

PJM1	S15/2537	Target Decision Date:2nd December 2015
		Committee Date:9th February 2016

Applicant	Mr David McDonald, Eversheds House, 70 Great Bridgewater Street, Manchester
Agent	Mr Matthew Rushton, Axis Ped Well House Barns, Bretton, Chester
Proposal	Change of use of land for straw storage and the installation of a mobile weighbridge and welfare facilities
Location	Former RAF Fulbeck Airfield, Stragglethorpe Lane, Fulbeck, Lincs
Application Type	Full Planning Permission (Major)
Parish(es)	Fulbeck Parish Council Fenton Parish Council Caythorpe Parish Council Stubton Parish Council Hough On The Hill Parish Council
Reason for Referral to Committee	The application is considered to be locally controversial and referred at the request of Cllr Bob Sampson
Recommendation	Approved conditionally

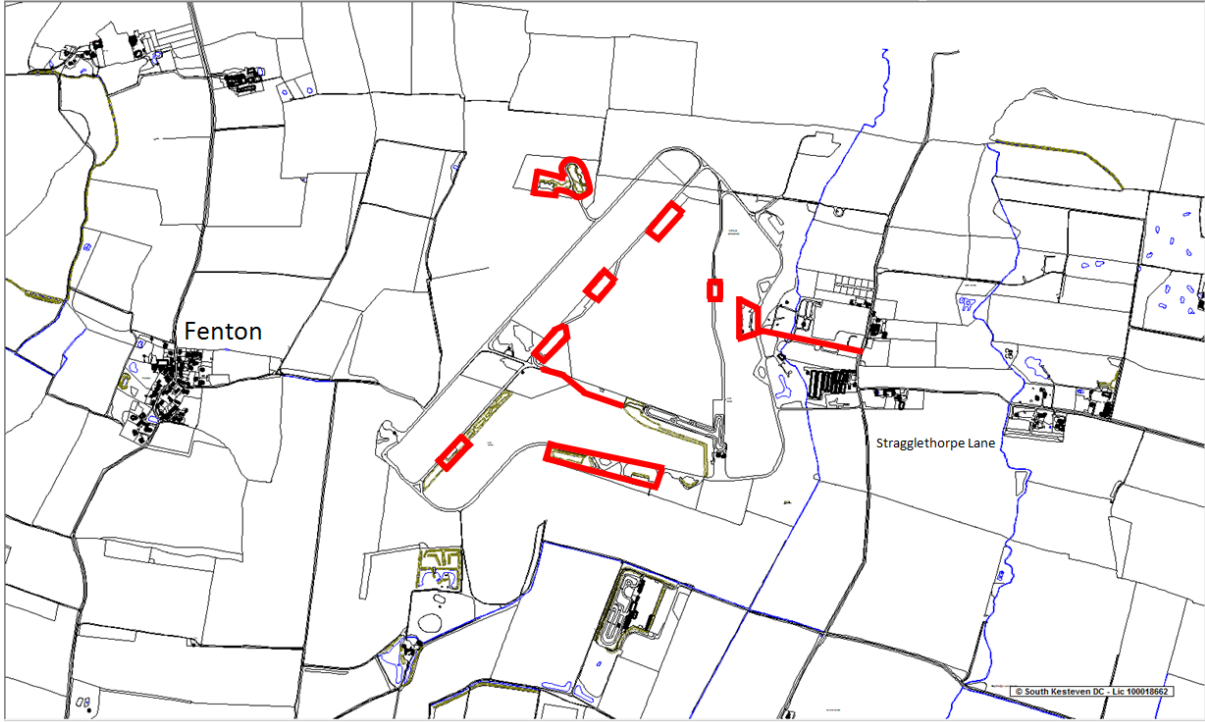
Key Issues

Visual Amenity
Highway Safety
Impact on Heritage Assets
Impact on residential amenity
Impact on Protected Species

Technical Documents Submitted with the Application

Ecological appraisal
Transport Assessment
Planning Statement
Visual Appraisal

Enquires about this report to: Paul Milne Area Planning Officer 6305 p.milne@southkesteven.gov.uk



Key



Application
Location



Application
Boundary

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1.0 Description of site and application

- 1.1 The Proposed Development is located at the former RAF Fulbeck Airfield. The Site is situated in an open countryside location, with a number of small settlements located nearby - Stragglethorpe approximately 1.0km to the north east, Leadenham, Fulbeck and Caythorpe 4.0km to the east, Brandon 2km to the south, and Beckingham, Sutton, Fenton and Stubton to the west. Access is provided to the highway network via the A17 road, located approximately 2.3km to the north of the Airfield.
- 1.2 Land comprising the former RAF Fulbeck Airfield covers an area of approximately 260 hectares; however the development of land for a storage and distribution use would be restricted to a small proportion of this, an area of less than 6 hectares within the Airfield.
- 1.3 It is understood that active use of the airfield ceased in 1948. The site was subsequently used by the Ministry of Defence for army training exercises.
- 1.4 Whilst hardstanding areas associated with the former runways, aircraft hard standings and a perimeter track remain, the airfield control tower was demolished in 1986 and some sections of runways have been removed.
- 1.5 Current uses of the Airfield include arable agriculture, agricultural storage (e.g. sugar beet) and a karting track (Fulbeck Kart Track circuit). Areas of plantation also exist alongside the tracks and hard surfaced runways associated with the previous aerodrome use.
- 1.6 Quantity of Storage and Duration of Permission
- 1.6.1 Planning permission is being sought for a change of use to allow the storage of up to 20,000 tonnes of straw (at any one time) at the former Fulbeck Airfield off Stragglethorpe Lane. It is anticipated that some 're-stocking' of the site would occur each year, consequently a maximum of 25,000 tonnes straw would be imported to the site per annum.
- 1.6.2 A temporary change of use is sought, for a period of 25 years. Planning permission is being sought for straw storage at the Site in order to provide a biomass fuel to the Sleaford Renewable Energy Plant (REP) at Boston Road, Sleaford. Whilst the REP has a permanent (i.e. not time-limited) planning permission, it has an initial design life of 25 years. The applicants have applied to time-limit straw storage to a comparable length of time as the design life of the Power Station. Should equipment for the REP at Sleaford not be renewed at that time, then the requirement for straw storage at Fulbeck would also cease and all equipment and development would be removed from the Site. If the life of the Plant is extended and Fulbeck continues to be considered a suitable site operationally and in planning terms, then a further consent would be sought in relation to straw storage.
- 1.7 Site Layout and 'Design' of Straw Stacks
- 1.7.1 Within the Site there are a number of hard standings, or pads. These comprise retained concrete sections of former runways, areas used as aircraft dispersal loops when the airfield was operational, or perimeter tracks (which would have encircled the airfield). The proposal is to use land at eight of these existing hard standing pads for straw storage. Straw would be stored in stacks of square or rectangular bales, each stack having a broadly rectangular footprint, and in accordance with HSE guidance.
- 1.7.2 The anticipated quantities of strategic straw storage are set out in Table 1 below, the location of the pads being provided on the submitted Site Plan. For all storage areas the straw storage stack would not exceed 10m in height - stacks of up to 8 bales height are anticipated, a height well below that set out in HSE guidance. The area or footprint of storage would vary according to the pad dimensions, and so the maximum quantity of bales to be stored also varies by pad. The majority of the bales stored would be 'large Hesstons' (bales produced using a Hesston-type

baler). Each large Hesston bale is approximately 600kg in weight, with dimensions 2.4m by 1.2m by 1.2m.

- 1.7.3 A further area of hardstanding, a previous runway central to the airfield, would be used for 'caps' storage. The capping layer of bales on each storage stack acts as a weather shield to preserve the quality of straw beneath.
- 1.7.4 When straw is required for export to the REP, a stack is 'opened up', part, or all of the layer of lower grade capping bales being removed to allow access to the higher grade straw beneath. If the stack is not exported in its entirety, or stock is replenished, then the retained capping bales are then replaced to preserve the quality of straw. This area of hardstanding would be used to hold such capping materials whilst straw from the bale stacks on the main storage pads is exported or if there is a requirement for stacks to be re-structured.
- 1.7.5 As the caps storage area would be used logistically for the temporary management and holding of straw from other pads, the footprint of storage would likely be less well defined, but would not exceed 2,000 tonnes or 10m in height.
- 1.7.7 Table 1 - Anticipated straw storage quantities:

Pad/Area	Maximum Quantity Of Straw (Tonnes)	Approximate Area of Hardstanding 'Pad' (m ²)	Approximate Anticipated Footprint of Storage 'Stack'	Maximum Height of Storage
1-3	10,300	8,000	3 stacks, of approximate dimensions 25m by 100m	10m
4	1,200	1,600	15m by 40m	10m
5	900	1,100	15m by 40m	10m
6	3,600	2,500	25m by 100m	10m
7	3,000	1,750	25m by 75m	10m
Compound area	1,000	10,000	15m by 40m	10m
Caps storage area	2,000 (approximately 10% taken from each of the above)	3,500	-	10m
Site as a Whole	20,000		-	10m

1.8 Operational Development and Other Equipment Structures

- 1.8.1 Operations at the Site would require: the installation of a mobile weighbridge; provision of ancillary welfare facilities, and; a chemical toilet. The weighbridge and welfare facilities/toilet would be provided within the reception compound area to the east of the Site. The reception area would also be used as an area for inspecting straw imports (for acceptance into the site or rejection based on quality considerations).
- 1.8.2 The mobile weighbridge (circa 18m length, 50 tonne maximum vehicle weight) would be located at the site and principally utilised for harvest-time imports, which would be up to 16 weeks per annum, depending on the extent of the growing season in any given year, and focussed on the months August - October. The weighbridge would be retained on site for the remainder of each year, and would be used for ad hoc control of graded material being moved off the site.

1.8.3 Welfare facilities would comprise a small portable cabin 2.6m in height and dimensions 3.1m by 3.1m at the site. This would be used as a location for: fire protection equipment (extinguishers, fire blankets); site management equipment such as 'spill kits' for vehicle fuel, and; the posting of emergency procedure documentation. In addition, the portable cabin would provide a facility to allow management of the weighbridge operation, and provide a refuge for site operatives in adverse weather conditions. A chemical toilet 2.4m in height, dimensions 1.2m by 1.3m would be provided adjacent to the welfare cabin.

1.9 Loading, Shredding and Baling Equipment

1.9.1 In addition to the above, loading/unloading equipment comprising 2 no. telescopic handlers are anticipated. The telescopic handlers would unload straw delivery lorries within the Site, and manoeuvre bales into storage stacks.

1.10 Re-Processing

1.10.1 Plant may be used at the site from time to time for baling/reprocessing of straw - i.e. a shredder and a baling machine to re-bale straw to ensure it is of the correct format to allow use as a fuel for the REP, which has prescriptive requirements in terms of bale shape, weight and moisture content. This activity would be anticipated to be infrequent, for a small quantum of straw bales which have been subject to degradation and are assessed to be 'out of specification'.

1.10.2 Where straw is no longer suitable and cannot be reprocessed for use at the REP - e.g. capping bales, which might have higher moisture content - it would be disposed of for other uses. Again, additional plant may be used at site to facilitate this disposal - e.g. a bale shredder, to shred straw for use offsite as an agricultural soil amendment/improver, or for use at the REP as a loose-shred straw output that can be mixed with woodchip fuel material.

1.10.3 It is estimated that up to 10% of the straw brought to the site would need to be reprocessed or disposed of in this manner (circa 2,000 tonnes per annum). The applicant has secured contracts with agricultural tenants in the vicinity of the site who would procure straw for use off-site as an agricultural soil amendment/improver. A portion of this transfer would be directly to adjoining agricultural land, without the need for straw to be transported on the public highway.

1.11 Timing of Straw Imports and Exports to the Site

1.11.1 The Site would operate with a maximum annual throughput of 25,000 tonnes of straw per year. This would allow some re-stocking or 'top-up' of the site, without exceeding the 20,000 tonnes maximum storage at any one time.

1.11.2 Bulk straw importation would be concentrated around the harvest months (August - October), with up to 20,000 tonnes anticipated to be imported within a core 16 week window at this time of year.

1.11.3 Assuming a 16 week seasonal delivery campaign and 5.5 day working week this would suggest an average daily delivery level of circa 12 input HGV loads per day. On the understanding that no 'backloading' would take place at the site (i.e. that all vehicles undertake one movement 'empty'), this would represent up to 24 HGV movements (in + out) per day associated with the Site.

1.11.4 Taking into account a small level of re-stock / 'topping up' post the immediate core straw import period, amounting to circa 5,000 tonnes per annum, it is anticipated that a maximum of 30,000 tonnes of straw would be moved into / out of the development over the remainder of the year:

1. 5,000 tonnes re-stock / topping up imports;
2. 20,000 tonnes export of straw delivered during the seasonal core period (harvest);
3. 5,000 tonnes export of re-stock / topping up straw.

- 1.11.5 The assessment of such residual movements included within the submitted Transport Assessment has been based on all export / re-stocking HGV trips taking place over an 18 week April - July period. This models the facility being used as a 'reserve' for that period at the end of the 'straw year' furthest from the harvest period, when direct supply from local farmers is likely to have been used up (i.e. when farms wish to empty storage areas and when farm based material would have begun to deteriorate in quality).
- 1.11.6 On the basis of the operation of 18.5 tonne payload import / export vehicles for such movements, combined straw export / re-stocking demand over the 18 week window could be expected to generate an average daily HGV demand of circa 17-18 vehicles (34-36 movements in + out).
- 1.12 Operating Hours and Employment
- 1.12.1 Straw deliveries to the Fulbeck development would be undertaken 'by appointment' (to enable proper site management, including for the availability of staff and the efficient use of vehicle loading /unloading machinery), and as such are to be spread evenly throughout the working day at the site. It is proposed that the site would be open to deliveries (imports to the site and exports to the REP) during the following hours:
1. Monday to Friday: 07.00 to 19.00;
 2. Saturdays: 08.00 to 14.00;
 3. Sundays and Bank Holidays: Closed.
- 1.12.2 It should be noted that deliveries to the REP are restricted by planning condition 18 of North Kesteven planning permission 11/1316/VARCON outside these hours.
- 1.12.3 The proposed hours of operation for the Site are envisaged to generally coincide with those set out for deliveries, however, during peak months (harvest), the longer daylight hours in the evenings may wish to be utilised for the logistics of organising imported straw within the site.
- 1.12.4 It is anticipated that general operation of the development would involve direct employment of three full-time equivalent staff at the Site - one weighbridge operator, and two operatives unloading / stacking / reprocessing bales.
- 1.12.5 Indirect employment in the form of 'field managers', hauliers/balers, and (retained) employment within agriculture would also be a consequence of the Proposed Development.
- 1.13 Access and Egress Arrangements
- 1.13.1 Main operational vehicle access to the Fulbeck Airfield site is via a gated service road linking to the local distributor road of Stragglethorpe Lane. The service track is tarmac surfaced and is typically of 6.0m width, allowing for the two way operation of large service vehicles - although the route narrows to a width of circa 5.0m at the gate access point itself (located circa 17m back from the edge of the Stragglethorpe Lane).
- 1.13.2 Incoming vehicles would enter the site and would be subject to standard duty of care procedures (i.e. recording at the weighbridge and instruction as to the proposed pad storage area to be utilised). Following this, vehicles would travel along the internal circulation roads in order to reach the relevant storage pad.
- 1.13.3 Following the completion of loading/unloading of straw at the proposed facility vehicles would then travel along the internal circulation roads in order to reach the egress onto Stragglethorpe Lane.
- 1.13.4 An additional hard core / concrete surfaced connecting track serving the Airfield is available circa 240m to the south of the main access point. This access is currently utilised for occasional trip movements associated with the kart track located to the south east of the airfield site and is also gated and would not be utilised by straw storage operational HGV or staff traffic.

1.13.5 It is proposed that the operation of the development would be supported by the improvement and continued management of lateral and forward sightlines at the main Fulbeck Airfield access point to Stragglethorpe Lane, through the removal of a slender 'triangle' of young plantation woodland vegetation adjacent to the site access. Such visibility improvements are proposed to enhance the safety and efficiency of regular HGV delivery operations to / from the site.

1.13.6 Beyond Stragglethorpe Lane, straw imports to the site would generally be from north Lincolnshire - straw being sourced from farms focussed within a radius of 20/30 miles from the site.

1.14 Proposed Site Management Measures

1.14.1 Security Fencing and Gating

1.14.1.1 The proposed facility is located entirely within the current boundary of the Site which is already securely fenced and gated. No additional fencing or security measures are proposed.

1.14.2 Landscaping

1.14.2.2 No significant soft landscaping is proposed.

1.14.2.3 Where it is proposed to remove vegetation to facilitate improved sightlines, the applicants propose a suitable wildflower and grass seed mix to be sown on the cleared and prepared area. All retained trees would be protected during construction works in-line with BS 5837:2012 Trees in relation to design, demolition and construction.

1.14.3 Site Operational Management Plan

1.14.3.1 A Site Operational Management Plan (SOMP) would be implemented for the proposed storage operation, the purpose of which would be to manage and report measures designed to minimise both operational and traffic related environmental effects of the storage of straw.

1.14.3.2 The delivery of measures forming part of the SOMP are secured and controlled by a planning condition.

1.14.3.3 Initiatives as part of the SOMP would include measures to: prevent negative effects from HGV movements; mitigate nuisance from straw debris, and; avoid negative impacts to ecology. It is proposed that measures would include the following -

1. Limiting daily HGV movements;
2. Straw load management procedures;
3. Regular street sweeping during periods of straw export (to Stragglethorpe Lane);
4. Tree cutting (of overhanging branches to Stragglethorpe Lane);
5. Timing of import / export movements;
6. Driver code of courtesy / good practice;
7. Pollution prevention measures;
8. Regular drainage ditch maintenance; and
9. Visual inspection of stacks prior to dismantling or removal of any stacks during the breeding season (March to August inclusive) to establish if barn owl are roosting or nesting within the stack.

2.0 **Relevant History**

2.1 No relevant planning history

3.0 Policy Considerations

3.1 National Planning Policy Framework (NPPF)

Section 1 - Building a strong, competitive economy
Section 3 - Supporting a prosperous rural economy
Section 4 - Promoting sustainable transport
Section 7 - Requiring good design
Section 10 - Meeting the challenge of climate change
Section 11 - Enhancing the natural environment
Section 12 - Enhancing the historic environment

3.2 South Kesteven District Council Core Strategy

Policy SP4 - Developer Contributions
Policy EN1 - Protection and Enhancement
Policy EN2 - Reduce the Risk of Flooding
Policy E1 - Employment Development

4.0 SKDC Corporate Priorities

- Grow the economy

5.0 Representations Received

Historic England

The application should be determined in accordance with national and local policy guidance, and on the basis of our specialist conservation advice.

Parish Council

Fenton Parish Council
Objects most strongly to the above application on the following grounds:

1. The size of the proposed straw stacks would have a significant, dominating and overpowering impact on the local landscape
2. The proposed straw stacks would have a serious impact on heritage assets or their setting
3. The impact of HGVs along the C001
4. Cumulative impact on HGV traffic of wind turbine application along the C001
5. The wind turbines juxtaposed to several of the proposed straw pads.

We have now reviewed the letter from axis dated 23 November 2015 and note that whilst they have now consulted with EnergieKontor regarding the cumulative effect and the juxtaposition of turbines 9 & 10 and their requested straw pads 1, 2 & 3; there is no substantial change that would alleviate the overwhelming impact that this application would have on Fenton Village and the surrounding villages. To that end our original concerns remain and Fenton Parish strongly objects to the above application and wish to add the following additions to our original

objection.

1. The size of the proposed straw stacks would have a significant, dominating and overpowering impact on the local landscape. The removal of straw pads 1,2 & 3, should planning approval be granted for the EnergieKontor 10x110 metre wind turbines, would not reduce the scale of the impact of the remaining straw pads on the local landscape. Moreover, it is clear from the letter that a further application would be submitted to find alternative storage capacity - presumably on Fulbeck Airfield. Hence, there is really no significant change at all. To Fenton Parish this appears to be looking to gain planning application by stealth - half now and half later. Moreover, if both applications are approved the cumulative damage on the landscape would be enormous.

2. The proposed straw stacks would have a serious impact on heritage assets or their setting. Our objections remain in place for the impact on heritage assets and their setting. Having spent time reading into the EnergieKontor planning application, in particular the heritage and landscape consultants assertions that there will be only minimal impact, it is astounding that in the axis letter they use the EnergieKontor assertions to try and convince the planning authority that their application would have no impact on either the landscape or historic, heritage assets that surround Fulbeck Airfield. Fenton Parish Meeting is a signatory to the ReVOLT & VETO objection that was submitted to Nigel Bryan - planning officer responsible for the EnergieKontor application - in late October 2015. In that objection there is ample evidence that EnergieKontor has only made a superficial attempt to justify its case regarding landscape and heritage. Hence, Fenton Parish requests that you liaise with Nigel Bryan to ensure that you are fully aware of the concerns raised regarding the ES for the EnergieKontor application. We also request that you reject this application on grounds of significant damage to the local landscape, the surrounding heritage assets and their setting.

3. The impact of HGVs along the C001. I will not detail here our previously registered concerns regarding HGVs

along the C001. However, it should be noted in the axis letter that they are using the EnergieKontor transport submission to help allay concerns around the cumulative impact on the local roads by the increase in HGVs. Again, the ReVOLT & VETO objection highlights serious misrepresentation in the EnergieKontor ES regarding the numbers of HGV required to support the construction phase. The disparity is so large that we understand that Nigel Bryan has requested that EnergieKontor supply more detail around their assertion that there will only be an average of 11 two-way HGV movements per day, spread over a proposed 12 hour construction window, during the 5 months construction phase. Figures supplied by a fully qualified civil engineer, with experience working for LCC Highways has expressed his serious concerns that the estimates provided for HGVs by EnergieKontor is only a third of the real number of two-way movements required during the construction phase. The figures supplied by the civil engineer have also been corroborated by the retired owner of a major concrete supplier in the local area who has previously supplied concrete for wind turbine bases. Consequently, we ask that you again liaise with Nigel Bryan to determine the actual requirement for HGVs that will be required to use the C001 during the construction phase of the wind turbines and the movement of straw in and out of Fulbeck Airfield. Again, Fenton Parish objects most strongly to this application on the grounds that the increase in HGV traffic would be unacceptable on the ground of road safety, excessive noise due to the movement of HGVs and the impact on already failing local roads.

Hough on the Hill Parish Council
Objects to the application due to the negative impacts on road safety and the landscape. The points they raise are as follows:

1. Fully loaded straw continues despite claims it has stopped
2. 19 vehicles left the site in February when details say all export will happen Apr-Jul
3. There has been minimal consultation or publicity
4. Application is contrary to Policy SAP4

as it does not respect the character and appearance of the local and landscape and will negatively impact on existing neighbouring uses through noise, traffic and pollution.

5. Change of use could become permanent and lead to other industrial operations on the site
6. 10m structures are angular and would become obvious features in the flat farmland thereby altering the landscape character
7. Large stacks will impact on panoramic views across the Trent Valley from the Lincoln Cliff
8. Requests independent monitoring of Barn Owl activity throughout the season
9. Main concern is about the amount and nature of HGV traffic that would be generated
10. Parish Council has included accident data
11. Extra 38 movements a day would amount to an overall increase in HGV/ bus traffic of 58/66%.
12. Many local residents have had near misses with loaded straw trucks.
13. Height of the loaded trucks force them into the middle of the road, either to avoid tipping overdue to potholes and damaged verges or because of overhanging trees
14. Cleaning of local roads is required due to straw spillage which decomposes into a slippery paste.
15. Cumulative impacts of this and the windfarm application need to be considered

Stubton Parish Council

Would like to make the following points in relation to the application:

1. Concerned how the height of the stacks will impact on views out of the village towards the Edge as highlighted within the Neighbourhood Plan, Policy B1. Lowering the heights would doubtless improve the situation as would utilising the hardstanding more towards the north of the site
2. Major concerns about the safety of very large slow moving vehicles joining the road. Requests that applicants restrict the number vehicle movements to 20 per day. The C001 is narrow running through small settlements and seems ill suited for the proposed size of vehicles. A dedicated access may be better constructed from the A17 nullifying the danger and

- disruption for local residents.
3. 18 tonne loads are being transported through Stubton village
 4. Straw has been taken from Fulbeck Airfield via Brandon then Stubton and on to Fenton for further storage
 5. The Parish Council has submitted photos showing tree damage and straw spread across the roadside as well as locations of roads the vehicles are using.
 6. This evidence directly contradicts the statement in the planning application that states that the vehicles taking straw to and from Fulbeck would be limited to the C001 and the A17.
 7. Damage to roads, verges and bordering vegetation along with the resulting residual debris constitute a major hazard to other road users.
 8. The scale of the loads needs to be appropriate to the roads on which they are being transported and what is appropriate for the A1 or A17 not for single track roads that run between Stubton and Dry Doddington
 9. The Parish Council ask for very stringent and enforceable conditions should the committee see fit to grant this application, particularly with regards to the size and frequency of loads and a requirement for local roads to be regularly cleaned and maintained.

Brant Broughton and Stragglethorpe
Parish Council

Would like to make the following points in relation to the application:

1. The straw is blocking the drains causing flooding on the road especially on the corner outside Brant House, straw on the footpath making it slippery especially when wet, straw blown into hedge bottoms in significant quantities causing a litter hazard. In our submission we stated that ECO2 are providing a road sweeper twice a week. This was not adequate for the road sweeping, didn't sweep the footpath & couldn't access the hedge bottoms.
2. SKDC decided that EIA wasn't required. To date we haven't seen any good reasons why this decision was taken. Our concerns are that if we were ignored last time are we going to be ignored again despite requesting a response to our previous submission. As the Parish Council that represents the

residents of Stragglethorpe, Why are we being ignored?

3. It is clear from the objections raised by the many residents of Stragglethorpe to the BB&SPC that the road through Stragglethorpe is not suitable for such HGV traffic in the numbers required to make this site viable. The application quotes accident data stating no HGV's have been involved in a Road Traffic Collision (RTC) in the last 5 years. Most RTC's quoted have been down to excessive speeds with no HGV's involved. However it would appear that the applicant has been economical with the facts. In the last 10 years on this road there have been 2 fatal accidents in 2006/8. Also an HGV lost control, skidded & turned over on the bend opposite Brant House, with the driver being taken to Hospital in 2006.

4. The final summary paragraph (7.29) on the Transport Assessment states that the granting of this application will be negligible in scale compared to the "Do Nothing" of HGV's travelling along this route. Clearly the author hasn't been & travelled down from the A17 through the village of Stragglethorpe to the site & seen the deteriorating state of the road due to the increase of their negligible increase in HGV traffic. It is also clear the author has only looked at the glossy pictures provided which don't show any straw debris left by their HGV traffic.

5. The assessment states that the "dust/dirt/straw" loss being mitigated by appropriate support measures with the local Highway authority. It was only when the BB&SPC asked ECO2 to a Parish Council meeting that anything was done to the initial dropping "dust/dirt/straw loss". What confidence will are residents get from the applicants proposal to liaise with the Highways Department?

Should the Planning Committee be minded to grant the application then we request that they should consider imposing Section 106 payments on the applicant to make the road suitable for such traffic by widening the road so it is the same width as the C001 from Brant Broughton to Lincoln. The applicant should be instructed (as a minimum) to do this from the Brant Road, Fulbeck Low Fields, junction opposite the Chicken Farm to the 30MPH sign to the south of Stragglethorpe. Then from the 30MPH

sign north of the village to the junction with the A17. We would also request that Section 106 is considered for the amount of "dust/dirt/straw loss" that the applicant acknowledges will take place.

Fulbeck Parish Council
Would like to make the following points in relation to the application:

1. There must be a main access. Vehicles must be able to pull on to the narrow road without crossing the centre line
2. There has been damage to pavements and verges along all connecting roads which are not built for HGV's.
3. Vehicles use the smaller connecting roads to the C001 despite signs saying "Not suitable for HGV's"
4. Access to the A17 with slow long HGV's and trailers will be difficult
5. Access from the A17 both east and west would be difficult
6. Vehicles have to cross the A1 at Marston
7. With the lorries not netted there is loose straw scattered along the highway which causes blockage of the drains and gullies, which then in wet weather, causes flooding. A once a week clearance is recommended, but it should be three times a week.
8. The heavy vehicles are breaking up the pavements and drains
9. If permission is granted it must be cleared off the site within 3 months should the Sleaford Power Station close.
10. There will be added transport problems if the windfarm is permitted
11. A touring caravan application (Fulbeck Waters) was turned down because of the inadequate narrow roads which would have been used for access to the site.
12. To date, three people have been killed on the C001.

Caythorpe and Frieston Parish Council

Caythorpe and Frieston Parish
unanimously agreed to object to the subject planning application for the reasons outlined below:

Questions why the facility cannot be at the location of the power station in Sleaford. Storage of such a high volume of straw in such a rural setting brings with it major highway, landscape and environmental impacts.

Highway Issues

1. The roads around Fulbeck Airfield are narrow and completely unsuitable for such types and volumes of traffic.
2. The increase in HGV traffic over the past number of years has resulted in damage to footpaths, verges and carriageways as well as presenting an ever increasing traffic hazard to other road users with cars being forced off the road.
3. There have been 3 fatal road accidents on the relevant section of Brant Road from Stragglethorpe to its junction with Gorse Hill Road.
4. Additionally, an enormous volume of straw is regularly lost from each load which gets deposited on the highway. This creates further traffic hazards as well as blocking local highway drains and the A17 (T) from Brant Broughton Cross Roads Leadenham and Sleaford by passes to the turn at Kirkby La Thorpe.
5. In the winter with water not being able to drain away the problem of icing increases the risks to motorists on roads which are already very hazardous. Vehicles laden with straw on their way to the present unauthorized straw repository at Fulbeck have been seen on the local road network e.g. at Hougham, Hough-on-the- Hill and Caythorpe
6. The introduction of straw stacks in such height/numbers will have a detrimental effect on the rural landscape. Whilst straw stacks are a feature of the country side, the volume that will be created if this application is approved will change the rural landscape of the area in a negative way to a landscape of an industrial character.
7. The council has already experienced problems created by the unauthorized straw storage over the past few months including smell from the rotting straw, blocked drains and the increase in vermin. The straw ages over time and is no longer suitable for burning and will be left to blight the local landscape. The risk of accidental (and regrettably sometimes malicious) fire to very combustible material means that all areas of the site must be covered by fire precautions arrangements.
8. The application to use Fulbeck airfield to store the fuel (straw) for a power station located over 10 miles away in Sleaford cannot be justified. The volume of

vehicles needed will swamp the already inadequate road network and presents significant highway safety issues to all road users. It will increase the road maintenance bill for the highway authority and present major environmental problems as a result of the straw debris blocking the drains. Finally, the views from the across the area will be severely compromised in what is currently a relatively unspoilt landscape. For all of these reasons the council opposes this planning application.

Environmental Protection Services	No objections.
Brant Broughton & Stragglethorpe Parish Council	No Comment Received.
LCC Highways & SuDS Support	No objection subject to the final approval of a Site Operational Management Plan and developer contributions towards future drainage clearance on the A17 and footway improvements in Stragglethorpe.
Heritage Lincolnshire	No archaeological intervention is required.
Upper Witham Internal Drainage Board	Consent from board not required.
Environment Agency	No objections subject to a condition ensuring the development is carried out in accordance with the FRA.
Highways Agency	No objection
Natural England	No comments to make. Refer to standard advice.
North Kesteven District Council	<p>North Kesteven District Council</p> <p>The Council welcomes the opportunity to comment on the above-mentioned planning application.</p> <p>This is an application submitted by the owners of the Sleaford Renewable Energy Plant (REP) to secure storage and distribution of straw bales for use as fuel supply for the Renewable Energy Plant. Although the plant at Sleaford has two covered storage barns on site to which straw is constantly supplied, the owners have outlined how it is a vital requirement to have additional storage areas where straw can be stockpiled in order to ensure that they can maintain a "steady state" supply of straw to the plant. The Fulbeck site has been identified as a Strategic</p>

Straw Storage Site in this respect. Having such a facility can ensure that a regular supply of straw can be maintained to the plant thus ensuring no down time as a consequence of weather conditions, harvest time etc.

The Sleaford Renewable Energy Plant represents a major investment into the local economy. The plant supports approximately 80 jobs directly and in the supply chain, and invests significant sums of money into the Lincolnshire economy each year. The plant generates power to the National Grid to meet the energy needs of up to 65000 homes and also provides free heating through a district heating system to a number of public facilities.

The REP is therefore an important economic asset for the county and the security of supply of straw is a material consideration capable of carrying significant weight, the principle of the delivery of renewable energy being supported by reference to paragraphs 17, 18, 19 & 63 of the National Planning Policy Framework.

However, whilst the principle of having an off-site strategic storage site is welcome, we recognise that there will be site specific issues to be considered. This Council is satisfied that the proposal, which is part-retrospective, will not adversely affect the visual amenities of residents living in North Kesteven. There are a number of hedgerows and mature trees between North Kesteven residents and the application site, which sufficiently screen the land and reduce the visual impact of the straw bales.

6.0 Representations as a Result of Publicity

6.1 32 letters of representations were received as a result of the public consultation period raising the following points:

- o Road loading through Stragglethorpe to the A17 must be reduced
- o Increase noise and vibration from frequency and size of vehicles
- o Large numbers of heavy vehicles pass through Stragglethorpe
- o Cars are having to back up around tight bends to make way for the large vehicles
- o Very sharp bends in Stragglethorpe are a danger to large long vehicles
- o Vehicular movements start before 7am and continue past 8pm
- o Each load of straw generates four dangerous journeys, one inward loaded, one outward empty, one inward empty and one outward loaded.
- o Area has large vehicular movements at weekends due to the Go-Cart track
- o The road is too narrow for two HGV's to pass safely and verges are in poor condition

- o The paths through Stragglethorpe are too narrow and large vehicles passing through are a danger to pedestrians
- o Two vehicles have already turned over in the village
- o Large vehicles are damaging the road causing pot holes.
- o Straw is leaving the village untidy and is cascading from the lorries in gardens and onto paths from road vibration or from hitting the branches of trees whilst in transit
- o The transportation of the stacks to such a height is damaging trees on the route
- o Straw is swept up regularly from the highway
- o Straw affects the salt in icy weather causing a traffic hazard.
- o The straw is blocking the highway drains flooding the roads
- o Lorries make dangerous manoeuvres crossing the A1
- o There is an increased road safety danger at the junction with the A17.
- o There has been fatalities close to the site entrance
- o Straw should be stored closer to the Power Station
- o Straw is a fire hazard
- o There is a risk of bombs and numerous explosives from the previous airfield.
- o May impact on human health from dust in the air
- o The straw is collected from other areas of the UK so not having a minimal Carbon footprint
- o 20,000 tonne, 10m high Stacks of straw are an eyesore
- o Not in keeping with the location
- o This is an industrial site in a rural setting
- o The area has a number of historic houses and churches. Straw ' Tower Blocks' dominate the landscape and change the entire historic and rural nature of the views.
- o Additional traffic disruption will impact on leisure pursuits
- o Cumulative impact of proposal and the windfarm will industrialise this rural agricultural location
- o The straw stacks are a nesting site for Barn Owls and other protected species
- o A Section 106 should be imposed for road improvements

7.0 Relevant Site History

7.1 Fulbeck Airfield Planning History

- 7.1.1 SK.1780/79- Notice of proposed development on Crown Land (refer Circular 7/77) - Change of use to Army training area: Objection
- 7.1.2 SK.961/80 - Notice of proposed development on Crown Land (refer Circular 7/77) - Change of use to Army training area: Objection
- 7.1.3 SK.1424/90 - Use of land for karting: Approved
- 7.1.4 S00/00482- Full Planning Application - Extension of existing use of kart racing facility and siting of two portable buildings (the application sought to extend the number of days of operation from 24 Sundays a year to 38 days per year) - Planning Permission Refused 1st August 2000. It was considered by the Planning Authority that the proposal as submitted would be detrimental to the amenity of occupants of nearby residential properties by reason of noise and disturbance and contrary to policies contained within the South Kesteven Local Plan. Moreover, it was not considered that there are any mitigating measures available to overcome the problems associated with this activity
- 7.1.5 S00/TEL/13 Prior Notification - Erection of monopole (BT): Approved 27th July 2000
- 7.1.6 S00/1257 Notice of proposed development on Crown Land under TCPA 1984 (refer Circular 18/84) - Retention of ablution and storage buildings: Approved conditionally 22nd January 2001 (temporary consent)

- 7.1.7 S01/0850 Notice of proposed development on Crown Land under TCPA 1984 (refer Circular 18/84) - Change of use to Army training No objection (approved 03rd September 2001) 1607-01 FULBECK SSS PLANNING STATEMENT AUGUST 2015 11 facility
- 7.1.8 S02/0836 Notice of proposed development on Crown Land under TCPA 1984 (refer Circular 18/84) - Retention of existing temporary structure: Approved conditionally 25th July 2002 (temporary consent)
- 7.1.9 S06/0402 Notice of proposed development on Crown Land under TCPA 1984 (refer Circular 18/84) - Retention of ablution block: Approved conditionally 02nd May 2006 (temporary consent)
- 7.1.10 S13/3303 Scoping Opinion for 13 turbine wind farm (126.5m maximum height) Scoping response issued 30th January 2014
- 7.1.11 S14/1417 Full Planning Application - Erection of anemometer mast up to 60m in height for a temporary period for 3 years: Approved conditionally (temporary consent, 3 years)

8.0 Evaluation

8.1 Principle of the use

- 8.1.1 The development proposal is for the storage of an agricultural bi-product on agricultural land and can be considered to be a diversification of an existing farm business.
- 8.1.2 Policy SP1 states that planning permission will only be granted on a less sustainable site where it has been proven that there are no other more sustainable options available or there are other overriding material considerations.
- 8.1.3 This proposal is in support of a renewable energy scheme and it is considered that this constitutes an overriding material consideration.
- 8.1.4 NPPF Policy 10: Meeting the Challenge of Climate Change, Flooding and Coastal Change identifies at paragraph 98 states that when determining planning applications local planning authorities shouldn't require 'applicants for energy development to demonstrate the overall need for renewable or low carbon energy' and also: 'recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions and approve the application if its impacts are (or can be made) acceptable.'
- 8.1.5 The storage of straw would not be acceptable within or in close proximity to a built up area and is considered to be a conforming use within this rural location. Furthermore, due to the operational requirements, fire and health and safety risk such operations are more suited to locations such as this as opposed to towns and villages.

8.2 Impact of the use on the character of the area

- 8.2.1 A Landscape and Visual Impact Assessment has been submitted as part of the application. the site lies within the Trent and Belvoir Vale character area as identified in the South Kesteven Landscape Character Assessment.
- 8.2.2 A series of measures have been incorporated to provide mitigation against potentially adverse landscape and visual effects. These measures include:
 1. The siting of straw stacks on existing hard standing pads
 2. The siting of straw stacks on pads adjacent to woodland planting
 3. The siting of straw stacks away from outer pads and away from the eastern perimeter of the site.

4. Use of an existing fenced and floodlit compound area for reception and welfare activities and the siting of the weighbridge
5. The location of 'tops' storage, which is anticipated to be more irregular in physical form and might be support greater logistical activity, in a central part of the airfield where vegetative screening is strongest
6. The imposition of a height limit to storage stacks to 10.0m, broadly equivalent to 8 bales.
7. No use of covering materials
8. No use of lighting

- 8.2.3 Whilst it is acknowledged that the straw stacks at the number and scale proposed would have some visual impact, their presence is not considered inappropriate or incongruous in the rural landscape. The stacking of the bales is to be conditioned to not exceed the maximum 10.0m height specified within the supporting documents.
- 8.2.4 The associated buildings such as the portable welfare facilities and weighbridge, are considered to be minimal in size and in locations which cannot be readily viewed from outside the site.
- 8.2.5 It is considered that the development would not have a significant adverse impact on the landscape character or to visual amenity. As such the development is considered to be in accordance with the requirements of Policy EN1 of the South Kesteven Core Strategy.
- 8.3 Impact on the neighbouring properties
- 8.3.1 The storage areas proposed are sited within the site so as to be spread out to reduce the visual impact and to avoid large quantities of storage in proximity to the main road frontage. Notwithstanding these measures the pads are a substantial distance from any residential dwelling and it is considered that there will be no severe impacts on neighbouring properties in terms of visual amenity.
- 8.3.2 Conditions have been attached to control the operating hours though due to the nature of the operation and location it is not considered that the site would generate unacceptable levels of noise emissions which may impact adversely on residential amenity.
- 8.3.3 Concern has been raised about the impact of large vehicular movements and the dispersion of straw. A condition has been attached which requires the submission of a Site Operational Management Plan which will include details of measures to prevent negative effects from HGV movements and mitigate nuisance from straw debris.
- 8.4 Highway issues
- 8.4.1 A Transport Assessment has been submitted as part of the application.
- 8.4.2 Lincolnshire Highway Department have requested a condition which requires the submission of a Site Operational Management Plan. This document requests Limiting HGV levels and timing of import / export movement. A condition has also been attached in relation to the submitted plan showing the removal of trees and hedging to the north of the site entrance which will improve sight lines for vehicles exiting the site.
- 8.4.3 The application is for 25000 tonnes of straw, and from this, based on a series of assumptions, such as seasonal periods (in summer, out in winter), routing, working hours a daily number of HGV movements has been derived. The percentage change resulting from these assumptions is shown in Tables TA6.1 and TA6.2. The proposal of Site Operational Management Plan would be to ensure that these assumptions are realistic and monitored. With the current assumptions the percentage increase is estimated at 2.67%, the assumptions made would therefore need to be out by a combined factor of 2 before Lincolnshire County Council might request that the junction capacity is tested. Therefore, it is considered that an operational plan would suffice.

8.4.4 Conditions have been attached in relation to some of the assumptions in the Transport Assessment e.g. Restrict import/exports to periods:

August - October (16 weeks): Import of straw to site

April - July (18 weeks): Export of straw and limited re-stock.

and : limit the hours of operation.

- 8.4.5 Representations have been received regarding problems on the stretch of road through Stragglethorpe which is narrow and has a dual bend road formation. Cars have to back up, reversing through the bends on meeting these large vehicles. The large vehicles are also reported to be entering the pavement in this location to allow passing, as the road is narrow, which is of a concern to pedestrians.
- 8.4.6 The alignment of the bends in Stragglethorpe requires drivers to reduce speed and HGVs do need to cross into the opposing lane to manoeuvre around the bend. This is an existing problem which will get worse with the additional HGVs from this development proposal. However, it is not inherently unsafe, vehicle speeds are slow and in some cases vehicles may need to reverse or mount the pavement to pass. Lincolnshire County Council have requested that the footpath be strengthened such that when HGVs do mount the footway it is capable of withstanding the load. The number of pedestrians is light in this area and with the low speeds, it can be assumed that if drivers need to mount the kerb to pass oncoming vehicles they will wait until no pedestrians are in the vicinity.
- 8.4.7 Comments have been received that large vehicles loaded with straw are crossing the A1 at Marston. Highways England have been consulted in relation to the proposal and in particular this point and has no objections.
- 8.4.8 Concern has been expressed that the straw has been taken from Fulbeck Airfield via Brandon. Brandon Road and Stubton Road are similar lane roads to Stragglethorpe Lane, Fenton Road is narrower. HGVs are not restricted along these roads and therefore movements along these roads is not per se unacceptable. There may be a point where the quantum of vehicles would become unacceptable without mitigation, but the Transport Assessment indicates that changes in HGVs on these roads would be minimal (16 HGVs per day south of the site). Most of which goes to Marston, but if some were to go to Brandon/Stubton it may 3-4 HGVs.
- 8.4.9 Objections have been received stating that vehicles seem to be damaging trees on the route. HGVs will damage trees on rural roads and it is the Highways Authority's responsibility to maintain the verges and vegetation within their control. The vehicles required in relation to this operation are no different to vehicles which can already use these roads. Lincolnshire Highway Department do not think any particular mitigation measure are necessary for this development relating to trees and vegetation.
- 8.4.10 In response to the various Parish comments to highway matters. The volume of traffic associated with this development is 40HGVs per day. Stragglethorpe Lane has a 12hr flow of 1400 vehicles including 80 HGVs, it is therefore considered that a further 40 HGVs per day would be unacceptable in either capacity or safety terms.
- 8.4.11 Straw lorries shed some straw, more noticeably at higher speeds (as on the A17) and LCC have therefore requested a S106 contribution to provide for cleaning costs associated with this impact.
- 8.4.12 The alignment in Stragglethorpe does sometimes require vehicles to mount the kerb to pass, this currently happens and a S106 contribution has been requested to strengthen the footway such that it can withstand this, which will occur more frequently as a result of this proposal.
- 8.4.13 It is standard Government Guidance for Transport Assessments to consider accident statistics for the last 5 years. The applicant has done this in the TA and there is not an accident problem in the area. The references to fatal accidents in 2006 and 2008 fall outside of this period. There

is also no discernible pattern to the accidents nor do they relate predominantly to HGVs on Stragglethorpe Road.

8.5 Ecology

- 8.5.1 An Ecology Appraisal has been submitted with the application. Concern has been raised regarding the impact of the proposal on birds and bats.
- 8.5.2 In accordance with the recommendations of the report, hardstanding areas will be visually inspected by a competent person for any nests or evidence of nesting birds being present before creating a new stack, if this takes place in the nesting season. No stacks will be created where active nesting is taking place, and the advice of an ecologist will be sought where necessary.
- 8.5.3 The proposed stacks are likely to be present for extended periods of time and therefore have the potential to be used by Barn Owls (if present in the area). As a precautionary approach, to ensure that no disturbance occurs which could affect barn owls, a careful visual inspection will be undertaken before any stacks are dismantled or removed during the breeding season (March to August inclusive) to establish if barn owls are roosting or nesting within the stack (typically at least 3.0m above ground level).
- 8.5.4 Habitat enhancement will include the installation of bird boxes within vegetation along the margins of the site and will provide additional habitat and encourage breeding birds. Boxes for barn owls will also be erected on suitable trees or on poles to provide suitable nesting and roosting locations as more attractive alternatives to the straw bales. Final details in relation to these bird boxes will be secured through conditions.

8.6 Impact on Heritage Assets

- 8.6.1 The application proposes the bulk storage of straw bales on a redundant WWII airfield on flat land three miles to the west of Fulbeck village.
- 8.6.2 It is identified on the Historic Environment Record as an undesignated monument. Some of the former runways are nowadays used as a Kart Racing circuit.
- 8.6.3 Stragglethorpe to the north and there are other isolated assets and ensembles in the nearby small settlements of Stubton and Brandon. The assets of the highest significance in this locality are the grade 1 listed churches at Stragglethorpe and Fenton.
- 8.6.4 The fact that the use is already operating makes it easier for an assessment to be made of the visual impact of the stacks of bales on the wider surrounding area.
- 8.6.5 The bales are to be stored in seven different locations around the former airfield and the only buildings and structures needed in support are a weighbridge, Porta-loo and a temporary 'welfare' building.
- 8.6.6 Section 66 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities when considering whether to grant planning permission to have special regard to the desirability of preserving a listed building or its setting.
- 8.6.7 Stacks of straw bales are a common features of a rural landscape and these can be quite substantial nowadays, as indeed are some of those for which permission is being sought. Their overall mass will be reduced, however, by storage being spread out on different parts of the former airfield. Furthermore, whilst the stacks of bales are seen in some distant views of the heritage assets mentioned above, any harm to their setting can only be described as less than substantial as the setting of the heritage assets in the locality will not be unduly compromised by the proposed development. In such circumstances the NPPF requires that any harm needs to be weighed against any public benefits arising from the proposal which in this case is the use of the bales as fuel for a Renewable Energy Plant at Sleaford.

- 8.6.8 It is considered that in this instance the public benefits outweigh the less than substantial harm.
- 8.7 Other Matters
- 8.7.1 Representations have been received in relation to the accumulative impact of the straw storage facility and an existing application for a Wind Farm consisting of 10 wind turbines, each up to 110m to the blade tip, and associated infrastructure (S15/1764).
- 8.7.2 There is some overlap between the statutory red line boundaries and the following development components of each application:
1. Turbine 10 would be located such that the turbine blades would potentially over-sail parts of the proposed straw storage pads 1 and 2.
 2. Ecological mitigation is proposed in the vicinity of turbines 9 and 10 to reduce the attraction of the area of foraging bats, comprising the management of vegetation to maintain a short sward height. This area would include proposed straw storage pads 1, 2 and 3.
- 8.7.3 The applicants have confirmed that should the wind farm be consented and implemented as proposed then the storage of straw would cease on pads 1, 2 and 3. Should the wind farm be approved and implemented then an alternative storage location would require a further planning application which would give the authority opportunity to assess and comment.
- 8.7.4 This is not an issue that is considered to weigh against or delay the determination of this application.
- 8.7.5 Regarding the cumulative impact of the two developments it is envisaged that should the straw storage facility be approved then this would be factored into the details of the wind turbine application. The construction traffic would be managed by the turbine developer so to avoid any temporary conflict with the straw import and exports most likely through the implementation of a Traffic Management Plan.
- 8.7.6 Regarding Ecology, the straw storage proposal includes for habitat enhancement measures to include the provision of bat roost boxes within areas of vegetation along the margins of the site. Due to the potential development of the Wind Farm the location of such measures would be to the north or east of the Airfield site to provide physical separation from turbine locations. The exact location of these measures can be secured through the discharging of an appropriately worded condition.
- 8.8 Conclusion
- 8.8.1 The storage of straw is considered to be an appropriate diversification use which contributes towards renewable, low carbon energy. The nature of the storage use is such that a location within or on the edge of a built up area would not be appropriate, due to scale of storage, operational requirements and the potential for fire risks that might be anticipated.
- 8.8.2 The development will not have a severe highway impact subject to the implementation of the requirements of the Section 106 Agreement which ensures drainage clearance on the A17 and footway improvements in Stragglethorpe.
- 8.8.3 The development will not have an adverse impact on neighbouring residential amenity and controls to avoid further impacts are to be secured through a Site Operational Management Plan.
- 8.8.4 The development will not increase the risk of flooding in the area and measures are proposed to ensure there will be no adverse impacts on protected species, in particular nesting Barn Owls and birds.

- 8.8.5 The development does not have a severe visual impact and will not impact adversely on the setting of local heritage assets.
- 8.8.6 On balance it is considered in this instance the public benefits outweigh the less than substantial harm caused by the development and as such the application is recommended for approval subject to conditions and the completion of a Section 106 Agreement.

9.0 Section 106 Heads of Terms

- 9.1 The operation of the site for straw storage earlier in 2015 resulted in straw debris being deposited on A17 which required additional drainage cleansing by LCC. In order to mitigate this, a Section 106 Contribution of £6000 per annum (indexed linked) for the 25 year duration of this application is requested towards future drainage cleaning on A17. A further S106 contribution of £15000 is requested towards footway improvements in Stragglethorpe. These S106 contribution requests comply with paragraph 204 of NPPF.

10.0 Crime and Disorder

- 10.1 It is considered that the proposal would not result in any significant crime and disorder implications.

11.0 Human Rights Implications

- 11.1 Articles 6 (Rights to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation.
- 11.2 It is considered that no relevant Article of that act will be breached.

11.0 RECOMMENDATION

- 11.1 Defer to Chairman and Vice Chairman in consultation with the Executive Manager for Development and Growth for approval subject to the signing of a section 106 agreement and in accordance with the conditions set out below. Where the section 106 agreement has not been concluded prior to the Committee a period not exceeding six weeks post the date of the Committee shall be set for the completion (including signing) of the agreement.
- 11.2 In the event that the agreement has not been concluded within the six week period and where in the opinion of the Executive Manager for Development and Growth acting in consultation with the Chairman of the Development Control Committee, there are no extenuating circumstances which would justify a further extension of time, the related planning application shall be refused on the basis that the necessary criteria essential to make what would otherwise be unacceptable development acceptable have not been forthcoming.

12.0 RECOMMENDATION: That the development be Approved subject to a Section 106 Agreement and the following condition(s):

Time Limit for Commencement

- 1 The development hereby permitted shall cease/be removed from the land and the land reinstated in accordance with the approved scheme of reinstatement no later than 25 years from the date of this decision.

Reason: A permanent permission would be undesirable because the authority wish to have the ability to assess the on-going impacts of the development.

Approved Plans

2 The development hereby permitted shall be carried out in accordance with the following list of approved plans:

- i. Drawing Number: 1607-01-001 received on 2nd September 2015
- ii. Drawing Number: 1607-01-002 received on 2nd September 2015

Unless otherwise required by another condition of this permission.

Reason: To define the permission and for the avoidance of doubt.

3 Within two months of the date of this permission final details of the access alterations as detailed on Drawing Number: 1607-01-002 received on 2nd September 2015 shall be submitted to and approved in writing by the local authority. The development shall be carried out in accordance with those approved details.

Reason: The authority are not in receipt of such details and wish to be in a position to assess visibility standards.

4 Within two months of the date of this permission final details of the welfare cabin and weighbridge, including appearance and siting, shall be submitted to and approved in writing by the local authority. Only those details agreed by the authority should be implemented on site.

Reason: The authority wish to assess such details in the interests of visual amenity

5 Within two months of the date of this permission final details of the type and location of bird nest boxes and barn owl boxes shall be submitted to and approved in writing by the local authority. The development shall commence in accordance with those agreed details.

Reason: In the interests of the protection of birds and barn owls.

6 Within two months of the date of this permission a Site Operational Management Plan will be submitted and approved in writing by the Local Planning Authority. The plan will include the following:

- o Limiting daily HGV levels;
- o Straw load management procedures;
- o Street sweeping;
- o Tree cutting;
- o Timing of import / export movements;
- o Driver courtesy / good practice.
- o Pollution prevention matter
- o Regular drainage ditch maintenance, and
- o Visual inspection of stacks prior to dismantling or removal of any stacks during the breeding season (March to August inclusive) to establish if barn owls are roosting or nesting within the stack.

The development shall operate at all times with those agreed details.

Reason: The authority are not in receipt of such details and wish to be able to assess accordingly.

Ongoing Conditions

7 The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) for the use of land for straw storage and the installation of a mobile weighbridge and welfare facilities (included in the Planning Application Documentation - Fulbeck Airfield

Strategic Straw Storage Facility, August 2015) and the following mitigation measures detailed within the FRA: The Flood Warning and Evacuation Plan mentioned in the FRA shall be undertaken in order to address the residual risks of flooding at the site and to confirm the approach that will be taken for safe evacuation of the area. The mitigation measures shall be fully implemented within 2 months from the date of this permission and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, by the local planning authority.

Reason: To ensure safe access and egress from and to the site and to ensure the safe evacuation of the area in the event of a flood incident.

- 8 The development shall be carried out in accordance with the mitigation and measures detailed within Section 4 Discussion of the Preliminary Ecology Report by Avian Ecology received on 2nd September 2015.

Reason: In the interests of the protection of local ecology and habitats.

- 9 The pads indicated within the red line areas on Drawing Number: 1607-01-001 received on 2nd September 2015 shall store straw bales in accordance with 'Table 3.1 - Anticipated Straw Storage Quantities' of the submitted Planning Application Documentation August 2015 and collectively not store any more than 20,000 tonnes of straw bales.

Reason: To exceed this amount of storage would have increased highway and visual impacts.

- 10 The stacking of straw bales shall not exceed a height of 10.0m.

Reason: The storage of straw bales at a height that exceeds this limit will cause unacceptable visual harm.

- 11 The premises shall not be used for the purposes authorised by this permission other than between the following hours:

- i. 07:00hrs - 19:00 on Mondays to Fridays (other than bank holidays)
- ii. 08:00hrs - 14:00hrs on Saturdays
- iii. The use shall not operate on Sundays and Bank Holidays.

unless otherwise agreed in writing by the Local Planning Authority.

Reason: Operation of the use outside these hours would result in unacceptable levels of disturbance to local residents.

- 12 Importation of straw to the site shall only be carried out between the months of August and October inclusively.

Reason: For the avoidance of doubt.

- 13 The export and re-stocking / topping up of straw bales shall only be carried out for 18 weeks between the months of April and July.

Reason: For the avoidance of doubt.

