



County Offices  
Newland  
Lincoln  
LN1 1YL

25 August 2022

**Planning and Regulation Committee**

A meeting of the Planning and Regulation Committee will be held on **Monday, 5 September 2022 at 10.30 am in the Council Chamber, County Offices, Newland, Lincoln LN1 1YL** for the transaction of business set out on the attached Agenda.

Yours sincerely

A handwritten signature in cursive script that reads 'DBarnes'.

Debbie Barnes OBE  
Chief Executive

**Membership of the Planning and Regulation Committee**  
**(15 Members of the Council)**

Councillors I G Fleetwood (Chairman), Mrs C L E Vernon (Vice-Chairman), P Ashleigh-Morris, T R Ashton, Mrs A M Austin, S A J Blackburn, I D Carrington, A M Hall, Mrs A M Newton MBE, Mrs M J Overton MBE, N H Pepper, R P H Reid, N Sear, P A Skinner and T J N Smith



**PLANNING AND REGULATION COMMITTEE AGENDA  
MONDAY, 5 SEPTEMBER 2022**

<b>Item</b>	<b>Title</b>	<b>Pages</b>
1.	Apologies/replacement members	
2.	Declarations of Members' Interests	
3.	Minutes of the previous meeting of the Planning and Regulation Committee held on 25 July 2022	5 - 8
4.	Traffic Items	
4.1	A156 Gainborough Road, Lea - Proposed 30mph Speed Limit A	9 - 16
4.2	Lincoln, Foster Street, Mill Lane, Princess Street and Vernon Street - Proposed Permit Parking Scheme Zone 5B	17 - 24
4.3	Mount Street, Grantham - Proposed Waiting Restrictions	25 - 32
5.	County Matters	
5.1	To construct an on-farm anaerobic digestion plant, associated infrastructure, lagoons and feedstock clamps at Land off Barff Lane, Glentham - Glentham Agricultural Contractors Ltd, (Agent Robert Doughty Consultancy Limited) - 144778	33 - 64

Democratic Services Officer Contact Details

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E Mail Address [democraticservices@lincolnshire.gov.uk](mailto:democraticservices@lincolnshire.gov.uk)

**Please note:** for more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting

- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details set out above.

Please note: This meeting will be broadcast live on the internet and access can be sought by accessing [Agenda for Planning and Regulation Committee on Monday, 5th September, 2022, 10.30 am \(moderngov.co.uk\)](#)

For more information about the Planning process and to view Planning decisions please click on the following link: [Planning Portal](#)

All papers for council meetings are available on:  
<https://www.lincolnshire.gov.uk/council-business/search-committee-records>



**PLANNING AND REGULATION COMMITTEE  
25 JULY 2022**

**PRESENT: COUNCILLOR I G FLEETWOOD (CHAIRMAN)**

Councillors Mrs C L E Vernon (Vice-Chairman), T R Ashton, I D Carrington,  
Mrs M J Overton MBE, N H Pepper, N Sear and T J N Smith

Officers in attendance:-

Neil McBride (Head of Planning), Martha Rees (Solicitor), Marc Willis (Applications Manager)  
and Rachel Wilson (Democratic Services Officer)

15 APOLOGIES/REPLACEMENT MEMBERS

Apologies for absence were received from Councillor P Ashleigh-Morris, A M Austin, A M Hall  
and Mrs A M Newton MBE.

16 DECLARATIONS OF MEMBERS' INTERESTS

There were no declarations of interest at this point in the meeting.

17 MINUTES OF THE PREVIOUS MEETING OF THE PLANNING AND REGULATION  
COMMITTEE HELD ON 4 JULY 2022

Councillor Mrs M J Overton MBE wished her apologies for the previous meeting to be noted.

**RESOLVED**

That the minutes of the meeting held on 4 July 2022 be signed by the Chairman as a  
correct record.

18 COUNTY MATTER APPLICATIONS

19 FOR CHANGE OF USE FROM USE CLASS B1/HAULAGE DEPOT TO END OF LIFE  
VEHICLES (ELV) DISMANTLING FACILITY AT V.W. BREAKERS UK LTD, THE OLD  
SMITHY, HIGHGATE, LEVERTON - V.W. BREAKERS UK LTD, (AGENT: DESIGN AND  
MANAGEMENT.CO.UK) - B/22/0201

The Committee considered a report which set out the request for planning permission  
sought by V.W. Breakers UK Ltd (Agent: Design and Management.co.uk) for a change of use  
land and existing buildings from Use Class B1/haulage depot to end of life vehicles (ELV)  
dismantling facility at V.W. Breakers UK Ltd, The Old Smithy, Highgate, Leverton.

**PLANNING AND REGULATION COMMITTEE**  
**25 JULY 2022**

The Applications Manager guided members through the report and set out the main issues to be considered in determination of the application. In terms of consultation responses, the Committee was advised that concerns had been raised by Boston Borough Council, an objection had been received from Leverton Parish Council and also two representations objecting to the proposal had been received and details of these were set out in paragraph 15 of the report. No objections had been received from the Environment Agency or the Highways Authority.

The report recommended that, following consideration of the relevant development plan policies and the comments received through consultation and publicity, that planning permission be refused.

The main issues for the Committee to consider were the suitability of the location and whether the impacts on the neighbouring property would be acceptable. These issues were set out in detail in the report. The applicant had indicated that the main reason for the application was the efficiency which could be achieved by co-locating the businesses, and officers did recognise the economic reasons however, they were not considered sufficient, and it was also acknowledged by the applicant that the waste materials would be sourced from further afield than the local area including nationwide sources.

The Committee was advised that the applicant had requested that the report be deferred as there were errors in the report which could not be addressed in the time available to speak. The applicant had been invited to respond and set out the specific issues, however, no response had been received.

Officers advised that they were satisfied that sufficient evidence had been provided to enable the Committee to make a decision on the application, and the Chairman agreed with this assessment. Members were invited to comment and points raised included the following:

- It was felt that this would be a new application and a new piece of industry in the open countryside. The proximity of the neighbouring property also needed to be taken into account.
- It was acknowledged that there was an extended history of similar commercial use on this site. The arguments regarding impacts on the countryside were understood, however, taking into account the previous uses it was noted that it was not unusual to have businesses such as this in rural areas. However, one member commented they were not convinced that the applicant had sufficiently demonstrated that the business would be able to continue without undue effect on the neighbourhood amenity.

(NOTE: Councillor I Carrington wished it to be noted that he had a professional relationship with Boston Borough Council, but he had not had any input into the response to this application)

- There was a need to balance the interests of economic development with neighbourhood amenity impact. The applicant had been given plenty of opportunity to demonstrate that the proposed activity could be carried out with an immediate neighbour close by, however that evidence had not been produced at this time and so it was not considered safe for the scheme to go ahead.
- There were great concerns around the amenity of the current occupier, who did have links to the business, but there was also the need to protect any future occupier of the property who would not have a close personal connection to the business.

On a motion proposed by Councillor Mrs M J Overton MBE and seconded by Councillor T J N Smith, it was

RESOLVED (unanimous)

That planning permission be refused for the reasons set out in the report.

The meeting closed at 10.52 am

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**Open Report on behalf of Andy Gutherson, Executive Director - Place**

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>05 September 2022</b>
Subject:	<b>A156 Gainsborough Road, Lea - Proposed 30mph Speed Limit A</b>

**Summary:**

This report considers investigations into a reduction in the level of speed limit through the village of Lea. Surveys indicate that this site may be considered a borderline case, as defined within the council's speed limit policy.

**Recommendation(s):**

That the Committee approves the reduction in speed limit so that the necessary consultation process to bring it into effect may be pursued.

**Background**

Following a request from the local MP, local Member and the Parish Council for a review of the current 40mph speed limit on Gainsborough Road, investigations were carried out to determine if a reduction in the level of limit would meet the necessary criteria.

The County Council's Speed Limit Policy provides a means by which requests for speed limits can be assessed consistently throughout the county. The criteria by which the level of speed limit on a road is determined is confirmed by the mean speed of traffic travelling along it. Having carried out an assessment, a Borderline Case may be identified and is defined within the policy at 4.2 as follows:

*4.2 At locations where the mean speed data falls within +/- 3mph of Table 3 (Mean Speeds), then this is classed as a Borderline Case.*

At the above location a 40-mph speed limit is already in place, and it will therefore be the results of speed surveys which identify if the limit can be reduced. Speed surveys completed at the 3 sites identified at Appendix B measured mean speeds of 29, 36 and 36mph, an average of 33.6, which lies within 3mph of the level required to justify a 30mph speed limit, as specified in Table 3 from the policy:

**Table 3**

Mean Speed	Limit
< 33 mph	30 mph
33 – 43 mph	40 mph
>43 mph	50 mph

This location may therefore be considered as a Borderline Case and the Committee may approve the initiation of the speed limit order process to reduce the current 40mph speed limit to 30mph as shown at Appendix B.

There have been 7 reported slight injury accidents on this route during the last five years.

### **Conclusion**

Under the normal criteria set out in the speed limit policy this location would qualify for 40mph speed limit. However, as a borderline case the Planning and Regulation Committee may approve a departure from the criteria where appropriate and agree the pursuit of a reduction to a 30mph limit at this site.

### **Consultation**

Not required at this stage.

#### **a) Risks and Impact Analysis**

None carried out.

### **Appendices**

These are listed below and attached at the back of the report	
Appendix A	Site location
Appendix B	Proposed 30mph speed limit

### **Background Papers**

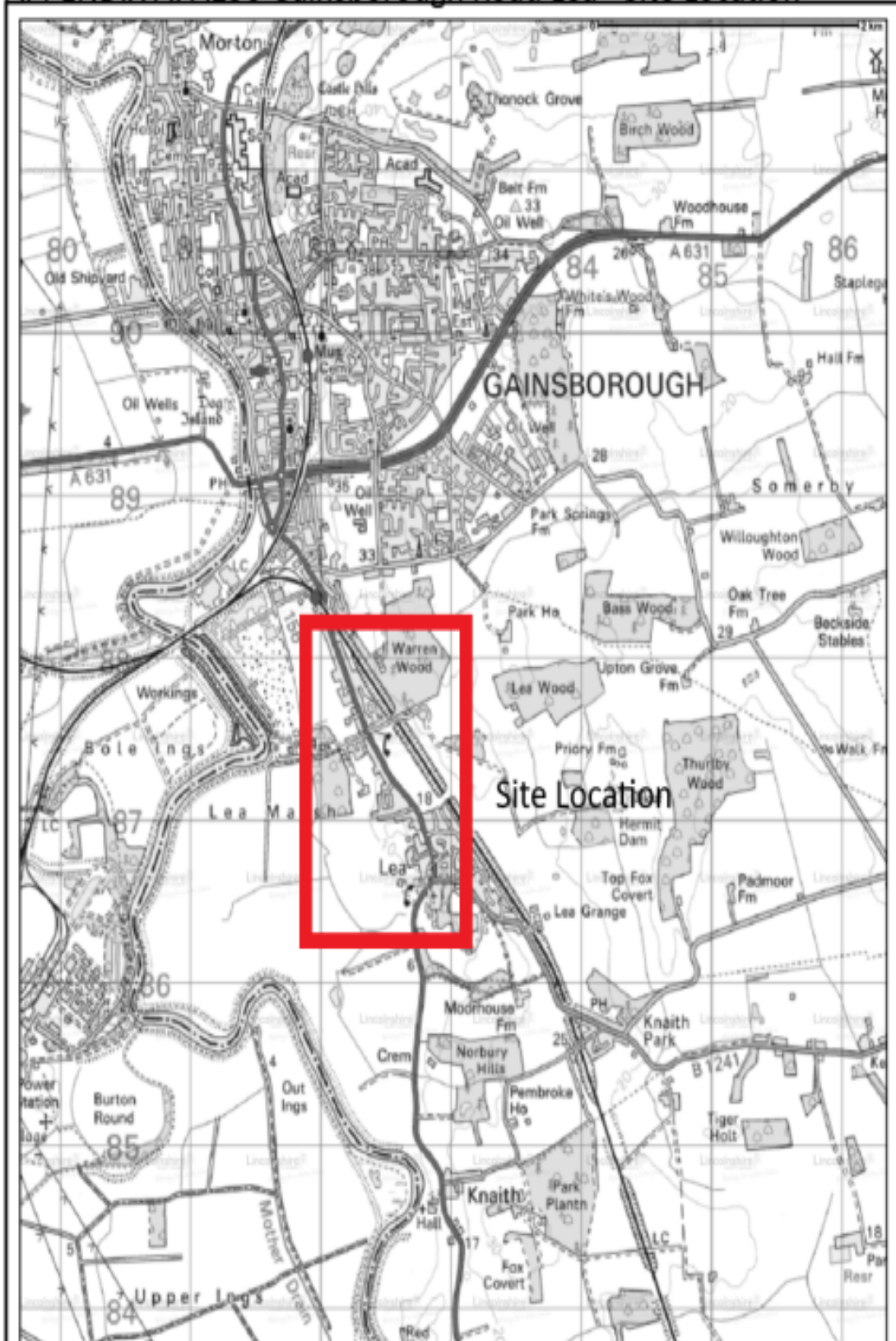
The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Correspondence; Speed limit policy	Available on request

This report was written by Aine McMorrow, who can be contacted on 01522 782070 or TRO@lincolnshire.gov.uk

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## APPENDIX A: A156 Gainsborough Road Lea - Site Location



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**Open Report on behalf of Andy Gutherson, Executive Director - Place**

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>05 September 2022</b>
Subject:	<b>Lincoln, Foster Street, Mill Lane, Princess Street and Vernon Street - Proposed Permit Parking Scheme Zone 5B</b>

**Summary:**

This report considers objections received to the above proposals which were publicly advertised from 31st March to 29th April 2022

**Recommendation(s):**

That the objections be overruled and that the scheme as advertised (with the addition of further properties to the list of those eligible for permits) be introduced.

**Background**

Following a request from the City of Lincoln Council for an expansion of the residents parking scheme in the southern High Street area of Lincoln, principally in the Sincil Bank area, investigations took place to confirm if residents of the above streets would be in support of a permit parking scheme, given the likely displacement of parking should a similar scheme be introduced in Sincil Bank.

A questionnaire was sent to all residents asking if they would be in support of the introduction of a permit parking scheme. Of the responses received 71% were in favour and therefore the requirements of the criteria are met.

The proposed scheme will be operational from Monday to Saturday, 8am to 6pm. Dual use bays providing a two hour stay for non-permit holders and an unlimited period for permit holders will be introduced on each street. The existing one hour limited waiting bays on Vernon Street and Foster Street are to remain. The City of Lincoln Council, as the permit issuing authority, confirmed which properties within the Zone would be eligible for permits.

Consultation with statutory consultees took place from 6<sup>th</sup> July to 6<sup>th</sup> August 2021. No adverse comments were received. The scheme design was amended to provide more

clearance for refuse vehicles at the western turning head of Princess Street and it was then publicly advertised from 31<sup>st</sup> March to 29<sup>th</sup> April 2022, with each property in the Zone receiving a copy of the proposals.

During the advertisement period 15 objections to the scheme were received.

The majority of these were from residents within the zone residing in apartments which the City of Lincoln Council did not deem eligible for a permit. Although these objectors have limited access to off street parking facilities they still rely on the on-street parking availability for additional vehicles.

The remaining objections relate to concerns that visits by family or carers to vulnerable residents in the area will be restricted by the scheme, that vehicle parking displaced by the scheme will migrate to nearby streets, and that property values will be adversely affected. It is considered by some that lack of parking for residents is not an issue and that the proposed scheme will be overly restrictive for residents and their visitors.

### **Comments**

In response to those objections relating to permit eligibility, discussions took place with officers of the City of Lincoln Council. It was concluded that these properties could be included in the scheme, and these have therefore been added to the list of properties eligible for permits should the scheme be introduced.

To provide parking for non-permit holders, visitor permits and scratch cards will be available to all residents within the zone and Blue Badge holders will be entitled to a free permit. In addition, a number of limited waiting bays will be available to visitors throughout the zone.

There may be some displacement of vehicles parking in nearby streets as a result of the scheme.

### **Conclusion**

City of Lincoln Council wishes to expand its permit parking offer to residents in the areas surrounding the city centre so that they no longer compete for on street parking with commuters and shoppers. The criteria for a scheme to be introduced in these streets have been met, and mechanisms to enable non permit holders to park on street to visit residents are incorporated within the scheme administration.

### **Consultation**

The following were consulted in relation to these proposals: Local member; City of Lincoln Council; Lincolnshire Fire & Rescue; Police; EMAS; RHA; FTA; DisabilityLincs; Lincoln BIG; all residents within the proposed zone.

#### **a) Risks and Impact Analysis**

None Carried out

### Appendices

These are listed below and attached at the back of the report	
Appendix A	Site location
Appendix B	Detail of proposed permit parking scheme

### Background Papers

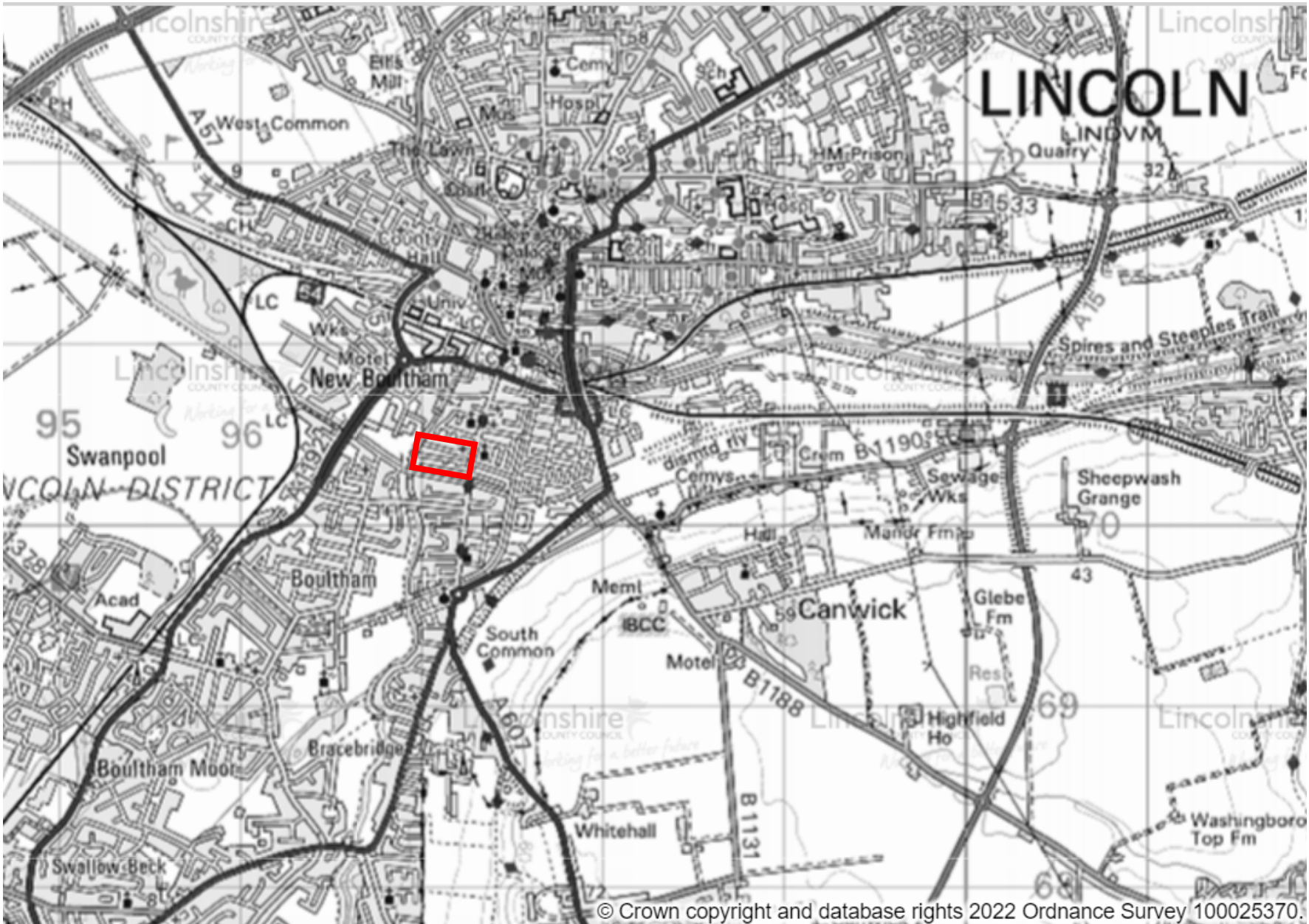
The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Questionnaire results; consultation documents; objections	Available on request

This report was written by Dan O'Neill, who can be contacted on 01522 782070 or [dan.oneill@lincolnshire.gov.uk](mailto:dan.oneill@lincolnshire.gov.uk).

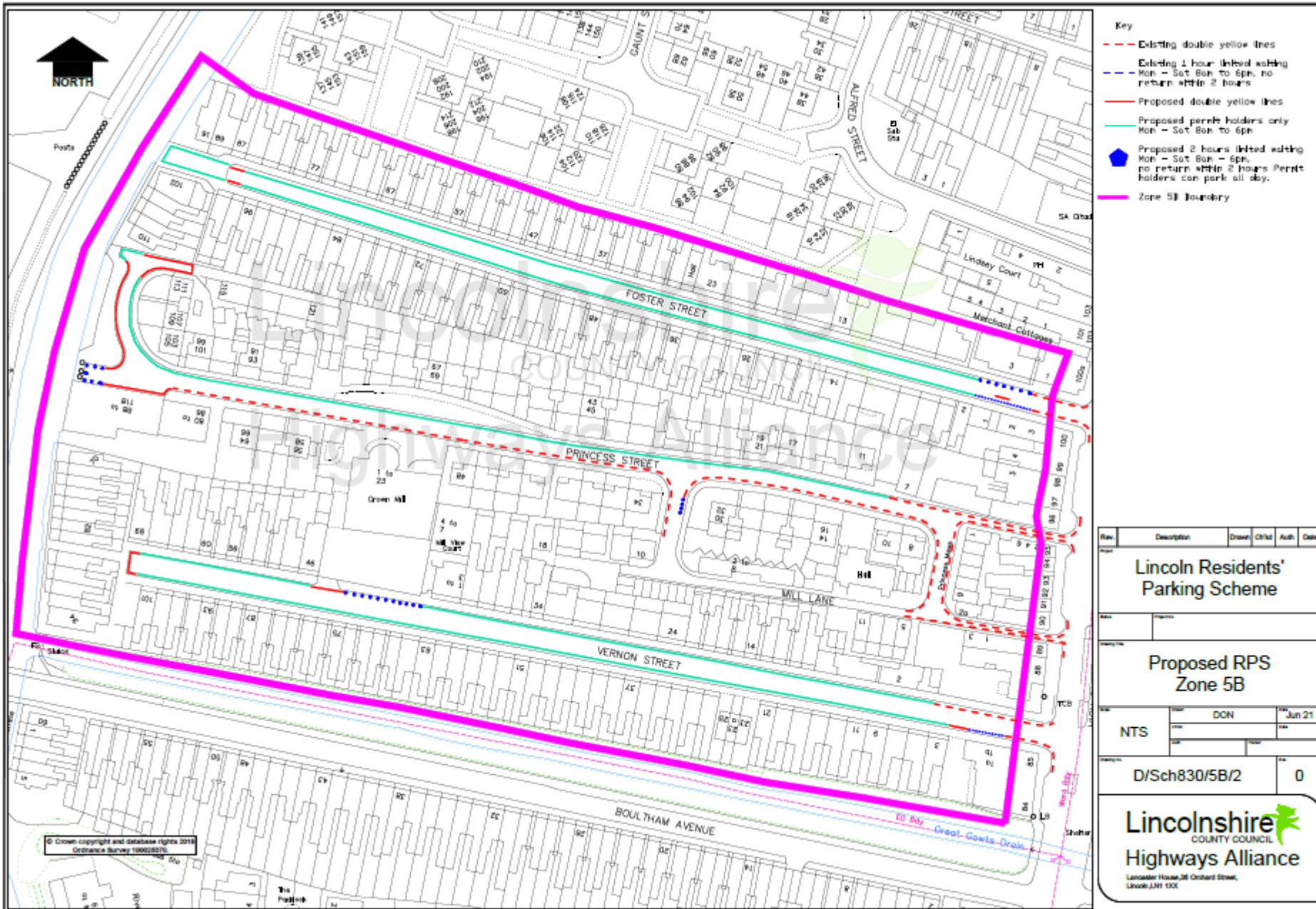
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APPENDIX A : Lincoln – Permit parking Zone 5B – site location



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# APPENDIX B : Lincoln – Permit parking scheme Zone 5B





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**Open Report on behalf of Andy Gutherson, Executive Director - Place**

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>05 September 2022</b>
Subject:	<b>Mount Street, Grantham - Proposed waiting restrictions</b>

**Summary:**

This report considers objections received to proposed waiting restrictions at Mount Street, Grantham

**Recommendation(s):**

That the Committee overrules the objections and approves the proposals as advertised.

**Background**

Mount street is a cul de sac serving a number of residential properties, private garages and a business. A request has been received for an extension to the existing waiting restrictions here to remove on street parking which affects vehicular access in and out of the street at its junction with the A52, Barrowby Road roundabout. A high volume of traffic passes through this roundabout and site visits have confirmed that parked vehicles on Mount Street close to the junction cause obstruction to traffic flow, and impair visibility for vehicles entering and exiting the street.

Our initial proposal was to restrict parking throughout the street but following consultation with residents in the area the limited availability of on street parking for them became apparent. We therefore amended the proposal to remove a short length of the restriction on the west side away from the junction to allow parking for two/three vehicles. The revised extent of the restrictions is shown at Appendix B. and further consultation took place with statutory consultees and residents. The proposal was publicly advertised from 25th March to 21st April 2022.

A number of objections to the revised proposal have been received. There are concerns that retaining some parking on Mount Street will continue to cause obstruction to larger vehicles using the road to access business premises along it. There is a perception that vehicles parked here will obscure visibility of pedestrians crossing over the junction and that the tree on the west side causes a similar problem.

The above concerns are noted. However, the extent of the proposed restriction ensures that visibility for vehicles exiting the junction is maintained and observations have confirmed that the tree is sufficiently set back to allow approaching traffic on the roundabout to be seen. There has been one reported injury accident at this junction over the last five years which involved a cyclist travelling eastwards at speed along the footway and into the path of a vehicle turning off the roundabout. This suggests that there is no ongoing issue for pedestrians in relation to the presence of the tree within the mouth of the junction. Visibility of pedestrians crossing from west to east may be obscured to some extent by retaining parking as proposed, but the carriageway widens here so vehicles are set back, and both the volume and speed of vehicles making their way out of Mount Street are low. The potential for parking in Mount street to obstruct the passage of larger vehicles travelling along it is reduced by the extent of the restrictions proposed on the west side.

**Conclusion**

The restrictions proposed are the minimum required to manage on street parking effectively in Mount Street whilst retaining some on street parking provision for residents. It is considered that traffic flow and visibility for all highway users will be improved by the introduction of these restrictions, as well as access for larger vehicles negotiating the junction.

**Consultation**

The following were consulted on these proposals: Local Member, South Kesteven District Council; Lincolnshire Police; EMAS; Lincolnshire Fire & Rescue; Road Haulage Association; Freight Transport Association; Residents of Mount Street. The local Member is in support of the proposals.

**a) Risks and Impact Analysis**

None carried out

**Appendices**

These are listed below and attached at the back of the report	
Appendix A	Site location
Appendix B	Detail of proposed waiting restrictions

**Background Papers**

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

This report was written by Nina Hodson, who can be contacted on 01522 782070 or [TRO@lincolnshire.gov.uk](mailto:TRO@lincolnshire.gov.uk).

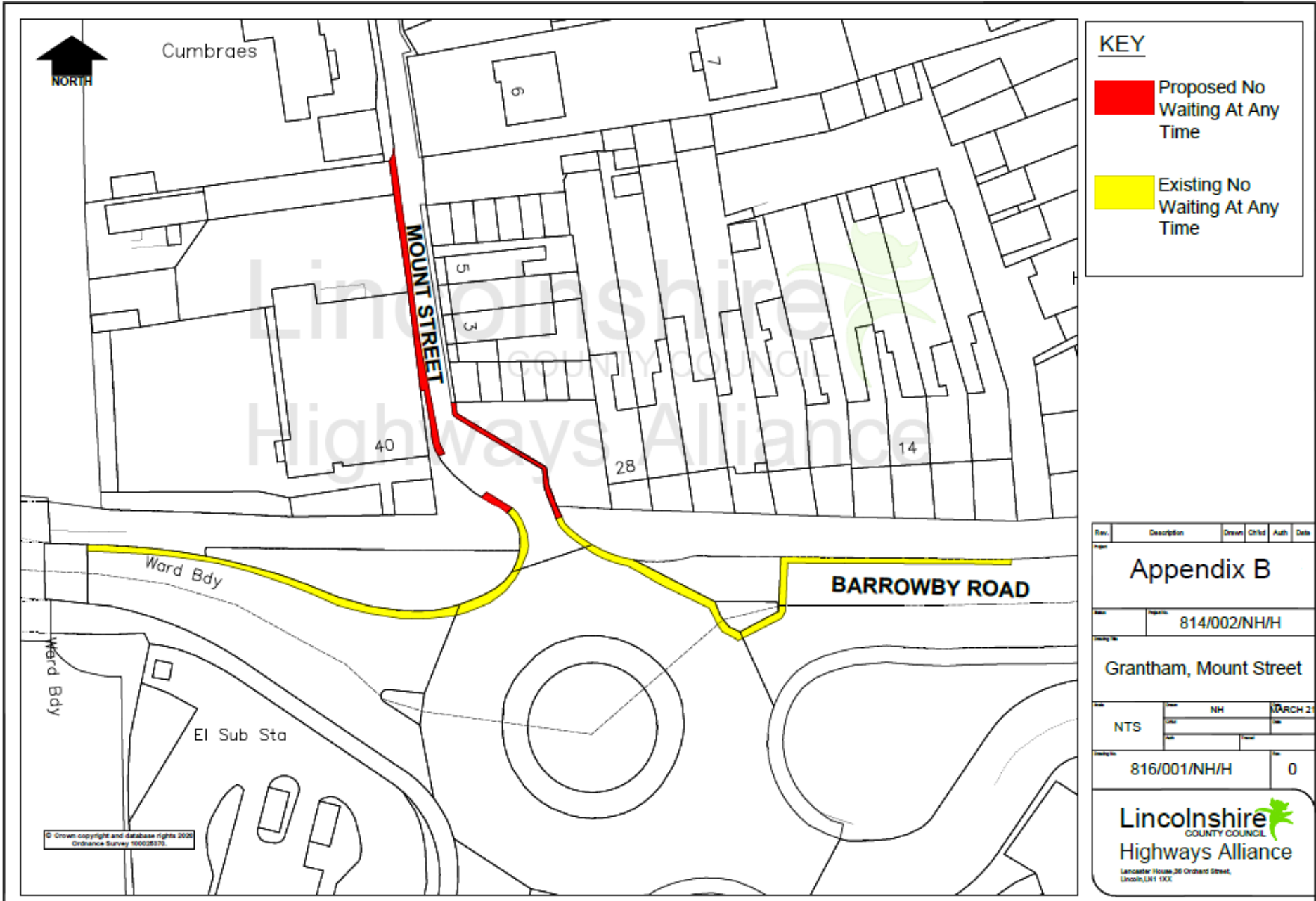
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Appendix A – Grantham Mount Street



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# Appendix B – Grantham Mount Street



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**Open Report on behalf of Andy Gutherson - Executive Director for Place**

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>5 September 2022</b>
Subject:	<b>County Matter Application - 144778</b>

**Summary:**

Planning permission is sought by Glenthams Agricultural Contractors Ltd (Agent: Robert Doughty Consultancy Limited) to construct an on-farm anaerobic digestion plant, associated infrastructure, lagoons and feedstock clamps at Land off Barff Lane, Glenthams.

The feedstocks would be purpose grown agricultural feedstocks and farm based waste feedstocks. The main issues that need to be considered in the determination of this application are the location, air quality and odour, highways and traffic and visual impact.

**Recommendation:**

Following consideration of the relevant development plan policies and the comments received through consultation and publicity it is recommended that conditional planning permission be granted.

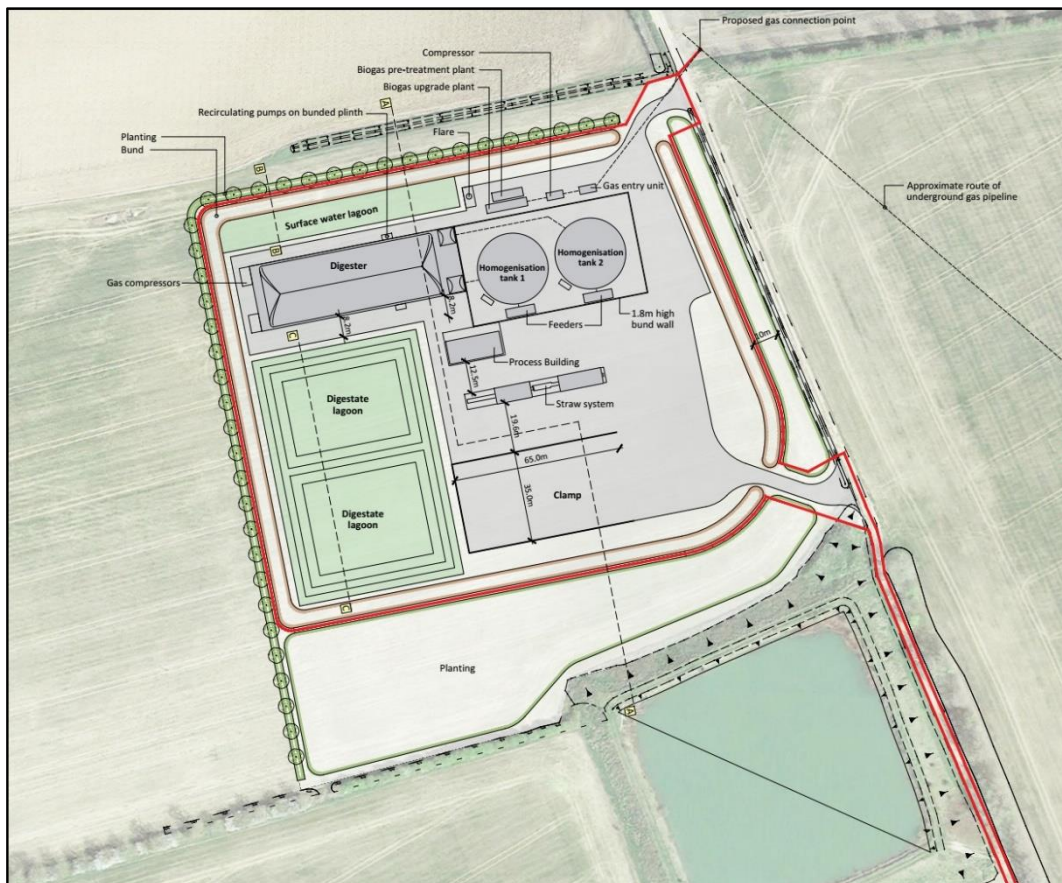
**Background**

1. In October 2020 planning permission was granted by West Lindsey District Council (ref: 141381) for an Anaerobic Digestion Plant (AD Plant) and associated infrastructure on land off Barff Lane, Glenthams. At that time, the AD Plant was to use 100% agricultural feedstocks including maize, rye, and straw and as a result fell within the remit of the District Council to deal with as it was not a waste management operation. The rules regarding the qualification for energy subsidies have since changed and the new scheme (Green Gas Support Scheme) makes payments to gas producers funded through a Green Gas Levy on gas suppliers. The principal criterion for enrolment in this scheme is that 50% of the biomethane, by energy content, must be produced using waste or residue feedstock.

- In order to qualify for the new scheme, the applicant proposes to change the feedstocks for the AD Plant to 50% waste and residue feedstocks. This change to the feedstock type and proportion of waste to be used falls outside the scope of the planning permission granted by West Lindsey District Council (WLDC). The changes proposed would result in the AD Plant being considered a waste management operation and so the applicant is seeking planning permission from the County Council (as Waste Planning Authority) for a very similar development to that previously granted by WLDC.

### The Application

- Planning permission is sought for an on-farm anaerobic digestion plant (AD Plant) with associated infrastructure, lagoons and feedstock clamps that would use agricultural feedstocks and manure to produce biogas (methane), at Barff Lane Glenthams. The biogas generated by the Plant would be transferred for use in the National Gas Grid.
- Biogas is produced when organic matter ferments in the absence of air. The process would take place in a concrete tank and the resultant gas would be collected in a dual skinned dome on top of the tank. The gas would be cleaned and transported by pipeline and injected directly into the high-pressure pipeline, to the east of the site, avoiding the need to tanker it away. The gas output of the plant would be 6.8MW.



AD Plant – Layout and Equipment

5. The AD Plant, equipment and buildings would comprise the following main elements and infrastructure:
- Main Digester - a concrete tank (approx. 80.8m x 25.5m) the walls of which would be 1.8m high with a dome above which would be a maximum of 6m high to give a total maximum height of 7.8m. The dome would be Juniper Green in colour.
  - Two Homogenisation Tanks – these would be approx. 27.5m diameter and 7.0m high and would be Juniper Green in colour.
  - Biogas Pre-treatment and Upgrade Units - these would sit side by side and be approx. 15.7m long by 3.8m high and 3.2m wide with an 8.7m slender vertical flue.
  - Compressor Unit – housed within a steel containerised unit (approx. 6.1m long x 2.4m wide x 2.6m high) which would be Juniper Green in colour.
  - Gas Entry Unit – this would be approx. 6.1m long x 3.1m wide x 2.7m high.
  - Process Building – a mono-pitched roof building (approx. 21m long x 10m wide x 5.2m high to the highest point and 4.5m at the lowest point). This would be painted Juniper Green.
  - Chiller Unit - approx. 9.4m long x 3m wide x 2.5m high.
  - Straw Chopper Unit – the straw hopper would be approx. 26.3m x 5.5m high and be partly housed within a steel framed canopy. The canopy would be approx. 13.9m long have a mono-pitched roof that would be 6.6m high at its highest point and 5.5m at its lowest edge.
  - Straw Extruder Unit – the straw extruder would be approx. 28m long x 4.6m high and also be partly housed within a steel framed canopy that would be approx. 6.1m high.
  - Feeder Unit - a maximum of 12.8m long x 4.9m high x 3.3m wide.
  - Feedstock Clamp - approx. 65m long x 35m wide x 4.5m high (reduced from 93m long x 80.5m wide x 4.5m high). The feedstock clamp has been reduced in size from that approved previously by WLDC to reflect a reduction in the area required to store the crop feedstocks. The feedstock capacity lost is to be replaced by the animal manures which would be fed directly into the system and therefore would not require specific storage on the site. The reduction in the clamp space also mirrors a 20% reduction of the agricultural land needed to grow dedicated agricultural feedstocks.
  - Surface Water Lagoon and Digestate Lagoons - with a combined area of 7500sqm.
  - Flare Stack - approximately 10.5m high.
6. The proposal site is roughly square in shape with a surface water lagoon being constructed in the far north-western corner with the main AD Plant Digester positioned just below this and adjacent to the two homogenisation units in the north-eastern corner. The two digestate lagoons would be positioned in the south-western corner of the site with the remaining south-eastern corner accommodating the remaining elements - namely the process building, straw chopper and extruder and clamp.

7. The smaller scale elements, such as the compressor, biogas pre-treatment plant, biogas upgrade plant and flare would be positioned in the far north-eastern corner. The site would be surrounded by a bund and a strip of hedge and tree planting immediately adjacent to the northern and western boundary, with thicker areas of tree planting on the eastern boundary and an area of dense planting adjacent to the southern boundary.

#### Feedstocks

8. The total amount of feedstock needed would be approximately 42,250 tonnes per annum which would be a combination of maize (approx. 10,500 tonnes), straw (approx. 13,450 tonnes), chicken manure (approx. 12,700 tonnes), potato peelings (approx. 3000 tonnes) and straw farmyard manure (2600 tonnes). Rye may also be used if, due to crop rotation, there is insufficient maize in any one year however this is expected to be a rare occurrence.
9. The agricultural crop feedstock (i.e. the maize and straw) would all be grown on the applicants land. The potato waste is essentially peelings from processed potatoes that are currently fed to the applicant's cattle, housed in sheds to the northeast of the site, and approximately 2 to 3 tonnes of peelings are produced each day. The straw-based pig manure is currently brought to the site and surrounding area and stored on the fields for use as a fertiliser. Under this proposal that practice would cease, as the straw-based manure would be brought to the AD Plant for use as a feedstock.

#### Handling Process

10. The maize/rye feedstock would be stored in a sheeted clamp, and the sheet would be moved back to allow the teleporter to transfer the feedstock to the hoppers. The clamp would be open for the briefest time, which would reduce the potential for odour and preserve the energy content of the feedstock.
11. The two 50 tonne hoppers that are the start of the process take approximately 3hours to fill and hold enough material for 48 hours which would reduce the need to fill them at the weekend. The applicant states that the manure would be brought to site to coincide with when the hoppers are due to be filled, thereby preventing the need to store manure on site. In the unlikely event of a mechanical breakdown, and if there does happen to be any manure waiting to be fed into the process, it could be sheeted over until the plant is up and working again.
12. The addition of the straw-based manure as a feedstock material would make the 'mix' going into the digester too dry and would most likely compromise the smooth running of the digestate through the system. Therefore, there is a need to 'mix' the different components before feeding them into the digester. This would be done within the two closed homogenisation tanks where the mixing of the feedstock would take place in a sealed atmosphere.

13. At the end of the digestion process a digestate is formed which consists of a liquid and solid fraction. The solid fraction is a fibrous material held in partial suspension and separated from the liquid fraction by a screw press, which would be collected by trailer and used as an organic fertiliser when spreading is permitted. This would be spread in lieu of the pig manure, currently brought to site. The liquid fraction would also be used as a fertiliser and would be stored in the covered digestate lagoons, which form part of the application, and retained when spreading is not permitted.

#### Transport

14. In terms of vehicular movements, the application states that the transportation of the feedstock and the distribution of the digestate would not result in a significant increase, over and above, the existing situation. The maize and straw would be grown on the applicant's land and delivered to the feedstock clamp by tractor and trailer, using the tracks within the farm wherever possible. There would be some use of Barff Lane, but this would be similar to the existing farming operations.
15. In relation to other feedstocks, there would be one HGV load of chicken manure delivered each day and two HGV loads of pig manure delivered each week. For the chicken manure this would equate to 364 deliveries a year or 728 vehicular trips and for the pig manure it would be 104 deliveries a year or 208 trips, to give a total of approximately 936 trips a year or 18 a week. However, the pig manure that is currently brought to the farm and stockpiled on the fields around the holding, would instead be directed to the AD Plant. This would mean there would be no increase in the HVC trips associated with the delivery of the pig manure and the modest increase in trip numbers would relate to those associated with the delivery of chicken manure.
16. Similar to the delivery of the feedstocks, the distribution of the resultant digestate would be via existing farm tracks where possible. Any use of the public highway would be offset by the loss of vehicles that would ordinarily transport inorganic fertiliser to the main farm and fields around the area.
17. In summary, the pig manure that is currently brought to the farm and stored on various fields (50 loads, twice a year) would instead be fed straight into the AD plant on a continuous basis without the need to store it. The chicken manure would also be brought to the AD plant, from various locations to the east of the AD plant and fed straight into the process. There would be no need for either the pig or chicken manure to be brought to site through the village of Glenthams. The movement of the crop feedstocks that would be grown on the applicants' land, would predominantly be transported via the internal farm tracks, which is akin to the existing farming practice.

#### Supporting Information

18. The following additional reports were submitted with the application:

- Ecology Report
- Flood Risk Assessment
- Geophysical Survey (Archaeology)
- Landscape and Visual Statement
- Odour and Air Quality Assessment

The main findings of each report are summarised below:

#### Ecology

19. The report concluded that the site is of low ecological value and there is no evidence to suggest that there are protected species within the field area or the site boundaries, and the development would not have a detrimental impact on wildlife or any habitats.
20. The report advises that if there are any works that may impact the ditch or the ditch banks that are near the site, then additional survey work would be required to comply with the most recent guidelines, which would include a water vole survey.
21. Any removal or management of the hedgerow or works impacting long vegetation within the arable field should start outside the nesting season, typically from early March to early September. If work commences during the bird breeding season, a search for nests should be carried out beforehand and any active nests protected.
22. There is a requirement to prevent loss of biodiversity and species/habitats which have been identified as priorities in the UK. To secure biodiversity net gain, the following measures are recommended:
23. Removal of hedgerow should be avoided, and any removal should be compensated for by replanting at least the amount that is lost using native species. Any proposed new trees should be native species and areas of wildflowers should be created.

#### Flood Risk Assessment

24. A Flood Risk Assessment (FRA) was carried out which identified the site as being in Flood Zone 1, which is at low probability of being at risk of flooding, as shown on the Environment Agency Flood Zone maps. The Flood Risk Vulnerability Classification in Table 2 identifies waste treatment development as “less vulnerable” and acceptable in Flood Zone 1.
25. The drainage strategy for the development is the utilisation of storage for the dirty water and attenuation for the clean water. The process is monitored via telemetry and there are alarms built into the system. The FRA demonstrated that the site is

safe from flooding and there would be no detrimental impact from surface water flooding to neighbouring land uses or users.

#### Geophysical Survey (Archaeology)

26. An archaeological and geophysical survey was undertaken, using magnetometry, which did not identify anything of archaeological interest. Five areas of magnetic enhancement were identified, which are thought to be because of previous bonfires. A ditch and some land drains across the site were also mapped.

#### Landscape and Visual Statement

27. A Landscape and Visual Impact Assessment was undertaken to identify the likely visual effects of the proposed development and the identification of measures to mitigate against the effects of the proposed development.
28. The application site lies within open countryside, and on land to the north east of Glenthams village. No designations directly affect the site, and the Lincolnshire Wolds AONB is approximately 10.5 km to the east of the application site. There are sites of Special Scientific Interest (SSSI) at Normanby Meadow, Kingerby Beck Meadow and Cliff House which are approximately 3.2km, 4.8km and 5.2km to the south east, north east and north west of the application site respectively. The access track to the development proposals just lies within the Impact Risk Zone for Normanby Meadow.
29. At a national level, the site is within Natural England's National Character Area (NCA) 44, Central Lincolnshire Vale. At a local level a detailed landscape character assessment by West Lindsey District Council in 1999 identified it as being in Sub-area 5- Limestone Dip Slope, with characteristics that include exposed, open landscape with redundant airfields and individual trees and lines of trees as important features.
30. The report concludes that the application site is well screened with no direct open views of it from the surrounding area. There are distant views to the Lincolnshire Wolds AONB to the east of the proposed development, these views are over 10.5km distant, and intervisibility between the designated area and the application site are well screened with no direct views from the surrounding area.

#### Air Quality and Odour Risk Assessment

31. The anaerobic digestion process is carried out in the absence of oxygen, with no odour released during the production of biogas. The most significant sources of odour would be from the handling of the feedstocks. The prevailing winds are from the southwest, which means that any odour would be blown away from Glenthams village, which lies 900m to the southwest.

32. The feedstock crops would be held in the clamp and sheeted, and when the digestion plant is 'fed' with the feedstock the sheet from the leading edge of the clamp would be lifted to allow the teleporter to take the material. The sheet would be lifted as briefly as possible to prevent oxidizing and to ensure the energy content of the feedstock is retained. The hoppers that feed the digestion tank hold enough material for 48 hours.
33. The pig and chicken manure would be brought to the plant and fed directly into the process when needed, there would be no requirement to store it in the clamp. This would also result in removing an existing source of odour, as the pig manure that is currently brought to the farm and stockpiled on fields would instead be a feedstock for the AD Plant. It would then result in a treated source of organic fertilizer being used on the fields.
34. The use of animal manures as a proportion of the feedstock may result in odour and ammonia emissions, resulting in a loss of amenity for residents and an impact on the local ecology. It was identified that there are several potentially sensitive residential receptors in the broader vicinity of the site, predominantly within Glenham village.
35. The site is also located in an area where air quality is impacted by road traffic emissions and therefore higher concentrations may be experienced at this location.
36. At the request of Natural England an additional appraisal was undertaken to quantify the impacts on air quality. This used air quality data from the surrounding area, including that produced by West Lindsey District Council, DEFRA and the Environment Agency. A desk study was also undertaken to confirm the locations of the nearby sensitive receptors, and a review of the traffic data and anticipated vehicle movements.
37. The assessment includes consideration of the potential impacts on local air quality because of increases in pollutant concentrations, both from exhaust emissions arising from traffic generated by the development, and the exposure of existing sensitive receptors to odour from the operation of the development.
38. In relation to the construction phase, the assessment concluded that activities associated with this phase would not have the potential to significantly impact local air quality. It is noted that there are no sensitive receptor locations within 350m of the site, which is the screening distance provided within the relevant Guidance. Furthermore, traffic generation associated with the construction phase is expected to be minimal and short term and therefore impacts from construction were not considered further.
39. Impacts associated with the operation of the flare are anticipated to be negligible, as the flare would only be expected to operate if the National Gas Grid was not



accepting gas and the onsite storage was full. It is anticipated that this would be a rare situation and therefore no further consideration was given in the report.

40. A review of the MAGIC website indicated that the site lies outside the outermost impact risk zone for the two closest SSSIs at Normanby Meadow and Kingerby Beck Meadows. The plant would operate a sealed internal process, with limited associated release of ammonia to the atmosphere, therefore a negligible impact would be anticipated.
41. Natural England requested that a Simple Calculation of Impacts from Combustion Sources (SCAIL- Combustion) be carried out to get a baseline, and another taking the proposed development into account. This is a rapid screening tool for assessing the impact from combustion plant on semi-natural areas like SSSIs.
42. The zones for international designated sites and SSSIs have been extended to 10km. It is noted that the only combustion source on site would be the emergency flare, which would only operate in emergency circumstances and is not expected to give rise to ammonia emissions. A SCAIL Agriculture Assessment (Agriculture) was undertaken to determine the potential impacts of ammonia emissions on sensitive receptors.
43. The resulting risk of odour exposure at residential receptors was found to be negligible, therefore it is not considered that when operating, significant odour impacts would frequently occur at any locations within the vicinity of the site.
44. The proposed development is not perceived to result in traffic increases above the relevant criteria, during construction or operation, and therefore no significant effects on air quality, because of traffic emission would be expected at existing receptors.
45. It is not anticipated that there would be any additional ammonia emissions more than the relevant assessment criteria at any of the sensitive ecological receptors, within the screening distance of the site, and therefore there would only be a negligible impact at the closest designated wildlife site.
46. In summary, the proposed AD plant would be expected to result in a negligible impact in terms of traffic for the operational phase on nearby receptors and the residual effects of the AD plant are considered not to be significant for the pollutants considered. In relation to the AD Plant operations, it was assessed that there would be a negligible impact with regard to odour for nearby sensitive receptors, and there would be no requirement for further assessment of potential air quality effects.

#### Site and Surroundings

47. The site is approximately 3.5 hectares in area and lies in open and predominantly agricultural countryside, approximately 1 km to the north east of Glenthams.

Immediately to the south is an existing farm irrigation lagoon, which measures approximately 1.69ha with bunds that are on average 4m high. Beyond this is Barff Lane, approximately 420m distant from the site. The northern boundary of the site is bound by a field drain running east to an existing farm track, which would provide access to the proposal from Barff Lane. Connection points into the National Gas and Electricity Grid are at the north eastern corner of the site.

- 48. To the east lies a managed hedgerow and beyond a rough stone track and the western boundary has agricultural fields. The site itself and the surrounding area comprises undulating agricultural land in arable use. The application site gently rises north to south, with the highest levels along the southern boundary adjacent the existing reservoir embankment and existing dense hedgerow.





## Main Planning Considerations

### Planning Policy Context

49. The National Planning Policy Framework (July 2021) sets out the Government's planning policies for England. It is a material consideration in determination of planning applications and adopts a presumption in favour of sustainable development. A number of paragraphs are of particular relevance to this application as summarised:

Paragraphs 7-11 states that there is a presumption in favour of sustainable development and therefore proposals that accord with the development plan should be approved (unless material considerations indicate otherwise).

Paragraph 38 decisions on developments should be approached in a positive way and applications for sustainable development should be approved where possible.

Paragraph 48 planning Authorities may give weight to emerging development plans depending on the stage of preparation and the degree of consistency with the NPPF

Paragraph 84 supports the establishment and support of the rural economy

Paragraph 111 states that refusal for developments on highway grounds should only happen when there would be cumulative unacceptable impacts.

Paragraph 134 advocates the use of good design in development proposals

Paragraph 152 advocates the transition to a low carbon future in a changing climate and renewable and low carbon energy and associated infrastructure should be supported.

Paragraph 158 supports applications for renewable and low carbon development and even small-scale projects provide a valuable contribution.

Paragraph 174 states that the planning system should contribute to and enhance the natural and local environment by: preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.

Paragraph 180 seeks to protect biodiversity Paragraph 185 states that to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account.

Paragraph 188 states that land use planning should focus on whether a development is an acceptable use of land and the impact of the proposed use, rather than the control of processes or emissions themselves where they are subject to approval under pollution control regimes.

National Planning Policy for Waste (October 2014) - the Government is seeking a more sustainable and efficient approach to resource use and management and identifies positive planning as playing a pivotal role in achieving this. Waste

Planning Authorities should consider the likely impact on the local environment and on amenity against the criteria set out in Appendix B - Locational Criteria. Of relevance to this application are considerations relating to landscape and visual impact, odour and traffic and access.

Lincolnshire Minerals and Waste Local Plan: Core Strategy and Development Management Policies (CSDMP) June 2016 - the following policies are relevant to this proposal:

Policy W1 (Future requirements for new waste facilities) states that the County Council will through the Site Locations document, identify locations for a range of new or extended waste management facilities where these are necessary to meet the predicted capacity gaps.

Policy W3 (Spatial Strategy for New Waste Facilities) proposals for new waste facilities, including extensions to existing waste facilities, will be permitted in and around the main urban areas and include Lincoln, Boston, Gainsborough and Skegness, amongst other towns. Proposals for new waste facilities, outside of the above areas will only be permitted where they are for the biological treatment of waste, including anaerobic digestion and windrow composting (Policy W5), treatment of waste water and sewage, landfilling and small scale waste facilities.

Policy W5 (Biological Treatment of Waste Including Anaerobic Digestion and Open-Air Composting) planning permission will be granted for anaerobic digestion, open air composting, and other forms of biological treatment of waste outside of those areas specified in Policy W3 provided that proposals accord with all relevant Development Management Policies set out in the Plan; where they would be located at a suitable 'stand-off' distance from any sensitive receptors; and where they would be located on either:

- land which constitutes previously developed and/or contaminated land, existing or planned industrial employment land, or redundant agricultural and forestry buildings and their curtilages; or
- land associated with an existing agricultural, livestock, food processing or waste management use where it has been demonstrated that there are close links with that use.

Policy DM1 (Presumption in favour of sustainable development) the County Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible and to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with the policies in the Local Plan will be approved without delay, unless material considerations indicate otherwise.

Policy DM2 (Climate Change) proposals for waste management developments should address the following matters where applicable:

- implement the Waste Hierarchy, and in particular reduce waste to landfill;
- identify locations suitable for renewable energy production and
- encourage carbon reduction/capture measures to be implemented.

Policy DM3 (Quality of Life and Amenity) planning permission will be granted for minerals and waste development provided that it does not generate unacceptable adverse impacts arising from, amongst other factors:

- noise
- dust
- vibration
- odour
- litter
- visual intrusion
- run off to protected waters
- traffic
- to occupants of nearby dwellings and other sensitive receptors.

In respect of waste development, it should be well designed and contribute positively to the character and quality of the area in which it is to be located. Where unacceptable impacts are identified, which cannot be mitigated, planning permission will be refused.

Policy DM6 (Impact on Landscape and Townscape) planning permission will be granted for minerals and waste development provided that due regard has been given to the likely impact of the proposed development on landscape and townscape, including landscape character, valued or distinctive landscape features and elements and important views. If considered necessary, additional design, landscaping, planting and screening will be required. Where planting is required, it will be subject to a minimum 10 year maintenance period.

Development that would result in residual, adverse landscape and visual impacts will only be approved if the impacts are acceptable when weighed against the benefits of the scheme.

Policy DM12 (Best and most versatile agricultural land) proposals for minerals and waste development that include significant areas of best and most versatile agricultural land will only be permitted where it can be demonstrated that no reasonable alternative exists.

Policy DM13 (Sustainable Transport Movements) proposals should seek to minimise road based transport and seek to maximise where possible the use of the most sustainable transport option.

Policy DM14 (Transport by Road) planning permission will be granted for minerals and waste development involving transport by road where the highway network is of, or will be made up to, an appropriate standard for use by the traffic generated by the development and arrangements for site access and the traffic generated by the development would not have an unacceptable impact on highway safety, free flow of traffic or residential amenity or the environment.

Lincolnshire Minerals and Waste Local Plan: Site Locations (2017) - this document sets out the preferred sites and areas for future minerals and waste development. The proposal site has not been promoted as a preferred site however this does not necessarily mean that this development is unacceptable and instead needs to be considered in terms of its compliance with the locational criteria and policies as contained within the CSDMP (2016).

Central Lincolnshire Local Plan (Adopted 2017) – the following policies are of relevance in this case:

Policy LP1- A Presumption in Favour of Sustainable Development- at the heart of the strategy is a desire to deliver sustainable growth for the benefit of all sectors of the community. Proposals will be approved wherever possible to improve the economic, social, and environmental conditions. Planning applications that accord with the policies in the Plan will be approved unless material conditions indicate otherwise.

Policy LP17- Landscape, Townscape and Views- proposals should have regard to maintaining and responding positively to any natural and man-made features within the landscape and townscape. All developments should take account of views into, out of and within development areas.

Policy LP19- Renewable Energy Proposals- proposals for non-wind renewable technology will be assessed on their merits taking into account the surrounding landscape and townscape, ecology and diversity. Proposals will be supported where the benefit of the development outweighs the harm caused and it is demonstrated that any harm would be mitigated as far as is reasonably possible.

Policy LP26- Design and Amenity- development must achieve high quality sustainable design that contributes positively to local character and landscape. The Policy includes a list of design principles and amenity considerations including protecting any important local views into, out of or through the site and incorporating appropriate landscape treatment and ensuring no adverse impact upon air quality from odour, fumes, smoke, dust.

Policy LP55- Development in the Countryside- proposals for non-residential developments in the countryside will be supported provided that the location is justifiable and would not conflict with neighbouring uses and would be of a size and scale commensurate with the proposed use and with the rural character of the location.

## Emerging Plans/Policies

Draft Central Lincolnshire Local Plan (Proposed Submission March 2022) (DCLLP) – this plan is proposed to replace the currently adopted Plan and on 8th July 2022 was submitted to the Planning Inspectorate for it to commence its Examination. As this plan is at an advanced stage of preparation, due weight can be given to any relevant policies contained within it. Policies of relevance in this case are as follows:

Policy S5- Development in the Countryside- proposals will be supported provided that the rural location is justifiable, it is suitable in terms of accessibility, would not conflict with neighbouring uses and is of a size and scale commensurate with the proposed use and rural character of the location.

Policy S13- Renewable Energy- proposals will be supported where the impacts would be made acceptable and the submission of a robust assessment of the potential impact on such users and the mitigation measures proposed to minimise any identified harm.

Policy S52 - Design and Amenity- all development must achieve high quality sustainable design that contributes positively to the local character and landscape. Development proposals will be assessed against and expected to meet the following relevant design and amenity criteria- context, identity, built form, movement and nature.

## Results of Consultation and Publicity

50. (a) Glentham Parish Council- do not object to the application or wish to make any comments.
- (b) Bishop Norton with Atterby Parish Council (adjoining Parish)- has made the following comments (summarised):
- Odour – the Parish is located 2000 metres NW of the proposal site and whilst the prevailing wind direction in the area is south westerly, the wind frequency data accompanying the application shows that this can change and that it could alter by between 285-345 degrees for approximately 12.5% of the time or 30 days per year. Foul and acrid digestate odours from all directions (usually aggregating 2-6 days) are periodically experienced by villagers, albeit currently confined to field spreading events at closer or similar distances to the AD Plant. Smells are monitored by a number of residents and councillors with strong digestate smells having been reported as recently as 04 and 05 May 2022. Concerns are therefore raised about the establishment of large lagoons of waste which could result in a new permanent presence of odour.



- Traffic/Highways - Carr Lane (on which the pig rearing unit mentioned is located) is better known locally as Stonepit Lane. Stonepit Lane, linking into Well Street, is the main thoroughfare for young residents accessing the Village Hall and playfield. Carr Lane/Stonepit Lane offers the most direct access for Parish residents to Market Rasen and emergency services routinely use it as well as farm traffic. It is a narrow single lane, is usually in poor repair and has raised verges and some deep ditches.

During construction, traffic will have a major impact on the area. The drawings indicate a base slab roughly 17000m<sup>2</sup>. Even if the slab is only 6 inches thick, around 2500 metres cubed of concrete would be required, which, unless concrete is batched on site, would equate to about 320 ready-mix lorries. Additionally, a similar number of hopper lorries will probably be needed to bring in the required hardcore sub-base, plus others for the considerable infrastructure requirements that will also need to be brought to site. This represents a very large number (for the locality) of vehicle movements during the total construction period for however long- 18-24 months and using which access route (A631 - Cross Lane - Barff Lane).

If planning permission is to be granted therefore it is recommended that:

- all traffic be excluded from Bishop Norton with Atterby Parish;
  - that passing points be secured which are big enough to accommodate the tractor/trailers identified so as to prevent potential bottlenecks; and
  - following construction, all traffic should be limited to 30mph.
- Digestate/Throughput- Documentation published cites a 15,300 tonnes maximum annual throughput, suggesting that the daily “chicken runs” and the two “pig runs” figured are, perhaps, start-up targets. If the maximum is realized and at a figurative payload of 10 tonnes, 1530 vehicle movements In and possibly 1530 Out will be needed to deal with the ultimate annual throughput (less any material moved by pipeline?).

If planning permission is to be granted it is recommended that all waste related traffic be excluded from Bishop Norton with Atterby Parish.

- Section 106 Funding- The Air Quality and Odour Risk Assessment is highly technical and rather laboratory centric. However, in line with qualified theoretical assurances that foul odour nuisances are asserted as unlikely to have significant impact during the operational phase, reasonable Section 106 funded provisions should be sought, not least as a demonstration of good faith.

If planning permission is granted it is recommended that a Section 106 Planning Obligation be secured to fund and maintain wind measuring and air

quality monitoring system(s) situated within the village for public health reassurance and contingency considerations. If, after a period of five years from the facility achieving a full operating capacity, the Parish Council reports that resident wellbeing has not been adversely affected, the need for any continued provision of the monitoring system will be reviewed by the Parish Council and the County and District Ward councillors at that time.

- (c) Environment Agency (EA) – do not object to the application but has provided several advisory comments which it recommends be attached as an Informative on any permission granted. These comments include confirmation that the site will require an Environmental Permit (either a Standard Rules Permit or Bespoke Permit) and that in assessing such a permit several areas relating to potential harm will also be assessed (e.g. pollution control, emission control management, combustion benchmarks, air quality etc). The Agency’s advice and comments can be appropriately deal with by way of an Informative should planning permission be granted.
- (d) Environmental Health Officer (WLDC) – has confirmed a Permit will be required from the Environment Agency which will address all emissions to air, land, and water. Any noise impacts would also be covered by the Permit and therefore has no comments.
- (e) Highway and Lead Local Flood Authority (Lincolnshire County Council) – Requests that a condition for the submission and agreement of a Construction Management Plan, prior to any development taking place, be imposed on any planning permission granted. Such a Plan should include measures to mitigate against traffic generation and drainage of the site during the construction stage of the proposed development.

The Construction Management Plan and Method Statement should include;

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

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

- (f) Natural England- initially objected to the application due to a lack of information in relation to the potential air quality impacts and the potential effects on Normanby Meadow and Kingerby Beck Meadows SSSIs. A Simple Calculation of Atmospheric Impact Limits from Combustion Sources (SCAIL-Combustion) or similar to establish the baseline and one for the proposed development was required. Following the submission of the SCAIL report Natural England have withdrawn their objection.
- (g) Lincolnshire Police- do not have any objections to the application.

The following organisations and individuals were consulted on 12 April 2022 but had not responded within the consultation period or at the time this report was prepared:

Local County Councillor S Bunney,  
West Lindsey District Councillor J Summers  
Ministry of Defence  
Lincolnshire Wildlife Trust  
MOD, Lincolnshire Wildlife Trust  
Lincolnshire Fire and Rescue  
Public Health (Lincolnshire County Council)  
Historic Places (Lincolnshire County Council).

51. The application was publicised by notices placed close to the site and in the village of Glenthams as well as a notice in the Lincolnshire Echo on 21 April 2022. The nearest properties to the site were also notified individually and three responses were received as a result of this publicity/notification. A summary of the comments/objections received in those representations is given below:
- The vehicle movements to feed and maintain the plant will impact heavily on one of three access roads to Bishop Norton, all of which are narrow and not suitable for modern agricultural equipment. Many of the lanes in this area are already severely damaged and difficult to access on bikes and detrimental to cars, Barff & Carr Lane included. The situation would become dangerous should traffic increase making cycling in or out of the village high risk, particularly with children.
  - All roads should be properly maintained with suitable passing points before the proposed plant is granted permission.
  - A shelter belt (trees) should be installed and allowed to establish to *disrupt air flow, reducing wind speeds and dispersion of ammonia*, (Code of Good Agricultural Practice (COGAP) for Reducing Ammonia Emissions). These should be robust and strategically positioned to protect adjacent villages.
  - The current smells are extremely offensive, and the spreading of the product is unbearable.
  - The proposed AD plant should not add to nuisance odours already frequently experienced in Bishop Norton and adjacent villages due to spreading of liquid

digestate. Irritated eyes and sore throats have occurred as a direct result of digestate spreading.

- An independent Air Quality and Odour Risk Assessment should be carried out with continuous monitoring of air quality to ensure the health and safety of residents.
- The Air Quality and Odour Risk Assessment (21-0981.01 Delta-Simons) doesn't seem to appreciate vehicle usage of 'packing the clamp' which is slow and prolonged. The desk top approach is underwhelming when there are other AD plants within the area where field research and data could have been done.
- It's hard to comment on the design given the lack of detail, however a 10m tall flare would be noticeable and the industrial appearance, particularly when flaring, is not in keeping with the area.
- The straw chopper design looks open, detail on straw containment and noise levels should be added and approved before proceeding, as should containment of odours with regards of the material holder (lagoon and tanks).
- The building of the plant should in no way impact Bishop Norton, with no construction traffic passing through, as alternative routes are available.
- It seems counterproductive to grow maize, heavily reliant on nitrogen just to feed an AD plant with worldwide food shortages, particularly in an area with good cereal growing land.

#### District Council's Recommendations

52. West Lindsey District Council do not wish to make any comments.

#### Conclusions

53. Planning permission is being sought for an on-farm AD Plant at Barff Farm, Glentworth. Planning permission has previously been granted by West Lindsey District Council (WLDC) for a similar development that was to utilise 100% agricultural feedstock. However, the rules regarding the qualification for energy subsidies have since changed and the new scheme requires that in order to qualify 50% of the biomethane, by energy content, must be produced using waste or residue feedstock. The applicant is therefore seeking permission from the Waste Planning Authority for a slightly revised scheme to that previously approved by WLDC as the proposed change to the feedstock type and proportion of waste to be used falls outside the scope of the planning permission that currently exists.
54. The issues that need to be considered in the determination of this application relate to location, traffic and highways, odour and air quality and visual impact.

#### Location

55. Policy W1 of the CSDMP directs the Waste Planning Authority, through the Site Locations document, to identify locations for a range of new or extended waste

management facilities within Lincolnshire where these are necessary to meet the predicted capacity gaps for waste arising in Lincolnshire. The proposed development would use a mixture of feedstocks including agricultural crops and farm wastes for which no specific capacity gap has been identified. This is because traditionally such agricultural products/wastes have been managed through existing practices of land-spreading and therefore are not classed as a controlled waste. In identifying locations for new and extended waste sites Policy W3 of the CSDMP expands upon the principles of Policy W1 and identifies the criteria for areas where new waste facilities would be permitted.

56. Policy W3 of the CSDMP recognises that it may not be possible to locate AD facilities in and around main urban areas and therefore such facilities should be considered against the criteria in Policy W5. Policy W5 identifies the locational criteria that would need to be met in assessing new proposals for anaerobic digestion plants and states that facilities should be located:
- at a suitable stand-off distance from any sensitive receptors; and
  - be located on land which constitutes previously developed land and/or contaminated land, existing planned industrial/employment land or redundant agricultural and forestry buildings and their curtilages; or
  - land associated with an existing agricultural, livestock, food processing or waste management use where it has been demonstrated that there are close links with that use.
57. In this case, the proposed site is not located close to any sensitive receptors or residential properties. Furthermore, and as concluded in the odour and air assessment reports, it would not have a detrimental impact on air quality or give rise to unacceptable odour at sensitive receptors in the vicinity. In this way, it is considered that the development would meet the requirement of the first criterion. The development would not meet the requirements of the second criterion, since it is not considered to be in any of the definitions given. However, the Policy allows for either the second or the third criterion to be met, and as the site is within the applicants agricultural holding, it is considered that it would be on land associated with an existing agricultural use.
58. Additionally, the feedstocks serving the AD Plant would be grown and sourced from the surrounding land, with the pig slurry and chicken manure coming from a neighbouring farm and the digestate produced would be spread back onto the applicants' land. The development would therefore meet the third criterion and have close links with the surrounding land. Therefore, in terms of location, the development is considered acceptable and would not conflict with the locational criteria set out in Policy W5. However, notwithstanding the above and to be acceptable, the development must also demonstrate compliance with all the relevant Development Management Policies contained within the plan.
59. The application further states that the resultant digestate from the AD process would be spread on the land in lieu of the pig manure which, in turn, reduces the

reliance on inorganic fertiliser. The use of the animal manure would also reduce the amount of best and most versatile land used for growing feedstock by 20% and would comply with Policy DM12, which seeks to protect the best and most versatile agricultural land.

#### Highways and Traffic

60. The consultation process raised concerns about the capacity of the local highway network to accommodate the additional vehicular movements. The Parish Council raised concerns that the base slab would require 2500 cubic metre of concrete, which would result in 320 ready mixed lorry loads. A similar number of lorries would be required for the hardcore subbase, as well as other infrastructure requirements, over an 18–24 month period. The parish requested that a condition prohibiting construction traffic going through Bishop Norton with Atterby be imposed on any planning permission granted.
61. In response the applicant stated that the construction period would be less than 12 months and the concreted area would be in the region of 9500 square metres, which would be approximately 55% of the 17,000square metres cited by the Parish Council. It is a reasonable assumption that the loads would reduce accordingly to approximately 145 or 2.75 per week over a 12-month period. The lorries would be expected to arrive from the south and not via Bishop Norton and the applicant raised the possibility that the requirement for a Construction Management Plan could be included on any planning permission granted, which could stipulate the vehicular routes.
62. In relation to concerns that the figures supplied for chicken and pig manure (15,300 tonnes total), are potentially start up targets, the applicant has confirmed that the plant must operate at 100% from day 1 and does not increase its appetite over time. The vehicles bringing the manure would be 25 tonne vehicles rather than 10 tonne payload which would result in approximately 612 loads per annum. However, as previously discussed the pig manure is currently brought to the site and the surrounding fields and accounting for this would result in a reduction of 92 loads per annum, which would mean 520 loads per annum or an additional 10 per week.
63. The final concern raised related to increased volumes of traffic on the local roads, namely Carr Lane and Stone Pit Lane. The Parish Council and local residents stated that this offers the most direct route to Market Rasen and emergency services routinely use it. It is a narrow single lane in poor repair and a planning condition should be imposed requiring passing points to be established, especially in the likely bottleneck zone to take a “pig run” vehicle and trailer.
64. The applicant has confirmed that the manure would only travel along a 650m section of Carr Lane from the existing piggery, until it turns down the private track, which is shown on a drawing submitted with the application. It is considered that even if the waste feedstocks were to come from an alternative location and were

to potentially use an alternative route, the modest number of trips associated with the movement of waste, approximately 20 per week, would not be considered to have an adverse impact on the local highway network. Furthermore, the Highways Officer has not raised any concerns and it is considered that the application would not be contrary to Policy DM14 of the Lincolnshire Minerals and Waste Local Plan, which seeks to ensure that the highway is of an acceptable standard to accommodate proposed developments.

65. The overall vehicular numbers, when considered with the existing numbers of pig manure deliveries, would be of a scale not to cause detriment to the local highway network and local area, and would therefore not be contrary to Policies DM3 and DM13 of the CSDMP, which promote sustainable transport movements and seek to protect the local amenity from the impacts of traffic.

#### Visual Amenity

66. The proposed development would be in an agricultural landscape, which is predominantly open arable fields, broken up by established hedgerows, mature trees, and pockets of farm buildings. The southern boundary of the development would be screened by an existing banked irrigation lagoon and the eastern boundary by an access track and line of trees. The tallest element of the proposal would be the flare stack at 10m and the tank which would be 7.8m, the majority of the built elements would be less than 5m high. It is accepted that these structures would be taller than some of the existing buildings in the area, however it is considered that the footprint of the site is not of a large scale.
67. The hoppers and other elements of the plant have the appearance of agricultural structures and would be structures of a design and scale expected to be seen in an agricultural landscape. Whilst the flare stack and tank would be taller than some of the structures within the surrounding landscape, it is considered that the existing tree lines to the south and east and the embankments of the lagoon would soften the impact. Within the surrounding landscape there are other agricultural buildings grouped together in isolated clusters, in a similar pattern, and it is considered that in this way the AD Plant would not look incongruous with the surrounding landscape. For these reasons, the proposal would be in accordance with Policy DM3 of the LMWLP, Policies LP17, LP26 and LP55 of the CLLP or Policy S53 of the emerging Plan, which all seek to protect the landscape and promote good quality design.

#### Air Quality and Odour

68. Natural England initially objected to the application on the grounds the applicant had not sufficiently considered the potential harm to the nearest SSSI, in relation to air quality. Following the submission of an updated Air Quality and Odour report which demonstrated that the proposal would not have a detrimental impact on neighbouring sensitive receptors, Natural England have confirmed they do not object to the application.

69. The most significant potential source of odour would come from the handling and storage of feedstocks (primarily the pig and the chicken manures) and digestate. Pig manure is currently brought to the fields and vicinity around the site and stored, ready for use as a manure on the fields. This practice would cease, and the manure would instead be used as a feedstock in the proposed plant. The two 50 tonne hoppers that are effectively the start of the process take approximately three hours to fill, every 48 hours which means that the manure could be brought to the site to coincide with when the hoppers are due to be filled, with no need to store it, thereby reducing the potential for odour on the current situation.
70. At present the pig manure is spread onto the surrounding farmland untreated whereas under this proposal it would be treated by the AD Plant. Consequently, the treatment of the manure could improve odours experienced at the site and surrounding area as the final digestate produced (which contains the treated manure) would be less odorous than untreated pig manure.
71. Regarding the chicken litter, this would be delivered on an as needed basis in sealed containers and loaded into the feed hopper. The applicant has not proposed to store chicken litter on the site and therefore this would remove any potential risk of odours associated with this activity.
72. Finally, the Environmental Health Officer and Environment Agency has raised no objection to the proposal, but the latter has confirmed that if planning permission is granted then the applicant would be required to also obtain an Environmental Permit before they could operate. An Environmental Permit would impose its own controls and conditions governing the site operations and activities and this would cover odour management. Notwithstanding this, it is recommended that a planning condition also be imposed which would require the applicant to submit an Odour Management Plan (OMP). Subject to this and having taken into account the nature of the operations and distance between the development and any sensitive receptors, the development is considered unlikely to have a significant impact in respect of odours and therefore would not be contrary to Policy DM3 of the CSDMP or Policy 26 of the Central Lincolnshire Local Plan or Policy S53 of the emerging Central Lincolnshire Local Plan.

#### Final Conclusions

73. The proposed AD plant would operate using 50% waste feedstocks which would contribute to the waste hierarchy by re-using waste and the digestate would be reused. The reduction in agricultural feedstocks would mean there would be a 20% reduction in the loss of agricultural land the applicant was proposing to use and consequently the proposal would be more sustainable than the approved development. As discussed, there would not be an unacceptable impact on highways or increase in traffic movements and there would not be an unacceptable impact on air quality, odour or visual impacts and therefore the application would comply with the relevant policies of the Lincolnshire Minerals



and Waste Local Plan, the Central Lincolnshire Local Plan and the emerging Central Lincolnshire Local Plan.

#### Human Rights Implications

74. The Committee's role is to consider and assess the effects that the proposal will have on the rights of individuals as afforded by the Human Rights Act (principally Articles 1 and 8) and weigh these against the wider public interest in determining whether or not planning permission should be granted. This is a balancing exercise and matter of planning judgement. In this case, having considered the information and facts as set out within this report, should planning permission be granted the decision would be proportionate and not in breach of the Human Rights Act (Articles 1 & 8) and the Council would have met its obligation to have due regard to its public sector equality duty under Section 149 of the Equality Act 2010.

### RECOMMENDATIONS

That planning permission be granted subject to the following conditions:

#### Commencement

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission. Written notification of the date of commencement shall be sent to the Waste Planning Authority within seven days of such commencement.

*Reason: To comply with Section 91 of the Town and Country Planning Act 1990.*

#### Approved Documents & Drawings

2. The development hereby permitted shall only be carried out in accordance with the following documents and plans unless otherwise modified by the conditions attached to this planning permission or details subsequently approved pursuant to those conditions. The approved documents and plans are as follows:

Planning application form, Design and Access Statement, Flood Risk Assessment, Geophysical Survey Report, Landscape and Visual Assessment, Preliminary Ecological Appraisal, all received on 17 March 2022 and Air Quality and Odour Risk Assessment received on 13 June 2022.

And the following plans all received on 17 March 2022

1415-3-PL-LP01 Location Plan  
1415-3-PL- GA03 Biogas Pre Treatment and Upgrade  
1415-3-PL- GA09 Clamp-Plan and Elevations  
1415-3-PL- GA12 Containerised Compressor

1415-3-PL- GA05 Digester Feeder Unit Details  
1415-3-PL- GA08 Gas Entry Unit Details  
1415-3-PL- SP04 Manure Route  
1415-3-PL- GA11 Homogenisation Tank  
1415-3-PL- GA06 Process Building Plan and Elevations  
1415-3-PL- GA10 Processor Building Silencer Details  
1415-3-PL- SE01 Site Section Proposed  
1415-3-PL- GA02 Straw Chopper Unit Details  
1415-3-PL- GA04 Straw Extruder Unit Details  
1415-3-PL- SE02 Typical Lagoon Section

1415-3-PL- GA13 Flare (received 28 April 2022)  
1415-3-PL-GA07 (Rev A) Digester Elevations (received 4 April 2022)  
1415-3-PL- SP01 (Rev C) Proposed Site Plan (received 28 April 2022)  
1415-3-PL- SP02 (Rev B) Proposed Site Plan (received 28 April 2022)

*Reason: To ensure that the development is carried out in an acceptable manner and for the avoidance of doubt as to the development that is permitted.*

#### Construction Management Plan

3. Prior to any development commencing a Construction Management Plan and Method Statement shall be submitted to and approved in writing by the Waste Planning Authority. The Plan should include.
  - phasing of the development to include access construction;
  - the parking of vehicles of site operatives and visitors;
  - loading and unloading of plant and materials;
  - storage of plant and materials used in constructing the development;
  - wheel washing facilities;
  - the routes of construction traffic to and from the site including any off site routes for the disposal of excavated material and;
  - a strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (permanent or temporary) connect to an outfall (temporary or permanent) during construction.

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

*Reason: In the interests of local amenity*

#### Landscaping

4. The development shall not be brought into use until a detailed landscaping scheme has been submitted to and approved in writing by the Waste Planning Authority.

The landscaping scheme shall include information on the species, numbers, spacing and positions of all grasses, trees, shrubs, hedgerows and bushes to be planted as part of the development along with details of a five year maintenance and aftercare programme to be adopted to ensure their success commencing from the date the scheme has been implemented. The approved scheme shall be carried out in its entirety in the first available planting season following confirmation of the written approval from the Waste Planning Authority and any plants which die, are removed or become seriously damaged or diseased within the five year aftercare period shall be replaced in the next planting season with others of a similar size and species.

*Reason: In the interests of the visual amenity of the area*

#### Odour management

5. Prior to the development first being brought into use, an odour management plan, including details of actions to be taken in the event of a complaint, shall have been submitted to and approved in writing by the Waste Planning Authority.

*Reason: In the interest of the amenity of the area.*

#### Permitted Tonnages & Feedstocks

6. The feedstock materials for the anaerobic digestion plant hereby approved shall be restricted to 49,000 tonnes of feedstock per annum of pig manure, chicken litter, straw, potato peelings and rye. Written records, by tonnage, of the amount of feedstocks brought to the plant shall be kept and available for submission to the Waste Planning Authority on written request.

*Reason: To ensure the development is in accordance with the submitted figures*

#### Lighting

7. No external lighting shall be installed within the site unless details have first been submitted and approved in writing by the Waste Planning Authority. Any lighting installed shall thereafter be carried out in accordance with the approved details.

*Reason: In the interests of amenity*

8. The means of connection to the National Grid shall be by underground pipeline.

*Reason: In the interests of the visual amenity of the area.*

## Informatives

Attention is drawn to:

### Environmental permitting

- i) The proposed anaerobic digestion plant will require a permit under Schedule 1 of the Environmental Permitting Regulations (England and Wales) 2016. We will consider the following areas of potential harm when assessing the permit:
- Techniques for pollution control including in process controls, emission control, management, waste feedstock and digestate, energy, accidents, noise and monitoring
  - Emission benchmarks for combustion products, temperature and pH
  - Air quality impact assessment, including odour and Habitats Regulations Assessment.
1. Your site would need either a standard rules environmental permit or a bespoke permit. The bespoke is specific to your site, tonnages, input materials etc., but more expensive. The standard rules are exactly that, rules to suit sites generally.
  2. Please note that the tonnages specified within your design statement would make this site an installation as opposed to a waste facility.
  3. The standard rules permits have recently been modernised. We strongly advise taking consultation on the new conditions before proceeding further with this project.
  4. On the plans and text we have seen there currently is no flare. This is a mandatory safety feature on new standard rules permits and would require significant justification if End 2 you were to apply for a bespoke permit without one.
  5. All containment for the site will need to comply with Ciria 736, this would include all underground tanks.
  6. Waste digestate produced by the site may require a permit in order to be spread on land.

### Development involving silage or slurry

The proposed lagoons and feedstock clamps must meet the standards prescribed The Water Resources (Control of Pollution) (Silage, Slurry and Agricultural Fuel Oil) (England) (SSAFO) Regulations 2010 and as amended 2013. Environmental good practice advice is available in The Code of Good Agricultural Practice (COGAP) for the protection of water, soil and air (produced by DEFRA). The applicant is advised to review the existing on-farm slurry and manure storage and ensure compliance with the SSAFO Regulations.

Any agricultural development that will result in an increase in cattle numbers or water usage may adversely impact the storage of waste waters, slurry and other polluting matter.

The applicant is advised to review the existing on-farm slurry and manure storage and ensure compliance with the SSAFO Regulations. You must inform the Environment Agency, verbally (Tel: 03708 506 506) or in writing, of a new, reconstructed or enlarged slurry store, silage clamp or fuel stores at least 14 days before starting any construction work. The notification must include the type of structure, the proposed design and construction, and once an agreed proposal has been constructed, we will ask you to send us a completed WQE3 notification form before you start using the facility.

Further guidance is available:

[Storing silage, slurry and agricultural fuel oil](#)  
[Protecting our Water, Soil and Air: A Code of Good Agricultural Practice for farmers, growers and land managers](#)

- ii) In dealing with this application the Waste Planning Authority has worked with the applicant in a positive and proactive manner by seeking further information to address issues identified. This approach ensures the application is handled in a positive way to foster the delivery of sustainable development which is consistent with the requirements of the National Planning Policy Framework and as required by Article 35(2) of the Town & Country Planning (Development Management Procedure)(England) Order 2015.

## Appendix

These are listed below and attached at the back of the report	
Appendix A	Committee Plan

## Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

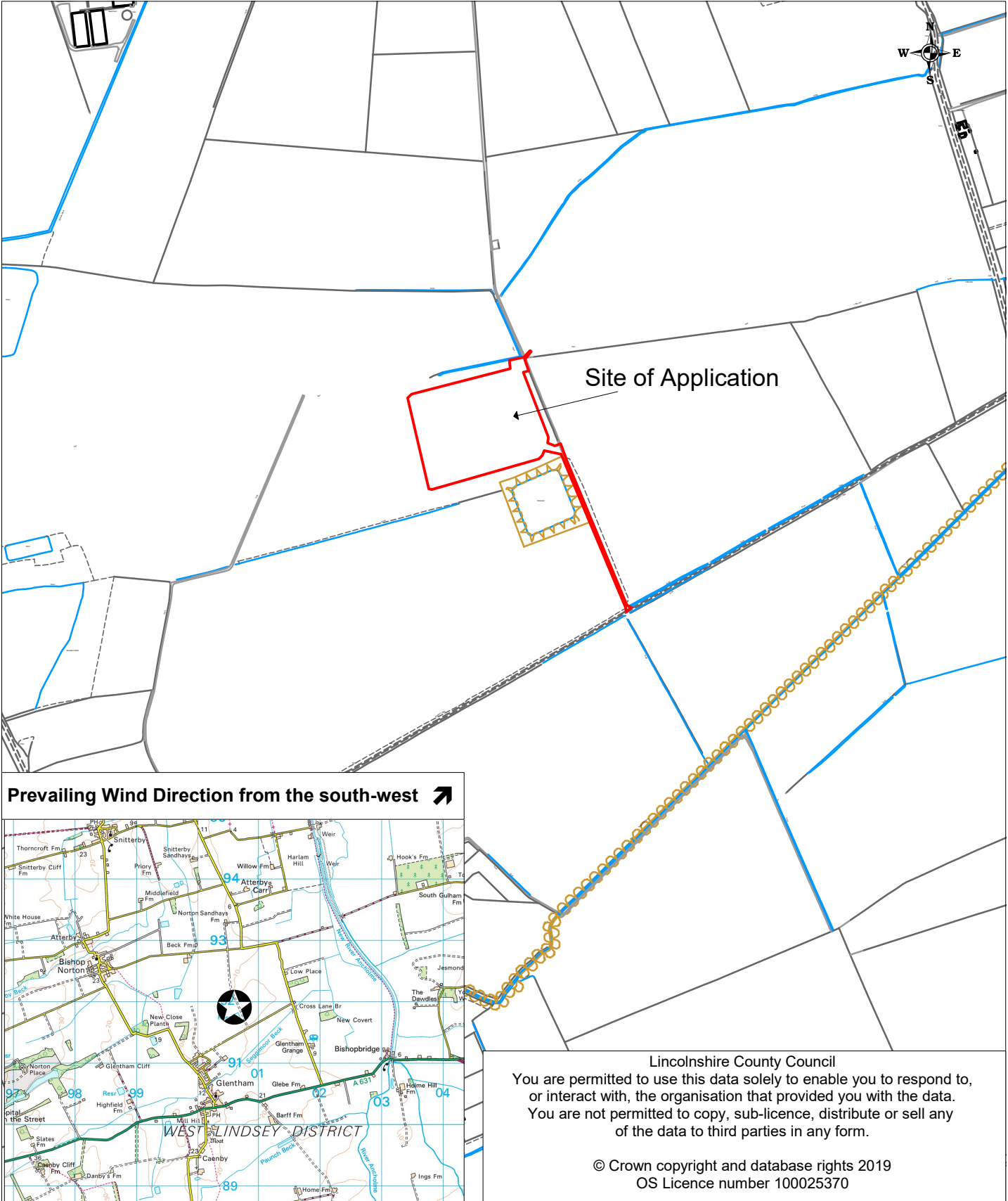
Document title	Where the document can be viewed
Planning Application File 144778	Lincolnshire County Council's website <a href="https://lincolnshire.planning-register.co.uk/">https://lincolnshire.planning-register.co.uk/</a>

National Planning Policy Framework (2021) National Planning Policy for Waste (2014)	The Government's website <a href="http://www.gov.uk">www.gov.uk</a>
Lincolnshire Minerals & Waste Local Plan (2016)	Lincolnshire County Council's website <a href="http://www.lincolnshire.gov.uk">www.lincolnshire.gov.uk</a>
Central Lincolnshire Local Plan (2017) Draft Central Lincolnshire Local Plan (2022)	West Lindsey District Council's website <a href="http://www.west-lindsey.gov.uk">www.west-lindsey.gov.uk</a>

This report was written by Sandra Barron, who can be contacted on 01522 782070 or [dev\\_planningsupport@lincolnshire.gov.uk](mailto:dev_planningsupport@lincolnshire.gov.uk)

LINCOLNSHIRE COUNTY COUNCIL

PLANNING AND REGULATION COMMITTEE 05 SEPTEMBER 2022



Lincolnshire County Council  
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**Location:**  
 Land off Barff Lane  
 Glentham

**Description:**  
 To construct an on-farm anaerobic digestion plant, associated infrastructure, lagoons and feedstock clamps

**Application No:** 144778  
**Scale:** 1:10,000

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