

Supporting Statement/ Noise Impact Assessment/ Transport Statement

**Proposed erection of single industrial/commercial building,
accommodating seven units**

Keyo Agricultural Services, Europa Way, Brigg, DN20 8AR



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CONTENTS

1.0	INTRODUCTION	3
2.0	EXISTING SITE	4
3.0	PROPOSED SCHEME	6
4.0	DRAINAGE STRATEGY & FLOOD RISK.....	8
5.0	BIODIVERSITY NET GAIN & ECOLOGY	8
6.0	HERITAGE & ARCHAEOLOGY MONITORING	8
7.0	CONTAMINATION.....	8
8.0	PLANNING POLICY	9
9.0	NOISE IMPACT ASSESSMENT	11
10.0	TRANSPORT.....	13
11.0	CONCLUSION	15

DOCUMENT HISTORY

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1	DRAFT	13/02/2026
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1.0 Introduction

- 2.1 This statement has been prepared to accompany a full planning submission for the proposed erection of a single industrial/commercial building, accommodating seven units for Keyo Agricultural Services, Europa Way, Brigg, DN20 8AR.

2.0 Existing Site

2.1 The application site is located to the west of Europa Way, in Brigg, Lincolnshire. The site is approximately 0.9 hectares, and the grid reference is SE 99385 07740 (See Figures 1 & 2). The site is not located within the AONB or a Conservation Area.

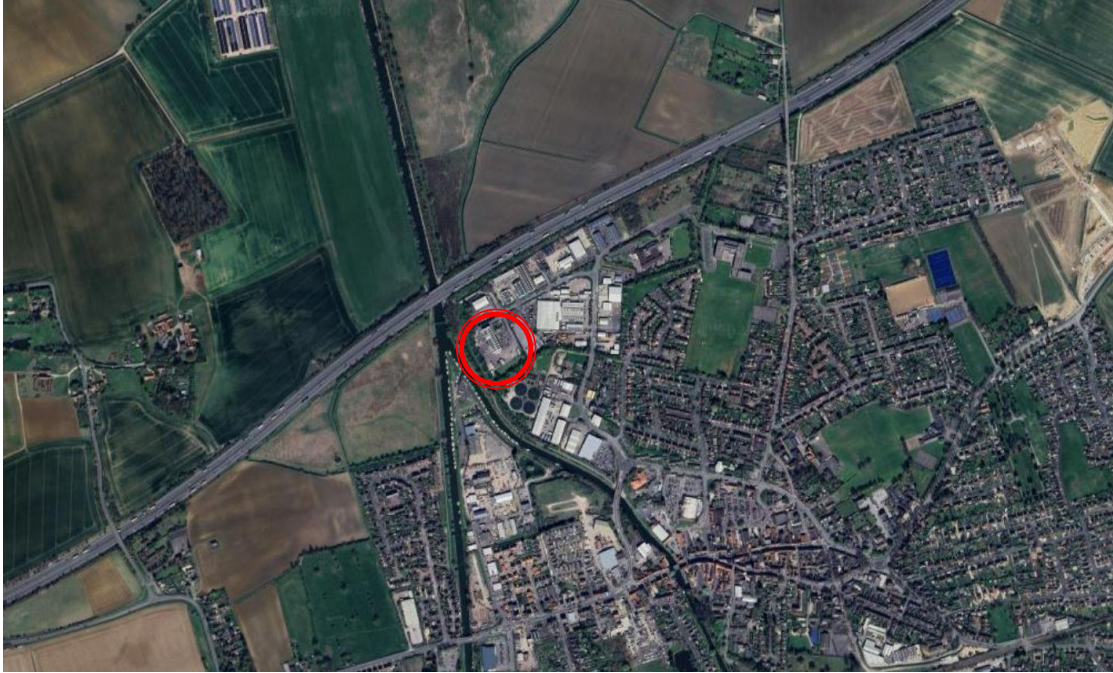


Figure 1- Aerial photograph showing the location of the site (site shown by red circle)

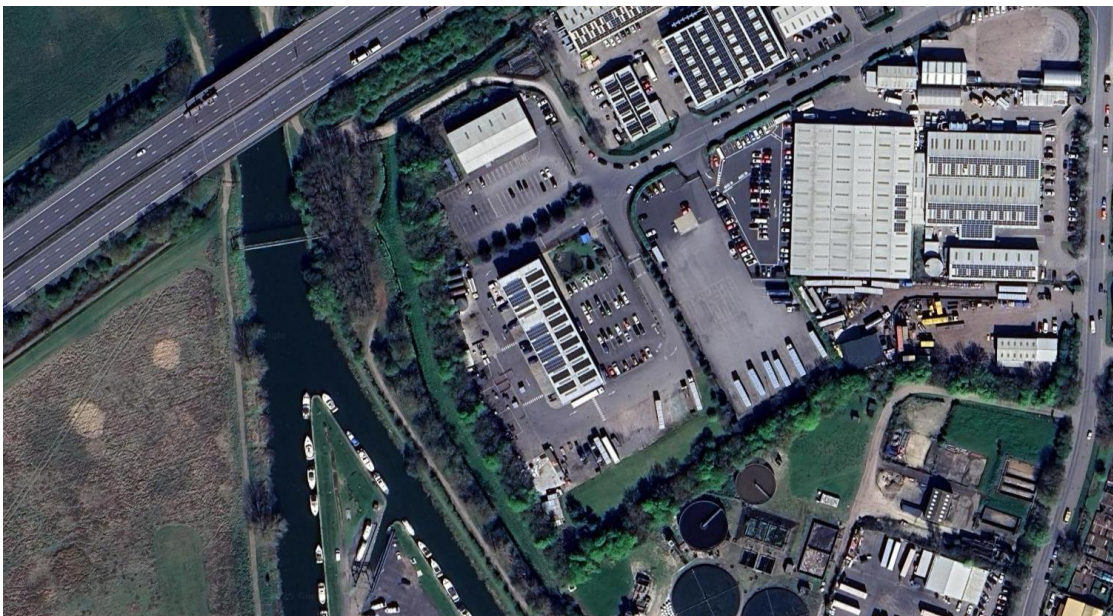


Figure 2- Aerial photograph showing the site

- 2.2 The site currently comprises an existing industrial/commercial building for use by Keyo Agricultural Services. The building currently houses warehouse areas as well as associated offices and welfare spaces. It is accessed from Europa Way and has its own dedicated car park to the east. A service yard is also along the western boundary, with access for heavy goods vehicles to the north with the south of the site left undeveloped for future expansion as the business develops and grows.
- 2.3 The Environment Agency flood map for planning identifies the site as being within Flood Zone 3a (See Figure 3).



Figure 3- Extract from 'Gov.uk Flood Map for Planning' showing site location

- 2.4 The site is situated within existing 'Committed Industry' Land, as defined by the North Lincolnshire Local Plan, and as such, the surrounding usage is all commercial, with a mix of industrial, retail and offices. This area, defined in the Local Plan as 'CIN8' has been subject to development and upgrades, and many planning approvals for new and improved industrial and commercial units.

3.0 Proposed Scheme

- 3.1 The proposals seek permission for the erection of a new single storey industrial/commercial building, separated into seven units, to provide much needed additional floor space for an ever-growing business.
- 3.2 The proposed building has been appropriately sized for the proposed commercial use and has been designed with the space needed in mind. It does not impose greatly on the existing site, being considered to fit the available area appropriately, without negatively impacting the existing site arrangements.
- 3.3 The proposed building will be to the southern area of the site and will leave appropriate space surrounding it as well as having suitable access from the existing hardstanding area for vehicular and pedestrian access.
- 3.4 The proposed plan and elevations show the proposed building at a lower height to that of the existing nearby building, in external materials to match. The block will be of steel portal frame construction with gable ends, roller shutters and personnel doors for access. The building will be clad in profile sheeting similar to the existing to better match in. The proposed will have ample space surrounding it as well as abundant space for vehicular and pedestrian access to the frontage.
- 3.5 As per the plans, (See Figure 4) the proposed building will feature similar windows and doors to match the existing, as well retaining the same style. The proposed will be of a lower height, due to not needing the same internal height space as the existing. This will mean the proposed will not be as imposing as the existing building and will better fit in with the site and surrounding areas.

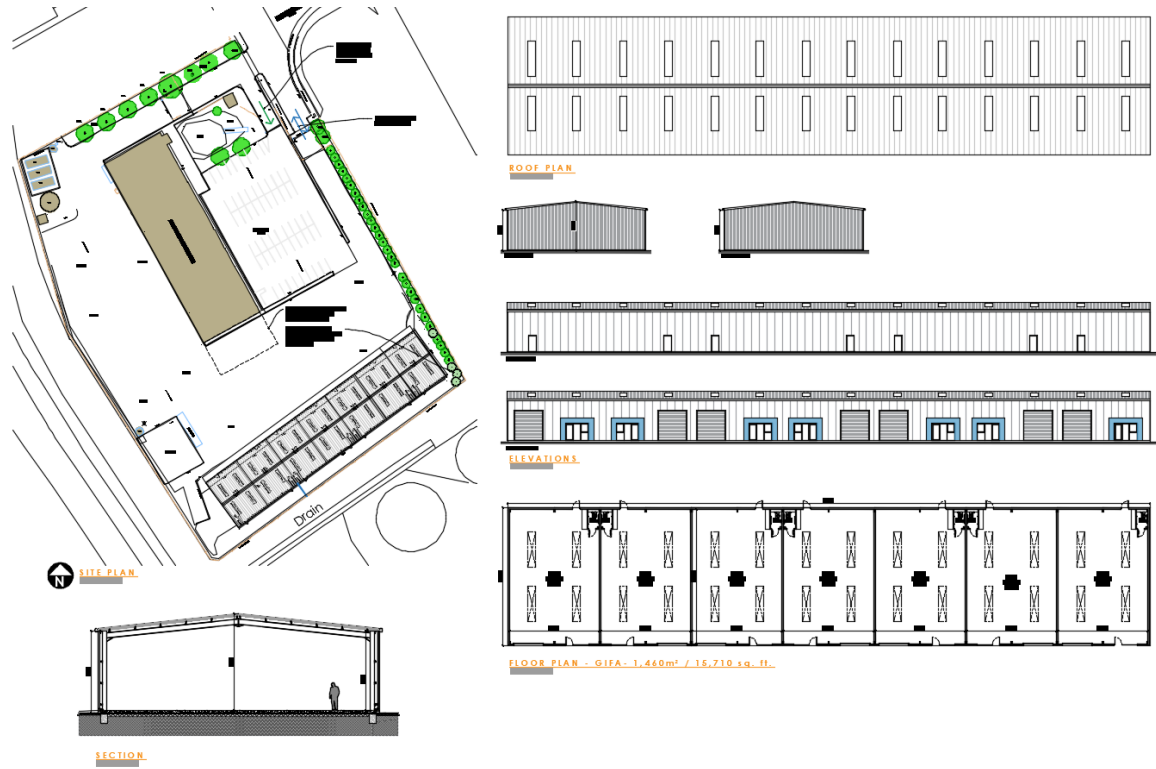


Figure 4- Proposals for new building

4.0 Drainage Strategy & Flood Risk

- 4.1 Please refer to the Drainage Strategy provided by 'RCD Consultants Ltd' (included with this application) for information regarding the foul and drainage water strategy.
- 4.2 As the site is located within Flood Zone 3, please refer to the Flood Risk Assessment, also provided by 'RCD Consultants Ltd' and included with this application. It is proposed that the proposed building will have a Finished Floor Level of 2.600m AoD.

5.0 Biodiversity Net Gain & Ecology

- 5.1 With regards to Biodiversity Net Gain, please refer to the included report from 'KJ Ecology Ltd'. This outlines that there is a habitat unit net gain of 0.12 units or 15.8% net gain. This therefore means that the proposal has reached and exceeded the minimum target net gain of 10%.
- 5.2 The same report also details the Preliminary Ecological Appraisal and therefore its evaluations and recommendations.

6.0 Heritage & Archaeology Monitoring

- 6.1 Please refer to the Heritage Assessment report and the Written Scheme of Investigation for the Archaeological Monitoring and Recording, both provided by 'PCAS Archaeology' and included with this application.

7.0 Contamination

- 7.1 A Phase 1 Contamination report, provided by 'Humberside Materials Laboratory Ltd', detailing their findings and recommendations, is also included with this application.

8.0 Planning Policy

- 8.1 Keyo Agricultural Services are a rapidly expanding business, and their increased workload has meant they need to expand and increase their premises as soon as possible. Due to the increased workload, additional space in the form of additional floor space, is required in order to continue managing effectively.
- 8.2 The site is already designated under the North Lincolnshire Local Plan as a 'Committed Industry' area, as well as being located in a purely commercial context, with its current use also being defined as commercial. The NLLP notes that these sites are protected for predominately use classifications B1, B2 and B8, with the site currently designated as B1 and B8.
- 8.3 The proposal accords with the **Saved Policies of the North Lincolnshire Local Plan (2003, updated 2024)**, specifically Policies IN2 & IN3, which continue to safeguard established Committed Industry (CIN) areas for B1, B2 and B8 uses, ensuring industrial land remains available for economic development. The application site lies within such a designated employment area, meaning new commercial/industrial floorspace directly complies with the Local Plan's retained employment policies and land-use intentions.
- 8.4 Policy **IN2** supports the proposal because it safeguards industrial and commercial land within urban and principal growth settlements, ensuring such areas remain available for employment uses rather than being lost to non-employment development; by intensifying an existing commercial site within a designated Committed Industry (CIN) area, the proposal aligns directly with IN2's objective to retain and enhance industrial land for economic activity, allowing an established business to expand on appropriately allocated land while reinforcing the industrial function and economic role of the site as intended by the policy.
- 8.5 Policy **IN3** supports the proposal because it provides the criteria for permitting new industrial and commercial development within urban areas and principal growth settlements, explicitly recognising these locations as appropriate for B-class employment uses; by delivering a new industrial/commercial building within an established employment area already functioning as part of Brigg's

- industrial estate, the proposal meets IN3's intention to direct such development to suitable, serviced and sustainable locations, optimising existing infrastructure while reinforcing the role of designated employment land in accommodating economic growth and business expansion
- 8.6 Furthermore, the proposals support the economic development objectives contained within the **North Lincolnshire Local Development Framework**, including the **Core Strategy (2011)** and the **Housing & Employment Land Allocations DPD (2016)**. These documents direct employment growth to established industrial zones, promote expansion of existing businesses, and ensure development is sustainably located with appropriate access and infrastructure. The scheme aligns with these principles by intensifying an existing commercial site, delivering modern employment floorspace, and contributing to local economic growth in accordance with the overarching spatial and employment strategies.
- 8.7 In addition, the proposal reflects the Framework's commitment to maintaining a robust supply of employment land and ensuring that businesses have the space and capacity to grow without being displaced, a key component of the Housing & Employment Land Allocations DPD's strategy for focusing employment uses within established industrial estates; by delivering modern, flexible floorspace within an existing serviced area, the development reinforces the efficiency and sustainability principles embedded in the Framework, supports the settlement hierarchy by strengthening Brigg's role as an employment centre, and contributes to the long-term resilience and competitiveness of the local economy as envisaged by the Core Strategy

9.0 Noise Impact Assessment

- 9.1 The impact of potential noise for this project has to be assessed to evaluate the implications associated with the construction and operation of the proposed industrial/commercial building. The site is located within an established industrial estate, surrounded predominantly by commercial and industrial premises, meaning the existing ambient sound environment is already characterised by typical industrial activity, including vehicle movements, loading operations and general on-site business noise. As such, the area functions as a compatible acoustic environment for the type of use proposed.
- 9.2 A range of practical on-site measures can be implemented to ensure noise levels associated with the proposed development remain low and well managed. These include selecting modern plant and equipment, ensuring all machinery is well-maintained to prevent unnecessary noise, and locating any fixed plant—such as compressors or ventilation units—on the least sensitive side of the building, shielded by the structure itself. Where appropriate, acoustic enclosures, barriers or housings can be installed to further reduce sound emissions from operational equipment.
- 9.3 Vehicle movements can be controlled through designated access routes, minimising reversing alarms and avoiding unnecessary engine idling. Operational practices such as keeping loading bay doors closed when not in use and limiting particularly noisy activities to daytime working hours will also help reduce potential disturbance. Together, these measures provide effective, proportionate mitigation and ensure that the site operates in accordance with recognised best practice for industrial noise control, even within an established commercial setting. This approach provides the Local Planning Authority with confidence that noise will be effectively controlled.
- 9.4 Although construction noise is temporary and typical for industrial settings, it will also be reviewed in accordance with relevant British Standards to ensure that short-term impacts remain acceptable. Together, these measures demonstrate that even in the absence of pre-existing data, the development will follow a structured, compliant and transparent BS 4142 methodology, ensuring that noise

effects are fully understood and appropriately mitigated prior to the building becoming operational.

- 9.5 Overall, this report demonstrates that the proposed development will not generate harmful or unacceptable noise impacts on the surrounding area. The site's location within an established industrial estate, combined with inherently compatible surrounding uses and the low level of predicted operational noise, means the development is suitable in acoustic terms and accords with national and local planning policy relating to noise, amenity, and the protection of environmental quality.

10.0 Transport

10.1 The site benefits from established vehicular access taken directly from Europa Way, which serves the wider committed industrial estate. There are two existing access points from Europa Way:

- A one-way access serving the staff and visitor car park, where staff and visitors can exit from the below:
- A two-way access designed to accommodate HGVs, delivery vehicles, and larger commercial traffic

In addition, HGVs may also access the existing service yard from the north, which provides enhanced circulation and flexibility for larger vehicles. No new access points are required as part of this proposal, and the existing access arrangements remain fully capable of serving the development without alteration.

10.2 The site contains an existing dedicated car park adjacent to the main existing building. The proposed new building does not require any additional car parking spaces, as the existing provision is sufficient to accommodate both current and future operational needs. Staff, visitor, and operational parking will therefore continue to be served by the established car park and service yard.

10.3 The existing service yard situated along the western boundary and to the south of the existing building provides ample turning provision for HGVs, including articulated vehicles. The yard enables vehicles to enter, manoeuvre, load/unload, and exit the site, consistent with industry standards for commercial and industrial development.

This service yard will continue to be utilised for the new building, ensuring that operational vehicle movements remain efficient and safely managed. The proposed development does not alter or restrict existing turning capacity, and no additional hardstanding is required to maintain safe circulation.

10.4 The proposal is not expected to generate a significant increase in vehicular movements. The new units provide additional operational floorspace for an already established business, rather than introducing new tenants or uses. As such, any increase in traffic will be modest, limited primarily to a small number of additional HGV trips associated with increased product movement.

Given the site's location within a designated industrial estate—where vehicle movements, including HGV traffic, are already an established characteristic—the projected increase is considered to have no material impact on the local highway network.

10.5 The proposed development accords with both national and local transport policy.

- North Lincolnshire Local Plan (Saved Policies IN2 & IN3)

These policies support commercial and industrial development within established employment areas and ensure such sites are appropriately served by infrastructure. The proposal utilises existing access, parking, and service arrangements that are already suitable for B-class uses and therefore aligns with the Local Plan's objectives for safe and efficient transport networks.

- National Planning Policy Framework (NPPF), Paragraphs 110–111

The NPPF requires development to ensure:

- Safe and suitable access for all users
- That significant impacts on the transport network are avoided
- Efficient operation of the site with appropriate servicing and parking

The proposal meets these requirements by using existing established access points, retaining sufficient on-site parking, and ensuring HGVs can manoeuvre safely within the service yard. The development does not generate significant additional traffic and therefore accords with paragraph 111, which states that development should only be refused on highways grounds where residual cumulative impacts would be severe.

10.6 The development makes efficient use of existing access, parking and service infrastructure without requiring modification or expansion. Vehicle movements associated with the proposal are modest and compatible with the established industrial character of the area. The proposal, therefore, complies with both local and national policy and is acceptable in highway and transport terms.

11.0 Conclusion

- 11.1 This statement has been prepared to accompany a full planning submission for the proposed new building at the site of Keyo Agricultural Services, Europa Way, Brigg, DN20 8AR, in order to accommodate the needs of the growing business.
- 11.2 The proposals will provide much-needed additional floor space to an already existing commercial business, in order to keep up with their rapidly increasing demand, as well as their need for more staff. The principle of commercial development in this location has been agreed through the approval of other planning submissions in the locality.
- 11.3 The new building will provide the optimum use of the land and will provide a local economic benefit with increased employment and trade for the local area. It is therefore submitted that the proposals meet the requirements of the adopted local plan and should be granted planning approval.
- 11.4 Due to the increased demand on Keyo Agricultural Services, it will be necessary to achieve approval for this application as soon as possible. It would therefore be greatly appreciated if the local authority could review this submission with alacrity and help to improve this commercial area with much welcomed swiftness.