measurements were taken during typical business operations.

Paragraph 4.6 notes that the typical noise emitting operations were:

- Cekamon Pallet Saw – currently operate within Workshop 1 but would move to the new insulated building as part of the development.
- Pallet repair activities including handheld power tools.
- Forklifts loading/unloading pallets from HGVs and white noise reverse alarms.
- Diesel forklifts moving around the external yard and relocating pallets/loose timber.
- Pallets sorted by hand and being dropped from height.
- HGV shunting (within lorry park to the north of the development site). This shunting activity (which includes tonal reverse sirens) produces a sound power level of approximately 106 dB LWA, with additional HGV passes in the region of 107 dB LWA. This process takes place throughout the day and night, close to sensitive receptors.
- HGV movements along the access road and within the business park.
- Shredder in open fronted lean-to building alongside JCB generator (remain unchanged as part of the development).
- Doors left open on pallet dismantling and pallet repair building.

Proposed Operations and Assumptions:

Paragraph 4.8 notes that the existing site operates 24/7, and that night-time operations that are undertaken at the site do not significantly differ from those in the daytime. The proposed site changes and assumptions are summarised below:

Car park expansion

- Additional 44 spaces and associated noise of the additional vehicle movements, in particular during the peak commuting/vehicle movement hours, introduction of electric vehicle charging point, and other associated car park noise such as vehicle doors slamming.

New pallet production building

- 864m² internal floorspace with an insulated roof containing a Pallet Sorting System (PSS) (The insulated area would comprised approx. 432 m²). The machine would automatically stack pallets in the open fronted areas of the building.
- The applicant has detailed in paragraphs 4.19 – 4.22 how the proposed automated PSS would reduce sound associated with pallets being manually dropped on top of each other from outside in the yard from height and on top of benches, as the PSS being located within the new building would stack pallets from the bottom up eliminating this sound.
- The new benches (part of the proposed production line) are to be specifically designed for pallet repair and are understood to comprise a thick sound absorptive top lining, to attenuate the sound from dropping pallets.
- It is highly likely that the proposed pallet production building would produce lower sound levels than the existing workshops at The Site, however, in the absence of representative data and to inform a worst-case assessment, an internal reverberant sound pressure level of 68 dBA L_{Prev} has been assumed for this space, based on measured sound levels in the existing repair workshop (“Workshop 2”). It has been estimated that these internal activities could take place for 100% the assessment periods (day and night), with all doors kept closed for the duration.

Relocation of Pallet Dismantling Machine from “Workshop 1”

- Pallet dismantling machine would be moved from Workshop 1 (which has an open fronted shutter door) to the proposed enclosed building, thus removing the sound emitted through the open shutter door of workshop 1.

Changes to Repair Workshop (“Workshop 2”)

- The doors of workshop 2 which is currently the main site building and contains various repair activities currently remain open to allow forklifts in and out. The new scheme would incorporate a production line in this workshop, removing the need for forklifts to access and open shutter doors. The sound levels in this space would be attenuated through the sound insulation and closed shutter doors. Shutter door suppliers (IRSP Eurospeed) have provided an attenuation test result of 18 – 20 dB. As no test data has been provided to validate this value, a conservative sound insulation value of 15 dB has been used within the noise model.

Expanded storage yard area

- Diesel forklifts would relocate and stack pallets/materials in this area. A worse case assessment has been assumed for this area. These activities have been modelled as a complex line source with a sound power level of 83 dBA. It is understood that pallets would be stacked around the boundaries of this area to provide a natural screen to surrounding noise sensitive receptors. However, as there could conceivably be breaks/gaps in this barrier, to inform a worst-case assessment, this potential screening/attenuation has not been included in the noise model.
- Concreting the yard rather than having uneven ground elements would reduce clattering sound associated with the clattering of forklifts on uneven ground.

New HGV Loading/unloading area

- Involves the reconfiguration of the existing yard. The expansion of the yard would result in fewer shunting movements as HGVs can stay in situ rather than having to be moved and shunted several times.
- Where the development would allow for an expansion in operations, it has been assumed the existing number of loading/unloading activities which may occur in a daytime or night-time period of assessment might double. Similarly, the number of HGV movements in and out of The Site may increase by a factor of 1.5 – 2.0. This increase in percentage has been accounted for in the below calculations accordingly.

Conclusion

Paragraph 4.36 states that the cumulative specific sound levels from the above listed commercial/industrial sources have been calculated at all noise sensitive receptors within 1 km of The Site, based on the derived sound levels and assumed on-times (incorporating existing mitigation measures).

The table below show the predicted sound pressure levels at the NNSRs under the existing and proposed conditions and provides a comparison on overall sound levels.

Worst-Case Receptors	Highest predicted night-time sound pressure levels (L _p) at NNSRs, dB		Predicted change in noise emission levels at nearest receptors	
	Existing Conditions	Proposed development		
	Day	Night	Day	Night
Closest Northern Receptors	41	39	-9	-4
Closest Southern Receptor	34	30	-10	-2

Table 10 – Summary of specific sound level predictions at NNSRs (and estimated change in level).

At paragraph 4.51.1, the NIA states that ‘the night-time has been considered as a particularly sensitive period of operation where it would normally be appropriate to consider that residents may be resting or attempting to sleep within their homes. For this night-time period, BS 8233 recommends a desirable internal ambient noise level (IANL) for sensitive spaces of 30 dB LAeq, T. Assuming a partially opened window could provide an insertion loss of approximately 13 dB, the development internal sound level would be approximately 26 dB LAr, Tr in the critical night-time period of assessment; suggesting the likelihood of a low (or potentially negligible) impact within the receptor.’

The NIA concludes that there would be a significant reduction in specific commercial/industrial sound levels at the nearest receptors during the daytime, and a notable reduction during the night as a result of the proposed scheme. As such, the development would be less intrusive on the nearest receptors than the current use of the application site in terms of noise. The proposed night-time development noise levels within bedrooms (with a closed or open window) are noted to also be below the recommended internal ambient noise level criteria, as stipulated within BS 8233/WHO. The consideration of context relevant to the assessed sound sources has been viewed to support the notion of a “low impact” assessment in accordance with BS 4142 whereby the possible effects of the proposal have been considered to have a net-positive impact compared to the existing conditions.

Taking account of the above NIA, it is clear that the proposed scheme would result in lower levels of noise throughout the day and night, with a more significant reduction during the day. This can be seen in the below figures which compare the existing and proposed scenarios in terms of noise (measured in dB) for both the daytime (Figures E1 and E2) and nighttime scenarios (Figures E3 and E4).

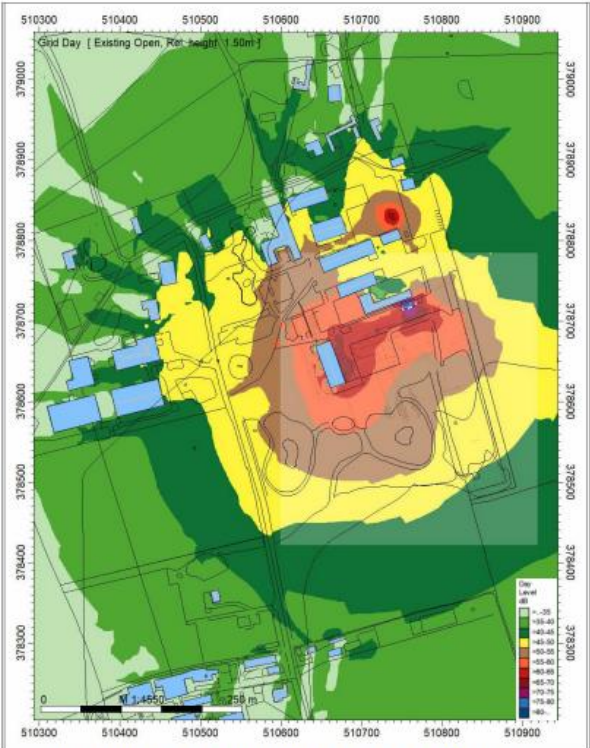


Figure E1 – IMMI Grid Output (1.5 m AGL) Existing Scenario Day (Open Shutters).

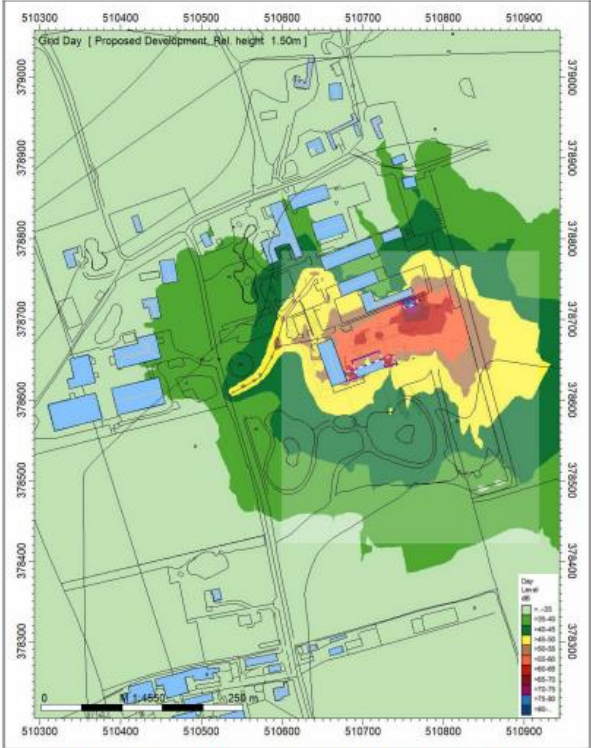


Figure E2 – IMMI Grid Output (1.5 m AGL) Proposed Development Scenario Day.

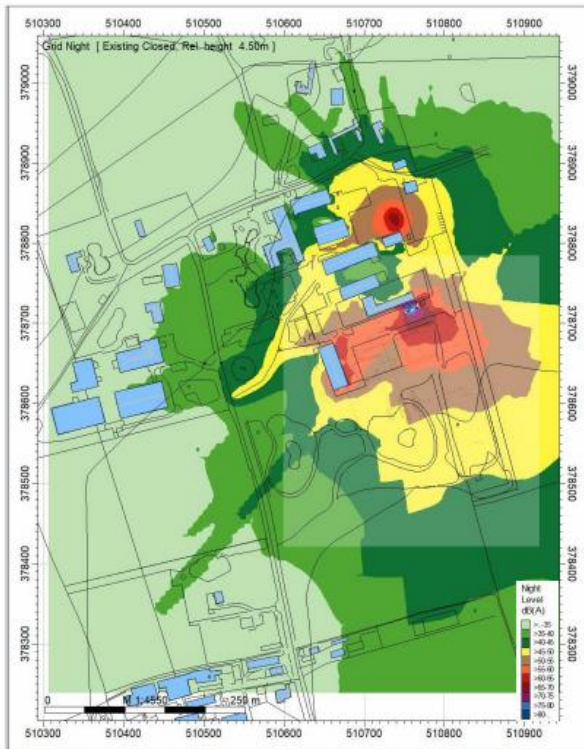


Figure E3 – IMMI Grid Output (4.5 m AGL) Existing Scenario Night (Closed Shutters).

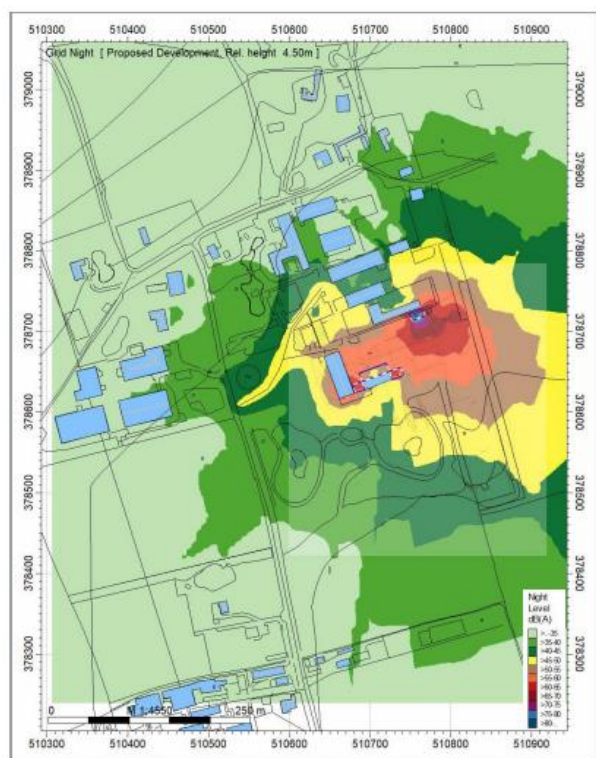


Figure E4 – IMMI Grid Output (4.5 m AGL) Proposed Development Scenario Night.

The proposed development would therefore have a net-positive impact on the surrounding receptors as the sound levels from the proposed operations have been predicted to be lower than those measured under the existing site conditions.

Details of the roller shutter doors which have informed the NIA have been provided within the application and were it minded to grant planning permission, would be conditioned to ensure development proceeds in accordance with the provided specification. The roller shutter doors would be 'speed doors' which would be closed for the majority of the time and only opened when needed. It has been confirmed by the applicant that the door to the current 'pallet dismantling' area within the existing 'Workshop 1' would be largely closed as it would be a storage area. Were it minded to grant planning permission, a condition would be included on the decision to ensure this door remained closed.

Third parties have made representations disputing the findings and methodology of the report. As the proposal is for a proposed use, naturally, the NIA has to be based on assumed and predicted noise levels. As is stated throughout the report, where no absolute noise data has been given for certain scenarios, an absolute worst-case scenario/assessment has been used to inform the results. The NIA has been undertaken and produced by professionally qualified persons and therefore this application has been assessed on the evidence before us.

Noise monitoring by Environmental Health Officers has not identified any levels that amount to a statutory nuisance, however if fresh complaints were received in the event of any extension being developed, then the matter may be reconsidered.

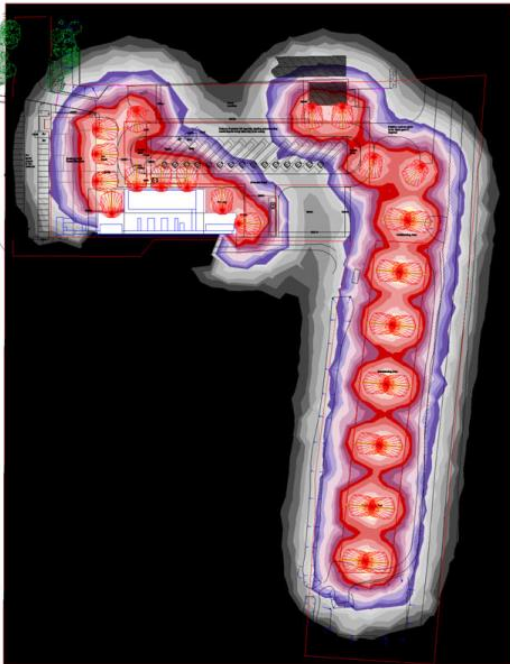
Given the evidence provided within the NIA demonstrates that the proposed development within this application would improve noise conditions at the site, it is clear that the proposed development would be a betterment in regards to noise.

Whilst it is acknowledged that there would be a level of noise associated with the proposed use, the applicant can currently operate at current levels in line with the existing planning consents on the site, and the recent resolved complaints demonstrates that they are operating within the noise levels allowed within separate Environmental Protection legislation. It is therefore considered that the proposal to expand the current operations at the site, which would reduce the noise levels associated with the site, would provide a betterment to the surrounding dwellings. The proposal is therefore considered to accord with Policy S5 and S53 of the CLLP in this regard, subject to conditions.

Lighting

Comments of concerns have been raised by residents in regard to light pollution and the associated disturbance.

A Lighting Scheme and specification of lights has been provided by the applicant within this submission. The use of downwards facing, low power lights, with light spill hoods, would that ensure minimal light pollution from the site.is emitted. The proposed scheme of lighting can be seen below:



As can be seen from the above light spill diagram, it is clear that the light pollution emitted from the lighting scheme would largely be isolated to the confines of the site boundary. Notably, no residential properties would be affected by the proposed lighting scheme.

The applicant has confirmed that the storage yard section of the site (the southerly section) would be in use constantly throughout the hours of operation, and therefore

the lights would be turned on and off manually depending on whether the area is in use for a particular period of time. To have a motion sensor system which would turn the lights on and off automatically would entail that the lights would be flickering on and off almost constantly when the area is in use, which wouldn't achieve any beneficial purpose, and would likely cause more light disturbance than the lights either being constantly off or on.

Were it minded to grant planning permission, the lighting scheme and light specification would be conditioned as part of the decision, to include that no additional lighting shall be installed on the site without first getting the approval of the Local Planning Authority. Subject to conditions, the proposal is therefore considered to accord with Policy S5 and S53 of the CLLP in this regard.

Heritage and Archaeology (S34 criteria D)

Alongside the criteria contained within Policy S5, Policy S57 states that development proposals should protect, conserve and seek opportunities to enhance the historic environment of Central Lincolnshire. In regard to archaeological remains, it 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”*.

LCC Archaeology have been consulted on the proposal and they have commented that *‘No archaeological works are required, however, given that the wider area is of archaeological potential please contact this department if any archaeological remains were to be uncovered during groundworks.’* If it were minded to grant planning permission, an informative would be added to the decision in this regard.

In regard to heritage assets nearby to the site, approximately 370 metres to the north of the site lies the grade II* church of St Oswald, built in the 12th century, with later alterations in the 13th and 14th century. Surrounding the church is the ancient scheduled monument known as Rand Medieval Settlement, which at its closest point, lies approximately 170 metres to the north of the site.

The WLDC Conservation Officer has been consulted on the proposal in regard to the impact of the proposal on the setting of the listed church and has commented that:

“The proposal is extending the existing business park located to the southern side of the site. The proposal is well screened and does not have any additional negative impacts to the setting of the heritage asset than already existing. However, part of the proposal is to physically impact part of the scheduled monument. This will require separate consent which is applied for through Historic England. I would then rely on the opinion of HE to determine if these impacts are appropriate.”

Scheduled Monument Consent is a separate process to the planning system and would be granted by the Secretary of State whom Historic England advise.

As mentioned above within the Conservation Officer's comments, the application includes proposals for biodiversity net gain, some of which are offsite, as indicated in the submitted report 'Biodiversity Net Gain Assessment November 2023' - Figure 1.

The northern proposed offsite net-gain unit (green-line) lies within a scheduled monument designated under S1 of the Ancient Monuments and Archaeological Areas Act 1979 viz Rand medieval settlement (<https://historicengland.org.uk/listing/the-list/list-entry/1016980>). The monument includes the remains of the medieval village of Rand and associated ridge and furrow cultivation and is described in detail in the schedule entry, the earthworks are visible on the ground and in Environment Agency lidar mapping.

Historic England have been consulted on the proposal and originally raised concerns with the proposal in regard to the permanence of the proposed fence within the scheduled monument reducing legibility of the earthworks.

Since their original comments, amendments have been received and instead, the applicant proposes to use a moveable temporary shallow insert electric fence. This fence would be temporary in nature and would be moved at different points in the year in order to manage grazing of the meadow and to ensure separation from the rest of the Coach House site without any detriment to the Scheduled Monument. As such, Historic England now have no objections to the application on heritage grounds as follows:

“The amended submission is welcomed; the scheme could be recommended for scheduled monument consent subject to appropriate detailing and methodology. We do not object to the scheme in planning terms, but the applicant and LPA need to be cognisant that the detail of delivery on the Scheduled Monument is subject to the decision and requirements of the Secretary of State.”

An advisory note will be added to the decision were it minded to grant permission in this regard.

The S106 agreement to be signed alongside this application will secure the off-site biodiversity net gains. It will be drafted in such a way that the S106 would come into effect upon the scheduled monument consent being granted, or if refused - the BNG being delivered/secured elsewhere or via the purchase of credits, or in another manner i.e the BNG condition being discharged.

Subject to securing the above through a S106 agreement, it is considered that the application would accord with Policy S5 and S57 of the CLLP, as well as the provisions of the NPPF.

Conclusion of Principle of Development Section

Overall, it is considered that the principle of development for an expansion to an existing business in this countryside location would accord with Policies S5 and S34 of the Central Lincolnshire Local Plan, and the provisions of the NPPF.

Drainage and Flood Risk

Policy S21 of the Central Lincolnshire Local Plan states that development proposals should demonstrate that adequate mains foul water treatment and disposal already

exists or can be provided in time to serve the development and that proposed surface water disposal should follow the surface water hierarchy.

Paragraph 182 of the NPPF states that “*Sustainable drainage systems provided as part of proposals for major development should:*

- a) take account of advice from the Lead Local Flood Authority;*
- b) have appropriate proposed minimum operational standards; and*
- c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development.”*

A Flood Risk Assessment and Drainage Strategy issued January 2024 completed by DeltaSimons was submitted as part of the application, the Drainage Strategy has been amended throughout this application, with the most recent version issued August 2024.

The submitted FRA confirms that the proposed development site is located within Flood Zone 1 (low probability – less than 1 in 1000 annual probability), as defined by the Environment Agency’s flood risk map for planning. The site is therefore within a sequentially preferable location for development.

In regards to surface water flooding, the majority of the site is at very low risk of flooding (less than 1 in 1000 annual probability). Areas along the eastern boundary and west of the existing unit are at low risk of flooding (1 in 1000 annual probability), and small area within the centre of the site, and running down the western boundary along the land drain, has a medium and high risk of flooding (between 1 in 30 and greater than 1 in 30 annual probability).

Surface Water

The surface water hierarchy at criteria (k) of policy S21 of the CLLP states the following, in line with the surface water hierarchy contained within the NPPG Paragraph: (056 Reference ID: 7-056-20220825):

- i. surface water runoff is collected for use;*
- ii. discharge into the ground via infiltration;*
- iii. discharge to a watercourse or other surface water body;*
- iv. discharge to a surface water sewer, highway drain or other drainage system, discharging to a watercourse or other surface water body;*
- v. discharge to a combined sewer;*

The submitted Drainage Strategy details that the development site is not suitable for infiltration as the preferred method of surface water disposal. It is instead proposes to:

“Discharge surface water into the unnamed land drain which borders the southwestern Site boundary at the greenfield runoff rate (QBar) of 6.7 l/s. Attenuation will also be provided on site to accommodate storm events up to and including a 6 hour 1 in 100 years plus 25% to account for climate change storm event.”

As Lead Local Flood Authority, Lincolnshire County Council is required to provide a statutory planning consultation response with regard to drainage on all Major Applications. They have commented as follows:

This application will significantly increase the impermeable area of the site with hardstanding. The drainage strategy provided is acceptable in principle to mitigate this. The proposals show water to be attenuated on site and discharged at a restricted rate into a perimeter ditch network. The applicant has demonstrated that the network has a viable outfall and is in suitable condition to accept the flows. Therefore, the Lead Local Flood Authority does not consider that this proposal would increase flood risk in the immediate vicinity of the site.

Under the aforementioned hierarchy, discharge to a watercourse may be acceptable where discharge into the ground via infiltration is not feasible. It has been shown that in this instance, infiltration is not feasible and therefore, discharge into a watercourse can be accepted. The Lead Local Flood Authority have requested a condition to secure a full surface water drainage scheme, therefore subject to this condition, the development is considered to accord with Policy S21 of the CLLP, and the provisions of the NPPF.

Foul Water

The submitted Drainage Strategy states that the proposed development is not proposing any new foul water drainage network within the site. As such no amendments are proposed to the original foul water network.

Climate Change/Energy Efficiency

The CLLP sets specific standards that are required by new residential and non-residential development in relation to site average space heating demand and total energy demand. Policy S6 states a set of design expectations that should be considered when formulating development proposals. This includes the orientations of buildings, form of buildings, fabric of buildings, heat supply and renewable energy generated. Policy S8 requires that all new non-residential development proposals are accompanied by an Energy Statement and in addition to the requirements of policy S6, must meet the following criteria:

1. Can generate at least the same amount of renewable electricity on-site (and preferably on-plot) as they demand over the course of a year, such demand including all energy use (regulated and unregulated), calculated using a methodology proven to accurately predict a building's actual energy performance; and

2. To help achieve point 1 above, target achieving a site average space heating demand of around 15-20kWh/m²/yr and a site average total energy demand of 70 kWh/m²/yr. No unit to have a total energy demand in excess of 90 kWh/m²/yr, irrespective of amount of on-site renewable energy production. (For the avoidance of doubt, 'total energy demand' means the amount of energy used as measured by the metering of that building, with no deduction for renewable energy generated on site).

The application has been accompanied by an Energy Statement (most recent received 2nd December 2024). Given the nature of the proposal and use of the building being an unheated warehouse with some open elevations, it was considered appropriate to request a proportionate energy statement that takes into consideration the requirements of Policies S6 and S8.

The Energy Statement justifies policy S6 as follows:

Orientation - The orientation of the building seeks to maximise the efficiency of existing buildings, reduce the size of the required new building and therefore reduce materials required. Therefore, it was dictated by the extant orientation of the site.

Form - The structure is an unheated warehouse made from composite panels to insulate the space and retain heat during the winter. Effort has been made to ensure that the building is able to facilitate the use proposed whilst also being as heat efficient as possible in the circumstances of its operation.

Fabric - Comprises composite panels to insulate the central space and reduce the need for heating.

Heat Supply - There is no heat supply.

Renewable Energy - The site has a 40kW solar PV system, which was installed in 2024 ahead of this project. The specifications of this are set out below:

In regards to Policy S8, the Energy Statement notes that:

“In 2024, the Applicant installed a 40kW solar PV system in preparation for the anticipated increase in energy demand arising from application 147744. The site has a current energy usage of 10kW. The new building will house the new sorting line, which will use no more than 20kW. The new proposed lighting will use no more than 2kW. On average, the proposal will result in an increase in energy usage by 22kW, and a total of 32kW. Consequently, the solar PV system can generate sufficient energy to cover Pallinc Ltd’s energy usage.”

In addition, the new building would be insulated however it would not be heated, therefore the building, by virtue of its use, would not have a space heating demand.

It is clear that the solar PV panels already installed at the site could accommodate the increased energy usage associated with the building as detailed above. When considering that there are technical and specific usage reasons why it would be unreasonable to give full weight to Policies S6 and S8, it is considered that the proposed development would not be in conflict with the overarching principles of the energy policies of the CLLP.

Were it minded to grant planning permission, the standard conditions would be imposed relating to the development being completed in accordance with the details in the Energy Statement, the removal of national permitted development rights with respect to fuel tanks, and a pre-occupation condition requiring a verification statement to ensure the approved scheme has been implemented in full, and in

accordance with the energy statement. It is therefore considered that subject to conditions, the proposal would accord with the aims of policies S6 and S8 of the Central Lincolnshire Local Plan.

Biodiversity

Biodiversity Net Gain (BNG) is mandatory on major developments from 12th February 2024 under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). It requires that development must deliver a net gain of 10% to ensure that habitats for wildlife are left in a measurably better state than they were before the development.

This is also a requirement of Policy S61 of the CLLP which requires *“All qualifying development proposals must deliver at least a 10% measurable biodiversity net gain attributable to the development. The net gain for biodiversity should be calculated using Natural England’s Biodiversity Metric”*.

Concerns have been raised by residents in regards to hedgerow planting and the location of biodiversity gains.

The Central Lincolnshire Ecology Officer has been consulted on the proposal. The proposal has been subject to extensive discussions between the applicant and the Ecology Officer to overcome the issues with Biodiversity Net Gain on site and off site. Amended BNG documents and plans have been received as a result and the Ecology Officer now has no objections to the proposal.

In summary, the amended proposal provides the following gains as detailed in the Biodiversity Net Gain Assessment (September 2024) completed by Three Shires Ltd.

An increase of 11.59% in area habitats and 71.51% in hedge habitats is delivered by the proposals. Due to the difficulties in providing on site habitats for BNG, off site habitat creation is to be implemented to ensure that the scheme delivers a minimum of 10% biodiversity net gain. The hedgerow habitats would have a gain of 71.51% which equates to 0.26 units, and all hedgerows creation/enhancements are onsite. A small area of woodland would be created on-site, at the south-western part of the site, which would contribute to the 11.59% gain in area habitats, however the majority of the gains for area habitats would be off-site through the creation of neutral grassland areas and a pond.

It is clear from the above that the 10% net gain requirement would be met through a variety of on-site and off-site provision. Under the statutory framework for biodiversity net gain, subject to some exemptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met (“the biodiversity gain condition”). The biodiversity gain condition is a pre-commencement condition: once planning permission has been granted, a Biodiversity Gain Plan must be submitted and approved by the planning authority before commencement of the development.

In this instance, a S106 agreement is needed to secure the off-site net gains. This will also secure a Habitat Management and Monitoring Plan (HMMP), completion period

of 5 years, monitoring on the site over a 30 year period (years 1, 2, 3, 4, 5, 10, 15, 20, 25, 30), as well as a monitoring fee. Subject to the signing of a S106 agreement to secure the above, the proposal is considered to be acceptable in this regard.

Protected Species

The application has been accompanied by a Preliminary Ecology Appraisal dated December 2023 completed by Three Shires Ltd.

The PEA on page 24 states that “*With the exception of Great Crested Newts (GCN), there is considered to be limited potential for protected species on-site given the existing habitats and no evidence of their presence being found. Therefore, there is expected to be no direct impact on these species as a result of the development. Although the habitats on site provide limited value to GCN, a medium sized (peak count of 65) population has been recorded very close to the development area. It is likely that, taking off site ponds into account, that the population locally is in the large range. Therefore, measures to safeguard this species (including mitigation under a Natural England licence) will be required.*”

The PEA also proposes a number of recommendations to protect the habitats as discussed in the BNG section above, as well as the following recommendation to mitigate the impact on GCNs:

- The working area will be perimeter fenced to prevent GCN access, with vegetation management and targeted trapping employed within this area to remove newts from the working areas.
- One large pond (approximately 350m² surface area) will be created within the off-site grassland area.
- Mitigation will be secured under the terms of the Natural England licence

The recommendations as noted above will be conditioned to ensure that the development is carried out in accordance with them. Overall, subject to conditions, the proposal would accord with Policy S60 and S61 of the Central Lincolnshire Local Plan, and the provisions of the NPPF.

Definitive Right of Way

A Definitive Right of Way, namely Rand/73/2, lies to the east of the site, running in a north-west to south-east direction. There is a signification level of dense tree screening between the Right of Way and the site, therefore whilst users of the Right of Way may get glimpse views of the site, it is not considered that the proposal would unacceptably harm users of the Right of Way. The proposal is therefore considered to be acceptable in this regard.

Other Matters

Response to residents comments

- Concerns have been raised in regard to the existing building operating 24/7. The original planning permission on the site did not secure any hours of operation for the site via a condition, therefore the business is able to operate

24/7 under the existing planning permission for the site. It is not considered to be reasonable to restrict the operating hours of this proposal which is only an extension to the existing business.

- Concerns have been raised in regard to Pallinc already employing the increased numbers of staff proposed within this application before a resolution has been reached on this application. Matters in relation to the employment of extra staff are not a material planning consideration in the determination of this application. Whilst this may result in extra traffic movements, the expansion of employees within an existing business is not a matter that falls to be considered by the planning department.
- Matters in relation to statutory noise are covered under separate Environmental Protection Legislation.
- Matters in relation to the value of property as a result of the resolution of a planning application are not material planning considerations.

Conclusion and Reasons for Decision:

The decision has been considered against policies S1: The Spatial Strategy and Settlement Hierarchy, S5: Development in the Countryside, S6: Design Principles for Efficient Buildings, S8: Reducing Energy Consumption – Non-Residential Development, NS18: Electric Vehicle Charging, S20: Resilient and Adaptable Design, S21: Flood Risk and Water Resources, S34: Non-designated Employment Proposals in the Countryside, S47: Accessibility and Transport, S49: Parking Provision, S53: Design and Amenity, S57: The Historic Environment, S60: Protecting Biodiversity and Geodiversity, S61: Biodiversity Opportunity and Delivering Measurable Net Gains and S66: Trees, Woodland and Hedgerows of the Central Lincolnshire Local Plan in the first instance, as well as the Statutory Duty in Section 66 of the Planning (Listed Building & Conservation Areas) Act 1990. Guidance contained in the National Planning Policy Framework, National Planning Practice Guidance, National Design Guide and the National Model Design Code has also been taken into consideration.

In light of this assessment it is considered that the principle of the proposal would accord with both local and national planning policy as an expansion to an existing established business. The proposal would provide a growth in jobs within the district and within an existing business park. The design of the development is considered to be acceptable and would preserve the setting of the nearby heritage asset. The impacts on the surrounding landscape and residential amenity have been found to be acceptable. Subject to conditions, there would be no adverse impact on highway safety or drainage, and therefore these matters are considered to be acceptable. The proposal has also adequately addressed the energy efficiency requirements of the CLLP as well as the BNG requirements, subject to conditions and a S106 agreement. The application is therefore recommended for approval, subject to conditions and a legal agreement to secure the biodiversity net gains.

Conditions

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

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

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

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

None.

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

2. The Biodiversity Gain Plan shall be prepared in accordance with the Statutory Biodiversity Metric received 11/09//2024 and prepared by Max Cheesman from Three Shire Ltd.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Policy S61 of the Central Lincolnshire Local Plan.

3. With the exception of the detailed matters referred to by the conditions of this consent, the development hereby approved shall be carried out in accordance with the following drawings and materials:

Location Plan: 0740-AM2-GP01 received 02/12/2024

Proposed Site Plan: 0740-AM2-PSP01 received 02/12/2024.

Proposed Site Plan - Enlarged: 0740-AM2-PSP02 received 02/12/2024.

Proposed Ground Floor Plan: 0740-AM2-PGF received 02/12/2024.

Proposed South and East Elevations: 0740-AM2-PE02 received 02/12/2024.

Proposed North and West Elevations: 0740-AM2-PE01 received 02/12/2024.

Proposed Roof Plan: 0740-AM2-PRP received 02/12/2024.

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

Reason: To ensure the development proceeds in accordance with the approved plans and to accord with the National Planning Policy Framework and Policy S53 and S57 of the Central Lincolnshire Local Plan.

4. The development hereby approved must only be carried out in accordance with the recommendations set out in section 4.0 of the Preliminary Ecological Appraisal dated December 2023 completed by Three Shires Ltd.

Reason: To ensure the development proceeds in accordance with the approved management plan and to protect the habitats and wildlife on site to accord with the National Planning Policy Framework and S60 of the Central Lincolnshire Local Plan.

5. The development hereby permitted shall be carried out in full accordance with the details set out in the submitted Energy Statement received 02/12/2024, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development takes place in accordance with the approved details and in accordance with the provisions of Policies S6 and S7 of the Central Lincolnshire Local Plan.

6. Prior to occupation of the building, a written verification statement shall be submitted to demonstrate that the approved scheme has been implemented in full, in accordance with the submitted Energy Statement received 02/12/2024, and approved in writing by the Local Planning Authority.

Reason: To ensure that the development takes place in accordance with the approved details and in accordance with the provisions of Policies S6 and S7 of the Central Lincolnshire Local Plan.

7. New hardstanding shall be constructed from a porous material or shall be demonstrably drained within the site in accordance with the surface water drainage scheme required under condition 9, and shall be retained as such thereafter.

Reason: To ensure appropriate drainage to accord with the National Planning Policy Framework and Policy S21 of the Central Lincolnshire Local Plan.

8. No part of the development hereby permitted shall be occupied before a scheme of works to improve the public highway (by means of localised widening along Rand Lane) has been submitted and agreed with the Local Planning Authority and has subsequently been certified complete by the Local Planning Authority.

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

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

- be based on the results of evidenced groundwater levels and seasonal variations (e.g. via relevant groundwater records or on-site monitoring in wells, ideally over a 12-month period);
- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;

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

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

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development, to accord with Policy S21 of the Central Lincolnshire Local Plan, and the provisions of the NPPF.

10. No operations associated with the new development as approved within this permission must occur until the car parking area identified on site plan 0740-AM2-PSP01 received 01/12/2024 has been fully completed and retained for that use thereafter.

Reason: To ensure safe access to the site and in the interests of highway safety to accord with Policy S47 and S49 of the Central Lincolnshire Local Plan, and the provisions of the National Planning Policy Framework.

11. The development hereby approved must only be carried out in accordance with the Lighting Scheme dated 20/01/2025 and the Lighting Specification dated 20/01/2025, and must be retained as such thereafter. No additional external lighting shall be provided within the site unless otherwise agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of the adjacent neighbour's from undue light pollution to accord with the National Planning Policy Framework and local policy S53 of the Central Lincolnshire Local Plan 2023.

12. The development hereby approved must only be carried out in accordance with the roller shutter door specification as outlined on 'Eurospeed Brochure' received 02/12/2024, unless otherwise agreed in writing with the Local Planning Authority. The doors must be installed prior to operation of the proposed portal frame building in the locations shown on drawing 'Proposed

Roller Shutter Door Locations' received 02/12/2024, and must be retained as such thereafter.

Reason: To protect the amenity of the adjacent neighbour's from undue noise to accord with the National Planning Policy Framework and local policy S53 of the Central Lincolnshire Local Plan 2023.

13. The development hereby approved must only be carried out in accordance with the Noise Impact Assessment Technical Report 41357-R2 dated 08/11/2024 completed by soundsolution consultants.

Reason: To protect the amenity of the adjacent neighbour's from undue noise to accord with the National Planning Policy Framework and local policy S53 of the Central Lincolnshire Local Plan 2023.

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

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no oil tanks or gas tanks shall be placed within the curtilage of the building hereby approved.

Reason: In the interests of energy efficiency to accord with policies S6 and S7 of the Central Lincolnshire Local Plan.

15. All pallets that are stacked within the red line boundary of the site as identified on Location Plan: 0740-AM2-GP01 received 02/12/2024 shall be stacked no higher than 5 metres from ground level.

Reason: In the interests of visual amenity to accord with Policy S53 of the Central Lincolnshire Local Plan, and the provisions of the National Planning Policy Framework.

Notes to Applicant

BIODIVERSITY NET GAIN

Unless an exception or a transitional arrangement applies¹, the effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition “(the biodiversity gain condition”) that development may not begin unless:

- (a) a Biodiversity Gain Plan² has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan in respect of this permission would be West Lindsey District Council.

Biodiversity Gain Plan

The biodiversity gain plan must include/accompanied by³:

- (a) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- (b) the pre-development biodiversity value of the onsite habitat;
- (c) the post-development biodiversity value of the onsite habitat;
- (d) any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
- (e) any biodiversity credits purchased for the development;
- (f) any information relating to irreplaceable habitat making up onsite habitat
- (g) information about steps taken or to be taken to minimise any adverse effect of the development on, and arrangements for compensation for any impact the development has on the biodiversity of, any irreplaceable habitat⁴ present within the onsite baseline.
- (h) any additional information requirements stipulated by the secretary of state⁵.

The effect of section 73D of the Town and Country Planning Act 1990

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission (“the earlier Biodiversity Gain Plan”) there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

- i. do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
- ii. in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

¹ listed exemptions from Statutory BNG and transitional arrangements can be found at [Biodiversity net gain: exempt developments - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/biodiversity-net-gain-exempt-developments). The LPA advises that all perceived exempt applications complete a Statutory Metric Baseline Assessment prior to commencement. Should the relevant exemption cease to apply following commencement, a higher value precautionary assessment will be required if an appropriate pre-commencement baseline was not conducted.

² The Statutory Biodiversity Gain Plan template can be found at <https://www.gov.uk/government/publications/biodiversity-gain-plan>

³ Minimum legal requirements for the Biodiversity Gain plan can be found at [https://www.legislation.gov.uk/ukpga/2021/30/schedule/14#:~:text=paragraph%2015\).-,Biodiversity%20gain%20plan,-14](https://www.legislation.gov.uk/ukpga/2021/30/schedule/14#:~:text=paragraph%2015).-,Biodiversity%20gain%20plan,-14)

⁴ Irreplaceable habitats for the purposes of Biodiversity Net Gain are defined by Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024. A full list of irreplaceable habitats can be found at <https://www.legislation.gov.uk/uksi/2024/48/schedule/made>

⁵ Additional information required is outlined by Articles 37C(2) [Non Phased] 37C(4) [Phased] of The Town and Country Planning (Development Management Procedure) (England) Order 2015 and may be subject to the nature of your

application <https://www.legislation.gov.uk/ukxi/2015/595#:~:text=Additional%20content%20of%20plan>

HIGHWAYS

The highway improvement works referred to in the above condition are required to be carried out by means of a legal agreement between the landowner and the County Council, as the Local Highway Authority. For further guidance please visit our website; www.lincolnshire.gov.uk/highways-planning/works-existing-highway

ARCHAEOLOGY

Please contact this department if any archaeological remains are uncovered during groundworks.

SCHEDULED MONUMENT CONSENT

An application for Scheduled Monument Consent for the works in relation to the off-site biodiversity net gains is required. This is made to the Secretary of State.

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