

**Installation of a
Bio-LNG Refuelling Station
at
Land off Bervor Close,
Spalding, Lincolnshire
PE11 3ZN**

PLANNING, DESIGN AND ACCESS STATEMENT

On behalf of



Gasrec Ltd.
First Floor Lavender Studios
Mortimer House
230-236 Lavender Hill
London
SW11 1L www.gasrec.co.uk

**Bio-LNG Refuelling Station, Land off Bervor Close, Spalding, Lincolnshire, PE11 3ZN Planning, Design
and Access Statement**

Ref. No. – DC939F

Status – Pre app

Date – May 2026

Written and prepared by –

David Biggadike

Contents

1. Introduction	4
1.1. Purpose of this Planning Statement	4
1.2. Foreword	4
1.3. Biomethane and Natural Gas	5
1.4. Gasrec	6
1.5. Outline Description of the Site and Proposal	7
1.6. Pre-Application Discussions	8
1.7. Planning Statement Structure	8
2. The Site and Surroundings	9
2.1. Introduction	9
2.2. Site Location	9
2.3. Site History	9
2.4. Site Characteristics	10
2.5. Designations	10
3. The Proposed Development	12
3.1. Introduction	12
3.2. Proposed Layout	12
3.3. Scale	15

3.4. Appearance.....	15
3.5. Use.....	15
3.6. Site Access	16
3.7. Construction Programme.....	16
4. Environmental Considerations.....	17
4.1 Introduction	17
4.2 Traffic Generation	17
4.3 Noise	17
4.4 Flood Risk and Drainage	18
4.5 Ecology.....	18
4.6 Air Quality.....	19
4.7 Heritage	19
4.8 Visual.....	19
4.9 Lighting	20
4.10 Health and Safety.....	20
4.11 Environmental Permit.....	20
5 Planning Policy	21
5.1 Introduction	21
5.2 National Planning Policy	21
5.3 Local Planning Policy.....	22
6 Summary and Conclusions	23
6.1 Introduction	23
6.2 Environmental Effects	23
6.3 Planning Policy.....	24

Appendices

Appendix No.	Title
A	Transport Statement
B	Ecology Note

Drawing Schedule

Drawing Number	Drawing Title	Scale
----------------	---------------	-------

GRS/P148/01LDR/006	Site GA	
GRS/P148/01LDR/007	Site GA	
GRS/P148/01LDR/008	Location Plan Substance	
GRS/P148/01LDR/009	Location Plan	
GRS/P148/01LDR/010	Existing Site Plan	
GRS/P148/01LDR/011	Planning Boundary	
GRS/P148/01LDR/012	Dispenser Island Elevations	
GRS/P148/01LDR/013	CCTV Detail	
GRS/P148/01LDR/014	Concrete Barrier	
GRS/P148/01LDR/015	Lighting Detail	
GRS/P148/01LDR/016	Palisade Fence	
GRS/P148/01LDR/017	Entrance Gate	
GRS/P148/01LDR/018	Site Office	
GRS/P148/01LDR/019	Electrical Kiosk	
GRS/P148/01LDR/020	Substance Location	

1. Introduction

1.1. Purpose of this Planning Statement

1.1.1. This Planning, Design and Access Statement has been prepared on behalf of Gasrec Ltd in support of a planning application for the installation and operation of a Bio-LNG and CNG refuelling station at Land off Bervor Close, Wardentree Park, Spalding, Lincolnshire, PE11 3ZN. The statement explains the need for the development, describes the site and surroundings, outlines the proposed scheme and demonstrates that the proposal accords with relevant national and local planning policy.

1.2. Foreword

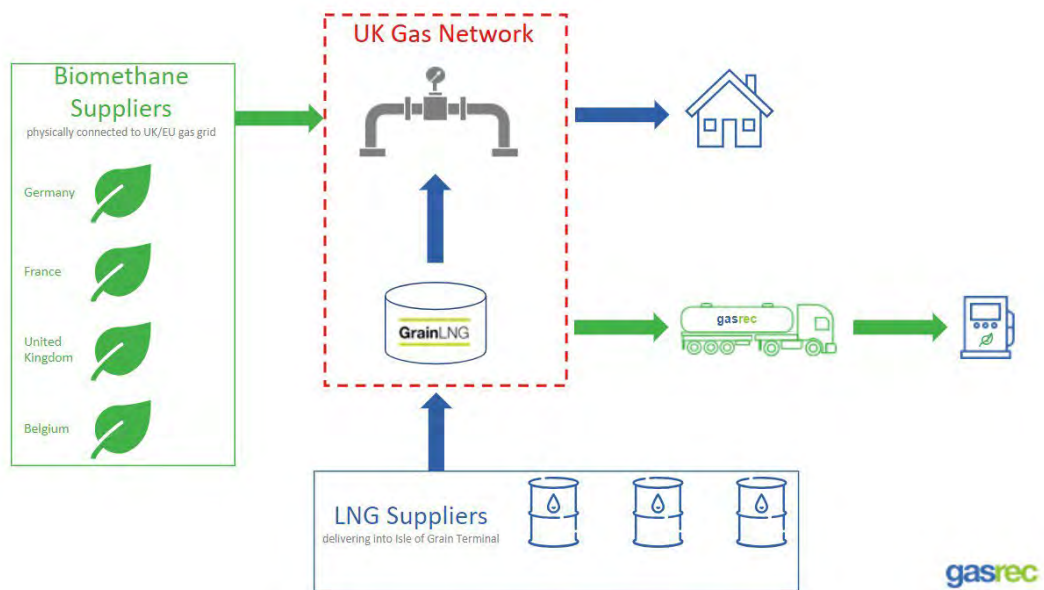
1.2.1. The decarbonisation of heavy road transport is an important component of the UK's transition to a lower-carbon economy. Freight and logistics operators require practical fuel infrastructure that can be deployed now and which supports meaningful reductions in greenhouse gas emissions while maintaining operational resilience.

- 1.2.2. Government statistics show that domestic transport accounted for 28% of total UK domestic greenhouse gas emissions in 2022, making it the largest emitting sector. Heavy goods vehicles form an important part of this challenge because of the distances travelled, fuel demand and strategic role they play in national supply chains.
- 1.2.3. Bio-LNG and Bio-CNG provide an immediately available lower-carbon alternative to diesel for suitable HGV fleets. Gasrec states that its renewable gas fuels can reduce emissions by up to around 90%, while also supporting lower emissions of local air pollutants compared with conventional diesel operation.
- 1.2.4. The proposed development would contribute to the decarbonisation of freight movements associated with Wardentree Park and the wider South Holland area by providing dedicated refuelling infrastructure within an established employment location. In doing so, the scheme supports the transition to lower-carbon transport in a manner that is practical, commercially realistic and aligned with national planning objectives.
- 1.2.5. For these reasons, the application is both timely and necessary. It represents a form of infrastructure that supports cleaner freight operations, strengthens the operational efficiency of an important employment area and makes effective use of land within an existing industrial and logistics park.

1.3. Biomethane and Natural Gas

- 1.3.1. Biomethane and natural gas can both be used as transport fuels for heavy goods vehicles equipped for gas propulsion. In practical terms, these fuels offer operators a viable alternative to diesel where fleet operations, mileage and refuelling patterns make gas technology appropriate.
- 1.3.2. Biomethane is a renewable gas, typically derived from organic waste sources, whereas natural gas is fossil-based. For transport use, the two fuels are operationally compatible within gas vehicle systems, allowing fleets to transition to lower-carbon fuels without fundamental changes to vehicle function.

-
- 1.3.3. The proposed station has been designed to accommodate both LNG and CNG refuelling requirements, thereby broadening its utility for different HGV fleet types and increasing the flexibility of the infrastructure provided at Wardentree Park.

Figure 1.1 – Biomethane supply chain

1.4. Gasrec

- 1.4.1. Gasrec is a UK supplier of Bio-LNG and Bio-CNG fuels and designs, builds and operates refuelling stations for heavy road transport fleets. Its business model combines fuel supply, station operation and long-term support for operators seeking to reduce emissions from freight activity.
- 1.4.2. Gasrec's network includes both dedicated and open-access facilities and is intended to support the practical deployment of lower-carbon fuels across major freight corridors and logistics hubs in the UK. The company describes the expansion of this network as a core part of its strategy for supporting road transport decarbonisation.

Figure 1.2 – Gasrec supply chain

- 1.4.3. The proposed development at Wardentree Park would form part of that wider network and would provide strategically located infrastructure for commercial vehicle operators within

Spalding and the surrounding area. Its location within an established employment and logistics area makes it particularly well suited to this form of development.

- 1.4.4. The station is intended to operate as a professionally managed commercial refuelling facility serving contracted fleet users. It would provide a modern, safe and efficient fuel offer for HGV operators while reducing reliance on diesel and helping support lower-carbon logistics activity.
- 1.4.5. Gasrec's objective is to expand the availability of lower-carbon refuelling infrastructure across the UK so that operators have greater confidence in investing in gas-powered vehicles and long-term emissions reduction strategies.
- 1.4.6. The Wardentree Park proposal reflects that wider ambition and responds to a clear locational need for refuelling infrastructure in a commercial area where fleet activity, industrial land use and HGV access already form part of the established character of the site and its surroundings.
- 1.4.7. The proposed facility would operate on an open-access commercial basis for authorised fleet users and would complement the existing industrial and logistics functions of Wardentree Park. The proposal is therefore both operationally justified and appropriate to its location.

1.5. Outline Description of the Site and Proposal

- 1.5.1. The application site comprises land off Belvor Close within Wardentree Park, Pinchbeck, Spalding. It is located within an established employment area characterised by industrial, storage, trade and logistics-related uses. The site is suitable for the proposed development because it is already served by HGV-capable roads and lies within a location where commercial vehicle activity is an integral part of the surrounding land use pattern.
- 1.5.2. Wardentree Park forms part of the principal employment area serving Spalding and Pinchbeck. The wider area contains a concentration of B2 and B8 uses, trade counters, storage yards, depots and logistics premises, making it an appropriate and sustainable location for transport-related infrastructure of this kind.
- 1.5.3. Surrounding occupiers and uses at Wardentree Park include logistics, trade and industrial premises. The character of the area is commercial and functional, with buildings, yards, circulation space and service infrastructure defining the local townscape. Sensitive receptors are limited and the site is well separated from residential areas by the wider employment context.
- 1.5.4. The proposed refuelling station is intended to serve HGV fleets operating within the area and the wider logistics network. The development would not introduce a retail fuel use; instead, it would provide a managed commercial facility for authorised users. In transport terms, the proposal is expected to integrate with existing industrial traffic patterns associated with Wardentree Park and nearby employment premises.

1.5.5. In broad terms, the proposed development comprises the installation of cryogenic storage, refuelling equipment, associated plant, control infrastructure, safety systems, hardstanding, circulation areas and supporting operational features required for the safe and efficient operation of a modern Bio-LNG and CNG refuelling facility.

- 3 No. vertical VIT LNG storage tanks (16.5m tall when installed)
- 3 No. LNG pumps
- 6 No. low pressure vaporisers (LNG)
- 6 No. LNG fuel dispensers
- 2 No. Boil-off gas Treatment Units (BTU)
- 2 No. L-CNG pumps
- 1 No Odorant injection system
- 2 high pressure vaporisers (CNG)
- 10 No. CNG storage banks
- 2 No. CNG fuel dispensers
- 6 No. refuelling island
- Technical/control room kiosks
- Spare parts/electrical kiosk
- Associated pipework, safety systems, CCTV/intercom and electrical cabling
- Lighting columns
- Compound fence and crash protection
- Site Attendant office and welfare

1.5.6. Further detail on the layout, scale, appearance and operation of the proposed development is provided in Section 3 of this statement.

1.6. Pre-Application Discussions

1.6.1. This statement has been prepared having regard to the relevant planning policy framework for South Holland and to the characteristics of the application site and surrounding employment area. Where relevant, supporting technical material has been prepared to accompany the application, including transport, ecology and flood risk information.

1.6.2. The application has been developed to address the key planning considerations relevant to the site, including principle of development, design, traffic and access, flood risk, visual impact, ecology, amenity and the operational requirements of the proposed use.

1.7. Planning Statement Structure

1.7.1. This Planning Statement has been organised into the following chapters:

- The Site and Surroundings
- The Proposed Development
- Environmental Considerations
- Planning Policy
- Summary and Conclusions

2. The Site and Surroundings

2.1. Introduction

2.1.1. This chapter provides a description of the site in terms of its location, history, and surrounding land uses.

2.2. Site Location

2.2.1. The application site is located at Land off Belvour Close, Wardentree Park, Pinchbeck, Spalding. Wardentree Park is an established employment area serving Spalding and the surrounding district and contains a range of industrial, warehousing, trade and logistics uses.

2.2.2. The site is positioned within a wider commercial environment that has been planned and developed to accommodate employment-generating uses. The surrounding road network is designed to accommodate servicing, goods movement and HGV access, and this provides an appropriate operational setting for the proposed refuelling station.

2.2.3. The site benefits from good access to the local and wider highway network serving Spalding and South Holland, which is an important consideration for a development intended to serve commercial fleet vehicles.

2.2.4. The nearest residential areas are separated from the application site by the wider employment area and associated infrastructure. The site is therefore not located in a predominantly sensitive environment and is better suited to industrial and transport-related uses than many alternative locations.

2.2.5. Overall, the location is considered appropriate for the proposed development by virtue of its commercial context, existing HGV accessibility, established employment character and limited relationship with sensitive receptors.

2.3. Site History

2.3.1. Wardentree Park has developed as part of the principal employment area serving Spalding and Pinchbeck. The broader area contains a mix of longstanding industrial premises, trade outlets, service yards, storage and distribution uses.

2.3.2. The application site itself comprises land within this established employment setting and is suitable for redevelopment or adaptation to support modern commercial infrastructure. The proposal would therefore represent a continuation of employment-related use rather than the introduction of an unrelated or incongruous activity.

2.3.3. The planning history of the wider employment area demonstrates an established pattern of industrial and commercial activity. This context is relevant because it confirms the longstanding suitability of the location for employment-generating development and associated infrastructure.

Reference	Description	Decision and Date
H14/0957/22	Commercial units.	Granted
H14/00391/21	Chill store/office/docks/ containerised self storage.	Granted

2.4. Site Characteristics

2.4.1. The application site comprises a serviced plot within Wardentree Park. The land is broadly level and reflects the functional character of the wider industrial area, with hardstanding, circulation space and service infrastructure forming the dominant physical context.

2.4.2. Access to the wider area is taken from the established estate road network. This provides suitable ingress and egress for commercial vehicles and allows the proposed development to operate within an already functioning industrial circulation pattern.

2.4.3. The part of the site proposed for the refuelling station is capable of accommodating the required plant, storage, manoeuvring space and ancillary infrastructure in a coherent and operationally efficient layout.

2.5. Designations

2.5.1. The application site lies within the principal employment area associated with Wardentree Park and the wider Pinchbeck / Spalding industrial area. This established employment context is an important material consideration and supports the general suitability of the site for industrial and logistics-related development.

2.5.2. The nearest sensitive receptors are outside the immediate commercial setting of the site. Given the intervening employment uses and established industrial character of the area, the site is better suited to the proposed use than less commercial locations.

2.5.3. The site is not identified as being subject to any statutory ecological designation. Ecology considerations are addressed separately within this statement and the supporting information submitted with the application.

2.5.4. The site is not located within a heritage designation and its commercial surroundings mean that there is limited potential for the proposed development to affect the significance of designated heritage assets.

2.5.5. The site lies within Flood Zone 3 in an area that benefits from flood defences. Flood risk is therefore a key material consideration and has been addressed through the Flood Risk

Assessment and sequential justification accompanying this proposal. The development has been designed and assessed on the basis of this defended flood risk context.

3. The Proposed Development

3.1. Introduction

- 3.1.1. This section describes the proposed development in terms of its layout, scale, appearance, use and operational characteristics. The proposal is for a purpose-built Bio-LNG and CNG refuelling station designed to serve HGV fleets from an established employment location.
- 3.1.2. The development will provide the infrastructure necessary for fleets to refuel gas-powered vehicles safely and efficiently, thereby enabling lower-carbon freight operations and reducing dependence on diesel within the commercial transport sector.

3.2. Proposed Layout

- 3.2.1. The proposed layout has been designed to provide a safe, legible and efficient arrangement of storage, dispensing, manoeuvring and support infrastructure. The scheme includes cryogenic storage tanks, CNG equipment, dispensers, kiosks, pipework, safety barriers, fencing, lighting, CCTV and ancillary operational features, all arranged to ensure appropriate vehicle circulation and safe separation of key plant elements.

- 3 No. vertical VIT LNG storage tank (16.5m tall when installed)
- 3 No. LNG pumps
- 6 No. low pressure vaporisers (LNG)
- 6 No. LNG fuel dispensers
- 2 No. Boil-off gas Treatment Units (BTU)
- 2 No. L-CNG pumps
- 2 high pressure vaporisers (CNG)
- 1 No Odorant injection system
- 10 No. CNG storage banks
- 2 No. CNG fuel dispensers
- 6 No. refuelling island
- Technical/control room kiosks
- Spare parts/electrical kiosk
- Associated pipework, safety systems, CCTV/intercom and electrical cabling
- Lighting columns
- Compound fence and crash protection
- Site Attendant office and welfare

- 3.2.2. The design approach is utilitarian and driven primarily by operational efficiency and safety. It reflects the requirements of refuelling technology while remaining appropriate to the commercial context of Wardentree Park.

Figure 3.1 – Proposed Refuelling Station

3.2.3. The station incorporates modular and prefabricated elements wherever possible in order to simplify installation, improve construction efficiency and maintain a high standard of engineering quality.

3.2.4. Swept path analysis has informed the layout to ensure that both customer HGVs and tanker delivery vehicles can enter, manoeuvre within and exit the site safely and efficiently.

Vertical Storage Tank

3.2.5. The main storage elements comprise vertical above-ground cryogenic tanks designed specifically for LNG storage. These are engineered to modern safety standards and form the principal visual components of the development.

Figure 3.2 – Vertical LNG Storage Tank

3.2.6. The storage arrangement is intended to support efficient fuel deliveries and operational resilience, minimising unnecessary vehicle movements and ensuring continuity of service for authorised users.

Boil-off Gas Treatment Units (BTUs)

3.2.7. Associated plant, including boil-off gas management equipment and control systems, is integrated into the overall design so that the station can operate safely, efficiently and in accordance with industry requirements.

LNG Fuelling

3.2.8. LNG dispensing infrastructure is arranged to provide reliable and efficient service to compatible vehicles, with equipment configured to support operational resilience and safe refuelling practice.

3.2.9. The technical design of the station allows for the controlled delivery of fuel to vehicles in accordance with manufacturer requirements and recognised operational standards.

CNG Fuelling

3.2.10. The CNG element of the station includes equipment for gas conversion, compression and storage so that vehicles requiring CNG can also be accommodated within the facility.

3.2.11. The dispensers are designed for commercial fleet use and are integrated with the wider station control and management systems.

3.2.12. Access to refuelling equipment will be controlled through appropriate management systems so that only authorised users and trained personnel can operate the facility.

Figure 3.3 – Biomethane CNG Dispenser and Fuel Management Unit



Compound Fence

3.2.13. A secure perimeter fence and associated protection measures will be installed around key plant areas in order to maintain site security and operational safety.

3.3. Scale

- 3.3.1. The proposed refuelling station occupies part of the application site and is of a scale that is commensurate with its operational purpose and the established industrial context in which it sits.
- 3.3.2. The most visually prominent elements of the scheme are the vertical storage tanks. While these structures are taller than some ancillary equipment, they remain appropriate in an employment area characterised by utilitarian buildings, service yards and industrial infrastructure.
- 3.3.3. Other items of plant and equipment are materially lower in height and have been arranged to create an efficient functional layout while limiting unnecessary visual clutter.
- 3.3.4. The ancillary kiosks, dispensers, barriers and control infrastructure are modest in scale and typical of specialist industrial plant associated with this form of commercial use.
- 3.3.5. Additional operational infrastructure, including CCTV and lighting, is proportionate to the commercial nature of the site and necessary to ensure safe operation on a 24-hour basis.

3.4. Appearance

- 3.4.1. The appearance of the development is driven by its specialist industrial function. The station comprises engineered plant, tanks, dispensers, kiosks and protective features which together create a coherent and purposeful visual composition appropriate to a commercial logistics setting.

In summary the equipment specification is as follows:

- LNG tanks – Steel, colour: white
- Pumps – Steel, colour: silver
- Vaporisers – Steel, colour: silver
- BTU Containers – Steel, colour: white
- Technical Room – Concrete, colour: white
- Dispenser unit – Metal/GRP, colour: white

- 3.4.2. Materials and finishes are functional and robust, reflecting the operational nature of the use. In the context of Wardentree Park, the development would appear as a logical component of the wider industrial area rather than as an intrusive or unrelated feature.

3.5. Use

- 3.5.1. The proposed use is a commercial refuelling facility for gas-powered heavy goods vehicles. It is intended to support authorised fleet users and would operate as infrastructure serving the freight and logistics sector rather than as a general retail fuel station.
- tested way of reducing vehicle emissions in the short to medium term. Gas vehicles running on biomethane will typically emit 83% less CO₂ than diesel on a Well to Wheel basis. However, of potentially greater significance, especially regarding air quality, are the

reductions in particulates, NOx and SOx emissions. Particulates and NOx are known to give rise to respiratory tract problems and the reductions through using gas vehicles would be a significant step to cleaning up the air in and around Hams Hall.

- 3.5.2. The use of lower-carbon gas fuels in the HGV sector offers clear environmental benefits, including reduced greenhouse gas emissions and improved air quality performance compared with conventional diesel-based operation. This gives the proposed use a strong sustainability rationale in addition to its operational value.

3.6. Site Access

- 3.6.1. The site is accessed from the established estate road network serving Wardentree Park. This provides a suitable point of access for both customer HGVs and delivery vehicles associated with the operation of the station.

- 3.6.2. The access strategy is appropriate to the operational requirements of the proposed development and reflects the commercial traffic function already present across the wider employment area.

- 3.6.3. The level and nature of traffic associated with the proposal are compatible with the industrial setting of the site. The scheme is not expected to give rise to unacceptable highway impacts.

- 3.6.4. Vehicle tracking and swept path analysis have been used to verify that the internal layout can safely accommodate the relevant vehicle types associated with the development.

3.7. Construction Programme

- 3.7.1. Subject to the grant of planning permission and all other required consents, the construction and installation process would be undertaken over a defined programme of civil engineering works followed by plant installation and commissioning.

- 3.7.2. The works would include site preparation, foundations and plinths, installation of hardstanding and circulation space, and the delivery and assembly of the specialist refuelling equipment.

- Site preparation, including drainage and ducting for services
- Concrete plinths for station compound
- Refuelling islands with canopy over
- Concrete to forecourt and rest of site – internal roadways, etc.
- Installation of compound fence, crash protection barriers and bollards

- 3.7.3. The installation phase would include the positioning of storage tanks and plant, connection of associated services, testing, safety checks and final commissioning prior to operation.

- Install of LNG Storage Tanks
- Install of LNG and L-CNG pumps, vaporisers and CNG storage banks
- Install of fuel dispensers and fuel management unit on refuelling island
- Install of all associated connecting station pipework to link tank > pump > dispensers
 - Install of all power and data cabling

3.7.4. Construction traffic and activity would be temporary in nature and proportionate to the scale of the development. Given the industrial context and established vehicular character of the area, significant adverse construction effects are not anticipated.

4. Environmental Considerations

4.1 Introduction

4.1.1 This chapter sets out the environmental considerations which have been taken into account during the project development process.

4.2 Traffic Generation

4.2.1 The application site is located within an established industrial and logistics area where HGV and servicing movements already form part of the normal operation of the highway network. The proposed station has therefore been selected in part because its use is compatible with the surrounding transport context.

4.2.2 Swept path analysis has been undertaken to ensure that both customer vehicles and tanker deliveries can access, manoeuvre and exit the site safely.

4.2.3 The facility would serve authorised fleet users rather than the general public. In transport terms, the proposal is intended to operate as part of the wider commercial logistics function of Wardentree Park and surrounding employment areas.

4.2.4 The scale of vehicle activity associated with the proposed use is consistent with the function of the site and its wider setting. The station's operational design ensures efficient throughput while maintaining safe circulation and queuing arrangements within the site.

4.2.5 Operational traffic associated with staffing is expected to be limited. Fuel deliveries would form part of normal station operation and are not considered likely to give rise to unacceptable transport effects.

4.2.6 Having regard to the existing employment use of the area, the established road network and the nature of the proposed use, no significant transport impacts are anticipated.

4.3 Noise

4.3.1 The only noise associated with the development will be the pump motors and existing vehicles associated with the site and surrounding area. The Bio-LNG pump sits inside a vacuum insulated chamber and is submerged in the liquefied gas, consequently the Bio-LNG pump is very quiet.

- 4.3.2 The nearest residential receptor to the Refuelling Station is 1km away to the north, with vegetation, farmland and a railway line in the intervening area. Any increase in noise from the proposed development is considered to be minimal and no adverse impacts in relation to noise are therefore anticipated.

4.4 Flood Risk and Drainage

- 4.4.1 This Flood Risk Assessment supports the proposed installation of a Biomethane / Natural Gas (LNG and CNG) Refuelling Station at Land off Belvor Close, Spalding, Lincolnshire, PE11 3ZN. The site lies within Flood Zone 3 but is defended by the South Holland IDB network, located within a fully developed industrial estate, surrounded by commercial and logistics uses, and free from residential receptors. The assessment demonstrates that the development is safe for its lifetime, that flooding does not create a credible major-accident escalation pathway, and that the proposal accords with national policy and SELLP Policy 4.

- 4.4.2 The site is a vacant serviced plot within Wardentree Park, accessed from Belvor Close, and is generally flat with ground levels of approximately 2.5–3.0m AOD. Flood risk sources include fluvial and tidal flooding, surface water flooding, groundwater, sewer flooding and reservoir failure, with the principal risk being defended, slow-onset floodwater typical of this part of the Fens. The proposed development is classified as Less Vulnerable and comprises LNG cryogenic tanks, CNG cylinders, a LIN tank, dispensers, pipework, a vent stack, a control kiosk and associated HGV circulation areas. The tanks are sealed pressure vessels anchored to reinforced concrete foundations, critical electrical systems will be elevated above predicted flood levels, and floodwater would not increase the likelihood of a major accident. Surface water drainage will continue to be managed through the estate's positive drainage and attenuation systems. Flood monitoring, pre-emptive shutdown procedures, staff training and emergency planning measures will be incorporated into site operations. Accordingly, the residual flood risk is low, the development will not increase flood risk elsewhere, and the site is considered safe for its lifetime.

- 4.4.3 In sequential terms, the development has a clear functional need to be located within an established logistics hub serving HGV fleets operating from Wardentree Park, with direct access to HGV-capable estate roads and existing fleet operators. No reasonably available alternative sites in lower flood zones have been identified that are suitable, available and deliverable for the proposed use. Although an Exception Test is not required for a Less Vulnerable use in Flood Zone 3, the proposal would nevertheless deliver wider sustainability benefits through carbon reduction, improved local air quality and support for regional logistics activity, while remaining safe for its lifetime. The Sequential Test is therefore satisfied and, for completeness, the Exception Test considerations are also met.

4.5 Ecology

- 4.5.1 The Refuelling Station will be built on an existing hardstanding area and offers negligible potential to support protected and notable species.
- 4.5.2 There are no statutory or non-statutory designated sites for nature conservation within or immediately next to the site. The nearest statutory ecological designation is at surfleet, SSSI,

located approximately 3.2km to the east north east of the application site. It is not expected that there will be any ecological impacts on any designations as a result of the proposal.

4.5.3 Presented in Appendix B, is an Ecology Note, that has been prepared and provides a site-based biodiversity assessment in relation to the Proposed Development.

4.5.4 The note concludes that due to the absence of suitable habitat within the site and limited availability directly adjacent to the site, it is considered highly unlikely that any direct impacts will occur to any protected or notable species which may be present within or adjacent to the site.

4.6 Air Quality

4.6.1 As shown in the Foreword of this statement (section 1.2), heavy road transport produces a disproportionate amount of emissions. However, by replacing diesel vehicles with gas powered vehicles, there will be a beneficial effect to air quality within the District. The continuation of introducing gas powered vehicles will significantly reduce NO_x and particulates, both of which are considerable contributors to respiratory disease. Carbon Dioxide emissions will also be reduced by up to 83% through the use of biomethane derived from waste sources.

4.7 Heritage

4.7.1 There is very little historic environment surrounding the application site due to the strong presence of the industrial area. There are no heritage assets within the site or within close proximity to it.

4.8 Visual

4.8.1 The proposed Refuelling Station is located within Wardentree Park, which is identified as Existing Industrial Estate with numerous large distribution warehouses.

4.8.2 The tallest associated infrastructure with the proposed facility is three vertical LNG storage tanks. When installed, the vertical tanks will measure approximately 16.5m high. The tanks will sit directly on the floor level of the compound area.

4.8.3 The newly built warehouses and distribution centres to the north and east of the site have permitted roof heights of up to 14.2m. To the east of the site is a gas fired power station. This unit has stack height of 82m.

4.8.4 The local landscape contains numerous existing urbanised and degraded features, and which continue to be developed with large scale warehouse units. As the development is to be located within an existing developed area of Wardentree Park and in time will be surrounded with additional large structures, it is considered that there would be insignificant direct negative effects on the landscape character and structure of the area.

4.9 Lighting

4.9.1 As the refuelling station will be operational 24 hours a day 7 days a week, the safety of users is essential, therefore lighting is proposed as part of the proposal. Lighting will be provided across the site, including flood lighting and security lighting. It will also be provided under the canopy area.

4.9.2 The accompanying Ecology Note (presented in BNG statement) states that due to the associated light pollution as a result of the site's current use and the presence of street lighting and traffic along Wardentree Lane, the proposed development or its associated lighting is not anticipated to adversely affect commuting or foraging bats. Lighting directed towards any neighbouring habitats will be avoided wherever possible during construction and operation in order to minimise impacts on commuting and foraging bats.

4.10 Health and Safety

4.10.1 The combined stored weight of the gas in the LNG storage tanks will be a maximum of 30,230kg each. This is above the threshold of 15,000kg for the station to require a Hazardous Substances Consent from the Hazardous Substances Authority. A separate application has been made for Hazardous Substances Consent to be determined alongside this Planning Application.

4.10.2 The Refuelling Station will be maintained by Gasrec, who currently operate 17 gas stations for refuelling vehicles, 9 of which have Hazardous Substances Consents due to storing in excess of 15 tonnes; 2 of the current stations are Lower Tier COMAH installations, this site will also be a Low Tier COMAH installation. Gasrec applies a high importance on maintaining safe operations at all of its sites and the Refuelling Station proposed here would be operated under the same high specification safety management system principles.

4.10.3 All of the LNG station equipment complies with current UK and industry guidance and best practice and is CE marked.

4.11 Environmental Permit

4.11.1 An Environmental Permit will not be required for the proposed Refuelling Station as it is not a listed activity in Schedule 1, Part 2 of the Environmental Permitting (England and Wales) Regulations 2016. If at any time in the future the Refuelling Station does require an Environmental Permit, then an application will be made to the Environment Agency to allow continued operation of the facility.

4.11.2 There will be no emissions from the Refuelling Station during normal operation.

5 Planning Policy

5.1 Introduction

5.1.1 This section sets out the principal planning policies and material considerations relevant to the proposed development. It addresses both national policy and the local development plan context for South Holland and South East Lincolnshire.

5.2 National Planning Policy

5.2.1 The National Planning Policy Framework sets out the Government's planning policies for England and confirms that planning decisions should contribute to the achievement of sustainable development. It supports economic growth, sustainable transport, climate change mitigation and development that is appropriately located and designed.

5.2.2 The proposed refuelling station supports the transition to a lower-carbon transport system by providing infrastructure that enables reduced-emission freight operations. As such, it aligns with the NPPF's support for sustainable transport and the delivery of low-carbon and climate-resilient development.

5.2.3 The proposal also represents effective use of land within an existing employment area and would support the operation of commercial fleets in a way that reduces dependence on diesel. These are important sustainability benefits that weigh in favour of the scheme.

5.2.4 The NPPF also requires development to take account of flood risk and climate change. In this case, flood risk has been directly addressed through the Flood Risk Assessment and the design of the development, which demonstrates that the proposal can be made safe for its lifetime.

"The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure."

5.2.5 Overall, the proposal is considered to accord with the thrust of national policy by supporting sustainable economic activity, lower-carbon transport infrastructure and development that is appropriate to its context.

"...Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts..."

5.2.6 The provision of specialist refuelling infrastructure for lower-carbon freight vehicles is entirely consistent with the national objective of supporting a transition to a cleaner transport sector.

5.2.7 For these reasons, national planning policy provides clear support for the proposal in principle.

5.3 Local Planning Policy

5.3.1 The site falls within the administrative area of South Holland District Council. The relevant development plan is the South East Lincolnshire Local Plan 2011–2036, adopted in March 2019.

- South East Lincolnshire Local Plan (Adopted September 2019),
- South East Lincolnshire Policy Map (Adopted September 2019).

5.3.2 The Local Plan provides the strategic policy framework for development in South Holland and includes policies relevant to sustainable development, flood risk, employment, pollution, climate change, transport and design.

5.3.3 In policy terms, the proposal should be considered against the site's employment context and against the technical considerations arising from the nature of the development, particularly flood risk, transport, design and amenity.

5.3.4 The site is located within the wider Wardentree Park employment area, which is clearly established in commercial and industrial use. The proposal would reinforce this economic function through the delivery of specialist transport infrastructure that supports business operations within the area.

Adopted Local Plan 2019

5.3.5 Policy 1 of the South East Lincolnshire Local Plan supports sustainable development. The proposal would make effective use of land within an established employment area, support lower-carbon transport activity and provide infrastructure with clear economic and environmental benefits.

5.3.6 Policies supporting employment growth and the maintenance of a strong employment land portfolio are also relevant. The proposed development is appropriate to its industrial setting and would support the functioning and competitiveness of local logistics and commercial activity.

5.3.7 In visual and design terms, the proposal is considered compatible with the character of Wardentree Park. The site is not within a sensitive townscape or landscape setting and the utilitarian appearance of the development is entirely consistent with the surrounding employment area.

5.3.8 Heritage and ecological impacts are not considered to represent constraints that would outweigh the benefits of the scheme, having regard to the nature of the site and its developed context.

5.3.9 Transport policy considerations are addressed through the site's location within an established industrial area and the technical assessment of access and manoeuvring. The development is not expected to result in unacceptable highway effects.

- 5.3.10 Flood risk is a central policy issue for this site. The South East Lincolnshire Local Plan and supporting Strategic Flood Risk Assessment require flood risk to be carefully addressed, particularly in defended Flood Zone 3 locations. The accompanying Flood Risk Assessment demonstrates that the proposal is appropriate in principle, can be made safe for its lifetime and would not increase flood risk elsewhere.
- 5.3.11 The proposal also supports local and national climate objectives by enabling reduced-emission freight transport. This is a material benefit that should be given significant weight in the planning balance.
- 5.3.12 Overall, the proposal is considered to accord with the relevant policies of the South East Lincolnshire Local Plan when read as a whole. It is suitable in principle, appropriate in design and justified in terms of both economic and environmental outcomes.
- 5.3.12 Policy LP30 considers Built Form. In terms of scale and size, the Refuelling Station will be on Wardentree Park, which is dominated by storage containers and overhead powerlines and electricity pylons. In addition the wider industrial area is characterised by the large scale warehouse units. The principal, notably element of the Refuelling Station will be the three white coloured fuel storage tanks. The appearance and height of the fuel tank will be similar to the surrounding warehouse units. More details regarding the design of the proposed development are described in Section 3 of this Statement.
- 5.3.13 Policy LP33 deals with Water Management. The proposed Refuelling Station is in Flood Zone 3 and is designated as a low probability of flooding. As the site is in Flood Zone 3 and is less than 1ha in size there is a requirement for a Flood Risk Assessment. There are no immediately adjacent watercourses and the Refuelling Station will be built on an area of existing concrete and will not increase surface water run-off as there will be no increase in hardstanding. The proposed development will make use of the existing surface water management system for the site.
- 5.3.14 Policy LP35 refers to Renewable Energy and Energy Efficiency. As discussed within this Statement, natural gas powered vehicles will produce 15% less CO₂ than their diesel counterparts. Biomethane will reduce this further to between 75% and 95% depending on the source of the biomethane, which is a renewable fuel. The switch to gas and biomethane ensures that station users and the Refuelling Station align with Policy LP35 as a low carbon fuel use.

6 Summary and Conclusions

6.1 Introduction

- 6.1.1 This statement describes a proposal by Gasrec Limited to construct a Bio-LNG Refuelling Station on the Wardentree Park. The station will enable Gasrec customers to run HGVs on natural gas and biomethane, thus reducing CO₂, NO_x and particulate emissions from road transport.

6.2 Environmental Effects

6.2.1 A number of environmental considerations are set out in Chapter 4. These consider the effects of the proposed development upon the application site and immediate environment.

6.2.2 The proposed Refuelling Station will help to reduce and mitigate the air quality concerns of the area by providing fuel for a fleet of HGVs. This gas powered fleet will not only emit up to 83% less CO₂ than their diesel equivalent, but will also emit significantly less NOx and particulates.

6.2.3 The three storage tanks that forms part of the Refuelling Station will be the only prominent element which will be visible from the adjacent footpath, and distant views from the south. However, it should be considered in the context of the backdrop of the wider, surrounding Hams Hall industrial area which is characterised by high sided warehouse units and overhead powerlines.

6.2.4 It is considered that the proposed Refuelling Station is ancillary to the existing uses of the surrounding the site and due to its scale and the nature of the wider area, the facility will create no new environmental effects either locally or in the wider area.

6.3 Planning Policy

6.3.1 The proposals have been considered in the context of national and local policies for climate change and planning policy. The development will assist in meeting targets for greenhouse gas reduction from road transport, improving air quality standards, and securing the use of the Wardentree Park in a designated Employment Area.

6.3.2 The Refuelling Station will provide the following economic and environmental benefits:

- Development of a gas refuelling station on an existing industrial areas;
- A low carbon refuelling facility that will help to meet the objectives of UK and local sustainability policies;
- Natural gas and biomethane as a vehicle fuel emits up to 83% less CO₂ than diesel and significantly reduces NOx and particulates emissions and, therefore, contributes to national and local air quality objectives;
- Contributes towards the establishment of a Bio-LNG Refuelling Station to allow further conversion of diesel HGVs operating from nearby distribution centres and thereby adding further to the air quality benefits of running on gas.