

ENVIRONMENTAL statement SANDTOFT INDUSTRIAL ESTATE

NORTH LINCOLNSHIRE COUNCIL
PLANNING APPLICATION PA/2020/1990

EXPANSION PROPOSALS



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ES
SANDTOFT



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Environmental Impact Assessment

ENVIRONMENTAL STATEMENT

CONTENTS

1.0 Non – Technical Summary

- 1.1 Introduction
- 1.2 Location
- 1.3 Description of Proposals
- 1.4 Benefits & Alternatives
- 1.5 Planning Policy

2.0 Environmental Statement Report

- 2.1 Description of Site
- 2.2 Description of Proposals
- 2.3 Landscape Impact
 - Photographic Record of Site and Surrounds
- 2.4 Drainage/Flood Risk
- 2.3 Traffic generation
- 2.4 Air Quality
- 2.5 Ecology
- 2.6 Loss of agricultural land
- 2.7 Description of Heritage Assets & Heritage Significance
- 2.8 Legislation and Policy
 - National Planning Policy Framework 2018
 - North Lincolnshire Local Plan 2003
 - North Lincolnshire Core Strategy
- 2.9 Benefits and Alternatives
 - Employment
 - Economic growth
 - Ecological improvement
 - Alternatives

P9

3.0 Conclusions

P10

Appendices

1. Photographic Landscape Assessment Mark Simmonds Planning Services Ltd
2. Ecological Assessment Arcus/Surface
3. Transport Assessment 10181-001-03 Sanderson Associates

1.0 INTRODUCTION

REQUIREMENT FOR AN ENVIRONMENTAL STATEMENT (ES)

- 1.1 Under the previous planning application - PA/2018/2140 - The Planning Officer dealing with the application at the Local Planning Authority (LPA), North Lincolnshire Council, wrote on the 13 August 2018 to inform the developer that the Council had taken a position that the development proposed was considered to fall under the Environmental Impact Regulations 2017 as requiring the submission of an Environmental Statement. The decision relating to the need for an ES is reproduced below, it is assumed that the LPA will take the same position on a re-submitted application and this has been confirmed at Validation stage.
- 1.2 "Given its understanding of the site environment and the development proposal at the time of writing, the Local Planning Authority considers that the development would comprise EIA development. As such, the authority advises that you undertake an EIA of the development proposed and submit an Environmental Statement with the current application for planning permission."
- 1.3 This Environmental Statement assesses the issues raised by the Local Planning Authority and sets out the technical information and evidence in support of the application.
- 1.4 This Environmental Statement has been prepared to support a planning application which will facilitate and enable the Expansion of existing businesses operating from Sandtoft Business Park, these businesses are committed to continuing to base themselves here at their current location, in North Lincolnshire with all the resultant public benefits of employment, training and environmental improvements to the site.
- 1.5 The Screening Opinion from North Lincolnshire Council set out the issues that the Local Planning Authority consider requiring assessment through an Environmental Impact Assessment.
- ❖ Landscape Impact
 - ❖ Drainage/Flood Risk
 - ❖ Traffic generation
 - ❖ Air Quality
 - ❖ Ecology
 - ❖ Loss of Agricultural Land
- 1.7 Additionally, this ES will consider;
- ❖ Heritage Assets and Heritage Significance
 - ❖ Legislation and Policy
- 1.8 This Environmental Statement will identify and describe all the environmental matters that the proposed development may affect, these are set out in Table 1.

- 1.9 The EIA directly covers the physical extent of the site as shown in the Application plans. It is defined by the area of land to be used, the nature of the current environmental conditions and the manner in which impacts are likely to be generated. Where the geographical influence extends outside the site boundary this has been detailed in specific topic chapters.
- 1.10 The topics that have the potential to give rise to significant environmental effects and are therefore addressed as part of this ES are listed below;

ISSUE	ADDRESSED	Within this document or Appendix?
Landscape Impact	Y – Photographic Record	Appendix 1
Traffic Generation	Y – Report by Sanderson Associated	Appendix 3
Air Quality	Y – Report by	
Drainage & Flood Risk	Y – Within Design & Access St.	
Ecology	Y – Reports Arcus/Surface	Appendix 2
Loss of Agricultural Land	Y – Within ES	
Heritage Assets	Y – Within ES	

Table 1 – environmental issues assessed.

2.0 ENVIRONMENTAL STATEMENT REPORT

2.1 Description of Site

The area of land to which this application relates extends to 20.34ha or 50 Acres, this total includes the area of land that is required for the bund and planting area.

The land is open agricultural fields which are bordered by the M180 motorway immediately to the northern boundary, Sandtoft Road to the south, Sandtoft Industrial Estate to the West and a drain running along the eastern boundary.

The site is bordered by the River Tome and the Hatfield Chase Ditches SSSI to the east.

Part of the site has permission to be used by the local pony club, and the site is immediately bordered on the West side by land which recently gained a re-approved planning permission for change of use to industrial with bunding and landscaping – these proposals push the industrial expansion eastwards to the drain.

It is noted that the application is not for a general expansion of the Industrial Estate but for additional land for existing users to expand into.

2.2 Description of Proposals

The proposed development is set out here.

The proposals comprise;

Planning Permission is sought for the extension to 5 Employment sites on Sandtoft Industrial Estate which requires the Change of Use of Land from Agricultural and Leisure to Industrial/Commercial.

2.3 The sites that are the subject of this application are as follows: -

- ❖ Pro Truck HGV and Plant Auctions - Site A
- ❖ North Lincs Property/Aggregates Ltd – Site B
- ❖ GBA Transport Ltd - Site C
- ❖ Ever Readymix Concrete Ltd – Site D
- ❖ S & G commercials ltd– Site E

2.3.1 The area of land to which this application relates extends to 20.34ha or 50 Acres approx this total includes the area of land that is required for the bund and planting area.

2.3.2 The bulk of the land required by this application is covered by just 2 of the 5 sites. Sites A & B amount to about 2/3rds of the total and with site C making this up to over 4/5ths of the total application land. Sites D and E forming a logical rounding off of the existing land, but also providing valuable land for expansion.

2.3.3 Site A - Pro Truck Auctions has been operating since 2005 and very quickly out grew their existing site because of the success of the company. This then precipitated the need for either additional land or re-location to another site altogether. Therefore a Planning Application for an additional 12 acres (approx.) of expansion land was made and granted planning approval on 8th February 2012 ref PA/2011/1340.

This land is shown on the Location and Block Plans.

The net and gross site areas (with and without the area of land to be used for the bund and planting area) is shown in table form on the Block Plan.

2.3.4 SITE Areas inc Bund Gross Area excl Bund Net

- ❖ A 8.35ha/21.21 7.20ha/18.29acres
- ❖ B 5.54ha/14.08acres 5.16ha/13.11acres
- ❖ C 3.82ha/9.71acres 3.60ha/9.14acres
- ❖ D 2.2ha/5.59acres 2.04ha/5.18acres
- ❖ E 1.74ha/4.43acres 1.35ha/3.44acres

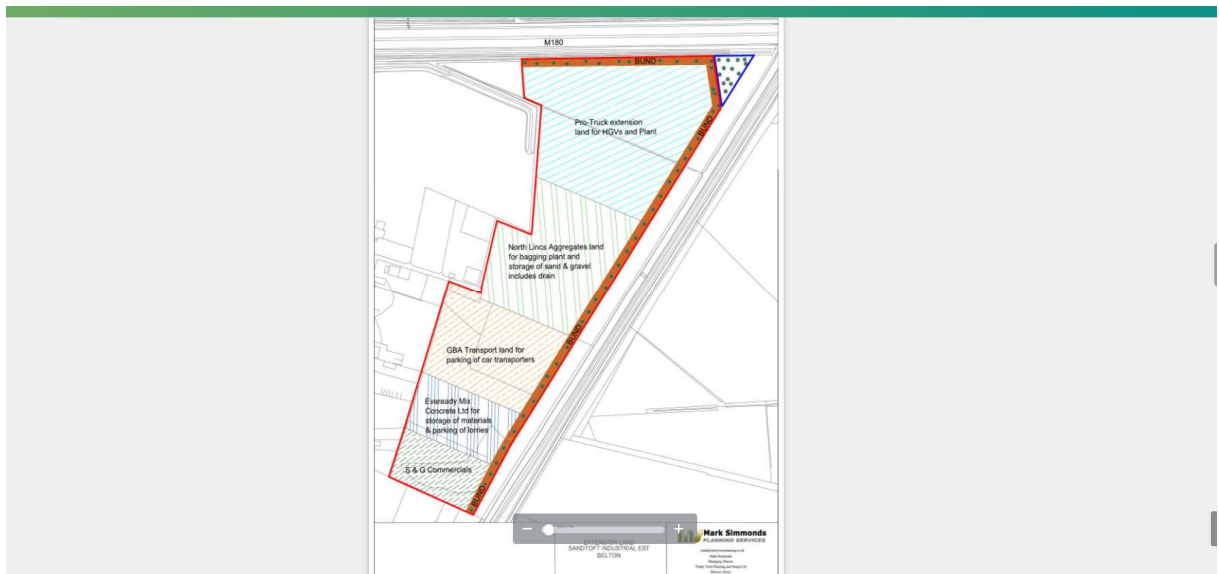
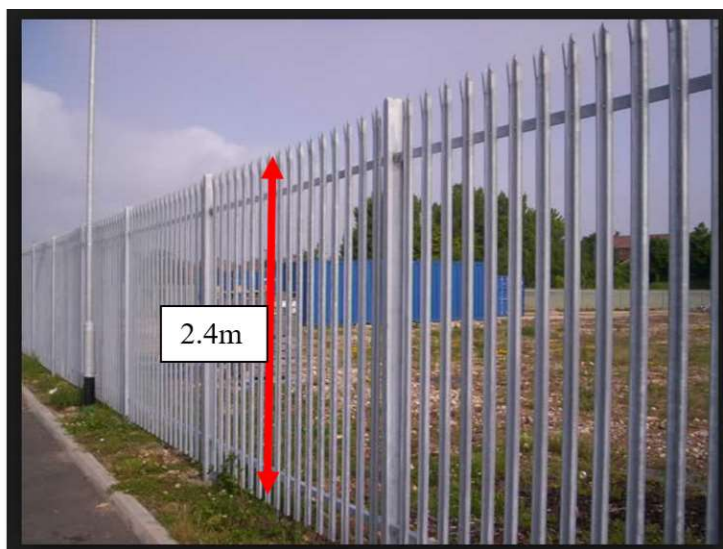


Figure 1 Site plan setting out the proposals

2.3.5 An illustration of the proposed palisade fencing to secure and delineate the development is set out here:



2.3.6 Access to additional land will be through the existing sites as is clearly shown on the submitted plans.

2.3.7 There will be no new Estate Roads or extensions to Estate Roads.

2.3.8 The existing access to Sites A-E will remain as existing there being no proposed alterations whatsoever.

2.0 LANDSCAPE IMPACT

2.1 LANDSCAPE STATEMENT OF IMPACT

2.1.1 The Local Planning Authority, in their Screening response to the previous application stated:

"Given the scale of development proposed for industrial and commercial use (22 hectares) the degree of change in both land use and landscape impact would be significant. The proposal represents a sizeable encroachment into the open Humberhead Levels Landscape which is detailed as a flat, low-lying and large scale agricultural landscape and the geographical extent of this impact would be fairly extensive. Open views of the land are available from public footpath BELT21 which runs in a north to south direction to the east of the site. Given that the land is open in its appearance it is considered that the development of this site for industrial or commercial uses would have an urbanising effect and therefore the landscape impact is considered to be significant and would therefore necessitate EIA in this case".

2.1.2 The site falls within the National Character Area NCA 39 Humberhead Levels – (Natural England).

The key characteristics are set out in the NCA guide as:

- A low-lying, predominantly flat landscape, with large, regular and geometric arable fields without hedges but divided by ditches and dykes, many of which form important habitats and key corridors for species movement.
- Much of the land is at or below mean high-water mark and maintained by drainage, with fertile soils giving rise to one of the most productive areas for root crops and cereals.
- Variations in underlying deposits create differences within the overall flat farmed landscape, including lowland raised mires and lowland heathland, many of which are of international ecological and historical importance.
- Sandy deposits give rise to lowland heath, which in places supports remnant birch and oak woodlands, with some conifer plantations.
- Heavier soils around Fishlake and Sykehouse result in a smaller scale pastoral landscape, with small, thickly hedged fields, ditches and ponds, and a network of small lanes.
- Important historic landscapes include the Isle of Axholme, with evidence of mediaeval open fields, the warps (land enriched by regular silting) near Goole and cables (long thin strip fields) around Thorne.
- Widespread evidence of drainage history, in particular the extensive drainage from the 17th century, revealed through canalised rivers, dykes, old river courses, canals, bridges and pumping stations.
- Views to distant horizons are often long and unbroken, with big expansive skies, and vertical elements like water towers, power stations and wind turbines are very prominent.
- Floodplains, washlands and traditionally grazed alluvial flood meadows (or ings) associated with the major rivers and canals that cross the Levels

give rise to important wetland habitats, supporting large numbers of wetland birds and wildfowl, especially over winter.

- The waterlogged soils hold internationally important archaeological and palaeo-archaeological deposits.
- Despite settlements, motorways and main roads, there is still a sense of remoteness to be experienced on the Levels, in particular on Thorne and Hatfield Moors and along the Lower Derwent Valley.

The pictures cited within the text show typical views within this NCA landscape:



Some stretches of the Pocklington Canal are quiet and remote, providing valuable habitats and a sense of tranquillity.



The Isle of Axholme is of international significance for its extensive evidence of medieval strip field cultivation.

Reference -

<file:///C:/Users/mark/Downloads/NCA%2039%20Humberhead%20Levels%20MW.pdf>

It is considered that the proposals will have a medium impact upon the surrounding landscape, being already characterized in this locality by industrial development and with the site being in a flat topographical location which will serve to severely limit any views into the site in conjunction with the proposed bunding and landscaping views into the site will be limited and there will be only medium landscape impacts.

The development, for the reasoning given above and the photographic record below, would have some, acceptable, physical and visual impacts upon the site itself but minimal impacts to the wider landscape due to lack of prominence in the landscape and very limited inter-visibility, and would not materially affect the wider landscape.

2.1.3 The site would be well screened from direct views from the main roads, The M180 and Sandtoft Road by the bunding and landscaping and its visibility in the landscape due to the existing buildings and structures and vegetation, mean it is moderately well hidden from public views. There are footpaths in the immediate vicinity, but the existing industrial estate and M180 already dominate the local environment, and with existing dwellings and other commercial premises in the locality the landscape will be able to absorb the proposed extension to the industrial estate.

Therefore, the wider landscape and the application site are not readily seen or read together. In real terms the application site is not easily visible from the public domain and makes little contribution to the wider landscape.

It is material that the application site is already in an area characterised by large commercial buildings which include sites with a history of B8 and B2 use.

2.1.4 Mitigation -The development proposed has been very carefully designed to be a high-quality development supporting and facilitating several important employment generating companies already successfully operating in North Lincolnshire and which will prevent them from relocating away from the site, possibly out of North Lincolnshire.

2.1.5 Additional landscaping of the site is being put forward through the planning application which will further soften and screen the physical development – B2 and B8 uses are well established on the adjoining site and with judicious landscaping the immediate environment can be enhanced by the proposals.

2.1.6 It could be argued that any development would be easily absorbed and screened by vegetation and topography in the vicinity of this site. It is certainly the case that the proposed works including industrial site extensions and vehicle storage/holding areas will not lead to any materially harmful or adverse impacts upon the landscape and that the benefits of the proposals would outweigh any minor impacts.

2.1.7 It is stressed here, and this is evidenced by photographs and site visit testimony, that the site is read in the context of the M180 and is adjacent to substantial built form in the form of industrial buildings and commercial activity.

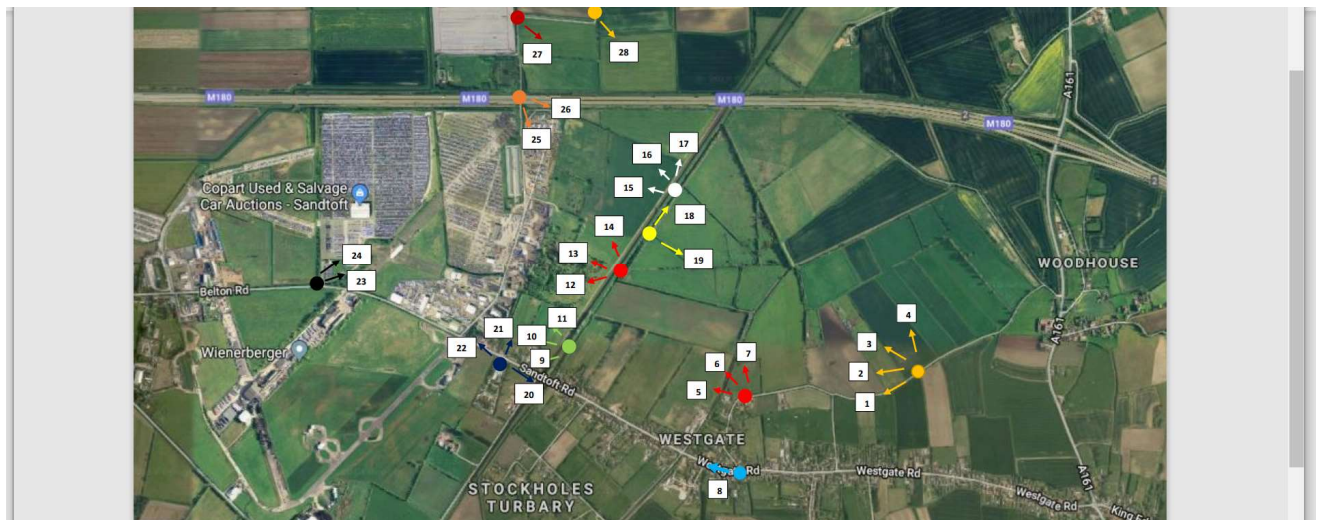
2.1.8 For the reasons set out above it is felt that the site's contribution to the landscape is minimal and not easily visible on the ground as shown in the photographic record set out below.

2.2 Photographic Record of Site and Surrounds

PHOTOGRAPHIC ASSESSMENT OF SITE AND SURROUNDS

2.2.1 Set out in **Appendix 1** are a set of photographs, taken at around late morning to mid-afternoon on the 19 September 2018, to illustrate the views of the site from close up and distance, the general lack of inter-visibility and the existing buildings and the existing screening and visual effects of the local topography.

The filtering and screening of views by vegetation/landscape screening is acknowledged to be variable throughout the year and sparser in winter, but these elements (vegetation and existing buildings) together with the topography are felt to combine to ensure the proposed development can take place without an unacceptable impact upon the landscape.



Photograph Points

2.3 Mitigation:

2.3.1 Additional landscaping is to be provided in the form of a bunding and a 20m wide landscaping strip and an area to be left undeveloped as a requirement of the Environment Agency plus the provision of 5m high earth bund.

2.3.2 The bund will then be planted with native species of trees in accordance with either the scheme submitted with the Ecology Report or a landscaping scheme to be agreed with the Local Planning Authority.

2.3.3 The location of the bund is shown on the Location & Block Plans and a cross section of it has also been provided – see attached Plans.

2.3.4 It is therefore concluded that the landscape impacts are minor to medium and not to outweigh the significant benefits of allowing the scheme to go ahead.

2.4 Drainage/Flood Risk

2.4.1 According to Policy CS19 of The North Lincolnshire's Core Strategy (2011), development in higher flood risk areas will only be permitted if:

1. "It can be demonstrated that the development provides wider sustainability benefits to the community and the area that outweigh flood risk.
2. The development should be on previously used land. If not, there must be no reasonable alternative developable sites on previously developed land.
3. A flood risk assessment has demonstrated that the development will be safe, without increasing flood risk elsewhere by integrating water management methods into development"

This policy also set out that development will have "wherever practicable, to incorporate Sustainable Urban Drainage Systems (SUDS) to manage surface water drainage".

Saved Policy DS16 of North Lincolnshire Local Plan (2003) laid out the requirements that any development within floodplains has to meet to obtain planning approval. This is not considered to be relevant for the proposal hereby presented as the site is not within any floodplain.

Policy DS14 states that "the Council will require satisfactory provision to be made for the disposal of foul and surface water from new development". A foul and drainage strategy has been consequently designed and submitted alongside with the remain of documents for the planning application.

Surface water on the site will drain through the permeable hardcore surface treatment to the sand sub-strata beneath as has been approved in respect of the land to west approved on 22 December 2017.

2.4.2 The surface water runoff rate will remain unaltered from existing greenfield runoff rate.

2.4.3 Foul drainage is not required on the application sites as these are extensions of existing industrial/commercial sites with existing facilities.

2.4.4 The Technical Guidance to the NPPF defines appropriate development for differing levels of flood risk through application of the Flood Risk Vulnerability Classification. The categories are defined as Less Vulnerable, More Vulnerable, Highly Vulnerable, Water Compatible Development and Essential Infrastructure.

2.4.5 Table 2 of the guidance shows the vulnerability classification of listed land use types. This shows that industrial uses are considered to fall within the 'Less Vulnerable' category.

2.4.6 Whether a development in areas of flood risk is deemed appropriate is assessed on two principles;

- 1) what is preferred and 2) what is permitted.

These are applied through the use of the Sequential and Exception Tests. Once the 'appropriateness' of the proposed development is established, it will then be subject to an assessment of the flood risk both on and off site.

2.4.7 The sequential test is a risk-based approach to planning which aims to steer development to areas with the lowest probability of flooding (Flood Zone 1). Only where there are no suitable sites reasonably available within Flood Zone 1 should development in higher risk zones be considered. If, following the application of the sequential test, it is not considered possible to locate the development in zones of lower flood risk; the exception test can be applied.

2.4.8 Climate change is recognised as being likely to have a significant effect on the frequency and severity of both tidal and fluvial flooding. Given the site's location and the absence of significant areas of hard cover, it is however considered that effects from any climate change will be negligible.

2.4.9 Flood Risk Mapping - The EA's flood zones are the starting point for a sequential approach to assessing any given site.

2.4.10 Zones 2 and 3 are shown on EA flood maps, with all remaining areas outside of these zones being classified as zone 1.

2.4.11 The EA's current flood mapping confirms that the site lies within Flood Zone 2/3a.

2.4.12 The proposed use of the site is both compatible and appropriate in a flood zone 2/3a area.

2.4.13 Flooding from Sewers and Artificial Sources - The site is not currently served by surface water or foul sewerage systems and as such is considered to be at negligible risk of flooding from sewers. No significant artificial water bodies exist in the immediate surrounding area therefore the risks of flooding posed by such waterbodies is negligible.

2.4.14 Flooding from any other source is considered unlikely to affect this site.

2.4.15 Potential Risk to Third Party Properties. The proposed development does not call for any significant areas of the site to be placed under impermeable cover therefore surface water run-off rates will not increase.

2.4.16 Surface water run-off from within the site will be controlled and fed into the adjoining drain as set out in the drainage plans.

2.4.17 Accordingly there will be no increased flood risk to any third party properties.

2.5 Traffic generation

- 2.5.1 Sanderson Associated produced a Transport Statement to support the application;
- 2.5.2 In accordance with Guidance on Transport Assessments, the Transport Statement considered in detail the following aspects:
- ❖ the local highway network and its road traffic accident record
 - ❖ the access arrangements to the proposed development
 - ❖ the proposed development on each of the ten plots and their operational characteristics
 - ❖ the impact of the development on the local highway network in terms of highway safety
 - ❖ accessibility of the site in relation to sustainable transport and local facilities and means to encourage the use of sustainable transport
- 2.5.3 This was updated to reflect the number of jobs to be created – dated October 2019 - Reference - Transport Assessment Report Ref: 10181-001-03 (25 October 2019).
- 2.5.4 This is attached in full at Appendix 3. The key findings and recommendations are set out below:
- 2.5.3 The Transport Statement (TS) was prepared in conjunction with Sanderson Associated personnel making the necessary site visit to gather information.
- 2.5.5 The TS finds that the development is acceptable in highways terms:
- 2.5.6 'The following NPPF transport paragraph is most relevant to this proposed development: NPPF paragraph 109: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." 1.13 This Transport Statement concludes that the development would not have an unacceptable impact on highway safety and that the residual cumulative impacts of the proposals on the road network will not be severe in transport terms. Consequently the proposals should be supported on transport grounds subject to appropriate planning conditions.' **Paras 1.12 and 1.13 of TS.**
- 2.5.7 The TS sets out the description of the local highway network and the connections to the Sandtoft Industrial Estate:
- 2.5.8 '3.1.1 The Sandtoft Industrial Estate lies to the east of the village of Belton and to the immediate south of the M180 Motorway. Sandtoft Industrial Estate forms part of a significant industrial area which is located on former operational areas of the Sandtoft Airfield.
3.1.2 Sandtoft Industrial Estate is served by a single industrial estate road which runs generally northwards for approximately 630m from its junction with Sandtoft Road. The industrial estate road has a carriageway width in the order of 8m and is flanked in part

by grass verges and a footway, (approximately 2m in width) on the southern of the carriageway. Street lighting is provided, again in part and traffic speed would be covered by the 30 mph speed limit extending from Sandtoft Road.

3.1.3 The Sandtoft Industrial Estate road joins Sandtoft Road by means of a simple priority junction whose bell mouth is flared to accommodate right and left direction turning lanes. Due to the straight alignment of Sandtoft Road and the width of the nearside highway boundary visibility in either direction of the junction is satisfactory.

3.1.4 Opposite the junction, Sandtoft Road has a carriageway width of between 5.45m and 5.8m with a nearside footway of 1.3m leading towards Belton and a nearside verge of 3.2m leading westwards. On the opposite flank to the junction is a grass verge leading in both directions. There are no Traffic Regulation Orders affecting this section of Sandtoft Road and as would be expected in this semi-rural location street lighting is not provided.

3.1.5 To the immediate west of the Sandtoft Industrial Estate road junction the speed limit on Sandtoft Lane changes from 30 mph to "derestricted" i.e. 60 mph. To the east approximately 350m towards Belton there is a Traffic Regulation Order prohibiting the onward passage of HGVs with the exception of HGV access traffic. Sandtoft Industrial Estate Sandtoft Road, Westgate, Belton DN9 1PN Transport Statement Report Ref: 10181-001-03 11 October 2019

3.1.6 Access to the strategic highway network is gained by Sandtoft Road west, Idle Bank north and the A18 in either direction to the M180 motorway. This distance is approximately 11km from the site.' **TS Paras 3.1.1 – 3.1.6**

2.5.9 The TS examines Traffic Speeds and Accident records for the locality:

2.5.10 '3.2.1 To gain an indication of speeds on Sandtoft Road a spot check of vehicles travelling in free flow conditions was undertaken as part of transport studies undertaken for the earlier 2017 planning approval for the minor extensions to the sites. The survey was carried out on Monday 16 May 2016 between 12.50 and 13.30hrs in dry conditions.

3.2.2 The radar speed survey was carried out by a trained operator standing at the junction bellmouth of the industrial estate road with Sandtoft Road. The speed of vehicles were taken as they approached in either direction. In this respect it is noted that immediately to the west of this junction is the change in the speed limit from derestricted to 30 mph and signage advising drivers of Police camera enforcement commences at this location eastwards towards Westgate and Belton.

3.2.3 Traffic flow on Sandtoft Road is relatively light at that time and only 20 vehicles in either direction (excluding those slowing to turn into the Industrial Estate and accelerating after) were recorded in the 40 minute period. The speed data is contained at Appendix D.

3.2.4 Adjusting for wet weather conditions 85th percentiles based on this sample were 38.1 mph eastbound towards Belton and 35.2 mph travelling westwards away from Belton.

3.3 Personal Injury Accident Data

3.3.1 Personal injury road traffic accident data has been reviewed from the online resource Crashmap. The accident data for the most recent 5 year period (2014- 2018) has been investigated for the local highway network surrounding the site. The area of interest includes Belton Road and Sandtoft Road between the Thorne Road/Idle Bank/Belton Road roundabout to the junction of Sandtoft Road/Turbary Road. Full details of all the Crashmap recorded accidents are provided in Appendix E of this report.

3.3.2 Within the area of interest a total of 11 accidents have occurred of which in terms of severity 8 were slight and 2 were serious; no fatal accidents have occurred.

3.3.3 The slight accidents are listed as follows:

- 1 involved a vehicle in the act of performing a left turn and a vehicle passing another vehicle on its offside
- 1 involved a frontal collision
- 2 were rear shunts
- 2 involved a vehicle moving off
- 3 involved a vehicle in the act of turning right

3.3.4 Serious accident on 02/06/2016 occurred on Sandtoft Road approximately 180m west of the industrial estate access. The accident involved a car proceeding normally along the carriageway which hit an object off the carriageway (telephone pole/electricity pole).

3.3.5 Serious accident on 31/10/2017 occurred on Sandtoft Road approximately 220m west of the industrial estate access. The accident involved a car proceeding normally along the carriageway which hit an object off the carriageway (tree).

3.3.6 The search indicates that a single slight accident has occurred at the junction of Sandtoft Industrial Estate road with Sandtoft Road within the search period. The incident occurred on 23 March 2017 in dry daylight conditions. The incident involved a vehicle turning right at the junction colliding with a pedal cyclist.

3.3.7 The accident investigation has not identified any material accident history problems at the industrial estate access on Sandtoft Road. On the wider highway network In the vicinity of the site, the remaining accidents are not clustered and have resulted from various contributory factors.' **TS Paras 3.2.1 – 3.3.7.**

2.5.11 The summary and conclusions to the TS which is set out in full as an Appendix to this ES find that the proposed development is entirely acceptable in highways terms:

2.5.12 '7.4 The proposals involve the creation of 5 separate plots, which are extensions of existing adjacent uses. The total area of the application site comprises of approximately 21.65 hectares. At present the 5 companies wishing to expand their businesses employ around 150 people combined. With the extended sites the overall total employment is expected to increase by approximately 100 new jobs. The purpose of extending the plots does not introduce any new use within each of the plots but seeks to either improve or add to the existing operations.

7.5 An area of land north of the site has the benefit of planning permission, granted retrospectively on 21/12/2017. The approval related to approximately 2.83 hectares with the proposed uses being existing to the estate. The development is implemented and traffic associated with the extensions is already occurring on the highway network.

7.6 As with the assessment of the impact of the 2017 consented development, the impact of the enlarged estate has been examined on a "plot by plot basis" using first principles. This approach was previously accepted by the Council. Details of each plot use have already been supplied individually to the Local Planning Authority, and the specific operational information set out by each company has been used to form this assessment.

7.7 It should be noted that amalgamating the individual plots into one viable parcel is not a realistic prospect and a suitable access to a combined single plot is unlikely to be achieved. In addition to safeguard against any amalgamation it is possible for the Local Planning Authority to suitably condition the consent to reflect the development in its submitted form and the findings of this report. In addition it should be noted that as existing businesses are to acquire the land comprising the extended plots to facilitate

intensification of existing individual operations, the subdivision of ownership of the land raises practical difficulties of a potential amalgamation at a later date.

7.8 A comprehensive and robust assessment has been undertaken of the worst case impact from the development traffic generations resulting from the additional employment opportunities and operational increases.

7.9 The assignments demonstrate that the development would not have a material impact at the M180 Junctions 1 and 2 or at the M18 Junction 5, with the largest increase on any one motorway slip road being 10 vehicles in the peak hour. The Development HGV impact, assuming all vehicles use the motorway network, would only be 3 arrivals and 3 departures in the peak hour periods. All HGV traffic would be routed to the west of the site using the A18 to access the M180 in both directions. The development HGV generations are low and would not have a material impact on the motorway interchanges on the M180 or M18.

7.10 The development impact at the Sandtoft Industrial Estate Road junction with Sandtoft Road would be approximately 1.5 vehicles arriving per minute in the morning peak hour and approximately 1.5 vehicles departing per minute in the evening peak hour. Away from the site, traffic flows become diluted at peripheral junctions. Again, the development HGV generations are low and would not have a material impact on the local highway network.

7.11 The actual development peak hour impact is likely to be less than the robust worst case assumptions made for the following reasons:

- It is unlikely that all development staff will arrive and depart within the same peak hour periods. The start and finish times for the individual sites vary and it is more likely that staff arrivals and departures will be spread over a peak two hour period 07.00-09.00 in the morning and 16.00-18.00 in the evening, with non-office staff potentially arriving at other times.
 - Not all staff will access the site in a single occupancy vehicle. There will be opportunities for car sharing and limited sustainable travel opportunities, which would reduce development generated vehicle trips.
 - The allocation of Sandtoft Business Park (SANE-1) for employment uses could be expected to result in improvements to the sustainable transport infrastructure brought about by that development will be of obvious benefit to existing premises in the immediate area, and assist in reducing vehicle trips.
 - The new employment opportunities arising from the development are likely to occur over a period of time as the individual businesses expand. Therefore it is more likely that there will be a steady increase in staff and associated traffic up to the anticipated threshold levels.
- 7.12 Restrictions on HGV access are already in place on Sandtoft Road in the direction of Belton and there is no suggestion that the proposals would adversely impact on this.

7.13 The ability to access the site by sustainable modes of travel has been examined. It is acknowledged that there is a limited residential catchment area in proximity to the site and the availability of local services access to the site for those who do not reside in nearby Belton is challenging and unlikely to be a realistic choice.

7.14 Notwithstanding this, capacity on the local rural road network does not appear to be problematic and as such there is not the same pressure as in congested urban areas to reduce the level of peak hour single occupancy car trips.

7.15 NPPF recognises at paragraph 103 that opportunities to maximise sustainable transport solutions will vary between urban and rural areas. The development is an extension of activities already occurring in this location and within an established industrial estate. It is also noted that the North Lincolnshire Council is promoting in its adopted development plan a 55.3 hectare site known as the Sandtoft Business Park

which is located on part of the former airfield, to the west of the current industrial development. This area is notated as SANE-1 and is intended for B1 and B8 uses. The Council therefore accept that this location is suitable for the type of uses proposed as part of this development.

7.16 It is reasonable to expect that given the significant size of the allocation, improvements to the sustainable transport infrastructure will be forthcoming. Improvements brought about by that development will be of obvious benefit to existing premises in the immediate area.

7.17 The accident investigation undertaken has not identified any material accident history problems at the industrial estate access on Sandtoft Road or on the wider highway network in the vicinity of the site.

7.18 ***It is considered that the development would not have an unacceptable impact on highway safety and that the residual cumulative impacts of the proposals on the road network will not be severe in transport terms. Consequently the proposals should be supported on transport grounds subject to appropriate planning conditions.*** (Emphasis added). TS Paras 7.4 – 7.18.

2.6 Air Quality

2.61 The Local Planning Authority's Screening letter stated that;

“Given the extent of land being considered for industrial and commercial development it is considered that the proposal during both the construction and operation /~/ has the potential to result in additional impacts on air quality /~/ aggregate storage and concrete batching which has the potential to impact on air quality /~/...”

2.6.2 However the Screening letter concludes that;

“However, with appropriate mitigation and suppression it is considered that the impact of the development on air quality will not be significant”.

2.6.3 Therefore, it is concluded that normal planning considerations and the use of conditions to suppress and control pollution are appropriate in this case.

2.7 Ecology

2.7.1 The site is bordered by the River Tome and the Hatfield Chase Ditches SSSI to the east.

2.7.2 Arcus/Surface have been commissioned to carry out a full ecology assessment which will inform the mitigation/enhancement proposals to offset the impacts of the development.

2.7.3 The Ecology reports are set out in Appendix 2 to this document.

2.7.4 The applicant considers that the benefits of the scheme, particularly the significant job creation and opportunity to resolve the traffic issues in the area and on the Estate Roads with HGVs backed up and parking on the main access into the estate on a regular basis justifies the proposed development and that ecology issues can be safely and satisfactorily mitigated.

2.7.5 The applicant would be happy to agree to Conditions and/or a S106 Legal Agreement to secure the Ecology solutions which would ensure that the development did not commence until NLC had legally secured the Ecology works which they are proposing.

2.7.6 With regard to the habitats lost to the following planning permissions;

PA/2016/1613, PA/2016/1931, PA/2016/1933, PA/2016/1934, PA/2016/1936, PA/2016/1938, PA/2016/1939 and PA/2016/1940,

which would have been partially compensated-for on the application site, not all this compensatory land will be affected by the current proposals.

2.7.7 There is a linkage between the earlier planning compensation requirements and the site, with NLC requiring this to be addressed in the current application, the applicant proposes to provide an ecological solution that NLC will be able to accept from an ecological perspective and also propose a solution that is separate to the current offsite mitigation options that has already been proposed for the current planning application.

2.7.8 The reasoning for this is that the proposals will therefore ensure that the land set aside to compensate for existing compensatory land will not be subject to development pressure or potential for damage.

In terms of extent of habitat loss and area requirement for offsite compensation, we have had a look at the red line boundary associated with the earlier planning applications below and found the following:

2.7.9 The total onsite historical 'compensation' area amounts to circa 3.9 ha;

2.7.10 The area of historical 'compensation' habitat actually impacted by the current planning proposal amounts to c. 2.3 ha;

2.7.11 The drain that is referred to in the 'compensation' area is being retained;

2.7.12 Other areas within the red line boundary of the 'compensation' land appear to fall under separate land holdings and are not connected to the current planning application; and

2.7.13 The onsite landscape plan we provided in support of the LEMP already provides for some biodiversity improvements within the red line boundary of the 'compensation' land (e.g. hedgerow planting and maintenance of badger foraging habitat area on the southern boundary).

On this basis, the proposals would need to provide/offer offsite compensation for the existing compensation land of around 2.3 ha of woodland (probably in the form of new planting).

We note that this applying a Biodiversity Metrics Assessment (BMA) approach may would be the simplest solution.

2.7.14 We would propose one of the following options:

- Funding to support biodiversity improvements/management of an existing LWS or LNR offsite; or

- Purchase of land and planting with trees (on a like for like area replacement basis 2.3ha) possibly adjacent to an existing LWS/LNR to expand the size of it/provide additional ecological connectivity offsite.

2.7.15 The applicant sees this as a solution to the issue of lost compensatory land.

2.7.16 With regard to the points that were raised in the determination of the previous application:

- ❖ NLC concerned primarily about issues of habitat succession, so we can remove bramble from the proposed scrub mix as required.
- ❖ We are proposing the planting of standards in hedgerows, as these need to be distinct enough from the hedgerow planting, so as not to be lost in the hedgerow as it develops (girth is typically 250 – 300 mm for the standards). As an alternative we can propose feathered trees, but there needs to be a distinction between hedgerow species and trees to form a successful habitat. For woodland trees we are proposing 40-60 mm bare root stock. We will not propose large girth woodland planting.
- ❖ We maintain that the Emorsgate EM10 species mix is broadly suitable, but we can supplement this mix with a bespoke mix purchased from Emorsgate comprising the species presented above. The mix would be based on an 18 kg EM10 mix to a 2 kg bespoke mix.
- ❖ Without soil treatment prior to neutral and acid grassland planting, there is the potential for vigorous growth problems due to the prior use as arable land hindering the new habitat establishment; however, to overcome this prior to habitat creation, it is proposed that 1-2 years barley cropping is proposed as a method to strip nutrients from the soil as preparation for its new purpose. To achieve this, no fertiliser will be applied to the land whilst the barley is grown. Once the barley is harvested and arisings removed, the land can then be cultivated as neutral/acid grassland and hay meadow cropped. This will ensure a greater likelihood of the habitats achieving a 'moderate' condition. We would then put this forward to NLC with reasoning on selected location to confirm the offsite area for mitigation. Once agreed, the offsite mitigation plan can then be drawn up. We believe this approach would provide the worked up proposals you are seeking and the level of certainty required.
- ❖ We will accept pre-commencement conditions and/or S106 Legal Agreement to secure these measures for NLC guaranteeing that development would not take place until we had in place the necessary mechanisms and agreements to guarantee delivery of the Ecology mitigation.

2.8 Loss of Agricultural Land

2.8.1 Given the limited thickness of the soils across the unworked section of the site, their agricultural potential is limited by soil depth, topsoil stoniness and droughtiness. Whilst no formal agricultural land classification has been undertaken, these factors combine to constitute relatively poor agricultural land characteristic of grade 3b, with a possibility of limited areas of grade 3a in more level areas of the site.

2.8.2 The agricultural land in question is landlocked by the adjacent (a) drains and (b) existing industrial estate. The land is not easily accessible by farm equipment and would not be easily or readily worked as part of any agricultural holding, its loss would not materially impact upon the available amount of farmland in North Lincolnshire or the UK.

2.8.3 The agricultural area used in the UK is 17.2 million hectares, about 70% of the land area of the United Kingdom. 36% of the agricultural land is croppable (arable), or 25% of the total land area.

2.8.4 The food production to supply ratio is commonly referred to as the self-sufficiency ratio, which is calculated as farm-gate value of raw food production divided by the value of raw food for human consumption. The figures for 2013 reveal that the UK was 60% self-sufficient for all its food requirements and 73% for indigenous foods.

2.8.5 Within the UK DEFRA offer advice on the distribution, at a strategic levels of the differing % of the ALC areas, these are shown below;

ALC GRADES FOR THE UK

DEFRA GRADE % FOR ENGLAND

Grades 1 and 2 16.9

Grade 3 48.2

Grade 4 14.1

Grade 5 8.4

Non-agricultural 5.0

Urban 7.3

Total 100.0

Approximately 71% of all land within England is used for a variety of agricultural purposes;

□ The total land use for agriculture in England in 2013 was recorded, by DEFRA as 17,300,000 Ha.

□ The use of the land at Sandtoft is less than negligible - approximately 0.0001% of the total land used for agricultural purposes in the UK.

□ DEFRA also record that in 2013 the total area in the UK under arable crop was 4,502,000 Ha.

- (1 Agriculture in the UK - 2013
- 2 Essex CC website
- 3 DEFRA (Agriculture in the UK) 2013 Table 14.1
- 4 DEFRA (Agriculture in the UK) 2013 Table 2.1)

2.8.5 The tiny amount of land involved in these proposals is negligible.

2.9 Description of Heritage Assets & Significance Statement

Summary of Assets:

- (a) Outside of the designated Isle of Axholme Historic Landscape (LC14)
- (b) Listed Buildings

2.9.1 The site is not within the immediate setting of any Listed Buildings. The nearest listed building is the Cartshed Range at Sandtoft Grange Farm, but distance, topography and intervening features mean there would be a negligible to zero impact.

2.9.2 Therefore the nearest, as identified on Historic England's List, but materially unaffected, Listed Buildings are;

Nearest Listed Buildings–

- i.
CARTSHED RANGE AT SANDTOFT GRANGE FARM APPROXIMATELY 110 METRES NORTH EAST OF SANDTOFT GRANGE FARMHOUSE
Designation Type: Listing
Grade: II
List UID: 1083297
- ii.
MILL TOWER AT THE WINDMILL
Designation Type: Listing
Grade: II
List UID: 1084348

No evidence of Archaeology

2.9.3 NPPF February 2019.

2.9.4 This requires weight to be placed on the significance of designated assets, stating that harm or loss to these is to occur only under exceptional circumstances. With regards to non-designated assets, the requirements rests on the relevant LPAs to make a balanced judgement as to any potential harm, and benefits.

2.9.5 Para 189. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.

2.9.6 The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

2.9.7 Section 66 of the 1990 Act requires that:

'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any other features of special architectural interest which it possesses.'

2.9.8 For the reasons set out above it is felt that the proposals would have no adverse impact upon any heritage asset.

2.10 Legislation and Policy

2.10.1 The National Planning Policy Framework (NPPF) (February 2019) (Ministry of Housing, Communities and Local Government).

2.10.2 North Lincolnshire Core Strategy

Development Limit (in black) with Actual Development and Planning Approvals (in red) Application Site in blue.



North Lincolnshire Council has under Policy CS11 of the Adopted Core Strategy (Provision and distribution of employment land) allocated 55.3 ha of land for the expansion of Sandtoft Industrial Estate into Sandtoft Business Park SANE-1 primarily aimed at Storage and Distribution or B1, B2 and B8 uses. It has identified Sandtoft Industrial Estate as requiring this amount of expansion land up to 2026. As only 1.58ha is already allocated then an additional 53.72ha are required.

2.10.3 Legislative Context

2.10.4 The Governments Guidance on Environmental Impact Assessment can be found on GOV.uk and within the NPPG (National Planning Policy Guidance) and the reasoning behind the requirement for an Environmental Statement is set out here:

The aim of Environmental Impact Assessment is to protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision making process. The regulations set out a procedure for identifying those projects which should be subject to an Environmental Impact Assessment, and for assessing, consulting and coming to a decision on those projects which are likely to have significant environmental effects.

The aim of Environmental Impact Assessment is also to ensure that the public are given early and effective opportunities to participate in the decision making procedures. See Before submitting an application and Consultation and pre-decision matters.

Environmental Impact Assessment should not be a barrier to growth and will only apply to a small proportion of projects considered within the town and country planning regime. Local planning authorities have a well established general responsibility to consider the environmental implications of developments which are subject to planning control. The 2017 Regulations integrate Environmental Impact Assessment procedures into this framework and should only apply to those projects which are likely to have significant effects on the environment. Local planning authorities and developers should carefully consider if a project should be subject to an Environmental Impact Assessment. If required, they should limit the scope of assessment to those aspects of the environment that are likely to be significantly affected. Pre-application engagement can also play a role in identifying when a proposal should be subject to environmental impact assessment.

Reference - NPPG - Paragraph: 002 Reference ID: 4-002-20140306

2.10.5 The legislation makes clear what is required to be provided within an ES;

2.10.6 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017

2.10.7 2017 No. 571PART 5Regulation 18 Environmental statements

(1) Subject to regulation 9, an EIA application must be accompanied by an environmental statement for the purposes of these Regulations.

(2) A subsequent application is to be taken to be accompanied by an environmental statement for the purpose of paragraph (1) where the application for planning permission to

which it relates was accompanied by a statement referred to by the applicant as an environmental statement for the purposes of these Regulations, but this is subject to regulation 9.

- (3) An environmental statement is a statement which includes at least—
- (a) a description of the proposed development comprising information on the site, design, size and other relevant features of the development;
 - (b) a description of the likely significant effects of the proposed development on the environment;
 - (c) a description of any features of the proposed development, or measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment;
 - (d) a description of the reasonable alternatives studied by the developer, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment;
 - (e) a non-technical summary of the information referred to in sub-paragraphs (a) to (d); and
 - (f) any additional information specified in Schedule 4 relevant to the specific characteristics of the particular development or type of development and to the environmental features likely to be significantly affected.

(4) An environmental statement must—

/~/

- (b) include the information reasonably required for reaching a reasoned conclusion on significant effects of the development on the environment, taking into account current knowledge and methods of assessment; and
 - (c) be prepared, taking into account the results of any relevant UK environmental assessment, which are reasonably available to the person preparing the environmental statement, with a view to avoiding duplication of assessment.
- (5) In order to ensure the completeness and quality of the environmental statement—

- (a) the developer must ensure that the environmental statement is prepared by competent experts; and
- (b) the environmental statement must be accompanied by a statement from the developer outlining the relevant expertise or qualifications of such experts.

2.10.8 SCHEDULE 4 INFORMATION FOR INCLUSION IN ENVIRONMENTAL STATEMENTS

1. A description of the development, including in particular:

- (a) a description of the location of the development;
- (b) a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases;
- (c) a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used;

(d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases.

2. A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.

3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.

4. A description of the factors specified in regulation 4(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.

5. A description of the likely significant effects of the development on the environment /~/.

(a) the construction and existence of the development, including, where relevant, demolition works;

(b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;

(c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;

(d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);

(e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;

(f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;

(g) the technologies and the substances used.

The description of the likely significant effects on the factors specified in regulation 4(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project, including in particular those established under Council Directive 92/43/EEC(1) and Directive 2009/147/EC(2).

6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.

7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.

8. A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to EU legislation such as Directive 2012/18/EU(3) of the European Parliament and of the Council or Council Directive 2009/71/Euratom(4) or UK environmental assessments may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.

9. A non-technical summary of the information provided under paragraphs 1 to 8.

10. A reference list detailing the sources used for the descriptions and assessments included in the environmental statement.

2.11 BENEFITS AND ALTERNATIVES

2.11.1 There would be **significant** public benefits from the development:

BENEFITS:

- ❖ Initial Capital Investment
- ❖ Ongoing maintenance
- ❖ Supply chain expenditure
- ❖ Business Rates
- ❖ Apprenticeships & Jobs & People Development
 - ❖ Direct Employment*:
 - ❖ ➤ The sites that are the subject of this application are as follows: -
 - ❖ • Protruck - 50 new jobs
 - ❖ • North Lincs Aggregates - 20 new jobs
 - ❖ • Bradwell Transport - 6 new jobs
 - ❖ • Ever Ready - 14 new jobs
 - ❖ • GBA - 25 new jobs
 - ❖ • S&G - 8 new jobs

- ❖ This amounts to 123 new jobs. (It should also be borne in mind that between them Pro-Truck, North Lincs Properties and GBA employ nearly 140 people currently, this is a significant number of people employed and the protection of these jobs should be paramount, being able to expand at Sandtoft is critical to this).

- ❖ Ongoing people development
- ❖ Employment - Skilled labour force
- ❖ The Site – Opportunities to create and maintain biodiversity
- ❖ Investment:

2.11.1 Site A - Pro Truck Auctions has been operating since 2005 and very quickly out grew their existing site because of the success of the company. This then precipitated the need for either additional land or re-location to another site altogether. Therefore a Planning Application for an additional 12 acres (approx.) of expansion land was made and granted planning approval on 8th February 2012 ref PA/2011/1340.

2.11.2 Pro Truck Auctions now find themselves in the same position as previously, due to the successful running of their business additional land is required for the parking of the vehicles prior to auction.

2.11.3 Whilst the whole of the 18 acres will not be immediately utilized for the parking and storage of HGV's a significant amount will be with the remaining land held for any further future expansion.

2.11.4 The provision of this land will therefore secure existing jobs and provide the security for expansion and creation of new jobs as this takes away the prospect of Pro Truck growing too large for their site and looking elsewhere for land to relocate to.

2.11.5 Site B – North Lincs Property Ltd & North Lincs Aggregates Ltd this site shown hatched on the Block Plan 2 of 3 was granted Planning Permission on the 18th of January 2017 for the following use – see below.

2.11.6 Following the grant of this planning permission NLP & Agg Ltd have embarked on an expansion programme acquiring a further 2 Quarries (Low Melwood South and Bank End Quarry Finningly) and the erection of a very large servicing garage and office building on site at Sandtoft Industrial Estate see drawings overleaf These investments are approaching the sum of £1,500,000.

2.11.7 In addition to the investment in land and buildings NLP & Agg Ltd have spent an equal amount on new plant and machinery for their quarries and still have further monies to spend on the new bagging plant at their yard.

2.11.8 It is perfectly clear that these two companies have invested very significant amounts of money in the area and on Sandtoft Industrial Estate and are therefore understandably

concerned that there is and will be provision for additional land made available for them to be able to maintain and expand their businesses.

2.11.9 Site C - GBA Transport Ltd have been operating from this site for over 12 years now they have established a very successful business and now employ 10 office staff and a further 7 fitters in their workshop repairing and servicing their fleet of HGV's.

2.11.10 Due to the success of their business, so much so that in common with many other occupiers of yards along the east of the Estate Road they have out grown the site notwithstanding the additional land they have acquired following planning approval PA/2016/1940. Granted on 21/12/17.

2.11.11 ALTERNATIVES

2.11.12 The alternatives would be;

- Do nothing – business stagnation, no new jobs or investment
- Businesses move to other business areas, very likely to be outside of North Lincolnshire

2.12 CONCLUSIONS

2.12.1 The application sites are required for the security of an existing circa 140 jobs and for the provision of a further 123 jobs.

2.12.2 The extension of the site forms the logical expansion of the estate to it's natural boundaries of the M180 and River Torne, thus preventing any further eastwards and northern expansion.

2.12.3 There are precedents of previous permissions allowing for the expansion of existing businesses past the set development limits as prescribed in the old North Lincolnshire Council Local Plan as is evident from the permissions shown on the Location Plan and the red line area on the Google Earth photograph above.

2.12.4 The application is a sustainable development as is shown in the Transport Statement which in addition also concludes that the anticipated additional traffic generated by the proposal is relatively modest and should not have an adverse impact on the operation of the local road network in terms of safety and capacity.

2.12.5 The Ecology Reports provide a full set of recommendations regarding the provision of mitigation measures for the development.

2.12.6 The proposed use of the site is both compatible and appropriate in a flood zone 2/3a area.

GLOSSARY OF ABBREVIATIONS

AGL Above Ground Level

ALC Agricultural Land Classification

AOD Above Ordnance Datum

AONB Area of Outstanding Natural Beauty

BAP Biodiversity Action Plan

DCLG Department for Communities and Local Government

EIA Environmental Impact Assessment

EPS European Protected Species (EU Habitats Directive)

ER Environmental Report

EU European Union

FRA Flood Risk Assessment

GLNP Greater Lincolnshire Nature Partnership

Ha Hectare

HGV Heavy Goods Vehicle

IDB Internal Drainage Boards

LPA Local Planning Authority

LB Listed Buildings

LBAP Local Biodiversity Action Plan

LDF Local Development Frameworks

LDP Local Development Plan

LDV Light Duty Vehicles

LTP Local Transport Policy

M Metres

MAGIC Multi-Agency Geographical Information for the Countryside

NBN National Biodiversity Network

NE Natural England

NERC Natural Environment and Rural Communities

NGR National Grid Reference

NPPF National Planning Policy Framework

PPG Planning Policy Guidance

SAC Special Area for Conservation

SAM Scheduled Ancient Monument

SFRA Strategic Flood Risk Assessment

NLC North Lincolnshire Council

SUDS Sustainable Urban Drainage Systems

References:

Transport Statement - Sanderson Associates. Transport Assessment Report Ref: 10181/LOB/001/01

NCA 39 Humberhead Levels – Natural England

Viewed on-line 17 September 2018 – reference -

file:///C:/Users/mark/Downloads/NCA%2039%20Humberhead%20Levels%20MW.pdf

APPENDICES BELOW: