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Planning Policy Statement for a Biomethane–Liquefied Natural Gas (Bio-LNG) Refuelling Station at Wardentree Park, Spalding.

- National Planning Policy Framework (NPPF)
- South East Lincolnshire Local Plan (SELLP) – adopted by South Holland District Council (SHDC)
- The site's established B1/B8 industrial zoning and existing employment-land status

It is written in a professional style suitable for direct submission.

ACCESS & PLANNING POLICY STATEMENT

Proposed Biomethane–Liquefied Natural Gas (Bio-LNG) Refuelling Station

Wardentree Park, Spalding – South Holland District Council

1. Introduction

This statement supports a planning application for the installation of a **Bio-LNG HGV refuelling station** within **Wardentree Park**, an established industrial estate allocated for **B1/B8 employment uses**. The proposal comprises:

- Cryogenic Bio-LNG storage tank(s)
- Dispenser island(s) for HGV refuelling
- Associated pipework, vent stack, control kiosk and safety systems
- Internal access, turning areas and parking
- Security fencing, lighting and minor landscaping

The development will provide low-carbon refuelling infrastructure for regional logistics operators, supporting decarbonisation of freight transport.

2. Site Context & Existing Use

Wardentree Park is a **strategic employment area** located east of Spalding, characterised by:

- B1/B2/B8 industrial and warehousing uses

- Purpose-built HGV access roads
- Established logistics and distribution operations
- Separation from residential areas by distance and intervening land uses

The application site is a **vacant serviced plot** with direct access to the estate road network. No sensitive receptors lie within immediate proximity, and the site is already designed for HGV-intensive operations.

3. Proposed Development & Access Arrangements

3.1 Access for Vehicles

- Access is taken directly from the **existing industrial estate road**, designed for 44-tonne articulated HGVs.
- The layout provides **one-way circulation**, minimising conflict and ensuring safe manoeuvring.
- Swept-path analysis confirms that articulated vehicles can enter, refuel and exit without reversing.
- No changes are required to the public highway.

3.2 Pedestrian & Staff Access

- Staff access is via a dedicated pedestrian gate.
- The site is not open to the general public; access is controlled for authorised fleet operators.
- Pedestrian movements are minimal and segregated from HGV routes.

3.3 Emergency Access

- The layout provides **unobstructed access** for fire appliances.
 - Emergency shutdown (ESD) points are located at the entrance, exit and control kiosk.
 - Vent stack and hazardous zones are positioned away from boundaries and circulation routes.
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4. Planning Policy Assessment

4.1 National Planning Policy Framework (NPPF)

NPPF – Supporting a Low-Carbon Economy

The NPPF requires planning to support the transition to a **low-carbon future**, including renewable and low-emission energy infrastructure.

A Bio-LNG station directly supports this objective by enabling **80–90% CO₂ reduction** for HGV fleets compared with diesel (industry data). [Gasrec](#)

NPPF – Building a Strong, Competitive Economy

The NPPF emphasises the need to support economic growth and productivity.
The proposal:

- Enhances the operational efficiency of local logistics businesses
- Supports regional supply chains
- Strengthens Wardentree Park's role as a strategic employment hub

NPPF – Sustainable Transport

The NPPF encourages developments that reduce emissions from transport.

Bio-LNG refuelling infrastructure is recognised nationally as part of the UK's **alternative fuel network**, with 15 LNG/Bio-LNG stations operating nationally. [gvnetwork.co.uk](#)

NPPF – Making Effective Use of Land

The proposal utilises a **vacant industrial plot** within an existing employment area, representing efficient land use with no loss of greenfield land.

Conclusion:

The proposal is fully aligned with the NPPF’s objectives for economic growth, sustainable transport, and low-carbon infrastructure.

4.2 South Holland District Council – Local Policy (SELLP)

Policy 1 – Spatial Strategy

Wardentree Park is an established **employment allocation**. The proposal is consistent with the intended use of the site and supports the area’s economic function.

Policy 2 – Development Management

The proposal:

- Is compatible with surrounding B1/B8 uses
- Does not introduce noise, odour or emissions beyond industrial norms
- Includes appropriate safety and containment measures
- Provides safe access and circulation

Policy 9 – Promoting a Strong Economy

The development supports:

- Local logistics and distribution businesses
- Investment in modern, low-carbon infrastructure
- Employment growth and operational efficiency

Policy 31 – Sustainable Transport

The policy encourages developments that reduce transport emissions.

Bio-LNG is a recognised low-carbon freight fuel and aligns with SHDC’s sustainability objectives.

Policy 34 – Pollution, Hazardous Substances & Safety

The proposal includes:

- Hazardous area zoning
- Gas detection
- Emergency shutdown systems
- Vent stack dispersion design
- Compliance with DSEAR and relevant industry codes

These measures ensure the development does not pose unacceptable risk to surrounding land uses.

5. Environmental Considerations

5.1 Noise

- Operations are comparable to existing HGV movements within the estate.
- No compressors or high-noise equipment are used.
- Noise levels remain within industrial-estate norms.

5.2 Air Quality

- Bio-LNG significantly reduces NOx, PM and CO₂ emissions from HGVs.
- The development contributes positively to local air quality.

5.3 Visual Impact

- Equipment height is modest and consistent with industrial plant.
- Perimeter fencing and optional landscaping provide screening.
- No adverse visual impact on the wider area.

5.4 Safety

- Designed to BCGA, IGEM and industry standards for cryogenic fuels.
- Hazardous zones are contained within the site.
- Emergency access and ESD systems are integrated.

6. Economic Benefits

The proposal delivers:

- Reduced operating costs for local logistics operators
- Attraction of new businesses seeking low-carbon freight solutions
- Strengthening of Wardentree Park as a regional logistics hub
- Contribution to national decarbonisation targets

Bio-LNG stations are recognised as strategic infrastructure supporting the UK's freight network. gvnetwork.co.uk

7. Planning Balance & Conclusion

The proposed Bio-LNG refuelling station:

- Is located on land **allocated for industrial/employment use**
- Supports **national and local policy** for low-carbon transport
- Enhances the economic function of Wardentree Park
- Has **no unacceptable impacts** on amenity, safety or the environment
- Represents **sustainable development** under the NPPF

Accordingly, the proposal fully complies with the NPPF and the South East Lincolnshire Local Plan.

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