

APPLICATION NO	PA/2009/0334
APPLICANT	ECO2 North Lincs Ltd
DEVELOPMENT	Planning permission to construct a renewable energy plant (primary fuel consisting of straw) comprising the erection of turbine and boiler hall, two storage barns, wood storage building and a lagoon (resubmission of PA/2008/0793)
LOCATION	Former British Sugar site, access roads to power station, Scawby Brook, Scawby
PARISH	SCAWBY
WARD	Brigg and Wolds
SUMMARY RECOMMENDATION	Grant permission subject to conditions
REASONS FOR REFERENCE TO COMMITTEE	Objections by parish and town councils Third party request to address the committee

BACKGROUND

This application was received in March 2009 and proposes the construction of a renewable energy plant (primarily straw burning) comprising turbine and boiler halls, two storage barns, a wood storage building and a lagoon on the former British Sugar site which comprises 5.26 hectares of previously developed land adjacent to the existing power station at Scawby Brook.

The site is accessed from the B1206 Scawby Road. The site is 500 metres west of the River Ancholme, approximately 1.5 kilometres south-west of Brigg, 1.8 kilometres east of Scawby and 600 metres from Scawby Brook.

The site has an industrial history and was last used by British Sugar as a manufacture/distribution base. It is allocated for B1/B2/B8 uses in the North Lincolnshire Local Plan.

The facility would have an electricity generating capacity of 40 megawatts using approximately 240,000 tonnes of biomass fuel which would primarily be baled straw, sourced from the local area. At 40 megawatts installed capacity the development is below that required by BERR (The Department for Business Enterprise and Regulatory Reform) to determine the application and therefore the decision in respect of whether this development is acceptable or not lies with the local planning authority.

In order to appraise the Planning Committee of all relevant facts, a significant number of consultations have been carried out, receipt of the application has been advertised in the local press and site notices posted, and a number of individual letters have been sent out to those properties which are closest to the application site. This methodology of public consultation is in line with the council's policy on such matters and is considered to be appropriate and adequate. During the consultation exercise about 250 individual representations have been received. These representations are made up of letters and

emails. It appears that a number of the representations are duplicates. Nevertheless it is clear that the consultation exercise has generated a significant response.

A petition has also been submitted to the council, comprising approximately 1,120 signatures.

The application is accompanied by a full environmental impact assessment and this has been available for people to view both in the Planning office and also on the council's website since the application was received.

NATIONAL, REGIONAL AND LOCAL POLICY GUIDANCE AND ADVICE

National policy

Since entering into the Kyoto protocol the Government has been committed to reducing greenhouse emissions by 12.5% below 1990 levels by 2012.

The Government has set targets to generate 10% of the UK's electricity from renewable energy sources by 2010 followed by 15% in 2015 and 20% by 2020. This is in addition to cutting carbon dioxide emissions by 60% by 2050. To achieve this Planning Policy Statement 22, Renewable Energy (PPS 22) has been published which requires the planning system to actively promote renewable energy development. PPS 22 also provides detailed guidance for the consideration of renewable energy planning applications. Since the publication of PPS 22 regional planning guidance for Yorkshire and the Humber has set challenging renewable energy targets for the Humber and other sub-regions. The 2010 target for the Humber is set at 146 megawatts.

The Government's energy policy, including its policy on renewable energy, is set out in the Energy White Paper. Through various iterations this White Paper and its principles have been enshrined by, in November 2008, the Energy Act being given Royal Assent.

The Renewable Energy Strategy was published in July 2009 and states that:

'We need to radically increase our use of renewable electricity, heat and transport. This Strategy explains how and why we will do so. It sets out the path for us to meet our legally-binding target to ensure 15% of our energy comes from renewable sources by 2020: almost a seven-fold increase in the share of renewables in scarcely more than a decade.

This Strategy will help us tackle climate change, reducing the UK's emissions of carbon dioxide by over 750 million tonnes between now and 2030. It will also promote the security of our energy supply, reducing our overall fossil fuel demand by around 10% and gas imports by 20–30% against what they would have been in 2020. And it will provide outstanding opportunities for the UK economy with the potential to create up to half a million more jobs in the UK renewable energy sector resulting from around £100 billion of new investment. In parallel with energy saving, nuclear and carbon capture and storage, this is a key element of our overall transition plan for setting the UK on the path to achieve a low-carbon, sustainable future that helps address dangerous climate change.'

The UK Renewable Energy Strategy (July 2009) sets out action for planning for delivering higher levels of renewable energy development. It describes the balance of fuels and technologies likely to achieve the Government's goals, the strategic role of Government and the specific actions it intends to take. It also sets out the opportunity for all in society to harness renewable energy and contribute towards action against climate change. The

strategy sets out the path for the country to meet its legally binding target of 15% of energy from renewable sources by 2020.

However the Government is still conscious of the need to protect the environment, including the landscape, from unacceptable development. Paragraphs 4.9 and 4.10 of the Renewable Energy Strategy sets out this balance of considerations:

'4.9 The planning system plays a central role in delivering the infrastructure we need to reduce our carbon emissions and ensure continued security of energy supply. Equally the planning system plays a vital role in safeguarding our landscape and natural heritage and allowing communities and individuals the opportunity to shape where they live and work.'

'We therefore need to ensure that the planning system properly reflects the range of interests in land use, applies existing safeguards to protect areas where development may not be appropriate, but delivers swift, consistent and effective decisions in areas where development is appropriate.'

This is reflected by the planning policy cascade from national through to regional and local policies detailed below:

PPS 1 Delivering Sustainable Development (2005) and Planning and Climate Change, Supplement to PPS 1 (2007)

PPS 1 sets out the overarching planning policies on the delivery of sustainable development through the planning system. It explains that the Government is committed to protecting and enhancing the quality of the natural and historic environment, in both rural and urban areas. A high level of protection should be given to most valued townscapes and landscapes (paragraph 17). At paragraph 18 it notes that the condition of our surroundings has a direct impact on the quality of life and the conservation and improvement of the natural and built environment brings social and economic benefit for local communities.

At the same time it calls for a prudent use of natural resources and requires development plans to seek to promote and encourage, rather than restrict, the use of renewable resources (paragraph 22).

The supplement to PPS1 – Planning and Climate Change (2007) – sets out how planning should contribute to reducing emissions and stabilising climate change and take into account the unavoidable consequences. It advises that it does not seek to assemble all national planning policy relevant or applicable to climate change and should be read alongside the national PPS series. Where there is any difference in emphasis on climate change between the policies in this PPS and others in the national series, this is intentional and this PPS takes precedence.

In relation to renewable and low carbon energy generation, the supplement to the PPS (at paragraphs 19 and 20) states:

'19. In developing their core strategy and supporting local development documents, planning authorities should provide a framework that promotes and encourages renewable and low-carbon energy generation. Policies should be designed to promote and not restrict renewable and low-carbon energy and supporting infrastructure.'

20. In particular, planning authorities should:

- not require applicants for energy development to demonstrate either the overall need for renewable energy and its distribution nor question the energy justification for why a proposal for such development must be sited in a particular location;
- ensure any local approach to protecting landscape and townscape is consistent with PPS 22 and does not preclude the supply of any type of renewable energy other than in the most exceptional circumstances;
- alongside any criteria-based policy developed in line with PPS 22, consider identifying areas suitable for renewable and low-carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources, but in doing so take care to avoid stifling innovation including by rejecting proposals solely because they are outside areas identified for energy generation;
- expect a proportion of the energy supply of new development to be secured from decentralised and renewable or low-carbon energy sources.'

PPS 22 Renewable Energy (2004)

The Government published a revised PPS on renewable energy in 2004, together with a companion guide, which sets out practical advice on how policies for renewable energy can be implemented. These documents reinforce the overall regional role for renewable energy in helping to deliver national energy targets for energy generation and reductions in greenhouse gas emissions.

The PPS explains that it follows on from the Energy White Paper 'Our energy future – creating a low carbon economy' whose aim was to put the UK on the path to cut its carbon dioxide emissions by some 60% by 2050 with real progress by 2020.

The PPS sets out eight key principles to be followed by regional planning bodies and local planning authorities. In particular:

- key principle (i) explains that renewable energy developments should be capable of being accommodated throughout England in locations where the technology is viable and environmental, economic, and social impacts can be addressed satisfactorily;
- key principle (ii) explains that regional spatial strategies and local development documents should contain policies designed to promote and encourage, rather than restrict, the development of renewable energy resources. Regional planning bodies and local planning authorities should recognise the full range of renewable energy sources, their differing characteristics, locational requirements and the potential for exploiting them subject to appropriate environmental safeguards;
- key principle (iii) explains that at the local level, planning authorities should set out the criteria that will be applied in assessing applications for planning permission for renewable energy projects;

- key principle (iv) explains that the wider environmental and economic benefits of all proposals for renewable energy projects, whatever their scale, are material considerations and should be given significant weight in determining whether proposals should be granted planning permission; and
- development proposals should demonstrate any environmental, economic and social benefits as well as how any environmental and social impacts have been minimised through careful consideration of location, scale, design and other measures.

The PPS sets out the principles for regional targets, policies in regional spatial strategies and local development documents, locational considerations and a range of other considerations relating to scale, landscape and visual effects, noise, odour and types of renewable energy, for example biomass and energy crops, and wind turbines.

In paragraphs 19 to 21 the PPS gives guidance on the landscape and visual effects of renewable energy developments. In particular it states that these effects will vary on a case by case basis according to the type of development, its location and the landscape setting of the proposed development (paragraph 19).

Regional Spatial Strategy for Yorkshire and The Humber (2008)

The RSS at Section 2 (Spatial vision and core approach), in Table 2.1 (Spatial vision and headline outcomes), at outcome 7 says, 'Environmental quality has been raised, resource demands from development minimised, and the region is responding proactively to the global and local effects of climate change' and the headline indicators for this statement quote the installed renewable energy capacity as being crucial.

Policy YH1 (Overall approach and key spatial priorities) states at B, 'Plans, strategies investment decisions and programmes should aim to...:

6. Protect and enhance the region's environmental resources, including areas of international and national importance, and the character and qualities of the Region's coast and countryside including for economic and social development.'

The explanatory text accompanying the policy explains that a good quality environment is critical to the social, economic and environmental wellbeing of the region. It acknowledges that pressure on environmental assets and resources is likely to increase with the demands for growth (paragraph 2.9).

Policy H2 (Climate change and resource use) sets out seven areas where plans, strategies, investment decisions and programmes should help meet the RSS target in relation to the reduction in greenhouse gas emissions, the seventh of which is increasing renewable energy capacity.

Policy YH3 (Working together) states that 'plans, strategies, investment decisions and programmes should be based on:

An effective collaboration between areas within the region, particularly to:

6. achieve effective environmental management and enhancement and address climate change.'

In delivering the RSS' core approach, paragraph 2.76 explains that 'Change needs to be managed realistically and sensitively in the Region. The pace and degree of change must be handled in a way that is responsive to objectives such as urban regeneration, housing market renewal and rural renaissance and is reflective of local conditions, whilst ensuring the benefits of change and growth are delivered in a sustainable way as soon as possible.' Table 2.2 (Delivering the core approach over 15-20 years) sets out how this change might be achieved through different policy approaches during early, mid and later years. In the area of the environment the increased generation of renewable energy, mostly from wind turbines, is seen as being important as is the protection of important landscapes and habitats.

ENV5 (Energy) – 'The region will maximise improvements to energy efficiency by increases in renewable energy capacity. Plans, strategies, investments, decisions and programmes should:

A Reduce greenhouse gas emissions, improve energy efficiency and maximise the efficient use of power sources by:

- (1) requiring the orientation and layout of development to maximise passive solar heating;
- (2) ensuring that publicly funded housing and Yorkshire Forward supported developments meet high energy efficiency standards;
- (3) maximising the use of combined heat and power, particularly for developments with energy demands over 2 megawatts, and incorporating renewable sources of energy where possible;
- (4) ensuring that development takes advantage of community heating opportunities wherever they arise in the region, including at Immingham and near Selby;
- (5) providing for new efficient energy generation and transmission infrastructure in keeping with local amenity and areas of demand;
- (6) supporting the use of clean coal technologies and abatement measures;

B maximise renewable energy capacity by:

- (1) delivering at least the following regional and sub-regional targets for installed grid-connected renewable energy capacity:

	2010	2021
Humber	124 megawatts	350 megawatts
North Yorkshire	209 megawatts	428 megawatts
South Yorkshire	47 megawatts	160 megawatts
West Yorkshire	88 megawatts	295 megawatts
Offshore	240 megawatts	630 megawatts
Total	708 megawatts	1862 megawatts

- (2) monitoring annually planning permissions and developments against the indicative local authority targets for 2010 and 2021 set out in Table 10.2 and taking action accordingly to ensure the regional and sub-regional targets are exceeded;
- (3) promoting and securing greater use of decentralised and renewable or low-carbon energy in new development, including through Development Plan Documents setting ambitious but viable proportions of the energy supply for new developments to be required to come from such sources. In advance of local targets being set in DPDs, new developments of more than 10 dwellings or 1,000 square metres of non-residential floor space should secure at least 10% of their energy from decentralised and renewable or low-carbon sources, unless, having regard to the type of development involved and its design, this is not feasible or viable.

North Lincolnshire Local Plan (adopted May 2003)

Policy DS21 (Renewable Energy) states that:

'Proposals for the generation of energy from renewable resources will be permitted provided that:

- (i) any detrimental effect on features and interests of acknowledged importance, including local character and amenity, is outweighed by environmental benefits; and
- (ii) proposals include details of associated developments including access roads and other ancillary buildings and their likely impact upon the environment.

Where appropriate, conditions will be imposed requiring the restoration of the site to its original condition or the implementation of an agreed scheme of after-use and restoration.'

Policy DS1 is applied to all development proposals. It requires a high standard of design in all developments irrespective of location. Proposals for poorly designed development will be refused.

Policy IN8 allocates the site for B1/B2/B8 uses and requires a high standard of landscaping.

Policy T2 (Access to Development) requires all development to be provided with a satisfactory access.

Policy DS16 resists development which would increase the risk of flooding.

CONSULTATIONS

Environment Agency: Advises conditions and requests a Section 106 legal agreement to provide funding for flood defence works.

East Midlands Airport: Advises conditions.

Highways: No objection in principle but request that conditions be imposed including a condition relating to the submission and approval of a construction phase traffic plan before any work commences on site (conditions 4-8).

Highways Agency: No objections subject to the imposition of conditions (nos. 6-8).

Natural England: Comments.

Network Rail: No observations.

Severn Trent: Not within Severn Trent's current area.

Yorkshire Water: The site is not in Yorkshire Water's area. Please refer to Severn Trent for both water supply and sewerage issues.

Yorkshire Forward: No further comments.

Hull and Humber Chamber of Commerce: Unanimous support for the project. Would be an asset to the area and help grow the region's position as a hub for renewable energy business. The employment opportunities the development would produce were also looked on favourably.

Government Office for Yorkshire and the Humber: Acknowledge receipt of the environmental statement and request that when a decision is made a copy should be sent to their office for information.

North Lincolnshire NHS Trust: No comment.

Health and Safety Executive (HSE): HSE has no comments on this environmental statement.

Chief Fire Officer: Comments received.

PARISH COUNCILS

Scawby Parish Council – objects:

- There are inaccuracies and inconsistencies within the application; the B1206 measures between 2.93 and 6.4 metres wide, this road width is not adequate for the volume of HGVs to use safely.
- There is a pedestrian footpath along the full length of the road, in places less than 0.5m wide. This proposed flow of traffic will be intimidating for the residents of Scawby Brook.
- The application infers no problems at the mini-roundabout – a survey and study should be undertaken regarding Scawby Brook.
- Inconsistencies regarding the sourcing of fuel for the plant (30-100 miles), the need to transport straw 100 miles surely outweighs the benefits associated with such a plant. The applicant should be requested to investigate the use of the railway link to transport the straw to the proposed plant.
- Straw debris and noise pollution will most certainly adversely affect the quality of the residential area.

Brigg Town Council – comments:

- Not opposed in principle but members do have concerns regarding the impact the development may have on the lives of those residents of Scawby Brook whose

properties are reasonably close to the site, and those that are located on the proposed vehicular route.

- A Section 106 agreement governing the actual route that will be permitted by users of HGVs should form part of any planning consent.
- A further Section 106 agreement should also be incorporated that will require the company to undertake street inspections twice daily and to immediately clean up any straw or debris from the delivery lorries.
- Expects that a rigorous study has been undertaken to ensure that the mini-roundabout is of sufficient size and that the highway safety record is not compromised.

Hibaldstow Parish Council – comments:

- Main concern would be an increase of HGVs on the B1206 through Hibaldstow village. Fully support the suggestion of a 106 agreement to restrict the HGV route via the A15/A180 junction 4/A18/B1206.
- This would be in line with the Planning Inspector's decision on APP/Y2003/A/08/2072544/NWF '...however, an intensity of 1 HGV every 6 minutes would cause noise and disturbance to an extent which would significantly harm the residential amenities of those who live in houses which adjoin the B1206 as it passes through either of the villages.' This was referring to quarry traffic on the B1206 through Redbourne and Hibaldstow.

Redbourne Parish Council:

- Main concern would be an increase of HGVs on the B1206 through Redbourne village. Fully support the suggestion of a 106 agreement to restrict the HGV route via the A15/A180 junction 4/A18/B1206.
- This would be in line with the Planning Inspector's decision on APP/Y2003/A/08/2072544/NWF '...however, an intensity of 1 HGV every 6 minutes would cause noise and disturbance to an extent which would significantly harm the residential amenities of those who live in houses which adjoin the B1206 as it passes through either of the villages.' This was referring to quarry traffic on the B1206 through Redbourne and Hibaldstow.

PUBLICITY

Receipt of the application has been advertised in the press and a number of site notices have been posted around Brigg. Additionally, nearby residential properties have been consulted by individual letter.

Between registration of the application and preparation of the committee report the council received a considerable number of representations, all but two raising objections to the proposal. Each letter has been read individually and following these opening paragraphs is a résumé of the issues and grounds on which the objections have been made.

In total about 250 pieces of correspondence have been received. Some of these are pro-forma style letters with a signature attached and some are letters and emails that emanate

from the same people at the same address, so in this number there is an element of duplication.

These letters raise the following objections/concerns:

- a better site would be at Keadby power station which would be away from residential development and would have good access to the A18, rail, canal and wharf links (case study documents submitted)
- litter on roads from dropping straw
- the right vehicles should be used (excerpt from Department of Transport document submitted)
- transport arrangements – the assessment is littered with errors and inconsistencies:
 - the description of the B1206 is incorrect, states that its width is 7-7.3 metres and no footways in the immediate vicinity of the site
 - the carriageway is only 6.4 metres on one bend, not possible by the HGVs they intend to use without serious invasion into the lane of oncoming traffic; if two of the lorries meet, which is quite likely with a minimum of one lorry every 8 mins, there will be contact and inevitably an accident
 - the road has a pedestrian pathway to its full length less than 0.5 metre wide, pedestrians will be intimidated by lorries, lorries will mount kerbs at a narrow bend, and will discourage cycling and walking
- increase in HGV traffic
- number of HGVs turning right from the mini-roundabout to go to the site currently 5, this would increase to 50
- inconsistencies in figures given for amounts of materials going to and from the site
- should be using heat from process to heat nearby homes
- the rail option needs to be fully investigated, the site is adjacent to the railway line and has its own sidings
- pollution from HGVs
- competition for fuel from other plants, fuel may have to be brought in by ship
- not central to the fuel source
- flood risk
- unsightly appearance
- a Section 106 agreement should provide funding for sporting facilities

- the plans assume that flue heights and temperatures will be high enough to prevent the escape of any noxious gases or smells
- the plans for dealing with flooding are theoretical
- noise and the unsightly nature of the existing power station, should not have to endure another one of these monstrosities
- no strategy in allowing all truck movements to be down Scawby Brook road
- HGV route management seems particularly poor
- potential for trucks to back onto the highway
- 136+ truck movements a day will risk the prosperity of Brigg as a market town
- would cause people to detour Brigg and put additional traffic on local villages
- the argument that the village used to have beet lorries causing congestion is irrelevant, this was for limited months 17 years ago
- Brigg may decline as a market town
- the council is failing the local community on the objectives of the local transport plan
- some houses on the route will be within feet of the HGVs and all the footpaths will be, plus the A18 already has a high rate of killed or seriously injured people each year
- immense environmental impact on local residents in terms of noise, pollution and vibration
- has the council any estimates for the degradation in air quality and noise pollution?
- by what measure has the council decided this is the most efficient use of the highway network?
- threat to quality of life
- what other freight strategies has the council considered for this plant?
- why have these other strategies been dismissed?
- the safety of children and their increased risk in going to school or enjoying a cycle ride in the countryside
- fire/arson risk
- has the council sought medical advice on what this level of fumes could do for respiratory sufferers who live along the main routes?
- what other locations have been seriously evaluated?

- the straw cash may distort the natural farming economy which, as we have already seen with some other bio friendly projects, can lead to worse situations for food prices
- more emissions than a gas/oil power station
- cannot see how a few shrubs and bushes are going to hide such a significant set of buildings
- flooding risk to nearby houses
- hold-ups on the roads, overtaking the huge lorries will be impossible
- impeding emergency vehicles, loss of life
- what else might be burned?
- straw will blow off, blocking drains etc
- grain will feed vermin
- windows and cars get covered in dust from the existing power station
- the economic cost to Eco2 is not a reason to allow them to move 100 trucks a day instead of using rail; they should be forced to use other forms of straw delivery
- there are many power stations on the Humber bank which would offer Eco2 links to the grid
- the council should be proactive and offer them an alternative site
- 1 HGV lorry every 6 minutes will cause noise and disturbance to such an extent to not enjoy amenity of home
- the storage of straw at Hibaldstow airfield will increase movements through Scawby Brook
- the council should dismiss the application until such time as the full traffic impact of the plant can be analysed
- residents of Hibaldstow, Redbourne and Scawby have not objected because the Eco2 application is leading them to believe they will not be affected
- there will be no benefits to residents of Scawby Brook, it is highly likely that most of those employed will not be residents of Scawby Brook
- a lot of the money and jobs will go outside the local area
- danger to horse riders and motorcyclists
- structural damage to property
- unsightly, the height of the main chimney and straw barns

- air pollution – 1.25 billion cubic metres of sulphur dioxide, carbon monoxide, hydrogen chloride, oxides of nitrogen and other fine matter
- damage to the county's landscape and nature of Lincolnshire
- the scale of the storage of straw – straw can only be harvested once a year
- fall in visitor numbers to Brigg
- destruction of natural habitats
- not in accordance with statements in the local transport plan
- not as environmentally friendly as Drax power station, not enough straw for the two ventures and the proposed Sleaford plant
- B1206 does not comply with the council's roads design standards for a secondary road or meet speed limits, visibility is not sufficient
- lack of consultation with residents
- lack of solar panels, green roof, not harnessing heat, impact on wildlife
- what reasons has the council got for not diverting HGVs through Scawby, Redbourne, Hibaldstow and Brigg?; should be shared; is the council trying to split communities, using the least populated route, thereby gaining less opposition
- detrimental impact on a listed building
- could Eco2 not construct a new road avoiding all villages?
- the council is not adhering to the local area agreement
- should sequentially test other sites
- lime and ash are hazardous substances
- not maximising efficiency, heat value but would be objections to housing here due to flood risk
- dangerous route, should be from Hibaldstow/Scawby
- to not utilise all options is discriminating towards the Scawby Brook and Castlethorpe residents
- distance from which fuel may be sourced
- impacts on protected species
- pollution from hydrocarbons
- pollution under the existing building and from construction to local watercourse

- will take up land which holds water in flooding events, pushing flood water elsewhere
- sequential testing hasn't been fully performed
- increase in traffic conflicts with policies T1, T8 and T14 of the North Lincolnshire Local Plan
- fumes from HGVs
- if allowed, the lorries must be covered, or Scawby Brook will look like a farmyard
- the dedicated route has numerous accident blackspots: Broughton crossroads, Castlethorpe corner, Scawby Brook mini-roundabout, Scawby Park and the entrance onto the lane
- straw would block drains on the M180 causing flooding and aquaplaning
- quotes from Road Vehicles Regulations 1986 no. 1078 re carrying of loads
- access to the countryside will be severely diminished, will affect healthiness of lifestyle
- it will be dangerous to cross the road in the future
- danger to lives from arson
- arson attacks cost £2k last year
- will impinge on ability to enjoy leisure and cultural facilities
- building on flood plain, no technical explanation for potential flooding requirement now let alone making allowance for climate change rise in water tables; flooding to local properties in 2007 and 2008; the Environment Agency (EA) may need land for controlled flooding to control levels; a decision should be put on hold until the EA produce recommendations
- arson risk to oil storage tanks at Centrico
- the site is on a major aquifer
- impact on water voles and other wildlife
- a project such as this should be 2000 metres from homes
- noise pollution from trucks accelerating and decelerating
- affect on health – air pollution
- the Corus and Barton sites should be reinvestigated; the site should be nearer Lincoln on the A15; should be a greenfield site
- should be an independent report on flooding
- some of the traffic data is from 2006; development in area since then

- buildings will be like giant white plastic sheds
- council are trying to put heavy industry on a plot suited to light industrial development
- it hardly seems right that the council would knowingly and encouragingly blight the lives of several hundreds if not more residents and visitors for one power station
- car transporters going to the site mount the grass, the junction is clearly not wide enough
- the main road is extremely busy with traffic passing the junction at high speed
- noise from HGVs causing disturbance to occupants, their pets and wildlife
- impact upon business
- children scared of lorries due to close proximity to path
- this will affect children's right to grow up in a safe and healthy environment where every child matters
- the volume of HGV traffic is unacceptable, quotes from the inspector's report regarding the public inquiry at Redbourne:

'However, an intensity of 1 HGV every 6 minutes would cause noise and disturbance to an extent which would significantly harm the residential amenities of those who live in houses which adjoin the B1206 as it rises through either of the villages. Chapter 6 of the applicant's environmental statement gives a worst case scenario of 204 vehicle movements in any 12-hour period
- jobs will not be for local people
- the proportion of money available as expendable income will be 5% or less, the suggestion that farmers from a 50m radius will spend the money in Brigg is simply ludicrous
- the electricity generated by this scheme will not be generated for the people of Brigg and Scawby, possibly the largest part of the hoodwinking associated with scheme, instead it is merely a scheme designed to profit a business based in South Wales that will attract noise, smells, traffic pollution, inconvenience, detritus and unsightly views to Brigg
- Eco2 have not quantified the traffic that will service the secondary sites where straw will be stockpiled prior to shipment to the biomass plant – three concerns: how much extra traffic; where will these sites be; what routes?
- information still outstanding, serious health and safety risks associated with the site in terms of ground gases, elevated levels of hydrocarbons and groundwater sensitivity of the site
- further environmental assessment is required; does NLC have any plans to upgrade the mini-roundabout?

- effects on the landscape and rural setting
- far too close to existing populated areas
- it will prove catastrophic for the whole environment of our area
- the committee should carry out a site visit to assess visual impact and road safety
- these 61ft units will be leaving this site every 15 minutes, 6 days a week for the next 25 years
- 60ft long vehicles turning right at the mini-roundabout would prove unsuitable and dangerous
- this major proposal to increase HGV movements by 30% in this residential area must have a massive impact
- the traffic assessment does not appear to include statistics for the A18, Briggate Lodge to Castlethorpe corner where there have been several fatalities in the recent past
- as yet no response from the Health and Safety Executive as to the fact that this is basically an incineration plant that is within the safety zone of a gas powered power station
- would break the following rights and liberties under the Human Rights Act: Article 2, The right to life; Article 6.1, The right to a fair trial; Article 8, The right to respect for private and family life; Article 14, Prohibition of discrimination; and Article 1 of Protocol 1, Protection of property
- should be fenced and should do away with the two bridges down Silverside Lane
- vermin
- closer to residential property than the existing power station
- copy of Groundwork, Lincolnshire's Consultation Report – Eco2 has overlooked much of the report
- photos submitted illustrating issues
- the noise from cooling fans and other mechanical equipment 24 hours a day, 7 days a week
- the smell emanating from the plant 24/365
- a constant supply of straw is not possible, ultimately extra supplies will have to be shipped in from further afield, or more than likely use an alternative fuel
- objectors have raised an issue regarding the sequential test carried out as part of the flood risk assessment process
- objectors question the competency of the council to assess flood risk

In addition to these letters a petition has been received containing approximately 1120 signatures. The petition states:

'We, being residents of Scawby Brook and surrounding Towns and Villages object to the proposed building of the eco2 Biomass Power Station. Our quality of life will be adversely affected by the increases in traffic movements and resulting air pollution.'

In addition to these objections, letters of support have been received, including from PPH Commercial (the selling agents): shows North Lincolnshire's support for renewables and dangers of climate change; prevalence of straw locally to serve host facility; flooding concerns addressed; 50 jobs in fuel supply, and from a resident: 'I fully agree with the construction of this type of plant to overcome the effects of global warming, rather than the visual pollution of wind turbines'.

A number of non-material objections were also received.

ASSESSMENT

The determining issues in this case are:

- **whether the scale of traffic associated with the development will be acceptable in terms of the volume of traffic (numbers of lorries going to and from the site on a daily basis) and the size of the lorries involved, the routes proposed and the goods being transported, and whether planning conditions can mitigate against any potential harm this level and scale of traffic may cause;**
- **whether the development fits national, regional and local policy;**
- **whether the visual impact of the development is acceptable;**
- **whether this development within a flood plain can be supported on flooding grounds, specifically whether the proposed mitigation for flooding is acceptable and would overcome any likely problems.**

The first point to make is that it must be appreciated that there is a national imperative to produce renewable energy from a variety of sources, including biomass. In making a full and proper planning balance the benefits of the proposed development in terms of the significant level of power which would be produced (40MW) and its benefits in terms of jobs in construction, running the plant and in supplying the straw must be taken into account.

However, the other side of the planning balance includes any possible harmful impacts of the proposed development and these must also be properly considered.

Traffic

The proposals would lead to a high level of traffic – a large lorry approximately every 7.2 minutes – almost all travelling up and down the B1206 through Scawby Brook towards the mini-roundabout at Castlethorpe to gain access onto the A18 and then the A15 and M180. It is accepted that this is a high level of traffic which objectors believe will directly and materially adversely affect the living conditions of the occupiers of dwellings in Scawby Brook.

The submitted environmental statement confirms that almost all the traffic from the plant would go through Scawby Brook to reach the A18/M180.

Environmental statement, para 4.2.31:

'It is proposed that all HGVs entering and leaving the site do so via an agreed routing scheme (controlled by either a planning condition and/or Section 106 agreement). In this context it should be noted that Eco2 has contractual control over all HGVs serving the facility. The "agreed" route would involve (travelling from the site) a right-turn onto Scawby Road (B1206) north, left at the mini-roundabout onto the A18, with vehicles then routing onto either the A18, A15 or M180 depending upon destination. Vehicles travelling to the site would use this route in reverse.

It is anticipated that virtually all operational movements would utilise this proposed route corridor.'

The environmental statement predicts 100 HGV movements per day. This is an HGV every 7.2 minutes on weekdays, from 7am to 7pm, and a potentially higher rate of delivery on Saturdays due to a six-hour delivery slot.

A large proportion of the letters of objection express concerns about the levels of traffic and the potential impacts upon the settlement of Scawby Brook. Due to these significant levels of public concern, Entec UK Limited, who are environmental consultants, were commissioned by officers to assess the transport sections of the environmental statement and advise the council as to whether there was a case for refusal on traffic grounds which could be substantiated.

Entec have produced a report which comments on the environmental statement and questions certain aspects about how some parts have been undertaken but generally indicates that the environmental statement is sound.

The agent for the site confirmed that the Highways department was consulted on the scope of the environmental statement before it was written.

Entec have looked in detail at the potential environmental impacts on the local area by way of transport and conclude refusal could not be substantiated on traffic grounds. Their view is that the history of the site, and most recent use, which has been industrial, and its allocation in the local plan for B1/B2/B8 mean that there is a clear fallback position for developers of the site.

Following the comments from Hibaldstow and Redbourne Parish Councils, Entec were also asked to look at the appeal decision for the quarry at Hibaldstow in the context of this site.

Below is an extract from the inspector's decision regarding the quarry at Hibaldstow:

'However, an intensity of 1 HGV every 6 minutes would cause noise and disturbance to an extent which would significantly harm the residential amenities of those who live in houses which adjoin the B1260 as it passes through either of the villages. Although I would expect departing lorries to be relatively evenly spaced due to the need to pass over the weighbridge, this more intensive "campaign" HGV traffic may even increase due to returning lorries bunching up due to traffic conditions on other roads.

Therefore, in isolation, I consider that there is a sound reason to dismiss Appeal A on the basis of the traffic impact on both Hibaldstow and Redbourne.'

A copy of the inspector's decision letter, paragraphs 31-35 relating to traffic issues, is included as an appendix for information.

Entec concluded that Scawby Brook is less sensitive to HGV traffic than Redbourne and Hibaldstow due to Scawby Brook's proximity to the A18 and the M180 and because of the existing traffic congestion at the mini-roundabout. Additionally Entec point out that the houses in Scawby Brook on the north side of the A18 are set further back than the houses in Hibaldstow and Redbourne.

The agent has pointed out that Entec were only looking at the transport sections of the environmental statement (which was their brief) and not the noise and air quality sections which contain relevant information; the agent has defended the methodologies and the environmental statement itself.

North Lincolnshire Councils Highways department raised no objection to the application, subject to conditions, and there is not a case on transport grounds to withhold planning permission.

The agents have been asked to consider rail and canal delivery of straw and have written to explain why neither of these options would be viable.

Policy

The principle of the development meets national and local policy requirements and would help to meet the UK's imperative need to cut carbon emissions and produce more renewable energy to safeguard energy supplies. The proposals comply with the relevant policies.

Design

The proposals include several large buildings which are utilitarian in design. The buildings include two straw barns, a boiler house and turbine hall, wood storage building, condenser, silos, filters and landscaping areas. The proposals also include a 62 metre high flue/chimney stack. This site is allocated for industrial uses and is adjacent to an existing power station. Therefore the design of the proposals is acceptable, and the visual impact will be mitigated by landscaping.

Flooding and emissions

The proposals include a holding lagoon on the site, with a pump system connected to Scawby Brook.

The site is within an identified flood plain, however the Environment Agency does not object subject to conditions being imposed. They also request a Section 106 agreement be drawn up to provide monies for future maintenance of the water control measures. This is not necessary as the relevant conditions will ensure that the required works are carried out.

As part of the assessment of the issue of flood risk the developer carried out a sequential test (appendix 10.2 of the environmental statement) which identified no other site capable

of accommodating the proposed development when all issues including availability and planning considerations were taken into account.

As has been pointed out by objectors, the first list of potential sites, section 1, includes land at North Killingholme Airfield, this land does not appear in section 2 or elsewhere in the sequential test and this is an oversight/error by the developer.

However, if the site had been analysed/assessed in the next sections of the test the likely conclusion would have been that this land is allocated for estuary and port-related B8, and B1 business uses. Therefore the proposed REP would not comply with policy and it is correct to discount the site for the flood risk sequential test. The agent confirms this is likely to be the reasoning behind the site being discounted.

Objectors question the competency of the council to assess flood risk but as the Environment Agency has been fully consulted and their comments taken into account, it is clearly the case that flood risk has been properly considered in this instance.

With regard to emissions, the environmental statement predicts these will result in minimal increases and neither the Environment Agency nor the council's Environmental Protection officers object.

Therefore it is considered there is no reason to refuse permission on flood or emissions/pollution grounds.

RECOMMENDATION Grant permission subject to the conditions:

1.

The development must be begun before the expiration of three years from the date of this permission.

Reason

To comply with section 91 of the Town and Country Planning Act 1990.

2.

The development hereby permitted shall be carried out in accordance with the following approved plans: 15674/A1/0101 REV F, 15674/A1/0102 A, 15674/A1/0105 B, 15674/A1/0106 B, 15674/A0/0110 A, 15674/A0/0115, 15674/A1/0116, 15674/A1/0120, 15674/A1/0125A, 15674/A1/0130 B and Indicative Landscape design drawing no. 652-01-01.

Reason

For the avoidance of doubt and in the interests of proper planning.

3.

No development shall take place until samples of the external facing materials to be used have been submitted to and approved in writing by the local planning authority and only the approved materials shall be used.

Reason

To ensure that the building is in keeping with its surroundings in the interests of visual amenity, in accordance with policy DS1 of the North Lincolnshire Local Plan.

4.

The final Travel Plan shall be submitted to and approved in writing by the local planning authority within six months of the proposed development being brought into use and all conditions and requirements of the plan, once approved, shall be implemented and retained at all times.

Reason

In accordance with the requirements of PPG13 and to ensure that the proposed development operates in a safe and sustainable manner with minimal disruption to the Highway Network.

5.

The Travel Plan, once approved and in place, shall be subject to monitoring on an annual basis for a period of three years from the approval date. The monitoring report on the impact of the Travel Plan shall be submitted to the local planning authority on the first of January each year following the grant of planning permission. All amendments to the approved Travel Plan identified as a result of the monitoring process shall be implemented and retained.

Reason

In accordance with the requirements of PPG13 and to ensure that the proposed development operates in a safe and sustainable manner with minimal disruption to the Highway Network.

6.

No development shall take place until a construction phase traffic plan has been submitted to and approved in writing by the local planning authority. Once approved the plan shall be implemented for the duration of the construction works.

Reason

To ensure that the construction traffic uses the preferred agreed route in the interests of traffic management and to comply with policy T2 in the North Lincolnshire Local Plan.

7.

Not more than 264,000 metric tonnes of fuel shall be delivered to the site in any single calendar year, except with the prior written consent of the local planning authority. A written or electronic record of all deliveries made to the site showing date, time, quantity and type of fuel shall be kept and made available within five working days to the local planning authority on request.

Reason

To limit the number of HGVs delivering to the site in the interests of the local road network and to protect the amenity of residents in Scawby Brook, and to comply with policies T2 and DS1 of the North Lincolnshire Local Plan.

8.

No part of the development hereby permitted shall be brought into use until a traffic management plan has been submitted to and approved in writing by the local planning authority. The development shall thereafter be operated only in accordance with the approved plan or amendment approved in writing by the local planning authority.

Reason

To ensure that the traffic associated with the plant uses the preferred agreed route in the interests of traffic management and to comply with policy T2 in the North Lincolnshire Local Plan.

9.

The development shall only be carried out in accordance with the flood risk assessment dated March 2009 and addendum dated June 2009, and the following mitigation measures detailed within the flood risk assessment:

1. levels associated with the development
2. flood plain compensation
3. surface water scheme

Reason

To reduce the risk and impact of flooding and to comply with policy DS16 of the North Lincolnshire Local Plan.

10.

The maintenance of the drainage system shall be carried out in accordance with sections 1.1, 1.2, and 1.3 of the addendum to the flood risk assessment, undertaken by JBA Consulting, dated June 2009.

Reason

To reduce the risk and impact of flooding and to comply with policy DS16 of the North Lincolnshire Local Plan.

11.

A medium intensity steady red omnidirectional light shall be fitted as near to the top of the chimney as is practicable in accordance with details to be submitted to and approved in writing by the local planning authority, and shall be in place within one week of the chimney being completed.

Reason

In the interests of aviation safety.

12.

No feeding of wildfowl shall take place on this site at any time.

Reason

To prevent the establishment of the water body as a roosting or feeding area for bird strike species in the interests of aviation safety.

13.

There shall be no fishing or stocking of fish in the attenuation pond, and the attenuation pond shall be fenced off to prevent access.

Reason

To prevent the establishment of the water body as a roosting or feeding area for bird strike species in the interests of aviation safety.

14.

No development shall take place until an archaeological mitigation strategy, as defined in a brief prepared by the North Lincolnshire Sites and Monuments Record Office, has been submitted to and approved in writing by the local planning authority. The strategy shall include details of the following:

- (i) measures to ensure the preservation in situ, or the preservation by record, of archaeological features of identified importance
- (ii) methodologies for the recording and recovery of archaeological remains, including artefacts and ecofacts
- (iii) post-fieldwork methodologies for assessment and analyses
- (iv) report content and arrangements for dissemination, and publication proposals
- (v) archive preparation and deposition with recognised repositories
- (vi) a timetable of works in relation to the proposed development, including sufficient notification and allowance of time to ensure that the site work is undertaken and completed in accordance with the strategy
- (vii) monitoring arrangements, including the notification in writing to the North Lincolnshire Sites and Monuments Record Office of the commencement of archaeological works and the opportunity to monitor such works
- (viii) a list of all staff involved in the implementation of the strategy, including sub-contractors and specialists, their responsibilities and qualifications.

Reason

To comply with policy HE9 of the North Lincolnshire Local Plan because the site lies in an area of archaeological interest.

15.

The archaeological mitigation strategy shall be carried out in accordance with the approved details and timings, subject to any variations agreed in writing by the local planning authority.

Reason

To comply with policy HE9 of the North Lincolnshire Local Plan because the site lies in an area of archaeological interest.

16.

A copy of any analysis, reporting, publication or archiving required as part of the mitigation strategy shall be deposited at the North Lincolnshire Sites and Monuments Record Office within six months of the date of completion of the development hereby approved by this permission or such other period as may be agreed in writing by the local planning authority.

Reason

To comply with policy HE9 of the North Lincolnshire Local Plan because the site lies in an area of archaeological interest.

17.

No development, including demolition, shall take place until details of measures for barn owl (*Tyto alba*) mitigation and conservation have been submitted to and approved in writing by the local planning authority. These works shall be implemented in full.

Reason

To protect the habitat of a protected species and to comply with policy LC5 of the North Lincolnshire Local Plan.

18.

No development shall take place until a biodiversity and landscape management plan has been submitted to and approved in writing by the local planning authority. The plan shall be carried out in its entirety within the timings set out within it.

Reason

To protect features of nature conservation importance and to comply with policies DS1 and LC5 of the North Lincolnshire Local Plan.

19.

There shall be no lighting installed on the site without the previous written agreement of the local planning authority.

Reason

In the interests of the amenity of the area and to comply with policy DS1 of the North Lincolnshire Local Plan.

20.

Grid connections shall only be below ground, and no overhead wires shall be installed.

Reason

In the interests of the amenity of the area and to comply with policy DS1 of the North Lincolnshire Local Plan.

21.

No HGV vehicles shall deliver to the site outside the hours of 7am to 7pm Monday to Friday, 8am to 2pm on Saturdays and not at all on Sundays or Bank Holidays.

Reason

To protect the amenity of the residents of Scawby Brook and to allow the local planning authority to retain control over the traffic management of the site, and to comply with policies T2 and DS1 of the North Lincolnshire Local Plan.

22.

No development shall take place until proposals for landscaping have been submitted to and approved by the local planning authority. The proposals shall include indications of all existing trees and hedgerows on the site, and details of any to be retained, together with measures for their protection during the course of development.

Reason

To enhance the appearance of the development in the interests of amenity.

23.

All the approved landscaping shall be carried out within twelve months of development being commenced (unless a longer period is agreed in writing by the local planning authority). Any trees or plants which die, are removed or become seriously damaged or diseased within five years from the date of planting shall be replaced in the next planting season with others of similar size and species to those originally required to be planted, unless the local planning authority agrees in writing to any variation.

Reason

To ensure the implementation and maintenance of the submitted scheme of landscaping for the proposed development.

24.

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the local planning authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved in writing by the local planning authority:

- (1) a preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site
- (2) a site investigation scheme, based on (1), to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site
- (3) the site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken
- (4) a verification plan works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason

To ensure that contamination at the site is appropriately assessed and any remediation requirements address contamination so that controlled waters are protected.

25.

Reports on monitoring, maintenance and any contingency action carried out in accordance with a long-term monitoring and maintenance plan shall be submitted to the local planning authority as set out in that plan. On completion of the monitoring programme a final report demonstrating that all long-term site remediation criteria have been met and documenting the decision to cease monitoring shall be submitted to and approved in writing by the local planning authority.

Reason

To ensure that measures implemented to protect controlled waters are appropriate.

26.

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted, and obtained written approval from the local planning authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason

To ensure that any previously unidentified contamination is appropriately assessed and any remediation requirements address contamination so that controlled waters are protected.

27.

No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

Reason

To protect controlled waters.

28.

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

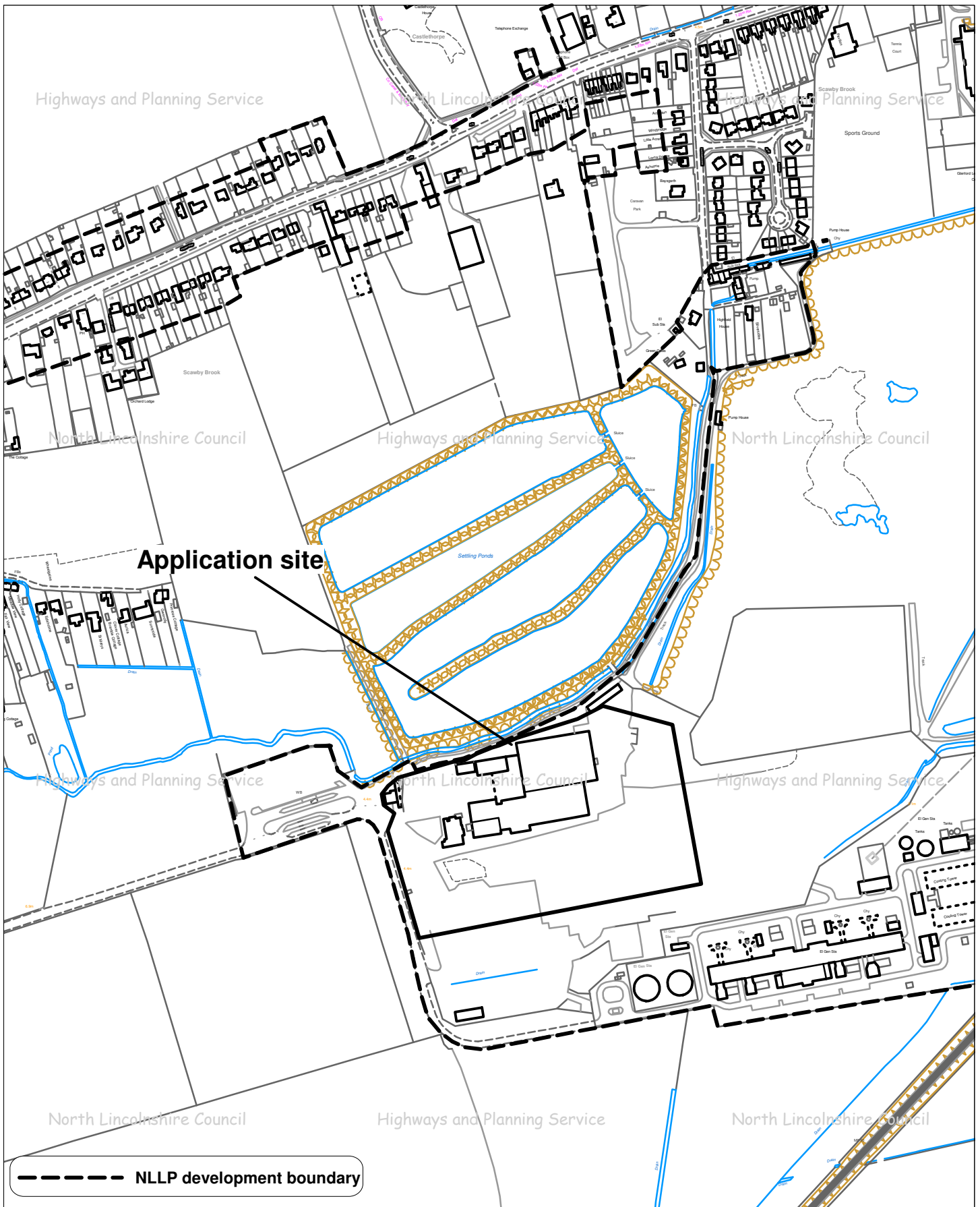
To prevent a pathway being created to the underlying major aquifer.

29.

Prior to development a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

Reason

To ensure that measures implemented to protect controlled waters are appropriate.



Application site

----- NLLP development boundary

Drawing Title: 2009/0334

OS Grid Ref: SE98870615	Drawn by: KC	Scale: 1:5000	Date: 25/02/2010
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Highways and Planning Service
Service Director,
G Popple

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Proposed Site Plan



Visual illustrating the location of process elements

the quarry would not be likely to exceed AQO and that good practice measures should suffice.

30. Although mathematical modelling by objectors suggested that it would be very likely that AQO would be breached, I am not convinced about the accuracy of the model. It was based on the production of 247,500 tpa of aggregate from the site rather than the proposed overall production of 75,000 tpa, of which a proportion would be aggregate. I note that the higher production rate was based on the notional capacity of the mobile crusher which would be brought onto the site as demanded, but that is not how the operation would work and, in any event, it would breach the condition of 75,000 tpa proposed by the appellants. Accordingly, I do not accept that the dust produced from the site of the various particle sizes amounts to a sound reason to dismiss the appeal.

Traffic

31. It is estimated that a production rate of 75,000tpa of building stone and aggregate, including recycled aggregate, would result in an average number of HGV movements of about 2.8 per hour. This would equate to about one every 21.5 minutes. Assumptions were made by the appellants that the market area served by the quarry would be quite diffuse and so a 50/50 split would occur with about half the traffic heading north and half heading south. Given the relatively small amounts of each the various products involved, I consider that those assumptions are reasonable for the building stone.

32. However sales of aggregates would have a different pattern, with predictions of surges of "exports" replacing the more even spread of traffic. The surges would be the response to marketing which would result in aggregate being sold on a "campaign" basis which could be of the order 1000 tonnes per day. I consider that if this production and export of aggregate was for a specific contract, it would be likely to head in one direction, either north or south. Assumptions were made for the assessment on the basis of 100% of the traffic heading either north or south. Evidence suggested that this could be typically for a three week period during any one year. To a limited extent, the 100% assumption would be an overestimate, because as well as "campaign" aggregate, there could also be, at the same time, the movement of building stone in the opposite direction should there be a market for it. Nevertheless, I accept that for the purposes of traffic estimates, the characterisation by the appellants of 1 HGV movement every 6 minutes heading in one direction is a reasonable order of magnitude, compared to 1 every 43 minutes were the average production rate and a 50/50 split of a dispersed market pattern to be assumed.

33. No substantive evidence was submitted to challenge the claim by the appellants that the B1206 had sufficient capacity to carry the traffic which would be generated by the quarry. Nevertheless, in my opinion, there is a material difference between the impacts which would occur on residential amenities should 1 HGV pass through Hibaldstow or Redbourne every 43 minutes compared to 1 every 6 minutes, albeit the more intensive HGV traffic would only occur for a limited period. I consider that a level of, on average, 1 HGV every 43 minutes would have no significant effect on residential amenities of residents of either of the villages should the HGVs travel through them. However, an intensity of 1 HGV every 6 minutes would cause noise and disturbance to an extent which would significantly harm the residential amenities of those who live in houses which

adjoin the B1260 as it passes through either of the villages. Although I would expect departing lorries to be relatively evenly spaced due to the need to pass over the weighbridge, this more intensive "campaign" HGV traffic may even increase due to returning lorries bunching up due to traffic conditions on other roads.

34. Therefore, in isolation, I consider that there is a sound reason to dismiss Appeal A on the basis of the traffic impact on both Hibaldsow and Redbourne. However, because I am allowing Appeal B, the proposed new haul road would enable HGVs to gain access via Mill Road to the A15 which extends in a north to south direction just to the west of the proposed quarry. The creation of this haul road would provide a far easier route to markets north and south and, in my opinion, would be the natural road for HGVs travelling to and from the quarry to follow. In any event, at the very least, it would have the effect of significantly diluting the flow of HGVs which would otherwise have to travel through Hibaldstow or Redbourne. Accordingly, subject to the prior completion of the haul road allowed in Appeal B, I consider that all objections have been removed to the proposed re-opening of the quarry and that there would be no demonstrable harm to any interest of acknowledged importance.

35. I am not convinced that there is a strategic need for the building stone from the quarry but it would serve a very useful purpose in adding to supplies for the maintenance of Lincoln Cathedral in the medium and longer term and meeting demands for other projects in the area, and more widely, for which natural stone is required. The proposal would be consistent with the aims of Local Plan Policies M1, M3 and, subject to the prior completion of the haul road, Policy M7. Therefore, I shall allow Appeal A.

Mitigation measures

36. Noise attenuation would be achieved by acoustic screening provided by bunds and hedgerows, as well as the physical distance of the site from noise sensitive properties. Dust would be minimised by the implementation of a dust action plan which would include water spraying or sprinkling when appropriate and the grading of internal haul roads. Significant hedgerows would be retained and bunds are proposed in order to screen the activities

Conditions

37. In considering which planning conditions to impose, the appellants and Council submitted a list at the inquiry which they had agreed, together with the reasons for them. I have considered the list and also the advice in Circular 11/85. In addition to the standard conditions and those to seek completion of the development in accordance with the proposed plans, others are in order to safeguard the appearance of the area, highway safety, residential amenities, groundwater, satisfactory restoration, protected bird species and archaeology.

A Mead

Inspector