

LINCOLNSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Lincolnshire County Council

Application number: PL/0037/23

Application Type:

Proposal: To construct a gas to grid anaerobic digester and fertiliser production facility comprising of nine digester/fermentation tanks; feedstock reception/straw processing and storage building; digestate separation and fertiliser production building; biogas upgrade plant; emergency gas flare; odour control and condensing unit; gas entry compound/unit other ancillary plant and equipment and underground pipeline connecting to National Grid

Location: Land at Manby Airfield, off Manby Middlegate, Manby

Response Date: 20 September 2023

This report includes the Substantive response of the Local Highway and Lead Local Flood Authority to a planning consultation received under the Development Management Order and includes details of any planning conditions or informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement.

General Information and Advice

Please note that although the Definitive Map and Statement proves the existence of any recorded rights of way, there may be further or higher rights that are not shown on this document that the County Council is not currently aware of. This would be especially relevant where the public has had informal access to the site or where there are references to routes across this in maps or other historic documents. As the County Council has received no application to recognise further rights of way affecting the site, no more informed guidance can be offered at this stage.

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Application Type: Full

Location: Land at Manby Airfield, off Manby Middlegate, Manby

Highway and Lead Local Flood Authority Report

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

Recommendation:

No objection:

Subject to compliance with the Planning Condition below, the highway authority considers there to be insufficient cause to refuse Consent for the development being proposed in this Application on highway grounds.

The National Planning Policy Framework (NPPF) document is very clear in its advice (at paragraph 111) that, *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*. The highway authority does not consider that the vehicular activity associated with the proposed development crosses either of those thresholds.

The submitted details advise that access to the proposed development is to be made via the existing vehicle access into the former Manby Airfield site, which lies to the south side of the B1200 Manby Middlegate. The submitted details also advise that as part of the proposed development, this access is to be improved by widening the running area to 7.3 metres and providing a 15 metre radius on each side. These are the prescribed geometric requirements for HGV turning movements onto and off a public highway. The visibility to the left and the right, available to a driver entering the public highway at this access, also meets the 2.4 metre x 215 metre geometric standards, prescribed for such accesses in the Design Manual for Roads and Bridges, for safe egress into a 60 mph limited public highway – the measured 85 percentile speed of traffic traveling along this road are 53mph and 54mph. The B1200 Manby Middlegate is a road that is routinely and frequently used by Heavy Goods Vehicles and there is therefore no cause to conclude that such vehicles are unable to physically pass along this road. The data, held by the Lincolnshire Road Safety Partnership, of collisions involving personal injury, indicates no systemic highway safety issue on the highway network in the vicinity of the Application Site that would give cause to consider that vehicles associated with the proposed development would either create a hazard to other road users or exacerbate an existing highway safety problem.

The Planning Application is supported by a Transport Assessment (TA), prepared by Transportation Consultants that are professionally qualified and sufficiently competent to undertake such work. The TA records actual counts of existing vehicular activity on the parts of the highway network that would reasonably be expected to be affected by the proposed development, and considers the impact the traffic associated with the operation of the proposed development, along with that of any other committed development in the vicinity,

would be expected to have upon the capacity of those parts of the network. It does this by means of industry-approved, computer modelling programmes that are derived from empirical data of actual vehicle movements on actual junctions. The traffic movements are also projected to show the impacts of that vehicular activity growth in future years. The TA provides robust, categorical evidence that the vehicle movements associated with the proposed development do not have the potential to overwhelm the capacity of the highway network in the vicinity of the site. In other words, it demonstrates that the proposed development would not have a severe residual cumulative impact upon the road network.

In terms of the proposed development itself, the facility would take in organic waste material feedstock along with organo-mineral fertilizer additives and process them to produce bio-methane, CO₂ and organo-mineral fertilizer.

The feedstock waste is advised to comprise 20,000 tonnes pa of cattle manure from the adjacent 1,500 head beef cattle raising facility. This would not only involve no movement of traffic on the local highway network but would also remove from that network, the movement of manure for spreading on local fields. There would also be an advised 20,000 tonnes pa of manure coming from the existing, similar facility at Southfields Farm, which is on Legbourne Road, Louth, approximately 4 km to the west. i.e. the manure would not be transported through Manby or Grimoldby villages.

Other feedstock is advised to be 134,000 tonnes pa of Chicken Shed litter from existing, local broiler and egg production facilities. The specific origins of this material are not given.

Also 130,000 tonnes pa of straw. Again, no specific details of this material's origin are given but due to its low economic value, it would not be expected to be travelling from too far afield.

An important consideration in this is, that the feedstock is agriculturally derived waste material, from local farming operations. This material, in any event, must presently have to be conveyed on the local highway network, for spreading on the land as fertilizer, for livestock bedding or for processing/burning in more distant power stations i.e. these are existing movements rather than new movements.

50,000 tonnes pa of organo-mineral fertiliser additives will also be brought to site. The origins of this are not specified but, given the location of the Application Site and the layout of the national primary road network, this material is more likely to come from the west, rather than from the east, through Manby and Grimoldby.

The biomethane produced by the proposed facility would be conveyed by an underground pipeline to the south, where it would be injected into the gas national grid and would thus have no impact upon any part of the highway network.

The advised 161,000 tonnes pa of organo-mineral fertiliser would presumably be marketed nationally but some could be used on local farms, and this would be backloaded, wherever possible, onto the vehicles that brought the feedstock to the site.

The facility would also produce commercial quality CO₂ gas that would have to be transported by road.

Total traffic movements are advised in the TA to be 100 cars per day and 124 HGVs per day. Peak hour movements are 12 cars in and 14 cars out in the morning peak hour and 0 cars in and 6 cars out in the afternoon peak hour. HGV peak movements of 3.5 in and 3.5 out in both the morning and afternoon peak hours. These movements are not of a scale that would overwhelm or cause issues on the local highway network.

Parking for 55 cars (10% electric) and two coaches for school party visits, is to be provided within the development and it would not therefore be expected that any vehicles would need to be parked on the public highway.

The total number of Staff is advised to be 94, working in shifts for 24 hours per day 365 days per year.

All of this vehicle activity has been captured within the Transport Assessment and evaluated for its impact upon the local highway network.

Electricity and heat produced by the plant will be used on the plant in the processing of the feedstock waste material.

The existing airfield access onto the B1200 already serves the cattle rearing facility and has previously served GBM's waste processing facility on the far side of the airfield. Before that, it safely served a 4x4 off-road driving and rallying facility.

The Applicants have agreed to allow the re-opening of an historic footpath on their site that was closed when the RAF airfield was built.

Surface water run-off from the impervious areas within the site is proposed to be harvested for use in the processing of the feedstock material and would thus not be expected to increase the risk of surface water flooding.

In consideration of the above and having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network or increase surface water flood risk and therefore does not wish to object to this planning application.

Planning Conditions:

Highway Condition 21

Prior to the commencement of construction of the development hereby permitted the existing access into the Manby Airfield site shall be improved by widening of the running surface to no less than 7.3 metres and the provision of a 15 metre radius on each side in accordance with details that shall first be approved in writing by the Waste Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

Highway Informative 07

The highway improvement works referred to in the above condition are required to be carried out by means of a legal agreement between the landowner and the County Council, as the Local Highway Authority.

For further guidance please visit the highway authority's website;
www.lincolnshire.gov.uk/highways-planning/works-existing-highway

Officer's Name: Jon Sharpe

Officer's Title: Principal Development Management Officer

Date: 20 September 2023