

<b>Application Number:</b>	2021/0543/HYB
<b>Site Address:</b>	Land at Beevor Street, Lincoln.
<b>Target Date:</b>	28th January 2022
<b>Agent Name:</b>	Heronswood Design Ltd
<b>Applicant Name:</b>	Mr Ben Martin
<b>Proposal:</b>	Hybrid application for mixed use development to consist of industrial units for flexible Use Classes B2, B8 and E(g) (to be considered as full planning permission) and offices within Use Class E(g)(i) (to be considered as outline including details of scale). (Revised plans).

### **Background - Site Location and Description**

This is a hybrid application for a mixed use development on land to the north of Beevor Street. The full element of the application proposes five industrial buildings, comprising a total of 21 units, for the flexible use within Use Classes B2, B8 and E(g). The outline element of the application proposes offices within Use Class E(g)(i), with details of scale to be considered.

The full application includes Building A, which is a large unit with ancillary offices located close to the entrance to the site. The remaining four buildings; B, C, D and E, would be located along the south west boundary, each subdivided into five units. The buildings will be for the purposes of general industrial use (B2) and storage and distribution (B8), with ancillary office space (E(g)). The units will be served by a total of 43 car parking spaces, cycle parking, landscaping and two areas for landscaped SuDS features.

The outline element of the application proposes two offices buildings. An indicative plan identifies the proposed footprint and position of these, although only the matter of scale is to be considered as part of the application. The indicative plan also proposes associated car parking, cycle parking and areas of landscaping, including a further SuDS feature.

The application site is an irregular shaped parcel of previously developed land. The site is relatively flat and comprises areas of concrete and stone hardstanding associated with the former use as a storage and distribution yard. Areas of soil and scrub are present towards the north and west of the site.

A bund and woodland strip wrap around the north and west boundaries of the site, and directly beyond this is the railway line. To the east are offices within Hestia House and also a vacant site, which has the benefit of outline consent for a mix of offices, laboratories, and workshops. This will form Phase II of the Lincoln Science and Innovation Park (LSIP). To the south west of the site is European Metal Recycling (EMR). In the wider area there is further commercial, industrial and employment development.

The site is located within Flood Zones 2 and 3.

Revised plans and information have been submitted during the process of the application to address comments and concerns from officers, the Environment Agency (EA), the City Council's Pollution Control (PC) Officer and the Lincolnshire County Council (LCC). These will be detailed later within the report.

## **Site History**

No relevant site history.

## **Case Officer Site Visit**

Undertaken on 10th November 2021.

## **Policies Referred to**

- Policy LP1 A Presumption in Favour of Sustainable Development
- Policy LP2 The Spatial Strategy and Settlement Hierarchy
- Policy LP5 Delivering Prosperity and Jobs
- Policy LP13 Accessibility and Transport
- Policy LP14 Managing Water Resources and Flood Risk
- Policy LP16 Development on Land affected by Contamination
- Policy LP25 The Historic Environment
- Policy LP26 Design and Amenity
- National Planning Policy Framework

## **Issues**

- Policy Context and Principle
- Environmental Impact Assessment Screening Opinion
- Visual Amenity
- Impact on Neighbouring Uses and Residential Amenity
- Noise
- Highway Matters
- Flood Risk
- Surface Water and Foul Drainage
- Dust and Air Quality
- Contaminated Land
- Archaeology
- Trees
- Design and Crime

## **Consultations**

Consultations were carried out in accordance with the Statement of Community Involvement, adopted January 2018.

## **Statutory Consultation Responses**

Consultee	Comment
Natural England	Comments Received
Highways & Planning, LCC	Comments Received

Environment Agency	Comments Received
Lincoln Civic Trust	Comments Received
Anglian Water	Comments Received
Upper Witham, Witham First District & Witham Third District	Comments Received
Lincolnshire Police	Comments Received
Education Planning Manager, Lincolnshire County Council	Comments Received

### **Public Consultation Responses**

Name	Address
Mr Simon Gillott	European Metal Recycling Ltd Capella House Delta Crescent Westbrook Warrington WA5 7NS

### **Consideration**

#### **Policy Context and Principle**

Central Lincolnshire Local Plan (CLLP) Policy LP1 advises that the authority will take a positive approach to development that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). Planning applications that accord with the policies in the Local Plan will be approved without delay. CLLP Policy LP2 goes on to advise that the Lincoln urban area will be the principal focus for development in Central Lincolnshire, including office and other employment development.

CLLP Policy LP5 advises that the Central Lincolnshire authorities will, in principle, support proposals which assist in the delivery of economic prosperity and job growth to the area. The CLLP proposals map identifies the area in which the site is located as a Strategic Employment Site (SES). Policy LP5 states that proposals for new uses falling within B1 (Business), B2 (General Industry) and B8 (Storage and distribution) will be supported within this SES.

Changes to the Use Classes Order in September 2021 retained the B2 and B8 Use Classes, although the B1 class was removed and now falls within the wider scope of the new E Use Class, specifically E(g). The full component of the application proposes

industrial units for flexible uses within the B2, B8 and also E(g) Use Classes. The principle of the proposed uses are therefore wholly appropriate in this location.

The outline proposals are for offices within Use Class E(g)(i); offices to carry out operational or administrative functions. As outlined above this would fall within the former B1 Use Class and is therefore also considered to be appropriate in this location.

Subject to a condition to restrict any changes to other, potentially unacceptable uses within Class E, officers are satisfied the principle of the proposals would be in accordance with CLLP Policy LP5.

### Environmental Impact Assessment Screening Opinion

The proposal falls under 'Urban Development Projects' within the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, Schedule 2, Section 10. The development exceeds threshold 10(a), proposing over 0.5ha of industrial estate development, and in 10(b)(i), proposing urban development in excess of 1 hectare, which is not dwellinghouse development. This requires that the development be screened to determine whether the application should be accompanied by an Environmental Impact Assessment (EIA). This process involves considering the location, scale, and characteristics of the development to determine whether a development is likely to have a significant effect on the environment and therefore require an EIA. Key issues to consider are scale, potential contamination, potential increase in traffic, emissions, and noise.

The conclusion of the screening process was that the development would not result in significant effects on the environment. The proposed development is of a scale that is unlikely to be of more than local significance. The potential, localised impacts of the development can be appropriately considered as part of the normal application process. The council therefore adopted the screening opinion that the proposed development is not EIA development and therefore the submission of an Environmental Statement is not required.

### Visual Amenity

The site will utilise the existing access to the south, directly from Beevor Street. A new boundary wall and security gate is proposed adjacent to this, set back from the highway. From this point Access Road 1 will directly serve Building A, a single unit with ancillary office space. This building has the benefit of 15 car parking spaces, including one electric vehicle (EV) parking space. Access Road 1 goes on to connect to Access Road 2 to the west, which will serve the remaining four buildings, B-E, adjacent to the south west boundary. The buildings will each be sub-divided into five units. They will be served by a total of 28 car parking spaces, split into two groups of 14, with an additional two EV parking spaces at the head of Access Road 2.

An area of landscaping to the north of Building A and a landscaping buffer along the south west boundary are proposed. Two further areas of landscaping incorporating SuDS features are also proposed: one opposite building A, on the other side of the main access road, with the other to the north east of Building E. In addition to the practical function of the SuDS, these and the other areas of landscaping are welcomed as they will enhance the development and benefit the character of the wider area. Further details of the landscaping scheme will be required by condition of any consent.

Officers are therefore satisfied that the layout of the full application site, including the position of the buildings, access roads, parking, and landscaping, is appropriate. The development would be an effective and efficient use of land and would contribute to the character of the area, as required by CLLP Policy LP26.

The Supporting Planning Statement notes that each of the proposed Buildings A-E have been designed to correspond with the variety of development which abuts the application site, whilst also seeking to make a positive contribution to the overall visual appearance of the surrounding area. Buildings B-E are almost identical, measuring 40m wide x 18m deep by 6.6m high to the top of the shallow pitched roof. They will be constructed with a red brick base with sections of horizontal and vertical cladding in complementary anthracite, goosewing grey and straw finishes. Roller shutter doors will serve each of the units. Building A is of a similar scale but is not sub-divided, so the front elevation only includes one roller shutter door, with no other doors or fenestration. It is clear that the use of the building has dictated this functional design, although the elevation is broken up somewhat by the materials. Interest is also added by the smaller extension for the office space, which wraps around the south corner of the building and includes a number of windows. These measures therefore improve the appearance of the building as it is viewed from the entrance to the site.

Within the wider area buildings range in scale, architectural styles, and material, however, all are commercial or industrial in their nature. Officers therefore have no objection to the scale or the functional design of the proposed buildings when considered in this context. It is therefore considered that the proposals would relate well to the site and surroundings. This element of the application would therefore be in accordance with CLLP Policy LP26.

With regard to the area of the site to the north, which is the subject of the outline element of this application, two office buildings, parking and a landscaped SuDS feature are proposed. All matters aside from scale are reserved for later consideration. The proposed site layout is therefore indicative although this suggests the creation of Access Road 3 as a continuation of Access Road 1, with the site also accessible from Access Road 2. Building G would be the smaller of the two fronting the road with the east boundary of the site to the rear. Building F, the considerably larger building, would be a curved design positioned adjacent to the north boundary and continuing into the site to the south west. Parking would be accommodated within a large central car park, within a smaller car park to the rear of Building G and also within undercrofts of both buildings. In principle officers have no objection to the proposed layout although this, along with the access and landscaping, would be considered in detail as part of the subsequent reserved matters stage.

The proposed scale of the buildings would be four storey- the undercroft with three storeys of office accommodation above up to a maximum height of 17m. Officers raised some concern regarding the acceptability of this, as much of the development in the immediate area is two and three storey. Following discussions with the agent a further plan has been submitted which includes a scale and massing assessment. This has taken account of the existing built environment as well as the scheme with the benefit of outline consent on the adjacent LSIP Phase II site. This demonstrates that, while the proposal would be slightly taller than the indicative heights of the LSIP site and Hestia House to the east, there are a number of comparable and taller buildings in the wider area, particularly along the railway corridor entering the city. The agent also notes that it is not unusual to see taller buildings at the edge of the urban area. On balance, officers are therefore satisfied that the proposed four storey height of the buildings would be acceptable.

While the external appearance of the buildings is reserved for later consideration, officers did have some initial reservations regarding the length of Building F, with concerns how it could be designed in a way that broke up the façade and didn't appear dominant. Concerns were also raised regarding the undercroft parking. While this is clearly proposed due to flood risk constraints, the lack of fenestration, detailing and activity at ground floor associated with undercrofts is often a design challenge, which would be exacerbated in this case by the building's length. In response the agent has submitted some additional information, including examples of successful undercroft parking, sketch ideas and also details of design elements to break up the elevations and add interest at ground floor. Ultimately this matter will be considered in detail at a later stage, although officers are more comfortable with the principle of the proposed arrangement.

Officers are therefore satisfied that the indicative outline proposals would make effective and efficient use of land and could be designed in a way that adds to the local character. Officers have been convinced that the scale of the development is appropriate and would respect the topography and character of the area. The principle of the outline proposals would therefore be in accordance with CLLP Policy LP26.

### Impact on Neighbouring Uses and Residential Amenity

The site is abutted by Hestia House to the east, which is occupied as offices. The proposed Building G, also offices, would have the closest relationship with this neighbouring premises, although the separation is over 30m. Beyond the east boundary is also the LSIP Phase II site, with the indicative site layout from the approved outline consent for this development suggesting a building will be positioned parallel to the adjoining boundary. Building G would be located over 30m from this, with a separation of over 50m to the proposed Building A, an industrial unit.

The proposed offices would be four storey although, given the separation distances, officers do not have any concerns that they would have a detrimental effect on the neighbouring premises through loss of light, overlooking or an overbearing impact. There would be no impact from the physical scale or position of the industrial buildings on these premises to the east or on the EMR site to the south west.

The closest residential properties are within Campus Court, over 120m to the north east, with the railway line in between. To the east of the site is Proctor Mews and Hornsby Mews, located over 150m away with built development in between. Given these considerable separation distances there is no concern regarding the impact on the residential amenities of the occupants from the development.

In accordance with CLLP Policy LP26, it is therefore considered that the amenities which the occupants of neighbouring buildings and properties may reasonably expect to enjoy would not be unduly harmed by or as a result of the development.

### Noise

The application is accompanied by an Environmental Noise Assessment (ENA), which includes noise monitoring results from 2018. The ENA establishes both the noise levels arising from the proposed development and the impact of the adjacent activities, namely the railway and EMR, upon the proposed development. The report considers that existing sensitive receptors are located a substantial distance from the proposed development with

the railway line and Fosdyke Navigation in between. Accordingly, it is concluded that the development would have a negligible impact. With regard to the impact on the development from existing noise sources, it is concluded that the incorporation of noise attenuation measures within the office buildings at the detailed design stage would mitigate any unacceptable impact.

Policy LP26 requires that proposals for development adjacent to, or in the vicinity of, existing 'bad neighbour' uses will need to demonstrate that both the ongoing use of the neighbouring site is not compromised, and that the amenity of occupiers of the new development will be satisfactory with the ongoing normal use of the neighbouring site. An objection in this respect has been received on behalf of EMR.

The objection suggests that the applicant has failed to consider 'agent of change' consequence in accordance with NPPF paragraph 187, which identifies that "existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established". The objection considers that the ENA is inadequate; specifically, that it is out of date, the noise surveys were not for a sufficient period, the assessment doesn't consider the impact on the upper floors of the offices and there is no assessment upon external receptors.

The Civic Trust also echo these concerns regarding noise.

Officers have made the City Council's PC Officer aware of the EMR objection, which was considered as part of his assessment of the application. The officer has raised no objections in principle in terms of the compatibility of the proposed uses and the adjacent EMR scrap yard, providing that sufficient mitigation can be put in place to ensure that future occupants are not unreasonably affected by activities at the neighbouring site. He did, however, have some issues with the noise assessment, similar to those highlighted by EMR. He noted that the noise assessment appears to be based on survey data, which is approximately three years old, with no updates as to whether there have been any significant changes to the noise environment in the intervening period. The noise survey also consisted of a single day's monitoring. For these reasons he questioned whether the report was truly representative of the existing noise climate, particularly given the varied activities and associated noise that can take place at the scrap yard.

He also had some reservations as to whether the measurement positions fully reflected the potential noise impact at Block A at the entrance to the site, which is likely to be the most sensitive of the buildings proposed as part of the full application given the ancillary office use and the extent of glazing. He therefore recommended that a new noise survey was undertaken to address these issues.

The applicant has since submitted a supplementary ENA. This includes the findings of two further noise surveys undertaken on 24<sup>th</sup> and 29<sup>th</sup> November and attempts to address the concerns of the PC Officer.

The PC Officer has considered this report and he has noted that the additional data collected from the recent noise monitoring indicates that the acoustic environment is similar to when the original noise survey was undertaken in 2018. It also confirms that noise levels at Building A are lower than elsewhere on the site. Therefore, in terms of the full application for the industrial units, he has no further objections in terms of noise. However, in terms of the offices proposed as part of the outline application, he recommends that a condition is attached to any grant of consent to require an updated

noise assessment as part of the reserved matters application. This will enable the noise environment to be re-assessed and, assuming that the industrial units are likely to come forward first, will take account of whether the position of these provide any mitigation to the noise from the EMR site and whether their operation creates any additional noise issues. The agent has no objection to this condition.

The requested condition will be duly applied to any grant of consent and therefore, in accordance with the PC Officer's advice, officers are satisfied that matters relating to noise have been appropriately considered and can be mitigated as necessary. The proposals would accordingly meet the requirements of Policy LP26 and paragraph 187 of the NPPF.

### Highway Matters

The site is accompanied by a Transport Assessment (TA) and a Framework Travel Plan (FTP). The site will be accessed from the existing access point to the south of the site, directly from Beevor Street. Access roads within the site continue north and west to serve the proposed industrial units and offices. The full application provides 43 car parking spaces, a total of 24 cycle parking spaces within covered shelters and three motorcycle spaces. The indicative layout for the outline application originally proposed over 330 car parking spaces, although this since been revised to 216 at the request of the LCC as Local Highway Authority, which will be detailed shortly.

The Supporting Planning Statement advises that the site is considered to have a good level of accessibility by means of both public and private transport. The presence of high quality, sufficiently wide footways ensures that pedestrian connectivity to and from the surrounding area is good. It is also noted that the site is serviced by a dedicated cycle lane which connects the site to LSIP, Lincoln University and beyond, via Ruston Way. There is tactile paving and dropped kerbs in place at each of Beevor Street's respective junctions between Poplar Way and Tritton Road. The Beevor Street/Tritton Road junction is served by a Toucan crossing, affording safe and direct access to the wider city for both pedestrians and cyclists.

The submitted TA considers traffic impact as well as the sustainability and accessibility of the site. It concludes that the proposed level of car parking provision is sufficient to cater for the potential car parking demand generated by the proposed development and, as a result, would therefore not create a demand for on-street parking within the area. The site lies in a highly sustainable location with numerous opportunities for staff and customers to arrive to the site by walking, cycling and public transport. The assessment concludes that it is not anticipated that the development will result in any significant increase in the number or volume of journeys made on the local highway network. Accordingly, the development proposals are not anticipated to result in a significant detrimental impact on the operation of the adjacent highway network.

The Civic Trust has raised several concerns in respect of highways, specifically that there is only one point of access which will have an impact on traffic on Tritton Road.

An initial response from the LCC requested justification for the high level of parking proposed, as restricting the amount of car parking available on site for a development, along with Travel Plan measures, will often incentivise staff to utilise other modes of transport. Further information and clarification was also requested in respect of the internal roads, the provision of covered cycle parking and proposals for servicing and refuse collection. A Road Safety Audit was also requested, and it was suggested that a S106

financial contribution would be expected.

Following detailed discussions between the LCC and the agent, private car parking provision has been reduced across the outline element of the site. Revised site layout plans have been submitted to reflect this, which also identify the additional covered cycle stands. A revised FTP has also been submitted, which the LCC note in their latest response strengthens travel planning measures to encourage and incentivise modal shift.

In addition, the LCC has had discussions with the agent regarding improvements to the pedestrian crossing facilities on Beever Street and also the provision of Hirebikes within the outline element of the site, to provide site users and visitors with further sustainable travel options. These measures will be secured by a S106 agreement prior to the occupation of the offices that are the subject of the outline application. Specifically, this will require £10,000 towards upgrading of the pedestrian facilities at the signalised crossing at the junction of Beever Street and Tritton Road. It will also require a further financial contribution of £10,000 towards the provision of a Hirebike station within the site, to cover the capital cost of purchasing the bikes and initial operating costs. Finally, the S106 agreement will also secure an additional £1,000 per annum over five years as a fee for the LCC to monitor the FTP, which will be required prior to the occupation of any part of the development. The applicant has no objection to these requests.

With these revisions and measures in place the LCC conclude that the site is “situated in a highly sustainable location with good amenities within the immediate vicinity. There is adequate pedestrian and cycle infrastructure surrounding the site, and bus service provision and infrastructure is conveniently available for site users. The applicant is proposing a good level of private cycle parking provision within the site”. The response also notes that the access proposals have been subject to a Stage 1 Road Safety Audit, which has found no concerns.

Officers are therefore satisfied that highway matters have been appropriately considered by the LCC in their professional capacity. The site is in a location where travel can be minimised and the use of sustainable transport modes maximised, and the development would offer a range of transport choices for the movement of people, in accordance with CLLP Policy LP13.

### Flood Risk

The application site is located within Flood Zones 2 and 3. The application is accompanied by a Flood Risk Assessment and Drainage Strategy (FRA).

The EA raised an initial objection to the application on the grounds that the FRA was not fully compliant with guidance and failed to consider raising finished floor levels to protect against the risks identified. The EA requested that a revised FRA be submitted which addresses these issues and demonstrates that the development will be safe, not increase risk elsewhere and, where possible, will reduce flood risk overall.

A revised FRA has been submitted. This has been reviewed by the EA and they consider that it satisfactorily addresses their earlier concerns. Subject to a condition requiring the development be built in accordance with the mitigation measures suggested within the FRA, including finished floor levels for the industrial buildings and the office buildings to have car parking only on the ground floor, the EA have withdrawn their objection.

The Upper Witham Internal Drainage Board objects in principle to any development in the flood plain (Zones 2 and 3) and considers that there should be no re-modelling of the ground profile of the site. However, they note that it is up to City of Lincoln Council as the Planning Authority in consultation with the LCC as Local Lead Flood Authority to grant planning permission. They have also noted that the FRA is included in the application that contains appropriate mitigation, including flood resilience measures to the ground floor.

Additional correspondence from the board takes account of the subsequent response from the EA, and it is accepted that this is reasonable but that there should be no general ground raising. Existing site levels are provided as part of the application and officers will condition details of proposed site and floor levels on any grant of consent.

### Surface Water and Foul Drainage

Anglian Water has considered the submitted FRA. In respect of surface water disposal, they have confirmed that this is acceptable at the proposed rate. They have also made comments in relation to foul drainage and used water, confirming the systems have available capacity for these flows.

In their response the LCC as Lead Local Flood Authority has noted that the surface water drainage strategy will utilise underground storage cells and attenuation ponds within the site, discharging at a restricted rate of 8.5l/s to a main sewer, which ultimately outfalls to Skewbridge Drain North. They have advised that, given this has been approved in principle with the responsible bodies, they have no objection to the application in this respect.

The EA has requested a condition in relation to drainage systems, although this is in respect of land contamination and is therefore detailed below in the relevant section of the report.

Officers are therefore satisfied that proposed development would meet the requirements of CLLP Policy LP14.

### Dust and Air Quality

The PC Officer has advised that with the use of the adjacent scrap yard, there is the potential for dust from some of the activities undertaken to affect areas of the development site close to the shared boundary. In particular he noted that the proposed development included a number of parking spaces abutting the boundary, which could be affected by dust deposits. The PC Officer therefore recommended that these six parking bays either be removed from the proposals or be provided with additional screening. The Lincoln Civic Trust also raised concern in relation to dust.

On the basis of this advice the parking spaces have been removed and in two of the locations it is proposed to install covered cycle shelters. Officers are satisfied with this alternative proposal.

In relation to air quality the PC Officer has noted that the NPPF seeks to promote and enable sustainable transport choices and, in doing so, aims to protect and enhance air quality. Paragraph 112 of the revised NPPF states applications for development “should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”. The full application includes three EV charging

points, one within the car park serving Building A and two further points at the end of Access Road 2 for use by buildings B-E. The PC officer is satisfied with the location and number of these. A condition will require details of the specifications for the charging units.

The outline application proposes a further seven EV charging points. The PC Officer has again raised no objection to this provision, however, as this plan is only indicative a condition will require a scheme to be submitted as part of the reserved matters application.

### Contaminated Land

CLLP Policy LP16 advises that development proposals must take into account the potential environmental impacts from any former use of the site. The application is accompanied by a Phase 1 Desk Study Report, a Preliminary Contaminated Land Assessment Report, and a Geo-Environmental Assessment report.

These have been considered by the City Council's Scientific Officer as part of the application process. The officer raised some issues with the content of the Geo-Environmental Assessment report, in that he does not consider that the ground conditions at the site have been sufficiently characterised. Updated land contamination information was requested from the agent. However, the officer advised that, even in the absence of this being submitted prior to determination, he is satisfied that the standard set of conditions (site characterisation, submission of a remediation scheme and implementation of the approved remediation scheme) would enable the potential contamination of the site to be dealt with appropriately.

In response the agent has submitted an updated report which is currently with the Scientific Officer for consideration. At the time of writing this report no response had been received, although officers will update Members on this at committee as necessary. In any case this matter can be appropriately dealt with by conditions.

The EA has considered the submitted Geo-Environmental Assessment report and the revised information submitted by the agent. The EA considers contamination in relation to the risk posed to controlled waters. They have raised no objection subject to conditions relating to the reporting of any unexpected contamination and that no drainage systems for the infiltration of surface water to the ground shall be permitted without written consent of the local authority. These conditions will accordingly be applied to any grant of consent.

Officers are therefore satisfied that proposed development would meet the requirements of CLLP Policy LP16.

### Archaeology

The application is accompanied by an Archaeological Desk Based Assessment. This has been considered as part of the application process by the Council's City Archaeologist. The City Archaeologist requested additional information relating to the foundation design and excavation depths for services, access roads and SuDS/drainage features. The agent confirmed that this information has not yet been finalised at this stage of the design process, but that they would be willing to accept the standard archaeological conditions should this information not be available prior to determination. With this condition in place officers are satisfied that the proposal would meet the requirements of CLLP Policy LP25 and guidance within the NPPF.

## Trees

The City Council's Arboricultural Officer has visited the site and identified that the north and west aspect is bordered by a mixed deciduous woodland strip, which is semi-mature in nature. Within the site to the north and east are areas of woody regeneration, which are to be removed. He has advised that there are no woody species on site which warrant protection by a Tree Preservation Order. He has also not raised any concerns regarding a potential impact on the retained woodland strip from the development.

The officer has also advised that the woodland strip is in proximity to a railway line, which effectively separates it from the larger woodland habitat in the vicinity, known as the Ballast Holes. The woodland strip, whilst providing habitat for vertebrate and invertebrate species, is of limited wildlife value as it is effectively isolated from the adjoining habitat by transportation routes. There is no comment regarding the woody areas on site providing any wildlife value.

Natural England has been consulted on the planning application and in their response advise that they have no comments to make. They note that "the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes".

## Design and Crime

A response from Lincolnshire Police raising no objections has been received. The letter, including recommendations, has been forwarded onto the agent for their information.

## **Application Negotiated either at Pre-Application or During Process of Application**

Yes.

## **Financial Implications**

None.

## **Legal Implications**

None.

## **Equality Implications**

None.

## **Conclusion**

The site is allocated as a Strategic Employment Site within the CLLP, and the principle of the proposed uses are acceptable here. The layout, scale, height and design of the industrial units, the subject of the full element of this application, are considered to be appropriate. While the layout, access, external appearance, and landscaping in relation to the outline element of the proposal are all reserved for later consideration, officers have no objection in principle to the indicative details provided. The scale of the offices has been considered, to which there is no objection. It is considered that the developments would

make effective and efficient use of land and would reflect the architectural style of the local surroundings.

The proposals would not have an undue impact on neighbouring uses and properties. The submitted noise assessments are to the satisfaction of the PC Officer. A further noise assessment will be required as part of the reserved matters application to ensure that the offices are designed in a way that does not compromise the operation of the existing 'bad neighbour' use and that the amenity of future occupiers of the proposed offices is acceptable.

Matters relating to highways, flood risk, surface water drainage, foul water drainage, dust, air quality, contamination, archaeology, and trees have been appropriately considered by officers and the relevant statutory consultees, and can be dealt with as required by condition. The proposals would therefore be in accordance with the requirements of Central Lincolnshire Local Plan Policies LP1, LP2, LP5, LP13, LP14, LP16, LP25 and LP26 as well as guidance within the NPPF.

### **Application Determined within Target Date**

Yes.

### **Recommendation**

That the application is Granted Conditionally subject to the following conditions with delegated authority granted to the Assistant Director of Planning to secure the financial contributions as requested by the LCC through a S106 agreement:

#### Full planning permission

- Time limit of the permission
- Development in accordance with approved plans
- Site characterisation, contamination remediation and implementation
- Construction Management Plan
- Archaeological Written Scheme of Investigation
- In accordance with FRA
- No drainage systems installed without consent
- Proposed site and floor levels
- Details of boundary treatments, including wall and gates at site entrance
- Samples of materials
- Landscaping scheme
- Surfacing details
- Implementation of Travel Plan
- Specification for EV charging points
- Restriction on changes to other uses within the Use Class E

#### Outline consent

- Time limit for submission of reserved matters and implementation of permission
- Submission of reserved matters relating to layout, external appearance, access, and landscaping
- Development in accordance with approved plans
- Site characterisation, contamination remediation and implementation
- Construction Management Plan

- Archaeological Written Scheme of Investigation
- In accordance with FRA
- No drainage systems without consent
- Noise impact assessment
- Proposed site and floor levels
- Implementation of Travel Plan
- Scheme for EV charging points
- Restriction on changes to other uses within the Use Class E