

DELEGATED ASSESSMENT

Application no: PA/2025/878

Proposal: Planning permission to site two porta cabins and a secure vehicle, machinery and materials storage area together with palisade security fencing

Location: Field adjacent waste disposal site, Bigby Road, Barnetby Le Wold, DN38 6EB

Parish: Barnetby Le Wold

Applicant: Sandstop Quarries Ltd

Officer: Scott Jackson

POLICIES

National Planning Policy Framework:

Sections 2, 3, 4, 6, 12, 15 and 17

North Lincolnshire Local Plan:

RD2, DS1, LC5, M1, T1, T2, T19

North Lincolnshire Core Strategy:

CS1, CS2, CS5, CS17, CS21

CONSULTATIONS

Highways: From the information provided, the proposals will generate a small number of additional daily vehicle movements. The existing site access will be used, which has good visibility. The applicant has stated in the Design and Access Statement, that all HGVS will travel to/from the A18 and will not travel through Barnetby. It would be beneficial to secure this through a condition if possible.

We would therefore recommend a condition.

Drainage (Lead Local Flood Authority): No objection, recommend a number of conditions.

Environmental Protection: In order to prevent the storage of other materials not associated with the quarry, this department would recommend the inclusion of the following condition.

- Storage shall be limited to the storage of vehicles, machinery and materials associated with the use as a quarry. No other materials or waste shall be stored on site.

Ecology: The updated Biodiversity Metric Assessment has been carried out and reveals biodiversity enhancement of >10%, which is acceptable, with suitable amendments to the proposed habitats to be created.

Planning conditions are proposed to minimise harm to protected and priority species and habitats and to seek a measurable net gain in biodiversity in accordance with Policy CS17, the National Planning Policy Framework and the statutory Biodiversity Metric.

PARISH COUNCIL: Barnetby Le Wold Parsh Council wish to make it clear that when any vehicle approaches the site they must approach and exit the site from the A18.

PUBLICITY

A site notice has been posted and 2 letter of objection from the same objector have been received raising the following issues:

- What is the equipment and the purpose of it
- The road is dangerous for heavy plant machinery to use it
- Narrow railway bridge and road
- Noise and light pollution

RELEVANT PLANNING HISTORY

None

CONSTRAINTS

Open Countryside, existing chalk/limestone extraction, household recycling centre adjacent

ASSESSMENT

Site and proposal

The application site is an area of mineral extraction (limestone and chalk) which is located in the open countryside, on the western side of Melton Ross Road and is accessed to the north via a shared access from the existing Household Recycling Centre. It is located on elevated land, in flood zone 1 and to the south of the settlement of Melton Ross. The railway line is located to the north and the settlements of New Barnetby and Barnetbv to the east and west respectively.

Planning permission is being sought to erect 2 x portacabins, a material and vehicular storage area and security fencing.

The main issues in determining this application are:

- the principle of development

- impact on the character and appearance of the area
- residential amenity
- highway safety
- flood risk and drainage
- ecology

Principle

Planning permission is being sought to use the northern part of this area of mineral extraction to site 2 x portacabins and use the area for materials and vehicle storage, together with security fencing. These works are intrinsically linked to mineral extraction from the land, which in this case is for limestone and chalk to be used in connection with the redevelopment of the former Grasby Quarry (5.13km to the south east) into a holiday park. The supporting information states the facilities are required in connection with the proposed mineral extraction and the plans show these portacabins will be utilised as offices and storage purposes with the remainder of the hardcore surrounding it (i.e. the area outlined in red) being used for vehicle and materials storage.

The works can only take place where the point of mineral extraction takes place (this is set out in planning policy M1 of the North Lincolnshire Local Plan and the guidance within the NPPF, specifically paragraph 222) and as this site already has a legacy of historic mineral extraction it is the opinion of the local planning authority the proposed development is acceptable in principle as it will support the extraction of chalk and limestone in this rural location.

Impact on countryside

The most visually prominent aspect of the development proposals is the 2 x portacabins that are proposed towards the northern boundary of the site, adjacent to the boundary shared with the Household Recycling Centre. As a result of its proximity to the adjacent site to the north it is the opinion of the local planning authority the portacabins will be viewed in conjunction with the existing structures on the neighbouring site which consist of a portacabin of similar height, scale and materials and metal waste skips, therefore it will not form an isolated form of development in the open countryside. It is accepted that due to the elevated location of the site in this undulating landscape views of the proposed portacabins may be available, however it will be viewed in conjunction with the existing structures within the Household Recycling Centre directly to the north.

It is noted that there is a Bridleway (BARN265) which runs a course east to west along the southern boundary of the site, however this is screened on both sides by lines of mature hedges and thus any views of the proposed development site will be screened as a result.

It is also proposed to introduce palisade fencing at a height of 2.4m along the sections of the site which are proposed for materials and vehicle/machinery storage,

this will be visible in the receiving rural landscape, however this again will be viewed in conjunction with the existing fencing of a similar height and materials as that which borders the perimeter of the Household Recycling Centre and the existing cluster of trees along the outer northern boundary and in the north eastern corner of the Recycling Centre will help to screen any longer distance views. It is proposed for the portacabins and fencing to be coloured grey, this is consistent with the existing fencing along the boundary of the site and with the prevailing sky colour. It is considered the proposed fencing is necessary along the perimeter of the storage areas as this will prevent trespassing into the mineral extraction site to the south and it is required for security purposes.

Residential amenity

The nearest residential property or sensitive receptor to the site is located 350m to the south along Melton Ross Road. The proposed use of the site as a materials and vehicle storage area, together with the porta cabins is not considered to give rise to loss of residential amenity given the distances involved and the intended uses in this part of the site. There may be some noise and disturbance from the mineral extraction, but this will take place during social hours of the day (confirmed in the supporting information) and the supporting information states that no HGV's will be directed along Melton Ross Road to the south. The development proposals have been considered by Environmental Protection, and no objections or concerns have been raised in relation to potential loss of residential amenity in this case. It is worth noting this planning application is not considering the mineral extraction on the site, it is considering the ancillary storage and welfare facilities which are required alongside it.

Highway safety

The proposed development site will make provision for vehicle storage; this is anticipated to consist of both HGV's and staff vehicles. The supporting information anticipates these vehicle movements to be of a minimal amount during the week, and the plans clearly show provision for the off-street parking of both staff and operational vehicles within the proposed compound area (with it being of sufficient size to not obstruct either the public highway or the access into the Recycling Facility). The proposed development has been reviewed by Highways and on the basis the routeing of traffic from the site to the former Grasby Quarry is along Melton Ross Road and via the A18 to the north and west no objections have been raised on traffic or highway safety grounds. Given the minimal amount of anticipated vehicle movements, including those by HGV's it is the opinion of the local planning authority the local highway network is capable of accommodating the additional flows of traffic, that Melton Ross Road is capable of accommodating HGV's and that a suitably worded condition can be imposed which ensures the routeing of traffic from the site will be to and from the A18 to the north.

In addition, the routeing of traffic to and from the site will result in additional vehicles, including HGV's using the railway bridge along Melton Ross Road to access the A18. This bridge is used on a daily basis by lorries associated with the existing Household Recycling Centre on the adjacent site and the quarry could begin operating without any controls in respect of planning conditions for routeing of traffic and this would likely necessitate HGV movements over this bridge on a daily basis

without any agreement required from Network Rail in that regard. It is noted there is a restriction on this road (Melton Ross Road) for HGV's which is limited to 7.5 tonnes between the A18 and the site, however this allows for HGV's over that tonnage to still utilise the road if it were for the purposes of loading which would be the case of any tipper lorries which would be accessing the site to be loaded with chalk and limestone.

In addition, conditions are recommended in terms of the submission of a construction traffic management plan and for the installation of wheel-washing facilities to ensure there is no vehicle track out of materials onto the public highway.

Flood Risk and Drainage

The site is located in Flood Zone 1 and therefore a Flood Risk Assessment is not required in this case.

Some details have been provided in relation to surface water drainage disposal; this is proposed through permeable materials which will allow percolation into the ground. The supporting information states surface water will be disposed of via SuDS but no precise details have been provided with the planning application in that regard. Therefore, a condition is recommended that details of the method of surface water drainage disposal are submitted for consideration, this will also allow for details of the management and maintenance of the agreed system and for potential impacts on water quality to be considered. Additional conditions are recommended by LLFA Drainage in respect of measures to prevent surface water from being discharged into the public highway and vice versa, however the access to the site is not taken directly from the public highway and the use of permeable material to form the hardstanding for the parking and storage area would allow any surface water to drain through the underlying layers without potential spill onto the public highway.

No connection to foul drainage is proposed, a portable toilet is proposed on site which will have chemical waste disposal and not require any connection to main sewerage or other means of foul drainage disposal.

Ecology and Biodiversity Net Gain (BNG)

Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021) provides that every grant of planning permission should be subject to the condition that the biodiversity gain objective is met, further subject to exemptions. This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat.

The applicant has submitted a biodiversity metric with this planning application, this shows there will be more than a 10% net gain (21.09%) in habitat units and as such the development is considered acceptable in BNG terms, this will be secured via the deemed BNG condition which requires the submission of a Biodiversity Net Gain Plan together with details of the mechanism by which BNG (i.e. the 10% uplift) is to be achieved. The proposal is therefore considered acceptable subject to meeting the requirements of Schedule 7A of the Town and Country Planning Act 1990.

Given the development proposals are directly linked to mineral extraction on the site outlined in blue to the south (chalk and limestone extraction) it is considered reasonable, necessary and relevant to recommend a condition which secures the submission and implementation of a scheme for the removal of the portacabins once the period of mineral extraction has ceased on site, however the fencing will still be required to prevent trespass onto the land (i.e. for security purposes). The applicant's agent has confirmed that it is proposed to leave the site dormant for potential future extraction (as in the case at the moment) once the proposed period of chalk and limestone extraction has ceased, therefore it is the opinion of the local planning authority a condition securing the decommissioning and restoration of the area of extraction is not required at this time. By leaving the mineral extraction area dormant this will not conflict with the delivery of the BNG enhancements on the site.

Conclusion

The proposed development is considered acceptable in principle in this rural location as it is intrinsically linked to the proposed future extraction of limestone and chalk from the land directly to the south and mineral extraction can only occur where the mineral is found. The development is not considered to result in detrimental impacts upon the character and appearance of the countryside, to residential amenity or upon highway safety. The development has demonstrated that an uplift of more than 10% in BNG can be achieved on site and there are no perceived impacts on highway and pedestrian safety. In conclusion the development is recommended for approval.

Pre-commencement conditions

Pre-commencement conditions are recommended in respect of the submission of a construction traffic management plan, details of wheel washing facilities and for the submission of a surface water drainage scheme. These have been agreed via email with the Planning Agent.

RECOMMENDATION **Grant permission subject to conditions.**