Town and Country Planning Act 1990 Form P2 (EIA)

Planning Permission

Name and address of applicant

Naylor Farms
Roman Bank
Moulton Seas End
Spalding
Lincolnshire
PE12 6LG

Name and address of agent (if any)

Portess and Richardson
193 Lincoln Road
Peterborough
PE1 2PL

Part I - Particulars of application

Date of application:
28 June 2024

Application No.
H17-1225-25
LCC Ref. No.
PL/0065/24

Particulars and location of development:

For a proposed Anaerobic Digestor Plant and associated buildings at Land to the East of Surfleet Bank and West of Woad Farm, Spalding

Part II - Particulars of decision

The Lincolnshire County Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 and having taken into consideration the environmental information submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 that **permission has been granted** for the carrying out of the development referred to in Part I hereof in accordance with the application and plans submitted subject to the following Biodiversity Net Gain Condition and Schedule of Conditions.

(A) The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for this development is deemed to have been granted subject to the condition ("the biodiversity gain condition") that development may not begin unless:

(a) a Biodiversity Gain Plan has been submitted to the planning authority; and;
(b) the planning authority has approved the plan.

Date: 9 September 2026

N McBride

County Offices, Newland,
Lincoln LN1 1YL

Head of Planning
Lincolnshire County Council

1. There may be pre-development conditions attached to this notice and if these are not complied with before development commences then you may not have been deemed to have been granted planning consent.

2. This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, bylaw, order or regulation.

Schedule of Conditions

Definition of Permission and Approved Documents and Plans

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission. Written notification of the date of commencement shall be sent to the Waste Planning Authority within seven days of commencement.

   Reason: This condition is required by Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out strictly in accordance with the details set out in the following documents and plans except as may be modified by conditions of this permission:

   Documents

   - Application Form – received 20 August 2024
   - Design & Access Statement – received 01 July 2024
   - Design & Access Statement Revised Pages 12&13 – received 05 March 2026
   - Highway Safety Personal Injury Accident Report – received 05 March 2026
   - Lighting Design Summary – received 05 March 2026
   - Lighting – Obtrusive Light Report – received 05 March 2026
   - Lighting Report – received 05 March 2026
   - Lighting Risk Assessment – received 05 March 2026
   - Machinery Additional Information Report – received 05 March 2026
   - Statement on Fire Fighting Strategy – received 01 July 2024
   - Travel Plan – received 15 April 2026
   - Written Scheme of Investigation for an Archaeological Trial-Trench Evaluation – received 16 June 2025
   - Environmental Statement – received 20 March 2026
   - Environmental Statement Appendix C – Environment Agency Response – received 01 December 2025
   - Environmental Statement Appendix C – Environmental Protection Approval in Principle – received 01 December 2025
   - Environmental Statement Appendix C – Environmental Protection Request
   - Environmental Statement Appendix D – Chapter 6 – Air Quality and Odour Supplementary Statement – received 19 March 2026
   - Environmental Statement Appendix D – Chapter 7 – Transport – received 21 November 2025
   - Environmental Statement Appendix D – Chapter 7 – Transport Assessment – received 21 November 2025
   - Environmental Statement Appendix D – Chapter 8 – Biodiversity Net Gain Assessment – received 21 November 2025
   - Environmental Statement Appendix D – Chapter 8 – Ecological Impact Assessment – received 21 November 2025

- Environmental Statement Appendix D – Chapter 8 – Water Vole Survey – received 21 November 2025
- Environmental Statement Appendix D – Chapter 9 – Archaeological Trial Trench Evaluation – received 05 December 2025
- Environmental Statement Appendix D – Chapter 9 Geophysical Survey Report – received 05 December 2025
- Environmental Statement Appendix D – Chapter 9 – Historic Environment Desk-Based Assessment – received 05 December 2025
- Environmental Statement Appendix D – Chapter 10 – LVIA Photographic Record – received 01 December 2025
- Environmental Statement Appendix D – Chapter 13 – Flood Risk Assessment – received 21 November 2025
- Environmental Statement Appendix D – Chapter 13 – Preliminary Drainage Statement – received 21 November 2025

Plans

- Drawing No – LP01 Revision B – Existing Location Plan – received 21 November 2025
- Drawing No – S01 Revision C – Existing Site Plan – received 21 November 2025
- Drawing No – P10 Revision A – Proposed AD Plant – received 05 March 2026
- Drawing No – P09 Revision A – Proposed AD Site Elevations – received 21 November 2025
- Drawing No – P08 Revision B – Proposed Digestate Processing – Plans & Elevs – received 21 November 2025
- Drawing No – P01 Revision E – Proposed Site Plan – received 05 March 2026
- Drawing No – P07 Revision B – Waste Transfer and Digestate Processing Plans – received 21 November 2025
- Baseline Habitat Map Version 1 – received 21 November 2025
- Layout – FCC Preliminary – received 01 July 2024
- Drawing No – 0360-JCE-00-SI-DR-C-3000 Rev P01 – received 01 July 2024
- Drawing No – 3249-D-01 – Proposed Outdoor Lighting and Illuminance Layout – received 05 March 2026

Reason: To ensure the development is carried out in accordance with the approved details.

3. Prior to the commencement of development, the means of delivering at least 10% Biodiversity Net Gain shall be submitted to, and agreed in writing by, the local planning authority in one of the following ways:

- onsite; or
- offsite and therefore prior to the commencement of development a s.106 legal agreement or conservation covenant shall be entered into to secure the delivery, management, monitoring and reporting of the BNG, including any fees associated with the monitoring arrangements; or
- through the provision of proof of the purchase of Habitat Bank Biodiversity Units (evidence to be submitted for approval); or

- through the provision of proof of the purchase of Statutory Biodiversity Credits (evidence to be submitted for approval); or
- a combination of the above, secured by the appropriate mechanism.
  The delivery of biodiversity net gain shall thereafter be carried out in accordance with the approved method.

4. The Biodiversity Gain Plan approved pursuant to the deemed Biodiversity Gain Condition shall be implemented in full.

5. Where the required Biodiversity Net Gain (BNG) of at least 10% is to be delivered onsite (whether in full or in part), prior to the commencement of development, a Habitat Management and Monitoring Plan (HMMP) shall be submitted to, and approved in writing by, the local planning authority. The HMMP shall include:

   (a) details of how the required BNG will be:

      (i) enhanced,

      (ii) created,

      (iii) retained (including making good any losses and replacement due to damage and / or failure),

      (iv) managed and maintained for a period of 30 years after the completion of development, and
      (v) monitored and reported to the local planning authority;

   (b) a timetable for the delivery of the required BNG and a definition of the completion of development that shall be the trigger point for the commencement of the management and monitoring arrangements;

   (c) details of when the BNG will be monitored and the arrangements for such monitoring to be reported to the local planning authority, including the mechanism for agreeing any fees related to the monitoring arrangements, as appropriate; and

   (d) provision for the review of the management and maintenance should the findings of the monitoring indicate that the approved approach requires amendment.

   The management and monitoring of the BNG shall be implemented in full in accordance with the approved HMMP.

   Reasons for conditions 3 to 5: To meet the requirements of the Biodiversity Gain Objective set out in paragraph 2 of Schedule 7A of the Town and Country Planning Act 1990 (as amended) and to meet the requirements of the deemed Biodiversity Gain Condition imposed by paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 (as amended).

6. Prior to the commencement of development, a Construction Management Plan and Method Statement shall be submitted to and approved by the Waste Planning Authority. The Plan and Statement shall indicate measures to mitigate the adverse impacts of vehicle activity and the means to manage drainage of the site during the construction stage of the permitted development. It shall include:

- The phasing of the development to include access construction;
- The on-site parking of all vehicles of site operatives and visitors;
- The on-site loading and unloading of all plant and materials;
- The on-site storage of all plant and materials used in constructing the development;
- Wheel washing facilities
- The routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material;
- A strategy detailing how surface water run off on and from the development would be managed during construction and protection measures for any sustainable drainage features. This should include drawings) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during construction;
- Details of external lighting (temporary and or permanent) to be used and mitigation to reduce light pollution;
- Details for the monitoring, management and mitigation of dust and air quality; and
- Details for the monitoring, management and mitigation of noise.

The approved Construction Management Plan and Method Statement shall thereafter be implemented in full.

Reason: In the interests of the local amenity and the safety and free passage of those using the adjacent public highway and to ensure that the development hereby permitted is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the development during construction.

7. Prior to commencement of the development a strategic water resource strategy shall be submitted to and approved in writing by the Waste Planning Authority, in consultation with Anglian Water. The strategy would confirm non-domestic water is available to serve the development and should explore innovative solutions to contribute to reducing overall water demand. The development shall be carried out in accordance with the approved strategy.

Reason: to ensure domestic water supply is not jeopardised and to protect water resources and ensure sustainable development.

8. Prior to the commencement of development, full details regarding the on-site package treatment plant and the plan for ongoing maintenance. Details must be submitted to and approved in writing by the Waste Planning Authority. The development shall be carried out in strict accordance with the approved package treatment plant details prior to first occupation and shall be retained as such thereafter.

Reason: To ensure satisfactory foul drainage from the development and to safeguard the receiving water body. This is a pre- commencement condition as the foul drainage needs to be agreed at the outset of the development.

9. Before the development is brought into use, one fire hydrant conforming to BS750-2012 within 90m of the premises shall be installed in accordance with Lincolnshire Fire and Rescue's (LFR) recommendations. Following installation, the applicant will provide the Waste Planning Authority with confirmation from LFR that the installation meets their required standards.

Reason: In the interest of fire safety for the proposed use.

Permitted Waste and Quantities

10. The total quantity of feedstock materials handled by the development shall not exceed 105,000 tonnes per annum. All materials brought to the site shall be weighed at a weighbridge and weigh bride records shall be retained for at least two years and be available for inspection by the Waste Planning Authority upon request.

Reason: To correspond with the waste feedstock materials and quantities for which planning permission was applied for and to ensure the impacts of the development have been appropriately assessed.

Hours of Operation

11. Except in emergencies to maintain safe working conditions (which shall be notified to the Waste Planning Authority as soon as practicable) no vehicles associated with the delivery and input of feedstock materials and export of final digestate shall access or egress the site except between 07:00 to 19:00 hours Monday to Saturday. The anaerobic digestion plant is permitted to operate continuously 24 hours a day.

Reason: In the interest s of limiting the effects of the development on local amenity and to define the permitted hours of operation.

12. The rating level of the noise emitted from fixed plant and equipment, loading and unloading of goods & mobile plant and vehicles located at the site shall not exceed 33dB during daytime period (07:00-23:00) and 28dB during the nighttime period (23:00-07:00) when determined 1m from most exposed façade at any premises used

for residential purposes surrounding the site when assessed in accordance with BS 4142:2014+A1(2019).

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

Access and Traffic

13. Prior to the commencement of development full details for the vehicular access to the public highway, including materials, specification of works and construction method shall be submitted to and for the approval of the Waste Planning Authority. No development other than the construction of the access shall be carried out until the access has been constructed in full and in accordance with the approved details.

Reason: In the interests of safety of the users of the public highway and the safety of the users of the site.

14. All laden vehicles carrying feedstocks/waste materials entering or leaving the site shall be sheeted or netted or carry their load in an otherwise enclosed load space.

Reason: To prevent debris spillage onto the highway.

15. The Trave Plan (received 14 April 2026) shall be implemented for the duration of the development.

Reason: To ensure the development is carried out in accordance with the aims and objectives of the Travel Plan.

Air Quality and Odour

16. Prior to the development being brought into use, an Air Quality and Odour Monitoring, Management and Mitigation Plan shall be submitted to and for the approval of the Waste Planning Authority.

Reason: In the interests of residential amenity.

17. The doors and windows of all buildings used to carry out operations associated with the handling, processing and storage of wastes shall be kept closed at all times except when required to be opened in connection with the movement of mobile plant and the delivery and dispatch and transferal of material to and from the buildings.

Reason: In order to ensure that noise and odour emissions arising from the development are in line with the levels cited in the application and to protect the amenity of the area.

18. No wastes or feedstock materials to be used or processed by the development hereby permitted shall be stored outside of the technical/reception building or the digestion tanks.

Reason: In order to ensure that odour emissions arising from the development are in line with the levels cited in the application.

Noise

19. Prior to the commencement of development, a detailed noise assessment specific to the operation of the anaerobic digestion plant and associated equipment, including noise management and mitigation measures, shall be submitted to and for the approval of the Waste Planning Authority. The development shall be carried out fully in accordance with the approved scheme.

Reason: in the interest of the local amenity.

20. The rating level of the noise emitted from industrial and manufacturing process, fixed plant and equipment, loading and unloading of goods and mobile plant and vehicles located at the site shall not exceed 33dB during daytime period (07:00-23:00) and 28dB during the nighttime period (23:00-07:00) when determined 1m from the most exposed façade at any premises used for residential purposes surrounding the site.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

Drainage

21. The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Waste Planning Authority.

The scheme shall:

- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide attenuation details and discharge rates which shall be restricted to greenfield run off rate;
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and

- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

The permitted development shall not accept any feedstock until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Protection of Surface Water and Groundwater

22. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound shall be at least equivalent to the capacity of the largest tank, or the capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and site glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework shall be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets shall be detailed to discharge downwards into the bund.

Reason: In the interests of the protection of groundwater and surface water.

Lighting and Visual Amenity

23. Lighting shall be installed in strict accordance with the Lighting Design Summary, Lighting – Obtrusive Light Report, Lighting Report, Lighting Risk Assessment and Proposed Outdoor Lighting and Illuminance Layout Plan (all received on 05 March 2026). No additional lighting shall be installed without prior approval from the Waste Planning Authority.

24. Prior to the construction of any buildings or tanks, the colour of the buildings and tanks shall be submitted to and for the approval of the Waste Planning Authority. The development shall be carried out in accordance with the approved details.

25. Prior to the development being brought into use, a detailed landscaping and tree planting scheme shall be submitted to and approved in writing by the Waste Planning Authority. Such a scheme shall include details of the numbers and species of trees and planting including replacement tree planting, and the approved scheme shall be carried out in its entirety in accordance with the approved details in the first available planting season following confirmation of the written approval from the Waste Planning Authority. Any trees which die, are removed or become seriously damaged or diseased within the ten-year aftercare period shall be replaced in the

next planting season with others of a similar size and species. Thereafter, the trees and landscaping details shall be implemented and maintained in accordance with the approved details.

26. The means of connection to the National Electricity Grid shall be by underground cable.

Reasons for conditions 23 to 26: In the interest of visual amenity.

Informative

Attention is drawn to:

(i) Biodiversity Gain Information

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition") that development may not begin unless:

(a) a Biodiversity Gain Plan has been submitted to the planning authority, and
(b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Lincolnshire County Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

The permission which has been granted has the effect of requiring or permitting the development to proceed in phases. The modifications in respect of the biodiversity gain condition which are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024 apply.

In summary: Biodiversity gain plans are required to be submitted to, and approved by, the planning authority before development may be begun (the overall plan), and before each phase of development may be begun (phase plans).

Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition

1. The application for planning permission was made before 12 February 2024.

2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.

3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and

(i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or

(ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.

4. The permission which has been granted is for development which is exempt being:

4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:

(i) the application for planning permission was made before 2 April 2024;

(ii) planning permission is granted which has effect before 2 April 2024; or

(iii) planning permission is granted on an application made under section 73 of the

Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).

4.2 Development below the de minimis threshold, meaning development which:

(i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and

(ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).

4.5 Self and Custom Build Development, meaning development which:

(i) consists of no more than 9 dwellings;

(ii) is carried out on a site which has an area no larger than 0.5 hectares; and

(iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

4.5 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.

* "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

Irreplaceable habitat

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans. The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

The effect of section 73(2D) of the Town and Country Planning Act 1990

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity

Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.
Those circumstances are that the conditions subject to which the section 73 permission is granted:

(i) do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and

(ii) in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

(ii) Highways and Lead Local Flood Authority Consultation response received 22 April 2026.

(iii) Please see the Biodiversity Gain Plan template produced by DEFRA for information on how to comply with the deemed Biodiversity Gain Plan condition: https://www.gov.uk/government/publications/biodiversity-gain-plan

(iv) Where Biodiversity Net Gain is proposed to be delivered offsite by the developer, and not through Habitat Bank Units or Purchase of Statutory Biodiversity Credits, it may be necessary to secure the necessary delivery, management, monitoring and reporting arrangements (through a Habitat Management and Monitoring Plan) through a s.106 legal agreement. Please contact Planning Services for further information and to discuss this.

(v) In those circumstances in which the local planning authority will need to charge fees in relation to the monitoring of Biodiversity Net Gain in accordance with the approved Habitat Management and Monitoring Plan, it will be necessary to enter into a s.106 legal agreement to secure the payment of such fees. Please contact Planning Services for further information and to discuss this.

(vi) Please see the Habitat Management and Monitoring Plan template produced by Natural England / DEFRA for information on how to comply with the requirements of condition 5.

https://publications.naturalengland.org.uk/publication/5813530037846016

(vii) The validity of the grant of planning permission may be challenged by Judicial review proceedings in the Administrative Court of the High Court such proceedings will be concerned with the legality of the decision rather than its merits. Proceedings may only be brought by a person with sufficient interest in the subject matter. Any proceedings shall be brought promptly and within six weeks from the date of the planning permission. What is prompt will depend on the circumstances of the particular case but promptness may require proceedings to be brought at some time before the six weeks has expired.

Whilst the time limit may be extended if there is good reason to do so, such extensions of time are exceptional. Any person considering bringing proceedings should therefore seek legal advice as soon as possible. The detailed procedural requirements are set out in the Civil Procedure Rules Part 54 and the Practice Directive of these Rules.

(viii) In dealing with this application the Waste Planning Authority has worked with the applicant in a positive and proactive manner by processing the application efficiently so as to prevent any unnecessary delay. This approach ensures the application is handled in a positive way to foster the delivery of sustainable development which is consistent with the requirements of the National Planning Policy Framework and as required by Article 35(2) of the Town & Country Planning (Development Management Procedure)(England) Order 2015.

1. If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78 of the Town and Country Planning Act 1990, within six months of receipt of this notice. (Appeals must be made either electronically via the Planning Portal at www.gov.uk/government/organisations/planning-inspectorate or by using a form which can be obtained by contacting the Customer Support Team on 0303 444 00 00). The Secretary of State has a power to allow a longer period for the giving notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving of a notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to them that permission for the proposed development could not have been granted by the local planning authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements, to the provisions of the development order, and to any directions given under the order. The Secretary of State does not in practice refuse to entertain appeals solely because the decision of the local planning authority was based on a direction given by them. Please note, only the applicant possesses the right of appeal.

2. Applicants that want a planning appeal to follow the Inquiry procedure should notify the local planning authority and the Planning Inspectorate at least 10 working days before submitting their planning appeal. Further information and a copy of the template notification form can be found here: https://www.gov.uk/government/publications/notification-of-intention-to-submit-an-appeal

   The form should be emailed to Lincolnshire County Council at dev_planningenquiries@lincolnshire.gov.uk and the Planning Inspectorate at inquiryappeals@planninginspectorate.gov.uk

3. If permission to develop land is refused or granted subject to conditions, whether by the local planning authority or by the Secretary of State, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by carrying out of any development which has been or would be permitted, they may serve on the council of the district in which the land is situated a purchase notice requiring that council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

4. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1

HIGHWAY AND LEAD LOCAL FLOOD AUTHORITY RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Lincolnshire County Council
Application number: PL/0065/24
Application Type: Full-Major
Proposal: For a proposed Anaerobic Digestor Plant and associated buildings
Location: Land to the East of Surfleet Bank and West of Woad Farm, Spalding
Response Date: 22 April 2026
Response by: Samantha Legg

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

Outline applications and contributions

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.

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:

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.

No objection subject to:

(a) Planning Conditions and Informatives

Introduction/Site Location

The site is on land to the East of Surfleet Bank and West of Woad Farm, Spalding – Surfleet Bank is a 'C' class road which is an adopted highway. The road is roughly aligned north south and provides a connection between the A16 to the northwest of the site, and the commercial premises, houses, farms and fields to the east and south of the site. Surfleet Bank has a single carriageway approximately 7.3m in width in the vicinity of the site access, flanked by verges either side. The site is currently used for agricultural use.

Site Layout

The road geometry at the access location is of suitable width to allow two-way movement of all traffic. Swept paths have been provided and work satisfactorily. With staff shift patterns there will be at the most 31 members of staff on site at the same time and they are proposing 40 parking spaces (4 disabled and 3 EV). The access to the site will be constructed to Lincolnshire County Council Specification details of which are to be approved prior to construction.

Existing Conditions

Turning into Surfleet Bank from the A16 there is a ghost island right turn lane. The road narrows to around 4.1m a short distance south of the access – this is only suitable to allow a car/van to pass another car/van with HGV's needing to use a passing place. Routing will be conditioned so that HGV's enter and leave the site via the A16. The road does not benefit from street lighting and is subject to the national speed limit of 60mph but due to its narrowness and bends in the alignment actual traffic speeds are much lower. There is an existing footway from site entrance that provides a connection to Gosberton Bank over the A16 via a pedestrian refuge. Very few people will walk to site due to the rural nature. Most people will drive to site and there are no cycle facilities in the area. The nearest bus stop is on Newlands Road, Surfleet Seas End which is approximately 1.9km from the site and pedestrian infrastructure on Surfleet Bank is not ideal for accessing the stops. The use of a minibus to collect/drop off staff at locations within nearby areas is encouraged and detailed in the Travel Plan.

Highway safety
A delivery management plan should be conditioned. There are no recorded personal injury accidents within the vicinity of the site.

Highway capacity
52 members of staff would typically work on-site on a weekday on shifts. There will be a total of 84 staff movements per day with the peak hours being 0700-0800 of 11 movements.

It is estimated that the average daily traffic on Surfleet Bank is 120 vehicles per day. DFT survey data reveals that the 2024 average daily traffic on the A16 to the south of Surfleet Bank to be 16,745 vehicles per day with 10.6% of these being HGV's or buses. When assessing the TEMPRO Growth factor with and without development the figures are not severe.

The volume of construction traffic is currently unknown but has been estimated based on a similar project – the construction period will last approximately 8 months, with construction hours being 0700-1900 hrs. Traffic associated with staff and deliveries will be an average of 15 car, van or minibus arrivals per day and HGV traffic averaging at 12 arrivals per day. It is anticipated that all construction traffic will travel to/from the A16 via Surfleet Bank.

With Input and output from the site - the daily movements will equate to 84 car movements and 35.2 HGV movements. AM peak hour there would be 11 car movements and around 3 HGV movements (assuming a 12hour working day) and in the PM peak hour there would be 8 car movements and around 3 HGV movements.

The RFC's fall well within capacity and does not represent any capacity issues on the existing highway network.

There is no precise definition of "severe" with regards to NPPF Paragraph 116, which advises 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." Planning Inspector's decisions regarding severity are specific to the locations of each proposal, but have common considerations:

- The highway network is over-capacity, usually for period extending beyond the peak hours
- The level of provision of alternative transport modes
- Whether the level of queuing on the network causes safety issues

In view of these criteria, the Highways and Lead Local Flood Authority does not consider that this proposal would result in a severe impact with regard to NPPF.

Travel Plan
A Travel Plan has been submitted and approved by our Travel Plan team. For an application that requires a Travel Plan we require £5000.00 contribution towards the staffing costs of monitoring the implementation and the outcomes/results of the Travel Plan. The Travel Plan Officer will work with the Applicant on strategies to improve the outcomes if targets are not being met.

Flood Risk and Drainage
The site is in flood zone 3 - in general the site has a very low risk of surface water flooding. Surface water run off will be managed so that storm water from the development will not affect any adjoining properties or increase flood risk elsewhere.

The Flood Risk Assessment details that there is no recommended minimum FFL as the building will be built with refuse points and flood resilient construction. Flood levels in the 1 in 100 year + Climate change typically ranges from 0 to 250mm across the general site's elevation. Given the limited depth to the existing ditch, it is proposed that the floors are to be raised approximately 300mm above existing levels to ensure that a surface water gravity solution is feasible

The site can be drained using sustainable drainage at an appropriate level for the development, and although the final method has been not decided there are viable options that have been provided. The flow offsite will be restricted to a maximum of 8.0l/s. The site is restricted below the greenfield QBar and pumpable catchment for the contributing area. Maximum water depth in the basin is less than 0.45m – subject to levels and detailed design. Water quality will be managed through the SuDs present on site, predominantly the large basin and the swales. A full maintenance strategy will be developed at detailed design stage.

The IDB have confirmed that the proposed discharge into the system is agreeable with the Board in principle but requires an application for consent to discharge surface water being made prior to connection.

Planning Conditions:

HP00 – Prior to commencement of development, the means of securing the delivery, management and monitoring of the effectiveness of the Travel Plan, including the mechanism for delivering the fees associated with the monitoring arrangements, shall be submitted to and agreed in writing by the County Planning Authority and thereafter the development shall be carried out in accordance with the approved details.

Reason – To ensure the development is carried out in accordance with the Travel Plan and the requirements of the National Planning Policy Framework.

Highway Condition 00

The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that shall first be approved in writing by the Local Planning Authority. The Plan and Statement shall indicate measures to mitigate the adverse impacts of vehicle activity and the means to manage the drainage of the site during the construction stage of the permitted development. It shall include;

- the phasing of the development to include access construction;
- the on-site parking of all vehicles of site operatives and visitors;
- the on-site loading and unloading of all plant and materials;
- the on-site storage of all plant and materials used in constructing the development;

• wheel washing facilities;
• the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material and;
• strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during construction.

Reason: In the interests of the safety and free passage of those using the adjacent public highway and to ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction.

Highway Condition 33

The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority.

The scheme shall:

• be based on verified groundwater levels and seasonal variations, as evidenced through on-site monitoring conducted over a six-month winter period;
• be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
• provide flood exceedance routing for storm event greater than 1 in 100 year;
• provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
• provide attenuation details and discharge rates which shall be restricted to greenfield run off rate;
• provide details of the timetable for and any phasing of implementation for the drainage scheme; and
• provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No dwelling/ no part of the development shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Highway Condition 11A

Prior to any construction works on site further details relating to the vehicular access to the public highway, including materials, specification of works and construction method shall be submitted to the Local Planning Authority for approval. The approved details shall be implemented on site before construction of the development and thereafter retained at all times.

Reason: In the interests of safety of the users of the public highway and the safety of the users of the site.

Highway Condition 00
The operation and construction of the development hereby permitted shall be undertaken in accordance with a Material Delivery Plan that shall first be approved in writing by the Local Planning Authority. The plan shall include details of the route to be taken by delivery vehicles to access and egress the site.

Reason: In the interests of the safety and free passage of those using the public highway.

Informatives

Highway Informative 03

The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. Any traffic management required to undertake works within the highway will be subject to agreement. The access must be constructed in accordance with a current specification issued by the Highway Authority. Any requirement to relocate existing apparatus, underground services, or street furniture because of the installation of an access will be the responsibility, and cost, of the applicant and must be agreed prior to a vehicle access application. The application form, costs and guidance documentation can be found on the Highway Authority's website, accessible via the following link: https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb.

Highway Informative 08

Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections, Section 50 licences and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works. For further guidance please visit the Highway Authority's website via the following link: Traffic Management - https://www.lincolnshire.gov.uk/traffic-management

Highway Informative 02

In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.

Officer's Name: Samantha Legg
Officer's Title: Principal Development Management Officer
Date: 22 April 2026

Lincolnshire COUNTY COUNCIL
Working for a better future

Open Report on behalf of Andy Gutherson - Executive Director for Place

Report to:	**Planning and Regulation Committee**
Date:	**11 May 2026**
Subject:	**County Matter Application - H17-1225-25**

Summary:

Planning permission is sought by Naylor Farms (Agent: Portess and Richardson) for a proposed Anaerobic Digestor Plant and associated buildings at Land to the East of Surfleet Bank and West of Woad Farm, Spalding.

Recommendation:

Following consideration of the relevant development plan policies and the comments received through consultation and publicity it is recommended that conditional planning permission be granted subject to the applicant entering into a S106 legal agreement to secure:

- The provision of a Habitats Management and Monitoring Plan;
- The payment of fees to cover the cost of the County Council in monitoring of the Habitats Management and Monitoring Plan;
- Routing agreement directing all HGV traffic to access and egress the site only via the A16 junction and the northern section of Surfleet Bank; and
- The payment of fees to cover the cost of the Local Highways Authority in monitoring the Travel Plan.

1.0 The Application

1.1 Proposal

1.1.1 Planning permission is sought by Naylor Farms (Agent: Portess and Richardson) for a proposed anaerobic digester plant and associated buildings. The reason for bringing the application to the Committee is that the application is Environmental impact Assessment development which requires determination by the Planning Committee. The application is seeking to install an anaerobic digestion (AD) plant

with capacity to produce approximately 70Gwh of biomethane gas (which would be fed directly into the grid on site) and 8Gwh of electrical power. The proposed development site is currently arable farmland. The overall site area for the anaerobic digestion process would measure just over 3.3 hectares (ha) (33,409 sqm) set within a bunded enclosure. The overall area of the application site, inclusive of landscaping, balancing ponds and biodiversity enhancements extends to approximately 6.8ha (68,920 sqm).



Figure 1: Site Location

1.2 Feedstock

1.2.1 It is proposed that the major waste streams would be non-hazardous commercial food waste, originating from processing, packaging and retailing food with the possibility of some crop residues from local farms to produce renewable energy and digestate to be used locally as natural fertiliser.

1.2.2 Feedstock would vary throughout the year, and which can be seasonally sensitive. The current available feedstock include:

- Food waste to be de-packaged
- Residue from food manufacturing processes
- Food processing effluents and fat traps
- Commercial fruit and vegetables – spoiled, offcuts, remnants and past sell by date

1.2.3 Digestate volumes would vary with the quality of feedstock with c. 10-15% of the digestate recirculated. The following co-product materials would be taken off site either for further processing or for use locally.

Product	**Amount**
Wet Digestate	61000 te
Dry Digestate	16600 te
CO_2	11300 te
Packaging	3000 te

1.3 Digestate

1.3.1 The by-product generated at the end of the AD process, made up of two components: a solid fraction and a liquid fraction. The solid portion is separated from the liquid using a screw press. It is a fibrous, compost-like material that can be used on farmland as an organic fertiliser. The liquid fraction contains valuable nutrients including nitrogen, potassium and phosphorus, making it suitable for use as a fertiliser. The applicant asserts that utilising digestate on agricultural land can reduce the need for nitrogen fertilisers derived from fossil fuels, a significant proportion of which are currently imported to the UK, thereby supporting more sustainable and locally sourced nutrient management.

1.4 Carbon dioxide

1.4.1 The digestion process also generates CO_2. Historically, most UK CO_2 supply was produced as a by-product of domestic nitrogen fertiliser manufacturing. However, rising energy costs significantly reduced UK fertiliser production, resulting in a major drop in associated CO_2 output and increasing reliance on imports for the food and drinks industry. The proposed development includes the capture, upgrading and quality assurance of CO_2 to food grade standards. The applicant states that producing renewable, locally sourced CO_2 would strengthen UK food security, reduce import dependency, support local businesses and lower the carbon footprint of food production systems.

1.5 Packaging

1.5.1 Packaging types and volumes would depend on what is processed once the plant becomes operational. The ethos of the applicant is to ensure that there is zero waste to landfill from the process and it is intended that downstream uses would be found for all materials.

2.0 Scale and Appearance

2.1 The proposed AD site would include equipment and buildings to support the development. The main elements of the infrastructure are detailed below:

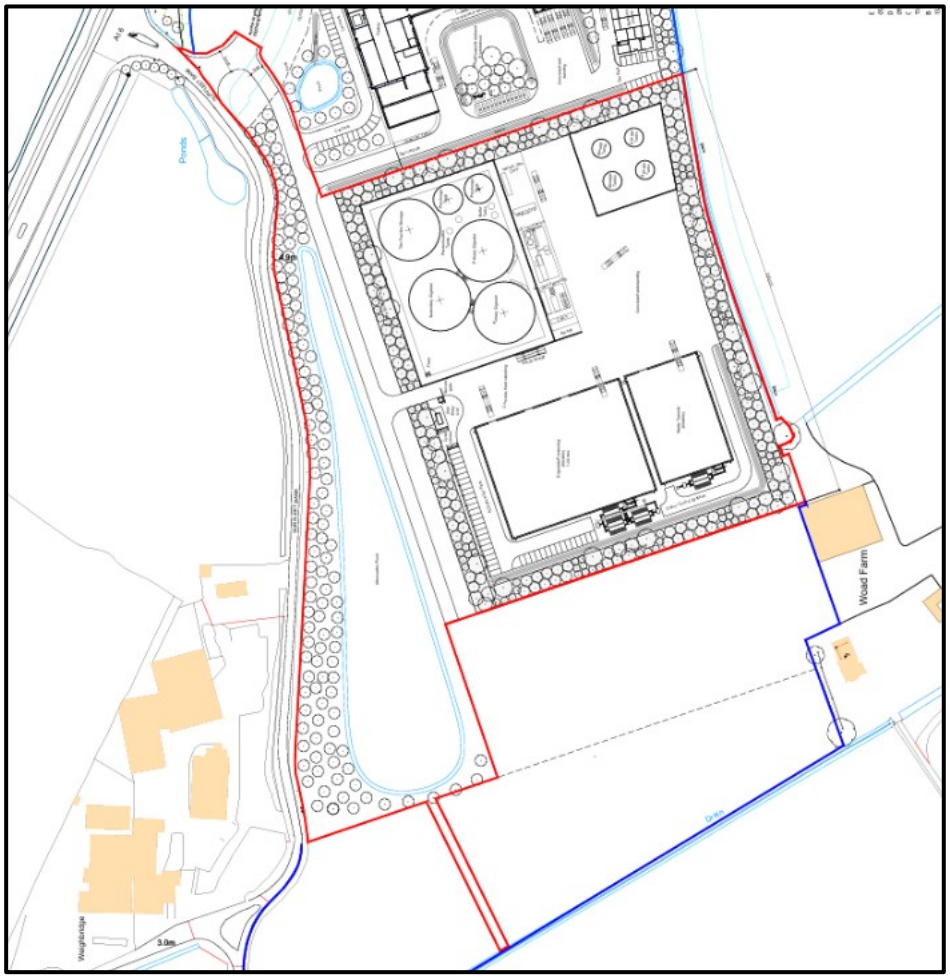


Figure 2. Proposed site layout

2.2 The site is irregular in shape but predominantly rectangular in form. The anaerobic digestion (AD) plant, including the digesters and storage tanks, would be situated toward the northern part of the site, with the associated buildings positioned to the south. An attenuation pond is proposed to the west. Landscaping would be incorporated around the perimeter of the development.

2.3 Staff and visitor parking would be provided to the south and west of the Digestate Processing Building, accommodating 40 car parking spaces (including electric vehicle charging points), designated motorcycle parking, and 28 covered cycle spaces.

2.4 The main plant and equipment that would make up the development are as follows:

- 2x Primary digester tanks

- 1x Secondary digester tank
- 1x Thin Fraction Storage Tank
- 2x Pre-storage Tanks
- 2x Pasteurisation Tanks
- 2x Buffer Tanks
- 4x Storage Tanks
- Flare
- Natural Gas CHP
- O_2 Generator
- Heating Unit
- Control Unit
- CO_2 Liquefaction
- Bio Gas Upgrading
- Weighbridge
- Cabin
- Grid Energy Unit

2.5 The reception building would be a maximum of 11.3m high to the ridge, 40m wide and 60m long and has been designed to enable delivery vehicles to tip inside of the building.

2.6 The digestate processing building would be located adjacent to the reception building and would measure approximately 62m in length, 80m in width, with an overall height of 12.45m.

2.7 The buildings would be clad in plastisol coated profiled steel sheeting/cladding panels and would be either green or light grey in colour (to be agreed with the Waste Planning Authority post determination and prior to construction), with low profile roofs and hidden gutters. Both buildings would have negative pressure and high-speed shutters to control odours and pests.

2.8 The AD tanks would be a maximum of 16m in height, including the dome, and would be the tallest structure within the application site. They would have a diameter of 32m and would be constructed from steel and would be light grey in colour.

2.9 The AD plant area would be surrounded by an impermeable pre cast concrete wall to provide secondary containment to the site area and would be designed in accordance with the Environment Agency requirements to provide capacity for at least 110% of the largest tank or 25% of the total tankage volume, whichever is the greater. The flare would be located to the southwest of the AD tanks and the CHP and gas upgrade area would be located directly to the east of the bunded AD area.

2.10 Site Access – the applicant proposes to provide a new vehicular access off Surfleet Bank, located approximately 50m east of the junction with the A16 with adequate

visibility splays and turning circles. The main access off the A16 would remain unchanged.

2.11 Operating Hours and Employment - the applicant proposes that the development would operate 24 hours per day, seven days per week and would create 51 full-time equivalent permanent jobs, broken down in the table below:

Operation	**No. People**	**Hours**
AD Plant	4	Across 2 shifts
Waste Transfer	20	Across 2 shifts 5 days per week
Digestate Processing	10	Across 2 shifts
Weighbridge	2	8 hours

2.12 In addition, there would be overnight, weekend cover/monitoring staff during the digestate process.

2.13 The AD Process: Anaerobic digestion (AD) is a natural process in which plant and animal materials (biomass) are broken down by microorganisms in the absence of oxygen. The process begins when biomass is placed into an airtight tank, known as a digester.

2.14 During digestion, naturally occurring microorganisms break down the biomass and produce a methane rich biogas. This biogas can be used to generate renewable heat and power, reducing reliance on fossil fuels and lowering greenhouse gas emissions. The remaining material, known as digestate, is nutrient rich and can be used as a fertiliser.

2.15 A wide range of feedstocks is suitable for AD, including food waste, slurry, manure, crops, and crop residues. The facilities at Surfleet would be primarily designed to process waste arising from households, farms, supermarkets, and food processing operations.

2.16 AD is an established technology, having been used in the UK since the late 19th century. In recent years, an increasing number of AD plants have been developed across the country, including within Lincolnshire, to support the generation of clean, renewable energy. The AD process also contributes to diverting waste from landfill.

3.0 Environmental Impact Assessment

3.1 This application is also subject of an Environmental Impact Assessment which has been prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). An Environmental Statement (ES) has therefore been submitted in support of the application which assesses the potential impacts of the development together with the mitigation measures proposed to avoid, reduce and if possible, remedy any significant

adverse impacts. The content of the ES is considered to be compliant and meet the requirements of the EIA Regulations.

3.2 The ES provides an overview and description of the proposed development and summarises the findings of various technical assessments that have been carried out which have assessed the impacts of the development on a range of different environmental topics, issues and matters. A Non tech summary accompanies the application and provides an outline and brief summary of the content of each of the chapters contained within the ES, this is summarised below:

3.3 **Chapter 1: Introduction** - gives a brief overview of the background to this proposal and gives a description of the technical specialists involved in the production of the ES.

3.4 **Chapter 2: Environmental Statement Scope and Context** - explains what the ES covers, why it covers it, and how the assessment has been undertaken. It defines the methodology, scope, technical chapters, regulatory basis and limitations of the Environmental Impact Assessment.

3.5 **Chapter 3: Site and Setting: Baseline** - provides a factual description of the site's current condition, land use, environmental context, ecological sensitivities, and flood risk. Its purpose is to establish the baseline against which all environmental impacts of the proposed development will be assessed.

3.6 **Chapter 4: Existing Operation** - this chapter outlines the existing agricultural use of the site to establish a baseline understanding of land management, soil disturbance, and recent cropping history, which is essential for evaluating environmental effects and informing other technical assessments.

3.7 **Chapter 5: Proposed Scheme** - this chapter defines exactly what the development is (as summarised above), how it would work, where it would be located, why it has been designed in this way, and what benefits it would bring. It provides the essential project description against which all environmental impacts are assessed.

3.8 **Chapter 6: Air Quality, Odour and Dust Emissions** - this chapter considers the potential effects of the development on air quality as a result of the construction and operation of the facility which includes dust and odours from the development.

3.8.1 Atmospheric emissions associated with the development have the potential to cause air quality and odour impacts at sensitive locations. A dispersion model, which combined meteorological data, was produced to determine potential air quality and odour impacts. Impacts at sensitive receptor locations were quantified and the maximum predicted results over a five-year period were assessed against Institute of Air Quality Management (IAQM) criteria.

3.8.2 An assessment was undertaken to determine baseline conditions at chosen sensitive receptors and assess potential effects as a result of the proposal. Background levels at the sensitive ecological receptors were obtained from the UK Air Pollution Information System (APIS) website. The closest residential properties were identified as the most sensitive human receptors, with the closest property located off Surfleet Bank to the west of the site at approximately 30mdistance.

3.8.3 The closest ecological receptors were also considered in the assessment, with the closest being located approximately 330m to the southwest of the proposed development.

3.8.4 Both human and ecological receptors are identified in Figures 3 and 4. Below.

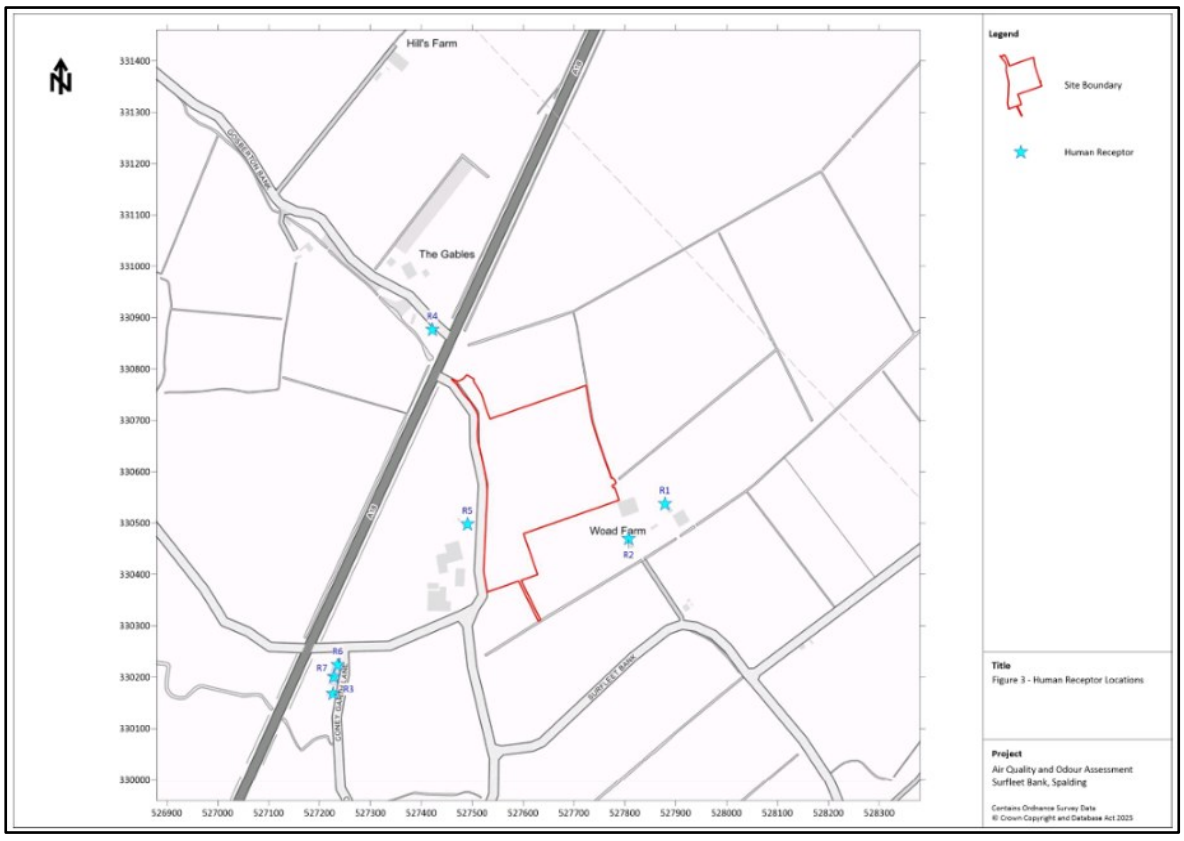


Figure 3. Identified Human Receptor Locations

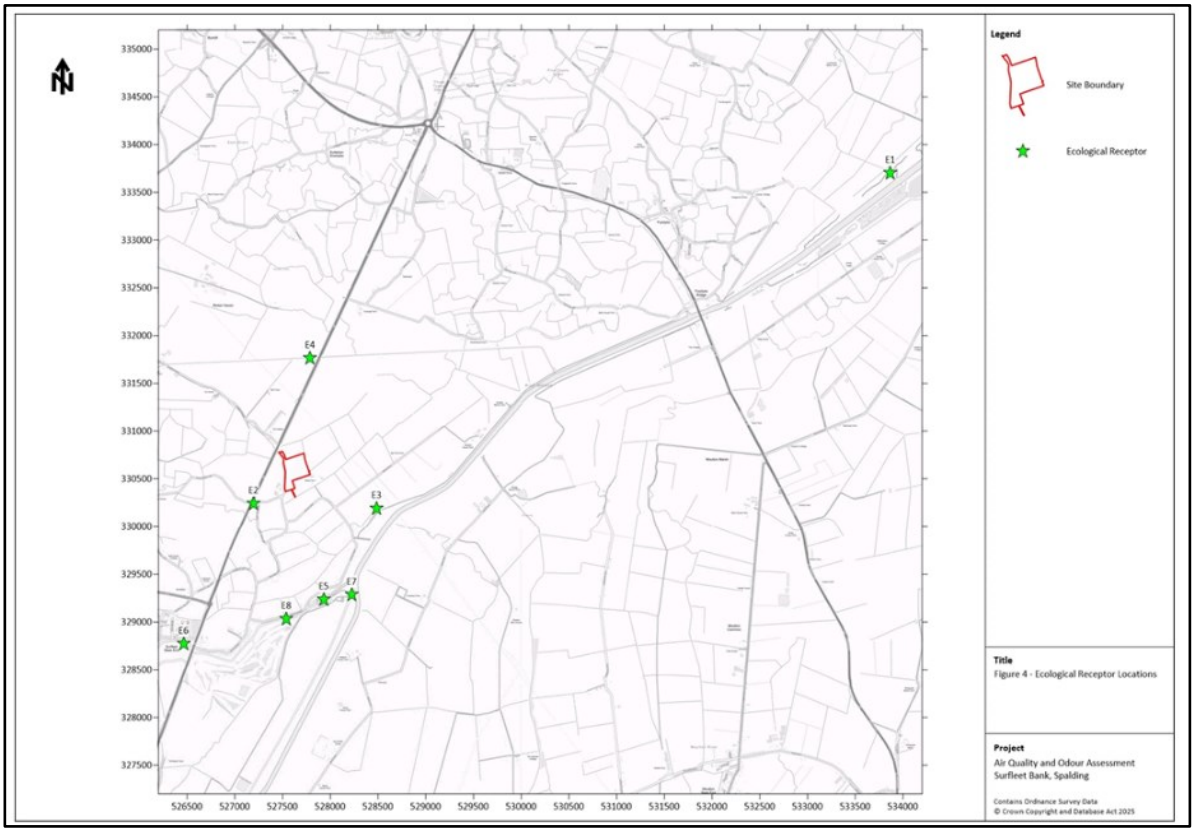


Figure 4. Identified Ecological Receptor Locations

3.8.5 The proposal incorporates integrated mitigation measures to control atmospheric emissions during operation. These include a 10m high stack to disperse CHP combustion emissions, two 13m high stacks to disperse residual odour from the OCUs, closed-system feedstock transfer to the digesters and after-digesters, negative pressure operation within reception and digestate processing buildings to control odour and dust, and fully enclosed additional feedstock storage, where required, to minimise odour emissions.

3.8.6 The report assesses and considers potential air quality and odour impacts during construction and operation with, potential dust emissions assessed using the IAQM methodology. With the implementation of appropriate dust control measures, impact from earthworks, construction activities and track-out were predicted to be not significant.

3.8.7 Operational impacts from traffic emissions were assessed in accordance with IAQM guidance and were also predicted to be not significant. Dispersion modelling of combustion emissions from the CHP unit demonstrated no significant effects at nearby human or ecological receptors.

3.8.8 Potential odour impacts were assessed through dispersion modelling and found to be not significant at all identified sensitive receptors. The risk of operational fugitive dust emissions was similarly assessed and determined to be not significant.

3.8.9 Overall, residual air quality and odour effects arising from the proposed development are predicted to be not significant when assessed against relevant guidance.

3.9 **Chapter 7: Traffic and Transport** - this chapter describes the findings of a Transport Assessment (TA) which examines the relationship between the development and the local highway network, its potential effect on that network and the need to provide improvements to infrastructure and services to accommodate the proposed development.

3.9.1 A Traffic and Transport Assessment has been undertaken as part of the ES. Onsite observations confirm that the local highway network is operating safely and without capacity issues. The proposed development is expected to generate approximately 11 car movements and three HGV movements per hour during peak periods, with similar levels anticipated during construction. Given the design of the site access, the modest traffic volumes, and the low current usage of Surfleet Bank, the access junction is expected to continue operating safely and within capacity.

3.9.2 The applicant states that the small increase in traffic would not materially affect highway capacity or road safety beyond the site access, even when factoring in background growth and committed development. Traffic impacts further afield would be minimal and effectively imperceptible. The proposal includes 40 car parking spaces, of which would include accessible spaces and electric vehicle charging spaces. This provision is considered adequate to accommodate staff demand, including shift changes, and visitor parking.

3.9.3 A Travel Plan, prepared by Northern Transport Planning has been submitted in support of the application. The Travel Plan has been updated to address comments previously received by the Highways Authority.

3.9.4 The development would employ up to 52 staff on a typical weekday, operating across multiple shift patterns, including night-time working. The site is located within a rural location approximately 8.5km north of Spalding and accessed via Surfleet Bank.

3.9.5 The Travel Plan has been prepared with reference to the National Planning Policy Framework, Planning Practice Guidance, the Central Lincolnshire Local Plan and the Lincolnshire Local Transport Plan 5, all of which recognise that rural employment sites may not be well served by sustainable transport modes but should seek to minimise car reliance where reasonably practicable.

3.9.6 The Travel Plan confirms that the site is not well served by sustainable transport modes:

- There is limited pedestrian infrastructure on Surfleet Bank, no street lighting and only a small residential area within walking distance.

- Cycling opportunities are limited, although some residential areas lie within a 5km cycle catchment.

- The nearest bus stops are approximately 1.9km from the site and are not easily accessible by foot.

3.9.7 As a result, staff travel is expected to be predominantly car-based, which is consistent with the rural nature of the location.

3.9.8 Baseline modal split figures derived from 2021 Census data for the relevant workplace zone (South Holland 001) identify that:

- 82.6% of journeys to work are made as a driver of a car or van;
- 5.8% are made as a passenger; and
- Use of walking, cycling and public transport is low.

3.9.9 These figures would be reviewed and confirmed through a baseline staff travel survey following first occupation.

3.9.10 The Travel Plan proposes a proportionate package of management and mitigation measures including:

- The appointment of a Travel Plan Coordinator (TPC) responsible for implementation, monitoring and liaison with Lincolnshire County Council;

- A Travel Plan fund, including a £5,000 contribution towards Lincolnshire County Council monitoring costs to be secured via a Section 106 obligation;

- Provision of travel information to staff and visitors, including personalised journey planning;

- Secure cycle parking;

- Promotion of walking, cycling and the Cycle to Work Scheme;

- Investigation of a staff minibus service from nearby settlements, subject to demand; and

- Promotion of car sharing, including participation in area-wide car share schemes.

3.9.11 The Travel Plan includes a commitment to reduce single-occupancy car journeys by 10% over a five-year period, based on the agreed baseline. Monitoring would be undertaken through:

- A baseline survey within one month of first occupation;
- Annual staff travel surveys for five years;

- Annual Travel Plan monitoring reports submitted to the Highway Authority; and

- Review and strengthening of measures if targets are not being met.

3.10 **Chapter 8: Biodiversity Net Gain Assessment and Ecology** - this chapter presents an assessment of the likely significant effects of the development with respect to Ecology and Biodiversity.

3.10.1 A Biodiversity Net Gain Assessment has been carried out in relation to the proposed development. It identified that the proposed development would result in a net gain in habitat biodiversity of +13.14% (+1.93 habitat units), a net gain in hedgerow biodiversity of +0.12 hedgerow units (zero baseline, no percentage available), and a net gain in watercourse biodiversity of +15.29% (+0.22 watercourse units).

3.10.2 An ecological survey was undertaken at the site. It identified that there are no statutory designated sites are located within 2km of the site. The nearest statutory designation is Surfleet Lows SSSI, situated approximately 2.7km to the southwest. Given the ecological requirements and foraging ranges of waterfowl and wading birds, The Wash SPA/Ramsar/NNR/SSSI and The Wash & North Norfolk Coast SAC, located 6.7km to the east, has also been considered. The site lies within the Impact Risk Zones (IRZs) for these designations in relation to air pollution and potential discharges; therefore, it is acknowledged that consultation with Natural England is required.

3.10.3 Within a 2km radius, seven Local Wildlife Sites (LWS) were identified, the closest being the A16 Verges North of the River Glen LWS, approximately 300m southwest. The site itself comprises agricultural land with grassland margins, small grassland areas, bare ground, mixed scrub, nonnative and ornamental hedgerows, wet ditches, and scattered trees. These features provide only limited opportunities for foraging, commuting, or sheltering wildlife.

3.10.4 A water vole and badger survey was undertaken on 20 July 2025 in warm, dry, and still conditions (21–25°C). No evidence of water vole was recorded, largely due to many ditches and drains being dry at the time of survey; however, these habitats would be suitable for the species during wetter periods. No badger setts or field signs were identified, although the site offers suitable foraging habitat and occasional use by badgers cannot be ruled out.

3.10.5 It is anticipated that final details of mitigation and enhancement would be agreed with the Waste Planning Authority and be delivered through appropriately worded planning condition. A Construction Environment Management Plan would also be agreed, to mitigate any impacts at the construction phase.

3.11 **Chapter 9: Archaeology and Heritage** - this chapter assesses the archaeology likely to exist within the footprint of the site and heritage assets which lie within close proximity and may be affected by the development.

3.11.1 Baseline conditions were established through a combination of desk based research including a search of the Historic Environment Record, archives, aerial photography, LiDAR data, etc and a walkover survey of the site. All known archaeological resources within the development boundary and designated heritage assets (i.e. Listed buildings, Scheduled Monuments and conservation areas) within a 1km radius have been considered in the assessment.

3.11.2 A search of heritage assets within a 1km radius of the site revealed that there is no known evidence of prehistoric, Roman or Saxon activity. There are a total of 14 monuments listed on the Lincolnshire HER, within 1km of the site, which are heritage assets of post-medieval and later date. Two historic farmsteads lie close to the application site. Woad Farm, located just beyond the southeast corner, is a partially surviving 19th century farmstead arranged around an Fplan courtyard. The farmhouse remains detached, although several traditional buildings have been lost and a large modern shed is now present. A second, unnamed 19th century farmstead lies adjacent to the southwest corner of the site. It features an Lplan courtyard with detached buildings forming the third side, but only the farmhouse survives as a historic structure; the remainder of the complex has been replaced with large modern sheds. This former farmstead now forms part of the existing depot.

3.11.3 2020 satellite imaging shows that all the field boundaries within the site have disappeared, so that it occupies most of a single field of roughly rectangular shape. This image also shows very clearly the outline of channels meandering across the field east of the site. These appear to cross the site itself, although the outline here is less resolved. There are further such markings in the field south of the site.

3.11.4 Trial trenching (38 trenches) has been undertaken and revealed features and deposits related to natural sedimentation processes and environmental changes across the site, with no significant archaeological evidence of human occupation or habitation activity.

3.11.5 The site comprises a sequence of clayey and sandy plough soils overlying laminated intertidal sediments to a depth of around 1.2m, formed between the 13th and 18thcentury following construction of the Surfleet Sea Bank and subsequent tidal deposition. Beneath these laminations lies an earlier saltmarsh surface of amorphous marine silts, indicating waterlogged, anaerobic conditions unsuitable for past human activity. No archaeological features were identified within these deeper deposits, which lie well above the depth where earlier remains, such as Roman layers recorded locally at around three metres, would be expected.

3.11.6 Across the 38 trenches, archaeological features were confined to the shallower, post reclamation deposits and were predominantly agricultural in nature. These

included a postmedieval boundary ditch extending across the site, along with smaller linear features interpreted as former drainage channels or field boundaries. Finds were minimal and limited to two ditches, both dating to the postmedieval period. A grave cut contained the remains of a mare and foal, interpreted as modern due to shallow depth and bone preservation.

3.11.7 Overall, the trenching results are consistent with agricultural use of the land following 18th century reclamation. The area east of the Surfleet Sea Bank appears not to have supported earlier intensive human activity due to historic tidal flooding, and no evidence suggests deeper archaeological remains would be affected by the proposed development.

3.12 **Chapter 10: Landscape and Visual Impact** - this chapter assesses the landscape and visual effects likely to be experienced as a result of the proposed development.

3.12.1 An assessment of the site and surrounding landscape character, drawing on the Strategic Landscape Capacity Study for South Holland (2003), the Historic Character of Lincolnshire (2011), national classifications, and field survey has been undertaken to evaluate the potential landscape and visual effects of the proposed development. Effects have been considered at site, district, and wider landscape levels, with views assessed from transport routes, nearby properties, and public rights of way.

3.12.2 At the site scale, landscape elements are limited by existing conditions and are judged to have low sensitivity. While the magnitude of change from new built form is high, the overall effect is assessed as moderate/slight and adverse, reducing to slight/moderate as proposed planting matures. At the district scale, the Settled Fens and Regional Character Area 10 ('The Wash') also have low sensitivity. The introduction of new buildings represents a medium magnitude of change within a landscape already influenced by overhead powerlines and agricultural structures, resulting in slight/moderate adverse effects, reducing to slight adverse over time. Wider landscape receptors have medium sensitivity but would experience only a low magnitude of change, leading to slight/moderate adverse effects, reducing to slight/neutral with mature planting.

3.12.3 Cumulative landscape effects are considered moderate/slight and adverse. Visual effects would be greatest for adjacent dwellings and users of Footpath 2 (Macmillan Way), where medium-magnitude changes to partly filtered views may initially result in moderate to substantial/moderate effects. These would reduce to non-significant levels as planting establishes. Should the Outer Dowsing Substation proceed, cumulative visual effects for Footpath 2 users would be substantial/moderate and adverse.

3.12.4 Mitigation includes native tree belts on bunds, hedgerow planting, meadow and wetland creation, and orchard areas, supporting both landscape integration and biodiversity enhancement. Although the wider landscape is generally intact, the

presence of agricultural buildings and powerlines already influences local character (see Figure 5.). The applicant considers that the proposals are capable of being assimilated into the landscape while providing positive environmental benefits associated with improved waste management.



Figure 5. Landscape of the proposed development site, view to the eastern boundary from the western boundary.

3.13 **Chapter 11: Noise** - this chapter summarises the findings of a noise impact assessment that has been carried out to assess the impacts of the development. The noise assessment is in line with BS4142:2014 + A1:2019 Methods for Rating and Assessing Industrial and Commercial Sound.

3.13.1 A noise assessment was undertaken to determine any noise impact on the closest noise sensitive receptors. The assessment established the following:

- Baseline conditions at the site and its surroundings;
- The likely significant effects;
- The mitigation measures required to prevent, reduce or offset any significant adverse effects;
- The likely residual effects after these measures have been employed; and

- The cumulative effects.

3.13.2 The assessment considered noise impacts during the operations alongside noise associated with fixed plant, HGVs and vehicle movements onsite. Eight receptors (see Figure 6.) were identified with the nearest being Machins Farmhouse (approximately 30m to the west) and Woad Farm (approximately 145m to the southeast).



Figure 6. Nearest Sensitive Receptor Locations

3.13.3 The applicant has provided noise data for the bespoke equipment; however, this information is subject to several limitations. Only single value A weighted sound levels have been supplied, with no octave band data or plant dimensions, and measurements were taken at varying short distances. In addition, the underlying test procedures and equipment specifications are unknown. As a result, the current assessment can only be considered indicative and suitable for establishing general feasibility. A more detailed and robust noise assessment will be required at the design stage.

3.13.4 The main potential noise sources associated with the development include external fixed plant such as pumps, mixers, gas processing equipment and power generation units; internal noise breakout from the digestate and waste processing buildings; and external mobile plant, primarily involving HGVs and effluent tankers. The applicant confirms that activities such as loading input hoppers would occur

entirely within the digestate processing building, with material subsequently transferred via enclosed pipework. As a result, no wheeled loaders or forklift trucks would operate externally, and they consider that this would significantly reducing potential outdoor noise emissions.

3.13.5 The table below (Figure 7.) details the external plant understood to be included within the development, as provided by the applicant.

Plant Name	Quantity	Sound Level Provided (L_{Aeq}, dB)	Measurement Distance	Total Sound Pressure Level at 1m (dB)
CHP	1	113	1m	113
Oxygen Purification	1	66 [1]	--	58
Methane Upgrader	1	85	1m	85
Feed Pump	2	80	1m	83
Heating & Recirculating Pump	3	80	1m	85
Effluent Pump	1	80	1m	80
Thin Fraction Pump	1	80	1m	80
Spiral Mixer	2 per digester / 6 in total	70	2m	84
Spiral Mixer	1 per storage tank / 7 in total	70	2m	84
Roof Blower	10	73	1.5m	87
Flare	1	79	15m	103

Notes:
[1] No distance provided therefore the level is assumed to be a sound power level.
[2] As two different levels were provided for the spiral mixers, the levels with sound protection present have been used.

Figure 7. Predicted Sound Pressure Levels of Noise Generating Equipment

3.13.6 The CHP unit and oxygen purification generator require an acoustic enclosure capable of achieving at least 45dB attenuation, with further detailed assessment to follow once full data is available. The methane upgrader's primary noise source is the gas compression motor, while the CO_2 liquefaction system would not be expected to generate significant noise. The standby flare would operate only during maintenance or emergencies and would require attenuation to ensure emissions do not exceed 80 dBA at 1m. Roof blowers, used intermittently to maintain pressure within digester roofs, would be limited to the lower emission level of 73 dBA at 1.5m. The applicant considers that collectively, these measures would ensure that noise from all plant items could be controlled to avoid adverse impacts on nearby receptors.

3.13.7 Internal plant operations, including digestate processing and waste handling activities, would be located entirely within the digestate processing building and the waste transfer building, with all loading and unloading also taking place indoors. Noise levels within these buildings are anticipated to be comparable to typical warehouse environments, not exceeding around 80dBA, and would be

mitigated by the use of composite panel construction providing an overall sound reduction of approximately 40 dB. For assessment purposes, roller shutter doors have been modelled as constantly open to reflect a worst case scenario. Additional internal plant, including air purification systems, scrubbers, carbon filters and Centrair fans, would be expected to produce external noise levels of no more than 69–72 dBA at 1m, with building fabric ensuring minimal external breakout. The applicant suggests that should any internal equipment require external ducting, further attenuation measures such as acoustic louvres or silencers could be required, and any external outlets should be positioned to minimise exposure to nearby noise sensitive receptors. Overall, predicted internal noise levels and building construction indicate a low risk of adverse noise impact, subject to final confirmation when detailed plant specifications become available.

3.13.8 The table below (Figure 7.) provides details of the expected sound power levels of noise generating fixed plant.

Plant Name	Quantity	Sound Pressure Level at 1m Per Unit (dBA)	Predicted Sound Power Level Per Unit (dBA)	Total Sound Power Level (dBA)
CHP	1	68 [1]	88 [1]	88 [1]
Oxygen Purification	1	58	76	76
Methane Upgrader	1	85	93	93
Feed Pump	2	80	88	91
Heating & Recirculating Pump	3	80	88	93
Effluent Pump	1	80	88	88
Thin Fraction Pump	1	80	88	88
Spiral Mixer	2 per digester / 6 in total.	76	84	92
Spiral Mixer	1 per storage tank / 7 in total.	76	84	92
Roof Blower	10	77	75 [2]	85 [2]
Flare	1	80 [3]	78 [2, 3]	78 [2, 3]
Cumulative Sound Power Level for All External Fixed Plant				101

Notes:
[1] CHP noise emissions with enclosure.
[2] 10% on-time correction applied (-10 dB).
[3] Attenuated level.

Figure 7. Predicted Sound Power Levels of Noise Generating Fixed Plant

3.13.9 HGVs would access the site six days per week during daytime hours only, with exact vehicle numbers yet to be confirmed. For assessment purposes, it has been assumed that HGVs and effluent tankers will be moving around the site for up to 20% of each hour (equivalent to 12 minutes). All loading and unloading activities would be carried out within enclosed buildings and the applicant considers that this would therefore not expected to contribute to external noise impacts.

3.13.10 The table below (Figure 8.) identifies the predicted HGV sound power levels.

Plant Name	Source Reference	Uncorrected L_{WA} (dB)	On-time Correction (dB)	L_W Including Correction (dBA)
HGV or Effluent Tanker in Motion	Table C.11, Ref no. 13	106	-7 [1]	99

Notes
[1] An on-time correction is to allow for 20% movement time.

Figure 8. HGV Sound Power Levels

3.13.11 The proposed development has been considered in the Noise Impact Assessment in accordance with BS 4142 and relevant Local Planning Authority noise policies, relating specifically to the AD plant and its associated buildings.

3.13.12 To ensure a low likelihood of adverse noise impact, the following mitigation measures are proposed:

- All AD related buildings must achieve a minimum sound reduction of 40 dB Rw.
- The CHP unit must be enclosed to deliver at least 45 dB noise attenuation, achievable with a 100 mm acoustic enclosure (e.g., Wakefield Acoustics WAACPA100S) or a bespoke manufacturer designed solution.
- Noise from the flare stack must not exceed 80 dBA at 1m.
- All operational activities must follow Best Practicable Means (Section 3.8).
- An acoustic fence and gate should be installed at the site entrance to reduce noise from HGV movements.

3.13.13 Due to constraints discussed above, this assessment is indicative and intended to confirm the site's general suitability for the proposed use rather than provide definitive design-stage conclusions. The applicant proposes that a detailed noise assessment, including full octave band analysis, should be undertaken during the design phase. If this is not feasible prior to determination, a planning condition requiring post installation validation testing is recommended.

3.14 **Chapter 12: Soils and Best and Most Versatile Agricultural Land** - this chapter provides an assessment on the quality of soils at the site. The application site comprises Grade 1 agricultural land, consistent with its long established use for arable farming. Ecological surveys and Phase 1 habitat assessments confirm that no further protected species monitoring would be required. The wider farm unit operated by the landowner totals 1,416ha of Grade 1 land, of which the development site would remove 5.7ha from Grade 1 land — a reduction of only 0.4% of the overall holding.

3.14.1 Recent archaeological investigations provide clear evidence that the land has been used exclusively for agriculture, with soil conditions understood to greater depths than would be affected by the proposed development. No additional soil or ground asset assessments are deemed necessary, although a Phase 1 desk based assessment could be secured by condition if required.

3.14.2 While the AD facility would permanently remove the site from agricultural production, the scheme incorporates an extensive package of biodiversity, drainage, SuDS, and landscaping measures, including new native hedgerows, tree planting, and enhanced ditch buffer zones. Biodiversity Net Gain assessments indicate that these interventions will result in a net increase in ecological value. In addition, the solid and liquid digestate produced by the AD facility will serve as a soil conditioner and fertiliser, improving productivity on other farmland within the existing holding. The cumulative assessment indicates that the small loss of Grade 1 land would not be significant in the context of the wider agricultural landscape.

3.15 **Chapter 13: Flood Risk and the Water Environment** - this chapter explores flood risk to the site and the surrounding areas. A Flood Risk Assessment (FRA) has been undertaken and identifies that the risk of flooding from local drainage systems at the development site is low. A failure at either Surfleet Marsh or Risegate Eau Pumping Station could elevate this risk; however, the probability of tidal flooding from the River Welland remains less than 1% annually due to the robustness of existing tidal defences. Although climate change will gradually increase flood risk over time, overtopping of the defences is not anticipated within the design life of the development.

3.15.1 Environment Agency breach hazard mapping indicates that, in the event of a breach, maximum flood depths during the development's operational life would be approximately 0.25 m. The proposed development will increase impermeable surfaces on the site, which in turn increases the volume of surface water runoff and the potential for elevated flood risk. Suitable surface water management measures would therefore be required to ensure risk remains appropriately mitigated.

3.15.2 To address potential flood risk arising from a breach of existing defences, a series of flood resilience measures are recommended in the FRA. These include adopting a water entry strategy that allows floodwater to enter and drain from the facility without causing structural harm, elevating the main electrical supply and switchboard above predicted flood levels, and ensuring the site operator establishes clear flood response actions to be followed upon receipt of a flood warning.

3.15.3 Surface water runoff from the development would be managed in accordance with the submitted Surface Water Strategy, ensuring that stormwater is contained onsite and does not increase flood risk to neighbouring land or property. The applicant would ensure all employees are aware of local flood risks and the standard of existing defences.

3.15.4 In the event of a failure of the Surfleet Marsh or Risegate Eau pumping stations, the Internal Drainage Board would implement emergency pumping measures to maintain appropriate drainage levels and reduce the potential for flooding on surrounding land.

3.16 **Chapter 14: Population and Human Health** - this chapter contains an assessment considering potential significant effects on land use, population and human health. The design of the anaerobic digestion (AD) facility has evolved through the EIA process to minimise environmental and health impacts, aligned with the World Health Organization's definition of health as complete physical, mental and social wellbeing.

Human Health

3.16.1 Public Health England guidance indicates that population and health should only be included within an EIA where significant impacts are likely. Key determinants of health such as air quality, noise, lighting, traffic, and access to services were assessed in detail.

3.16.2 Comprehensive technical assessments (air quality, noise, lighting, and traffic) have been undertaken and conclude that the proposed development would not give rise to any significant temporary or permanent adverse effects on human health. All potential impacts fall within acceptable limits, and no further assessment is considered to be required.

Economy and Employment

3.16.3 The AD facility would support national policy aims to reduce greenhouse gas emissions through renewable energy production, contributing positively to climate change mitigation efforts outlined in the National Planning Policy Framework (NPPF).

3.16.4 The development is expected to generate approximately 120 temporary construction jobs and 51 FTE operational roles, with additional indirect employment through suppliers, delivery drivers and maintenance services. The facility would also contribute to national and local economies through tax and business rates.

3.16.5 Contractual arrangements with local farms and landowners for digestate use would promote sustainable agricultural practices and strengthen local agricultural economies. Overall, the proposals support the economic and social objectives of the NPPF.

Housing and Local Services

3.16.6 The small number of permanent jobs created is not expected to drive population change. Consequently, no significant impacts on housing stock or local public services are anticipated.

Residential Amenity

3.16.7 The site is surrounded by agricultural and commercial land with limited nearby residential properties. Technical assessments confirm there would be no significant long-term adverse impacts on residential amenity:

- **Noise:** Construction noise would be negligible with controls included in the Construction Management Plan. Operational noise (including deliveries and plant) is assessed as negligible both day and night.

- **Traffic:** Traffic levels, including deliveries, would not significantly affect noise, amenity, safety, or severance. No deliveries would occur outside normal operating hours.

- **Air Quality:** Construction and operational air quality impacts (dust, odour, ammonia, CHP emissions, traffic emissions, bioaerosols) are all assessed as not significant.

- **Visual Impact:** While the development would be visible, landscape mitigation and design measures would reduce effects to minor and localised levels.

Proposed Mitigation

3.16.8 Mitigation measures are embedded within the scheme design and further outlined in technical chapters of the Environmental Statement. They include:

- Construction noise control through a Construction Management Plan (CMP)
- Operational noise control via CHP stack silencers and acoustic plant enclosures
- Enclosed storage and sheeting for feedstock
- Dust controls detailed in the Dust Management Plan
- Sensitive lighting design
- Secure and safe chemical storage
- Biodiversity-enhancing landscaping
- Colour and materials palette to reduce visual impact

No mitigation beyond standard best-practice measures are proposed.

Monitoring

3.16.9 The applicant proposes to carry out monitoring for operational noise, odour, air quality and HGV traffic. Results would be provided to the Waste Planning Authority upon request.

3.17 **Chapter 15: Climate Change and Downstream Effects** - this chapter considers the impact of the proposed development on Climate Change and Downstream Effects.

3.17.1 The chapter assesses the proposed development in accordance with Schedule 4 of the EIA Regulations, which require evaluation of both:

- the project's contribution to climate change (e.g., greenhouse gas emissions); and
- its vulnerability to climate change impacts.

3.17.2 The UK's statutory target to achieve net zero emissions by 2050 provides the policy backdrop, alongside national goals to increase renewable and low carbon energy generation.

3.17.3 The proposed anaerobic digestion (AD) facility would use proven technology and would be capable of becoming operational within five years. It would generate carbon negative renewable gas, supporting national and regional sustainability and decarbonisation objectives.

3.17.4 The AD facility would produce energy in the form of biomethane, offering a complementary renewable alternative to electricity only technologies such as wind or solar.

3.17.5 Key benefits include:

- Generation of biomethane sufficient to meet the heating demand of 5,000–7,500 homes.
- Annual savings of approximately 25,000 tonnes of CO_2, equivalent to removing around 10,500 cars from the road.
- Support for UK energy security in light of continued national dependence on gas imports.
- Contribution to reducing fuel poverty by increasing domestic renewable gas supply.

3.17.6 The applicant considers that the scheme would make a significant positive contribution to national climate change mitigation.

3.17.7 A detailed flood risk assessment confirms that:

- the site is resilient to climate related risks, including increased rainfall and surface water flows;
- the drainage strategy incorporates climate change allowances and prevents increased runoff; and
- retained and additional planting will provide natural shading and wider environmental resilience.

The applicant therefore considers that the proposed development would be robust under future climate change scenarios.

3.17.8 In relation to Downstream Emissions, the chapter reviews the June 2025 Government supplementary guidance on downstream Scope 3 emissions, which relates specifically to offshore oil and gas extraction. Supported by the Supreme Court's ruling in the Finch case, the chapter concludes that:

- The guidance applies only to hydrocarbon extraction projects where the end use (combustion) of the product is inevitable.
- The proposed AD facility does not involve extraction, hydrocarbons, or processes that result in predictable downstream emissions linked to fossil fuel use.
- Scope 1 and 2 emissions are minimal and offset by significant net energy export from the plant.
- Scope 3 emissions cannot be meaningfully assessed because the future uses of the exported biomethane cannot be known or attributed in an EIA context.

3.17.9 Analogies cited in the ruling (e.g., steel production, car manufacturing) reinforce that EIAs should not attempt to predict climate impacts from unknown future third party uses of products. Accordingly, the applicant considers that downstream Scope 3 emissions assessment is not required, appropriate, or proportionate for this development and have therefore not considered them as part of the development proposal.

3.18 **Chapter 16: Hazards and Major Accidents** - In accordance with Schedule 4 of the EIA Regulations, this chapter assesses whether the proposed development is vulnerable to risks of major accidents or disasters and whether such risks could result in significant adverse environmental effects. The assessment draws on Health and Safety Executive (HSE) definitions under the Control of Major Accident Hazards Regulations 2015.

3.18.1 An assessment of Major Accident and Disaster Risks have been undertaken and a summary of the findings is set out below:

3.18.2 In relation to Natural disasters, the site is not considered to be highly vulnerable to natural disasters such as floods, storms or fires. Flood risk is low as the site lies outside the principal floodplain and benefits from appropriate surface water design. Fire prevention measures are integrated into the site design to reduce fire risks. Severe weather risks including (e.g. high winds) would be managed through operational procedures, including temporary suspension of activities.

3.18.3 The AD facility would incorporate a Supervisory Control and Data Acquisition (SCADA) system which:

- Monitors the plant continuously, including overnight;
- Detects anomalies such as flow, temperature, or pump failures;
- Provides real-time alarms to operators to prevent escalation of faults; and
- Reduces the risk of operational accidents and improves personnel safety.

3.18.4 The development uses established AD technology and standardised working practices within a regulated industry; the applicant considers that this would result in low inherent operational risk.

3.18.5 Transport risks associated with HGVs and tractors have been assessed through a detailed site audit and Transport Assessment. The internal layout would prevent vehicles from queuing on the public highway, and it optimises circulation to reduce the risk of collision.

3.18.6 It is considered that the likelihood of spills from vehicles would be no greater than that from comparable agricultural or industrial operations. Any spills events are expected to be localised and temporary and would be contained through the use of onsite spill kits deployed by trained staff. Fuel would be stored within a bunded container to prevent environmental contamination.

3.19 **Chapter 17: Lighting** - A detailed external lighting strategy has been submitted in support of the application, comprising a lighting design, impact assessment and associated contour plans. The purpose of the scheme is to ensure safe operational lighting for vehicle movements and staff activity while minimising potential impacts on ecology and nearby sensitive receptors. The lighting design has been prepared in accordance with relevant industry guidance, including ILP GN08/23 Bats and Artificial Lighting and ILP GN01/23 Obtrusive Light.

3.19.1 A number of mitigation measures have been incorporated into the design to reduce light spill and minimise ecological disturbance. All luminaires would utilise a 2700°K warm-white light source, consistent with ILP guidance which recommends a maximum of 2700°K to reduce blue light emissions. This colour temperature is known to be less harmful to species such as bats and therefore contributes to reducing ecological impact.

3.19.2 All fittings would be installed at a zero degree tilt to prevent upward light spill and iso contour modelling, based on ILP GN08/23, would be undertaken to ensure illumination is contained within the site. Obtrusive light grids have also been applied adjacent to sensitive receptors, including Woad Farm to the southeast and Machin's Farm to the southwest, ensuring that light levels fall well within acceptable guidance thresholds.

3.19.3 The surrounding area is classified as an E2 (Low District Brightness) zone under ILP GN01/23. The submitted lighting assessment confirms that the proposal would comply with all precurfew obtrusive light requirements for this zone. Illuminance across all three assessment grids is effectively zero lux (to two decimal places), incorporating both direct and reflected light from site surfaces.

3.19.4 Maximum luminous intensity levels are calculated as:

- 122 cd towards Machin's Farm
- 38 cd towards Fern Lea
- 30 cd towards Woad Farm

3.19.5 For context, ILP GN01/23 indicates that 500 cd would represent a level of concern within an E2 zone; therefore, the applicant considers that the proposed values would remain significantly below unacceptable levels. It is anticipated that these values would reduce further once landscaping and earth bunding are established, although these features were not included in the calculations, meaning the presented results reflect a conservative, worst case scenario.

3.19.6 A comprehensive lighting contour plan (Drawing 3249-D-01) has been provided. This includes:

- the location of all proposed luminaires
- technical specifications and images of each fitting
- calculated isolux contours
- obtrusive light grid results

3.19.7 The calculations assume all fittings operate at 100% output simultaneously, with no allowance for lumen depreciation or dirt build-up, thereby providing a robust assessment of maximum potential lighting levels.

3.19.8 Two luminaire types are proposed across the site:

- Thorn Isaro Pro (24LED or 60LED versions), mounted at 8m, used around the entrance, weighbridge, access roads and parking areas.

- Thorn Area Flood 2 (72LED version), mounted on 12m columns, used to illuminate the concrete hardstanding area to the north, providing adequate spread of light to support operational activities.

3.19.9 This combination would ensure both compliance with lighting standards and the safe movement of HGVs, tankers and staff.

3.19.10 Although no lighting standards exist specifically for Anaerobic Digestion facilities, the nature of the operations aligns with industrial outdoor workplace categories defined in BS EN 124642:2024. The lighting levels have therefore been informed by this standard to ensure safety for vehicle manoeuvring and bulk material handling.

3.19.11 However, the design also incorporates opportunities for active lighting management to reduce energy use and minimise unnecessary illumination. For example:

- lighting may be dimmed to approximately 25% output during periods with no HGV activity
- car park lighting may be reduced outside shift change periods
- Vehicle charging areas may use localised task lighting rather than increasing light levels across the wider area

3.19.12 While lighting can be dimmed or switched off, a low background level may still be advantageous for CCTV performance and site security.

3.19.13 Parking areas have been designed to meet the lower BS EN 124642 requirement of 10 lux average with 25% uniformity, which the applicant considers is appropriate for industrial site parking and multipurpose complexes.

3.20 **Chapter 18: Cumulative/In-Combination Effects** - this chapter assesses the potential for cumulative impacts from the proposed development. The cumulative assessment identifies whether the proposed development, in combination with other existing or reasonably foreseeable developments, could give rise to significant direct or indirect environmental effects that may require mitigation. This includes consideration of whether individually minor effects could combine to create a greater overall impact. Cumulative impacts have been assessed in relation to human receptors, sensitive environmental receptors (including designated landscapes, species, habitats, and heritage assets), and interactions with other development proposals.

3.20.1 Cumulative Impacts on Human Beings - the Construction Dust Risk Assessment identifies a low risk of dust soiling and health impacts during earthworks, construction and track out, with effects expected to be temporary and activity specific. Operational dust would be effectively controlled through established site management measures, and no significant dust effects are anticipated.

3.20.2 No relevant nearby developments were identified that could combine to create cumulative noise impacts. The Transport Assessment confirms that, with a Traffic Management Plan and HGV Routing Plan in place, the development would not

result in cumulative highway impacts. Overall, no significant cumulative effects on human health or amenity from landscape, traffic, noise, lighting or air quality have been identified.

3.20.3 Cumulative Effects on Sensitive Environmental Receptors - potential combined effects on ecological, landscape, heritage, air quality and hydrological receptors have been considered. Construction and operation of the anaerobic digestion facility could modify landform and local habitats; however, such impacts have been assessed within the EIA and are not expected to combine with other developments to result in significant cumulative harm. Noise, dust and emissions were also considered but were not found to elevate effects on sensitive receptors to a significant level.

3.20.4 Cumulative Effects on Heritage - a detailed archaeological investigation has been completed and no further heritage assets require assessment. No cumulative impacts on heritage are anticipated, and the scheme complies with heritage legislation.

3.20.5 Cumulative Effects on Landscape - localised landscape effects, including loss of agricultural land and reduced openness, were identified; however, these would not alter the wider landscape character. Existing and proposed planting will provide adequate mitigation once mature.

3.20.6 Cumulative Effects on the Water Environment - a Flood Risk Assessment (FRA) and sustainable drainage strategy have been undertaken and confirm that there would be no significant risk to flooding. Rainwater harvesting and an enlarged attenuation pond would ensure secure onsite water management and biodiversity benefits. Surface water would be fully contained, and no pathway exists for contaminated water to enter the wider system. No cumulative effects on the water environment are expected.

3.20.7 Cumulative Effects on Ecology - ecological surveys identify generally low potential for protected species, with appropriate mitigation in place for priority habitats, reptiles, birds, bats and voles. The scheme incorporates habitat creation and enhancement measures. No cumulative effects on designated ecological sites are predicted and mitigation measures would ensure that there would not be any significant residual ecological impacts.

3.21 **Assessment of Alternatives** - this chapter sets out the applicants approach to the consideration of alternatives to the site and the development proposed. No other technologies have been considered for the purpose of producing byproducts from the growing of crops to aid the AD process.

4.0 Site and Surroundings

4.1 The application site is located within the open countryside and lies approximately 5km northeast of Spalding and around 2km north of Surfleet Seas End, within the

administrative area of South Holland District Council. The site occupies land that is predominantly agricultural in character and forms part of an extensive rural landscape comprising arable fields, drainage ditches and dispersed farmsteads.

4.2 A significant proportion of the site lies within Flood Zone 3, as defined by the Environment Agency's Flood Map for Planning. This designation is indicative of land with a high probability of flooding from tidal or fluvial sources and is a material constraint in the assessment of the proposal.

4.3 The landscape surrounding the site is typical of the South Holland fenland environment, characterised by expansive open views, minimal tree cover, low lying topography and a linear pattern of roads, drains and farm plots.

4.4 The site is largely bounded by agricultural land on all sides, reflecting the predominant land use in the area. Despite the rural nature of the locality, several receptors with potential sensitivity to development are located in relatively close proximity:

4.5 Two dwellings are positioned close to the site boundary:

- Machins Farm House is situated approximately 30 metres west of the application boundary. This is the closest residential receptor and forms a key consideration in assessing potential effects relating to noise, lighting, traffic and visual impact.

- Woad Farm, located approximately 100m to the southeast, comprises a farmhouse and associated agricultural buildings.

4.6 Approximately 70m west of the site, there are industrial and commercial premises, including agricultural businesses. These uses reflect the mixed agricultural industrial character found sporadically throughout fenland areas and indicate the presence of established commercial activity within the wider area. The existence of these uses contributes to the baseline level of activity and traffic but does not remove the need to assess cumulative impacts.

4.7 There are several Tree Preservation Orders (TPOs) in the vicinity, the nearest of which lies approximately 50m from the site. There are no boundary hedgerows or substantial vegetation screening the site. This results in open views across the land and increased visibility from nearby receptors, local roads and public vantage points.

Two Grade II Listed Buildings are located within the surrounding area:

- The Gables, situated approximately 150 metres northwest of the site.
- Ivy House, also a Grade II Listed residential property located further afield.

4.8 These designated heritage assets form part of the local historic environment and contribute to the sensitivity of the surrounding landscape.

4.9 Two Public Rights of Way (PRoW) are located nearby:

- Footpath Surf/1077/1, approximately 270m from the site.
- Footpath Surf/2/1, approximately 550m from the site.

5.0 Main Planning Considerations

Planning Policy Context

5.1 The National Planning Policy Framework (December 2024) (NPPF) sets out the Government's planning policies for England. It is a material consideration in determination of planning applications and adopts a presumption in favour of sustainable development. A number of paragraphs are of particular relevance to this application as summarised:

Paragraphs 7 to 13: states that there is a presumption in favour of sustainable development

Paragraphs 39 and 50: decisions on developments should be approached in a positive way

Paragraph 48: planning applications should be determined in accordance with the development plan, unless material considerations indicate otherwise.

Paragraph 49: planning authorities may give weight to emerging development plans

Paragraph 85: planning policies and decisions should help create conditions in which businesses can invest.

Paragraph 87: decisions should recognise and support the specific locational requirements of different sectors.

Paragraphs 88 and 89: seek to support strong and prosperous rural economies.

Paragraph 109: appropriate opportunities to promote sustainable transport should be taken up.

Paragraph 116: states that refusal for developments on highway grounds should only happen if there would be an unacceptable impact on highway safety or when there would be cumulative unacceptable impacts, following mitigation which would be severe.

Paragraph 118: (Travel Plan requirements)

Paragraphs 131 and 135: advocates the use of good design in development proposals.

Paragraph 139: development that is not well designed should be refused.

Paragraph 161: advocates the transition to a low carbon future

Paragraph 168: supports applications for renewable and low carbon development

Paragraphs 181 and 182: (Flood Risk)

Paragraph 187: (Pollution)

Paragraph 193: seeks to protect biodiversity and requires compensatory schemes where appropriate.

Paragraph 196: (Pollution)

Paragraph 198: planning decisions should ensure new development is appropriate for its location.

Paragraph 201: states that land use planning should focus on whether a development is an acceptable use of land and the impact of the proposed use, rather than the control of processes or emissions themselves where they are subject to approval under pollution control regimes.

Paragraph 202: heritage assets should be conserved in a manner appropriate to their significance.

5.2 National Planning Policy for Waste (October 2014): the Government is seeking a more sustainable and efficient approach to resource use and management and identifies positive planning as playing a pivotal role in achieving this. Waste Planning Authorities should consider the likely impact on the local environment and on amenity against the criteria set out in Appendix B - Locational Criteria. Of relevance to this application are considerations relating to landscape and visual impact, odour and traffic and access.

5.3 Lincolnshire Minerals and Waste Local Plan: Core Strategy and Development Management Policies (LMWLP) June 2016 - the following policies are relevant to this proposal:

Policy W1 - (Future Requirements for New Waste Facilities)

Policy W3 - (Spatial Strategy for New Waste Facilities).

Policy W5 - (Biological Treatment of Waste Including Anaerobic Digestion and OpenAir Composting):

Policy DM1 - (Presumption in Favour of Sustainable Development)
Policy DM2 - (Climate Change)
Policy DM3 - (Quality of Life and Amenity)
Policy DM4 - (Historic Environment)
Policy DM6 - (Impact on Landscape and Townscape)
Policy DM9 - (Local Sites of Biodiversity Conservation Value)
Policy DM11 – (Soils)
Policy DM12 - (Best and Most Versatile Agricultural Land)
Policy DM13 - (Sustainable Transport Movements)
Policy DM14 - (Transport by Road)
Policy DM16 - (Water Resources)
Policy DM17 - (Cumulative Impacts).

5.4 Lincolnshire Minerals and Waste Local Plan: Site Locations (2017) - this document sets out the preferred sites and areas for future minerals and waste development. The proposal site has not been promoted as a preferred site however this does not necessarily mean that this development is unacceptable and instead needs to be considered in terms of its compliance with the locational criteria and policies as contained within the LMWLP (2016).

The Lincolnshire Minerals and Waste Development Scheme sets out the timescales for the preparation of the new Minerals and Waste Local Plan. The Regulation 18 consultation ended 24 September 2024 on the Lincolnshire Minerals and Waste Local Plan Preferred Approach. The emerging plan is not yet considered to be at a stage where policies can be given any significant weight. The adoption of the new plan will roll the plan period forward to 2041.

5.5 Lincolnshire Local Transport Plan: this was adopted in February 2022 and covers a 10-year period from 2013/14 to 2022/23. Policy EC1 states that the County Council will work with national, regional and local funders to identify and deliver a better transport network and services to improve connectivity within and outside of the County and a key intervention is to support improvement on the A1 including safety improvements and investigating an upgrade to motorway standard.

5.6 South East Lincolnshire Local Plan (2011-2036) (SELLP) - the following policies are relevant to this application:

Policy 1 (Spatial Strategy)
Policy 2 (Development Management)
Policy 3 (Design of New Development)
Policy 4 (Approach to Flood Risk)
Policy 7 (Improving South East Lincolnshire's Employment Land Portfolio)
Policy 28 (The Natural Environment)

Policy 30 (Pollution)
Policy 31 (Climate Change and Renewable Low Carbon Energy)
Policy 32 (Community, Health and Well-being)
Policy 33 (Delivering a More Sustainable Transport Network)
Policy 36 (Vehicle and Cycle Parking).

6.0 Results of Consultation and Publicity

Please see our website to view the copies of consultation responses as received: https://lincolnshire.planning-register.co.uk/Disclaimer?returnUrl=%2F

6.1 (a) **Anglian Water Services** - Comments provided: Anglian Water identifies that existing or adoptable assets lie within or near the site and requests appropriate wording in any Decision Notice. They require clarification of the development's nondomestic water demand, noting that nondomestic supply is limited to 20 m^3/day and requesting a Water Resources Statement to confirm compliance, secured by condition. As the applicant proposes a private Sewage Treatment Plant for foul drainage, Anglian Water advises that its acceptability must be confirmed by the Environment Agency and recommends a condition to address this uncertainty. They note there are no public foul or surface water sewers in the vicinity, and therefore Anglian Water has no involvement in foul or surface water disposal unless a future change in strategy requires connection to their network, which would necessitate further consultation. Should planning permission be granted, relevant drainage and flood-risk documents should be listed as approved plans.

(b) **Environment Agency** - No Objection. The proposed AD plant would require an Environmental Permit under the Environmental Permitting (England and Wales) Regulations 2016, and all waste produced, stored, transported, or treated on site must be managed securely and responsibly in accordance with the Waste (England and Wales) Regulations 2011.

Flood-risk mitigation measures must be fully implemented before occupation and retained for the lifetime of the development. Foul drainage should connect to the mains sewer wherever feasible; where this is not possible, any discharge of sewage or trade effluent to surface water or groundwater must comply with the Environmental Permitting Regulations, either by meeting the general binding rules or by securing an Environment Agency permit in addition to planning permission.

(c) **Lincolnshire Fire and Rescue** - Objection. There is an inadequate water supply. The developer is required to install a fire hydrant meeting BS7502012 standards within 90 m of the site entrance. The hydrant would be installed at the developer's cost, tested by a Hydrant Inspector, and fitted with a standard "H" marker plate. Once adopted, the Fire Service will take responsibility for all future maintenance and repairs.

(d) **Lincolnshire Police** - No objection.

(e) **Lincolnshire Wildlife Trust** - Holding Objection. Amendments are required to the BNG calculation. At 10 m wide, the proposed habitat is half the width required for it to be considered woodland by the Woodland Trust, and it is unlikely that such a narrow strip surrounded by developed land could be managed to moderate condition. This habitat would be better defined as individual trees, which may mean additional biodiversity units need to be purchased to ensure that a 10% gain is achieved.

(f) **Ministry of Defence (Safeguarding)** - No Objection. The proposed developments fall outside of MOD safeguarded areas and would not affect other Defence interests.

(g) **Natural England** - No comments.

(h) **Local County Council Member, Councillor G Taylor** - who is a member of the Planning Committee reserves his position on the application until the date of the meeting

(i) **South Holland District Council (Environmental Health Officer)** - Comments. Request that should planning permission be granted, conditions in relation to construction management, working hours, lighting, air quality/ odour and noise should be included. The detail submitted in relation to the Regulation 25 have been reviewed and do not raise any additional concerns in relation to the properties that were excluded from the initial application data.

(j) **Surfleet Parish Council** - Objection. Significant concerns raised regarding the suitability of the proposed plant based protein extraction facility and anaerobic digester within open countryside. The objectors highlight that no preapplication engagement was undertaken with the Parish Council despite the scale of the 35acre site and its proximity to Surfleet, Surfleet Seas End and Gosberton Bank. They contend that the proposal fails to demonstrate compliance with Local Plan Policies 1 and 2, citing insufficient evidence of need, lack of clarity on job types and skills, and absence of sustainable transport options. Concerns are also raised regarding the scale and industrial character of the development and its impact on the fenland landscape, alongside a lack of detail within the Design and Access Statement on design quality, sustainability measures, and construction materials. A major issue relates to highway safety, with objectors noting the absence of information on traffic generation and HGV movements, the existing congestion and accident history on the A16, and the potential for increased traffic on narrow village roads. Additional concerns include potential impacts from noise, odour, pollution, waste handling, and hazards associated with materials transported to and from the site. They also reference potential harm to residential amenity, local wildlife, and overall community wellbeing, as well as a perceived lack of transparency in the information provided to date.

(k) **Sutterton Parish Council** - Comments provided. Echo the comments submitted by Cllr Lock. Whilst the proposed odour management measures and wider operational benefits of the AD facility are noted, further information is required regarding the traffic implications of both the construction and ongoing operation of the site. The applicant should provide a clear explanation of road safety mitigation measures to ensure the proposal does not adversely impact the safety or functioning of the A16.

(l) **Welland & Deepings Internal Drainage Board** - Comments provided. Discharge into the IDB is agreeable in principle, however, an application for consent to discharge surface water is required to be made to the IDB prior to connection.

(m) **Ecology (Lincolnshire County Council)** - No objection. Surveys indicate that the development is unlikely to significantly affect nearby Local Wildlife Sites, and while some ecological assessments were completed outside the optimal season, subsequent surveys confirm that protected species are not expected to present major constraints provided sensitive working practices are followed. Precautions are required for ground-nesting birds, which may be present between March and August, and although water voles were not recorded in 2025, earlier evidence means further checks and careful methods are advised where works affect ditches; similarly, common terrestrial mammals such as hedgehogs should be safeguarded during construction. The applicant's Biodiversity Net Gain assessment demonstrates gains exceeding the mandatory 10% in habitats, hedgerows, and watercourses, with proposed habitat creation considered achievable, though narrow new woodland strips will require alternative establishment methods to reach the target condition.

(n) **Highway and Lead Local Flood Authority (Lincolnshire County Council)** - No objection, subject to the imposition of planning conditions and informatives.

Access

- The road geometry at the access location is of suitable width the allow two-way movement of all traffic.

- The access to the site would be constructed to Lincolnshire County Council specification, details to be approved prior to construction

Comments on Existing Condition of Highway and Access

- The highway does not benefit from streetlighting and is subject to the national speed limit of 60mph.

- The use of a minibus to collect/drop off staff within locations nearby is encouraged and detailed in the Transport Plan.

- Routing to be conditioned to ensure HGV's enter and leave the site via the A16.

Highway Safety

- A delivery management plan should be conditioned. No recorded personal injury accidents have been recorded within the vicinity of the site.

Highway capacity

The development would employ up to 52 staff operating on shifts, generating 84 daily movements, with peak hour traffic remaining low and, when considered alongside existing traffic levels and construction activity, not resulting in capacity or safety issues such that the Highway Authority considers the impact to be severe under the NPPF.

Travel Plan

A Travel Plan has been submitted and approved by the Travel Plan team. A £5,000 contribution towards monitoring is required to be secured. The Travel Plan Officer would work with the applicant on strategies to improve outcomes if targets are not met.

Flood Risk and Drainage

The site is located in Flood Zone 3 and in general has a very low risk of flooding. Surface water run off would be managed so that storm water would not affect adjoining properties or increase flood risk elsewhere.

The FRA confirms that, while no minimum finished floor level is required due to resilient design measures floor levels would be raised by approximately 300mm to accommodate climate change flood risk and enable a viable gravity-based surface water drainage solution.

The site can be drained using appropriate sustainable drainage measures, with surface water runoff restricted to 8.0l/s, water quality managed through on-site SuDS features and discharge agreed in principle by the IDB subject to formal consent.

(o) **Historic Places (Archaeology) (Lincolnshire County Council)** - No objection. An archaeological evaluation was carried out in July/August 2025 and found no significant archaeological remains. As a result, no further archaeological work is required for this application.

(p) **Local County Council Member, Councillor P Lock** - Comments provided. Whilst the proposed odour management measures and wider operational

benefits of the AD facility are noted, further information is required regarding the traffic implications of both the construction and ongoing operation of the site. The applicant should provide a clear explanation of road safety mitigation measures to ensure the proposal does not adversely impact the safety or functioning of the A16.

6.2 The following persons/bodies were notified of the application on 12 December 2025, but no response had been received within the statutory consultation period or by the time this report was prepared:

- Arboricultural Officer (Lincolnshire County Council)
- Gosberton Parish Council
- Historic Places (Listed Buildings) (Lincolnshire County Council)
- Local County Council Member, Councillor J King
- Local County Council Member, Councillor R Gibson
- National Grid Electricity Distribution
- Pinchbeck Parish Council
- Transport Planning (Lincolnshire County Council)
- Weston Parish Council

6.3 The application has been subject to two rounds of consultation, initially in December 2025 by site notice (on 19/12/2025) press advert (Lincolnshire Free Press on 23/12/2026) and social media (Facebook on 15/12/2025) and letters of notification were sent to the nearest neighbouring residents. Following the submission of additional environmental and other information required under Regulation 25 of the EIA Regulations the proposal was re- publicised by notices in the local press (Lincolnshire Free Press on 25/03/2026) and letters of notification were sent to the nearest neighbouring residents. Overall seven representations (objections) were received as a consequence of the publication/notification and the topics are summarised as follows:

Traffic & Highways

- Albert Street being used as a through route to the A16 and the effect of increase of vehicle movements could have on this.

- Cars and HGVs using private driveways to manovoure.

- Increase in traffic.

Impacts on Amenity and Health

- Impacts on visual amenity and local landscape character
- Noise pollution
- Odour impacts
- Close proximity to schools

Environment

- Flood risk
- Industrial development in the Open Countryside
- Loss of agricultural land
- Threat to local wildlife

Other

- Fire risk
- Pests/vermin
- Reduced house prices

6.4 District Council's Recommendations

South Holland District Council has considered the proposal and has no objections

7.0 Conclusions

7.1 Principle of the Development and Need

7.1.1 Anaerobic digestion represents a sustainable waste management practice as it treats waste closer to the top of the waste management hierarchy and seeks to treat waste as a resource, thereby reducing the amount of biodegradable waste being landfilled.

7.1.2 The Government operates the Green Gas Support Scheme to provide incentives for new biomethane plants to increase the proportion of green gas in the gas grid. The proposal would contribute to a replacement of greenhouse gas production, which is positive downstream climate effect. Furthermore, the use of organic waste such as manure reduces the release of GHGs through decomposition on land. The production of biogenic CO2 as a process biproduct further replaces demand for fossil derived CO2. The production of digestate a process biproduct replaces demand for fossil reliant nitrogen fertiliser.

7.1.3 Policy W1 of the LMWLP directs the Waste Planning Authority, through the Site Locations document, to identify locations for a range of new or extended waste management facilitates within Lincolnshire where these are necessary to meet the predicted capacity gaps for waste arising in the County. The proposed development would process a maximum of 105,000 tonnes of feedstock per annum made up of food waste, residue from food manufacturing processes, food processing effluents and fat traps and commercial fruit and vegetables – spoiled offcuts, remnants and past sell by date. The current LMWLP does not identify a specific need or capacity gap for these feedstock types and similarly neither does the most recent Waste Needs Assessment that has been carried out in support of the emerging replacement Minerals and Waste Local Plan. This is because traditionally such wastes have been managed through existing practices of energy

from waste disposal and on farm disposal. The absence of any data or evidence to show a quantitative need for this facility however does not automatically mean such a facility cannot be supported.

7.1.4 The proposed development would divert these wastes away from their current means of disposal and for some the transportation of these wastes across the County, where they are incinerated. Diverting these wastes to the AD plant would therefore not only reduce the distance those wastes travel to be managed but also, through their treatment, enable biomethane gas to be recovered which can be used as an alternative to fossil fuel/ natural gas. The processing and treatment also enables a digestate product to be produced which can be combined with additives to produce organomineral fertiliser that can be used as replacement for more traditional artificial or chemical fertilisers. Finally, as part of the process, carbon dioxide produced from the plant would be captured and liquified so that this can also be used by other sectors and therefore represents a further byproduct from this operation which would not be possible if the wastes continued to be treated/managed as they are currently.

7.1.5 Whilst this proposal is not therefore required in order to meet an identified shortfall in capacity or facilities needed to help manage and treat these wastes, the LMWLP does recognise and support the development of anaerobic digestion plants as an alternative treatment option for managing agricultural wastes.

7.1.6 The Environment Agency does not raise any objection in relation to the principle of the development. However, they do highlight the need for an Environmental Permit to be obtained under the Environmental Permitting (England and Wales) Regulations 2016, and all waste produced, stored, transported, or treated on site must be managed securely and responsibly in accordance with the Waste (England and Wales) Regulations 2011.

7.1.7 In principle, this proposal fits well with the objectives and criteria of Policy DM2 of the LMWLP which supports wastes developments that implement the waste hierarchy, include renewable energy generation and incorporate carbon reduction/capture measures. Therefore although there is no data or evidence to show a quantitative need for this facility it does not automatically mean such a facility cannot be supported. Instead consideration needs to be given to whether or not the facility is appropriately located and could operate without giving rise to any unacceptable adverse environmental or amenity impacts. Each of these matters are considered in turn below.

7.2 Location

7.2.1 Objections have been raised by members of the public in relation to the suitability of the proposed development being located within close proximity to schools and the open countryside.

7.2.2 In respect of the proximity to schools, the nearest facility is Surfleet Primary School, located approximately 2.61km to the south-west of the site which is well beyond the limit of any impacts that could reasonably be attributed to the proposed development. Furthermore, neither the school nor any statutory consultees have raised concerns in relation to the location of the proposed development. Accordingly, it is considered that the proposed development's proximity to a school does not give rise to planning harm and is not contrary to relevant planning policy.

7.2.3 Policy W3 of the LMWLP identifies main urban areas as the preferred locations for new waste management facilities, with proposals outside these areas supported where the scheme involves a biological waste treatment process, anaerobic digestion, which is subject to Policy W5. Policy W5 allows anaerobic digestion facilitates in non-urban locations where Development Management policies are satisfied, suitable separation from sensitive receptors is provided, and the site is either previously developed or clearly linked to agricultural waste related operations.

7.2.4 There are sensitive receptors relatively close to the site, therefore, any potential impacts are required to be appropriately assessed under the relevant Development Management Policies within the plan to ensure that the proposal is appropriately located and where necessary mitigation measures are implemented.

7.2.5 While the land is not previously developed, it is functionally connected to existing agricultural uses, as feedstock would be sourced from surrounding farmland that forms part of the landholders agricultural holding, providing an operational link that aligns with Policy W5.

7.2.6 Policy 1 of the SELLP directs most development toward sustainable settlements but in the countryside, development can be permitted that is necessary to such a location and/or where it can be demonstrated that it meets the sustainable development needs of the area in terms of economic, community or environmental benefits. Technical assessments demonstrate that impacts on residential amenity, highway safety and the environment can be mitigated and adequate access, parking and cycle provision are proposed to be provided and therefore the proposal is not considered to conflict with Policy 1.

7.2.7 Policy 7 of the SELLP supports employment development outside allocated sites where there is a clear operational need and no unacceptable impacts arise. The proposed AD facility is located within the open countryside; however, its rural setting is justified by the need to be close to source waste materials, and it cannot reasonably be accommodated within existing employment areas or buildings. The development would not conflict with surrounding agricultural land uses, would not result in significant harm to the character or the appearance of the area, and the design is responsive to its rural context. Transport assessments confirm that there would be no significant adverse impact on the local highway network, and the proposal would not prejudice the delivery or viability of local employment sites.

Adequate car parking and cycle storage would be provided to support opportunities for sustainable travel.

7.2.8 Given the operational need for a rural location, the absence of significant landscape or highway impacts and provided any impacts upon sensitive receptors can be adequately managed, it is considered that the proposal is broadly in accordance with NPPF paragraphs 48 and 87, Policies W3 and W5 of the LMWLP and Policies 1 and 7 of the SELLP.

7.3 Landscape Impact

7.3.1 Objections have been raised by members of the public in relation to potential visual impacts and effects on local landscape character. A Landscape and Visual Impact Assessment (LVIA) submitted as part of the Environmental Statement concludes that while the development would introduce noticeable changes, particularly during the early years of operation. The assessment identifies that the use of native planting, landscape bunding habitat creation and the existing agricultural landscape context would ensure that the development could be successfully assimilated into its surroundings with the negative impact of the development reducing over time. The applicant has also proposed that an appropriate colour scheme for the buildings will be selected to ensure integration with the surrounding area and to minimise visual intrusion. This matter can be satisfactorily controlled by way of an appropriately worded planning condition.

7.3.2 It is considered the proposal given the backdrop of scattered farmsteads, associated agricultural buildings, overhead lines and pylons and the consented Outer Dowsing Sub-station the proposed development would not give rise to unacceptable impacts upon landscape character in this location. The proposed mitigation measures together with a planning condition to confirm the colour of the buildings would not conflict with the objectives of Appendix B of the NPPW, Policies DM3 and DM6 of the LMWLP and Policy 2 of the SELLP.

7.4 Air Quality, Odour and Dust Emissions

7.4.1 Objections have been received by members of the public and Surfleet Parish Council in relation to odour being generated from the site.

7.4.2 An Air Quality Assessment submitted as part of the Environmental Statement considers the potential effects of both the construction and operational phases of the proposed facility, including dust and odour emissions. The assessment demonstrates that the potential impacts have been robustly assessed using recognised methodologies and site-specific data. Dispersion modelling confirms that emissions would not result in unacceptable effects at nearby human or ecological receptors, including the closest residential properties and ecological sites. The assessment concludes that risks to human health, the natural environment and local amenity would be adequality controlled.

7.4.3 The District Council Environmental Health Officer has reviewed the Air Quality Assessment and recommend a condition to ensure that all recommendations detailed within the Syntegra Consulting, Air Quality and Odour Environmental Impact Assessment Ref: 24-14524, Dated October 2025 are implemented in full and that a detailed Construction Management Plan is submitted to the Waste Plan Authority for approval and should detail how dust would be managed throughout the construction phase.

7.4.4 The Environment Agency have highlighted the need for an Environmental Permit to be obtained to manage the day to day operation of the proposed development to an acceptable level. The development could not operate without such a Permit being issued by the Agency.

7.4.5 Taking the above into account, I am satisfied that subject to the imposition of appropriate planning conditions to control air quality and odour the development proposal does not conflict with the requirements of Appendix B of the NPPW, Policy DM3 of the LMWLP and Policies 2 and 30 of the SELLP.

7.5 Lighting

7.5.1 The submitted external lighting strategy demonstrates that the proposed lighting has been carefully designed to meet operational and safety requirement while minimising light spill and potential impacts on nearby residents, rural character and ecological receptors. Prepared in accordance with relevant technical guidance and standards, the scheme incorporated appropriate mitigation measures, including warm-white luminaires, controlled light distribution and active lighting management. The supporting assessment confirms that predicted lighting levels at nearby dwellings are extremely low and well within accepted thresholds for a rural environment. As such, the proposal would not result in significant adverse effects on amenity, health or the natural environment and is considered appropriate for the site.

7.5.2 There have been no objections raised in respect of any potential impacts from lighting. The District council Environmental Health Officer have reviewed the lighting assessment and requested that a restriction is imposed in relation to any lighting (either temporary or permanent) from being erected without prior approval from the waste planning authority. This can be dealt with by way of planning condition. The Environmental Health Officer have also requested that a lighting chapter is included within a Construction Management Plan that is to be approved by the Waste Planning Authority prior to construction. This can also be dealt with by way of planning condition.

7.5.3 Taking the above into consideration, subject to the imposition of a planning condition to restrict the installation of temporary to permanent lighting prior to approval from the WPA, I am satisfied that the proposal does not conflict with the requirements of paragraph 198 of the NPPF, Policy DM3 of the LMWLP and Policy 30 of the SELLP.

7.6 Noise

7.6.1 Objections have been received by members of the public and Surfleet Parish Council in relation to noise and the impact this may have on the local amenity.

7.6.2 A Noise Assessment has been submitted as part of the Environmental Statement, which considers baseline conditions, potential operational impacts and appropriate mitigation measures for nearby noise-sensitive receptors. The assessment concludes that, in principle, the proposed development is acoustically acceptable in this location. While the assessment identifies mitigation measures capable of controlling noise from fixed plant, vehicles movements and the CHP unit, it is acknowledged that the current analysis is based on limited indicative data and is therefore appropriate at feasibility stage only. To ensure robust compliance at the detailed design and operational stages, a further detailed noise assessment, supported by full octave band analysis, manufacturer verified equipment data and post-installation validation testing, would be required and can be secured by planning condition.

7.6.3 The District Council Environmental Health Officer has reviewed the noise assessment and request that specific equipment is only used during specific hours to reduce the risk of noise disturbance to the surrounding area. They have also requested that a noise validation report demonstrating compliance with the noise criteria set out within the noise assessment is submitted to and approved by the Waste Planning Authority. In addition, the EHO has requested that a noise chapter is included within a Construction Management Plan that is to be approved by the Waste Planning Authority prior to construction commencing. These requirements can be dealt with by way of planning conditions.

7.6.4 Subject to the imposition of such conditions, it is considered that the potential noise impacts can be satisfactorily mitigated and that the proposal would not give rise to unacceptable impacts on residential amenity. The development is therefore considered to be consistent with paragraphs 187 and 201 of the NPPF, Policy DM3 of the LMWLP and Policies 2 and 30 of the SELLP.

7.7 Traffic and Transport

7.7.1 Objections and comments have been received from members of the public, County Council Ward Member for Boston Rural, Surfleet Parish Council, Sutterton Parish Council and the Highways Authority in relation to the impact that the increase in traffic could have on the A16 and the surrounding roads being used as through routes.

7.7.2 A traffic and Transport Assessment has been undertaken by the applicant as part of the ES. The Assessment states that on site observations confirm that the local highway network is operating safely and without capacity issues. The proposed development is expected to generate approximately 11 car movements and three HGV movements per hour during peak periods, with similar levels anticipated

during construction. Given the design of the site access, the modest traffic volumes, and the low current usage of Surfleet Bank, the applicant considers the access junction is expected to continue operating safely and within capacity.

7.7.3 The Highways Authority have requested that to ensure the safe access of HGV vehicles to and from the site, a restriction is imposed to require all HGV's to access and egress the site via the A16 junction and the northern section of Surfleet Bank. This would ensure that HGV's would not be using the local single track roads and are directed toward the main strategic road network.

7.7.4 The Highways Authority have also requested that a condition for a material delivery plan is included, however the impacts associated with these deliveries would already be controlled through the imposition of the proposed restriction for HGV movements and the planning conditions to be applied to control the impacts of the development.

7.7.5 Overall, in relation to highway capacity and following assessment, the Highways Authority does not consider that this proposal would result in a severe impact upon the highway network. The proposal includes 40 car parking spaces, including accessible spaces and electric vehicle charging. This provision is considered adequate to accommodate staff demand, including shift changes, and visitor parking.

7.7.6 A Travel Plan was submitted in support of the application and where appropriate seeks to meet the objectives as set out in the South East Lincolnshire Local Plan (SELLP).

7.7.7 The SELLP recognises that many parts of the South East Lincolnshire are not well served by public transport and that, as a result, the private car is likely to remain the principal mode of travel, particularly in rural locations. However the SELLP expects development, where practicable, to:

- Be located so as to minimise the need to travel where possible; and
- Maximise opportunities for sustainable transport modes, proportionate to the site's location and function.

7.7.8 The Highways Authority has no objection to the proposals as set out in the Travel Plan, however, it is noted that the Plan will require ongoing monitoring, therefore a monitoring fee would need to be secured via an agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) (Section 106).

7.7.9 Given the site's rural location, reliance on the private car is acknowledged to be unavoidable for a proportion of staff. However, the submitted Travel Plan provides an appropriate framework to manage travel demand, promote sustainable alternatives where feasible, and monitor outcomes over time.

7.7.10 Subject to securing the Travel Plan and associated monitoring fee through the imposition of planning conditions and a Section 106 agreement, I am satisfied that the proposed development does not conflict with the objectives of Paragraphs 109, 116 and 118 of the NPPF, Appendix B of the NPPW, Policies DM13 and DM14 of the LMWLP and Policies 2, 33 and 36 of the SELLP.

7.8 Archaeology and Heritage

7.8.1 Baseline archaeological investigations—combining desk based research, walkover survey, and 38 trial trenches—found no evidence of significant prehistoric, Roman, Saxon, or medieval activity within the site, despite the presence of 14 postmedieval heritage assets and two historic farmsteads within 1km. The site's soils comprise post reclamation deposits overlying intertidal sediments formed between the 13th and 18th centuries, with deeper layers reflecting waterlogged saltmarsh conditions unsuitable for past human occupation.

7.8.2 Trenching revealed only shallow, postmedieval agricultural features such as boundary ditches and drainage channels, along with one modern animal burial. Overall, the evidence indicates that the land has historically been agricultural following 18th century reclamation, with no indication that deeper archaeological remains would be affected by the proposed development.

7.8.3 The archaeology consultee response confirms that no further archaeological work would be required for this application. Therefore, I am satisfied that the application does not conflict with the objectives set out in paragraph 202 of the NPPF, Policy DM4 of the LMWLP and Policy 2 of the SELLP.

7.9 Soils and Best and Most Versatile Land

7.9.1 Objections have been received by members of the public in relation to the loss of agricultural land. The application site consists of 5.7ha of Grade 1 Best and Most Versatile agricultural land forming part of a much larger 1,416ha arable holding. As a result, the development would remove around 0.4% of the overall farmland from production. The proposal would in principle conflict with the objectives of Policies DM11 and DM12, however, when considered in context 5.7Ha of land is not considered a significant area for the purposes of the policies. Although the AD facility would result in the loss of 5.7ha of Grade 1 BMV, the proposal converts organic waste into renewable biogas, resulting in a reduction to greenhouse gasses. In addition, the scheme incorporates extensive biodiversity, landscaping, drainage and SuDS enhancements, including native hedgerows, tree planting and improved ditch buffers, with Biodiversity Net Gain calculations indicating a measurable uplift in ecological value. The digestate produced by the facility would also be used as a soil conditioner across the wider farm, improving agricultural productivity elsewhere within the holding.

7.9.2 In overall terms, the proposal results in only a minimal loss of high quality agricultural land relative to the wider farm unit and introduces significant

biodiversity and environmental enhancements that it are considered on balance outweigh this reduction. Whilst it is accepted that there that would be a loss of Grade 1 BMV agricultural land, it is considered that the benefits delivered by the scheme would appropriately offset what is a relatively limited loss. I am therefore satisfied that the development is, on balance, acceptable when taking account of the objectives set out in Paragraph 187 of the NPPF, Policies DM1, DM11 and DM12 and of the LMWLP and Policy 30 of the SELLP.

7.10 Biodiversity Net Gain and Ecology

7.10.1 Objections have been received from members of the public, Surfleet Parish Council and Lincolnshire Wildlife Trust in relation to the threat to local wildlife and the BNG calculation.

7.10.2 The Biodiversity Net Gain Assessment demonstrates that the proposed development would deliver measurable ecological enhancements, including a +13.14% net gain in habitat units, a small net gain in hedgerow units, and a +15.29% net gain in watercourse biodiversity. Baseline ecological surveys identified no statutory designated sites within 2km of the site, with Surfleet Lows SSSI located 2.7km to the southwest and internationally designated sites such as The Wash SPA/Ramsar/SSSI and The Wash & North Norfolk Coast SAC situated 6.7km to the east. Seven Local Wildlife Sites also fall within a 2km radius, though the site itself comprises mainly agricultural land with limited habitat value for wildlife.

7.10.3 Species specific surveys recorded no evidence of water vole or badger activity, though some habitats, particularly ditches, may offer occasional use during wetter conditions, and foraging by badgers cannot be ruled out. The assessment indicates that suitable mitigation and ecological enhancement measures would be secured through planning conditions, supported by a Construction Environmental Management Plan to minimise ecological impacts during construction. Overall, the findings show that with appropriate safeguards, the development is capable of delivering a net gain in biodiversity while avoiding significant harm to designated sites or protected species.

7.10.4 The applicant proposes to create a 10-metre-wide woodland strip around the perimeter; however, Lincolnshire Wildlife Trust have commented that the proposed strategy does not meet commonly accepted woodland criteria. While UKHab sets no formal minimum size, the Woodland Trust defines woodland as having a minimum area of 0.5ha, a minimum width of 20m, at least 20% canopy cover, and tree species that meet the definition of trees. At only 10m wide, the proposed strip falls short of these parameters and is unlikely to be capable of achieving or maintaining moderate woodland condition, particularly given its narrowness and surrounding development. As a result, the habitat is more accurately classified as scattered or individual trees, which may yield fewer biodiversity units, meaning that additional offsite units may be required to ensure compliance with the 10% net gain requirement.

7.10.5 The Council's Ecologist has provided comments, also acknowledging that the UK guidance on woodland creation is not targeted narrow strips of woodland as proposed in this case and therefore, alternative woodland creation methods focusing on small woodland creation, such as the use of higher tree planting densities and the introduction of woodland seed mixes is required if the targeted moderate condition is to be achieved. This matter would be dealt with post determination and can be dealt with by way of condition.

7.10.6 With regards to ecology and biodiversity, overall, it is considered that the development would be able to deliver against the objectives of paragraph 193 of the NPPF, Policy DM9 of the LMWLP and Policies 28 and 30 of the SELLP.

7.11 Flood Risk and Water

7.11.1 Objections have been received from members of the public in relation to concerns over the development increasing flood risk in the area.

7.11.2 The site is located in flood zone 3 however the Flood Risk Assessment (FRA) submitted in support of the application finds the site has a low risk of flooding from local drainage systems, with overall tidal flood risk from the River Welland remaining below 1% annual probability due to robust existing defences. While climate change is expected to increase risk gradually over time, defence overtopping is not anticipated within the development's design life. Breach modelling indicates that, in a worst case scenario during operation, maximum flood depths would be around 0.25m on site. The scheme would increase impermeable area and therefore surface water runoff, so appropriate SuDS and surface water management would be required to avoid increasing flood risk on or off site.

7.11.3 To manage residual risk, the FRA recommends flood resilience measures, including a water entry strategy (allowing water in and out without structural damage), raising the main electrical supply and switchboard above predicted flood levels, and site flood response procedures aligned to formal warnings. Surface water would be contained and attenuated in line with the submitted Surface Water Strategy, ensuring no additional risk to neighbouring land or property. Staff awareness of local flood risks and the standard of defences would be embedded through site management procedures. In the event of a failure at Surfleet Marsh or Risegate Eau pumping stations, the Internal Drainage Board would deploy emergency pumping to maintain drainage levels and reduce the likelihood of wider flooding.

7.11.4 The Environment Agency raises no objection, provided that an Environmental Permit is secured and all flood mitigation and waste handling requirements are fully implemented and retained. Anglian Water also raises no objection but requires confirmation that nondomestic water use will not exceed 20m^3/day, alongside conditions to address foul drainage uncertainty and to safeguard any nearby operational assets.

7.11.5 The Welland & Deepings IDB confirms that surface water discharge is acceptable in principle, subject to a formal consent application. Taken together, the responses indicate that all identified risks can be effectively mitigated through established permitting, drainage, and design stage controls, meaning the development can proceed safely and responsibly within the regulatory framework. I am therefore satisfied that that proposals are not contrary to the objectives set out in paragraphs 181 and 182 NPPF, Policy DM16 of the LMWLP and Policies 2 and 4 of the SELLP.

7.12 Population and Human Health

7.12.1 An objection has been received from members of the public and Surfleet Parish Council in relation to population and human health has been received. The design of the anaerobic digestion (AD) facility has been refined through the EIA process to minimise environmental and health impacts, with assessments of air quality, noise, lighting, traffic and other health determinants confirming no significant adverse effects on human health. Concerns were raised in relation to the application not providing adequate evidence of need or lack of clarity on job types and skills, however the supporting documents detail that the development would contribute support national climate change objectives by generating renewable energy, create around 120 temporary construction jobs and 5-10 permanent roles once operational, and provide wider economic benefits through supply chain activity and sustainable farming practices via digestate use.

7.12.2 No meaningful impact on housing or local services is expected, and residential amenity would not be significantly affected, with all technical topics—noise, traffic, air quality and visual impact—assessed as negligible or minor once mitigation is applied. Embedded mitigation measures, including construction noise controls, acoustic enclosures, dust management, sensitive lighting, secure chemical storage, and biodiversity enhancing landscaping, further ensure that any environmental effects remain low and manageable. Therefore, I am satisfied that the proposal does not conflict with paragraphs 85, 88, 89, 196 and 201 of the NPPF and Policies 30 and 32 of the SELLP.

7.13 Fire Risk

7.13.1 Objections have been raised by members of the public and Lincolnshire Fire and Rescue (LFR) in relation to fire risk at the site. Lincolnshire Fire and Rescue (LFR) have provided an objection based upon an inadequate water supply at the site. They state that the developer is required to install a fire hydrant meeting BS7502012 standards within 90m of the site entrance. The hydrant would be installed at the developer's cost, tested by a Hydrant Inspector, and fitted with a standard "H" marker plate. Once adopted, the Fire Service will take responsibility for all future maintenance and repairs.

7.13.2 LFR objections can therefore be overcome by imposing a planning condition for the installation of the fire hydrant.

7.14 Climate Change and Downstream Effects

7.14.1 The proposed AD facility's contribution to resilience against climate change has been assessed in line with Schedule 4 of the EIA Regulations. The development aligns with national net zero objectives by generating carbon negative biomethane capable of meeting the heating needs of 5,000–7,500 homes and saving around 25,000 tonnes of CO_2 annually, equivalent to removing 10,500 cars from the road, while also enhancing UK energy security and supporting low carbon heat supply.

7.14.2 The facility is designed to be robust under future climate scenarios, with a flood risk assessment confirming resilience to increased rainfall, surface water flows and climate related hazards, supported by a drainage strategy incorporating climate change allowances and additional planting to increase environmental resilience.

7.14.3 An assessment of downstream emissions in light of 2025 Government guidance and the Finch judgment has been undertaken and concludes that Scope 3 assessments are not applicable because the facility does not involve hydrocarbon extraction and the end uses of its biomethane cannot be predicted or attributed for EIA purposes; only minimal Scope 1 and 2 emissions are expected, offset by net renewable energy export.

7.14.4 Overall, the assessments demonstrate that the proposed AD facility would make a meaningful and positive contribution to national climate change mitigation through renewable gas production and substantial carbon savings, while being well designed to withstand the effects of future climate change. The downstream emissions guidance clearly indicates that Scope 3 assessment is neither required nor relevant, and the plant's operational characteristics ensure that its residual climate impacts remain low. Taken together, the proposal is shown to be environmentally robust and beneficial in supporting long term decarbonisation and climate resilience objectives. Therefore, I am satisfied that the proposal meets the objectives set out in paragraphs 161 and 168 of the NPPF, Policy DM2 of the LMWLP and Policy 31 of the SELLP.

7.15 Cumulative/In-combination effects

7.15.1 The cumulative assessment considers whether the proposed development, alongside other existing or foreseeable projects, could generate combined environmental effects on human, ecological, landscape, heritage, and water related receptors. Assessments show that construction and operational dust, noise, air quality, lighting, and traffic impacts remain low and temporary, with no nearby schemes likely to generate cumulative effects on human health or amenity. For environmental receptors, potential interactions, such as habitat change, emissions, noise, landscape alteration, and hydrological impacts, were evaluated and found not to combine to produce significant adverse effects. Archaeological investigations identified no heritage constraints and therefore no cumulative heritage impacts. Landscape changes, while present, would remain localised and mitigated over time by planting. The Flood Risk Assessment and drainage strategy

confirm robust water management with no pathway for cumulative hydrological impacts, and ecological surveys indicate low sensitivity with suitable mitigation and habitat enhancements preventing cumulative ecological harm.

7.15.2 Overall, the cumulative assessment demonstrates that the proposed development would not give rise to significant combined or interactive environmental effects when considered alongside other developments. Embedded design measures and mitigation ensure that any residual impacts remain minor, localised, and well within acceptable thresholds, confirming that the scheme can proceed without generating meaningful cumulative environmental harm and therefore does not conflict with the objectives set out in Policy DM17 of the LMWLP and Policy 31 of the SELLP.

7.16 Final Conclusion

7.16.1 While the proposal is not required to meet an identified quantitative shortfall in waste management capacity and would result in the loss of 0.4% of the overall agricultural holding comprising Grade 1 Best and Most Versatile agricultural land, it would deliver substantial biodiversity, climate change, energy security and economic benefits. These include; the generation of renewable biomethane, reductions in greenhouse gas emissions, production of digestate to support sustainable agricultural practices, carbon capture benefits, biodiversity net gain and the creation of employment opportunities. Proposals of this nature contribute to achieving the Government's commitment to the increase of energy from waste through AD and can play an important role as a means of dealing with organic waste by more efficient capture and treatment of this resource, with the diversion of organic waste up the waste hierarchy.

7.16.2 Detailed technical assessments submitted in support of the application demonstrate that potential effects on landscape character, residential amenity, air quality, odour, noise, lighting, traffic, flood risk, ecology, heritage and human health can be satisfactorily mitigated through design measures and the imposition of appropriate planning conditions.

7.16.3 The rural location of the site is justified by operational requirements and its functional relationship with agriculture. The development is therefore considered capable of operating without giving rise to unacceptable adverse impacts. On balance, when weighed against the potential harms identified, the material considerations and sustainability benefits significantly outweigh any residual impacts. The proposal is therefore considered to meet the objectives set out in paragraphs 7 to 13 of the NPPF and represents sustainable development for which planning permission should be granted.

8.0 Biodiversity Gain Plan

8.1 Based on the information available this proposed development is considered to be one which will require the approval of a biodiversity gain plan before development

is begun because none of the statutory exemptions or transitional arrangements are considered to apply.

9.0 Human Rights Implications

9.1 The Committee's role is to consider and assess the effects that the proposal will have on the rights of individuals as afforded by the Human Rights Act (principally Articles 1 and 8) and weigh these against the wider public interest in determining whether or not planning permission should be granted. This is a balancing exercise and matter of planning judgement. In this case, having considered the information and facts as set out within this report, should planning permission be granted the decision would be proportionate and not in breach of the Human Rights Act (Articles 1 & 8) and the Council would have met its obligation to have due regard to its public sector equality duty under Section 149 of the Equality Act 2010.

RECOMMENDATIONS

It is recommended that planning permission be granted subject to the following:

(A) This report (including appendices) forms part of the Council's Statement pursuant to Regulation 30 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 – which requires the Council to make available for public inspection at the District Council's offices specified information regarding the decision. Pursuant to Regulation 30(1)(d) of the 2017 Regulations the Council must make available for public inspection a statement which contains:

- the content of the decision and any conditions attached to it;
- the main reasons and consideration on which the decision is based including, if relevant, information about the participation of the public;
- a summary of the consultations undertaken, and information gathered and how those results have been incorporated or otherwise addressed;
- a description of the main measures to avoid, reduce and if possible, offset the major adverse effects of the development;
- any monitoring measures considered appropriate; and
- information regarding the right to challenge the validity of the decision and the procedures for doing so; and

(B) that planning permission be granted subject to the following Biodiversity Gain conditions and information:

Biodiversity Gain Condition

A. The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for this development is deemed to have been granted subject to the condition ("the biodiversity gain condition") that development may not begin unless:

a. a Biodiversity Gain Plan has been submitted to the planning authority; and
b. the planning authority has approved the plan.

Biodiversity Gain Information (see informative below)

(C) The applicant enters into a Section 106 Planning Obligation to provide for the following:

- The provision of a Habitats Management and Monitoring Plan;
- The payment of fees to cover the cost of the County Council in monitoring of the Habitats Management and Monitoring Plan;
- Routing agreement directing all HGV traffic to access and egress the site only via the A16 junction and the northern section of Surfleet Bank; and
- The payment of fees to cover the cost of the Local Highways Authority in monitoring the Travel Plan.

(D) Planning conditions:

Definition of Permission and Approved Documents and Plans

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission. Written notification of the date of commencement shall be sent to the Waste Planning Authority within seven days of commencement.

Reason: This condition is required by Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out strictly in accordance with the details set out in the following document sand plans except as may be modified by conditions of this permission:

Documents

- Application Form – received 20 August 2024
- Design & Access Statement – received 01 July 2024
- Design & Access Statement Revised Pages 12&13 – received 05 March 2026
- Highway Safety Personal Injury Accident Report – received 05 March 2026
- Lighting Design Summary – received 05 March 2026
- Lighting – Obtrusive Light Report – received 05 March 2026
- Lighting Report – received 05 March 2026
- Lighting Risk Assessment – received 05 March 2026
- Machinery Additional Information Report – received 05 March 2026

- Statement on Fire Fighting Strategy – received 01 July 2024
- Travel Plan – received 15 April 2026
- Written Scheme of Investigation for an Archaeological Trial-Trench Evaluation – received 16 June 2025
- Environmental Statement – received 20 March 2026
- Environmental Statement Appendix C – Environment Agency Response – received 01 December 2025
- Environmental Statement Appendix C – Environmental Protection Approval in Principle – received 01 December 2025
- Environmental Statement Appendix C – Environmental Protection Request
- Environmental Statement Appendix D – Chapter 6 – Air Quality and Odour Supplementary Statement – received 19 March 2026
- Environmental Statement Appendix D – Chapter 7 – Transport – received 21 November 2025
- Environmental Statement Appendix D – Chapter 7 – Transport Assessment – received 21 November 2025
- Environmental Statement Appendix D – Chapter 8 – Biodiversity Net Gain Assessment – received 21 November 2025
- Environmental Statement Appendix D – Chapter 8 – Ecological Impact Assessment – received 21 November 2025
- Environmental Statement Appendix D – Chapter 8 – Water Vole Survey – received 21 November 2025
- Environmental Statement Appendix D – Chapter 9 – Archaeological Trial Trench Evaluation – received 05 December 2025
- Environmental Statement Appendix D – Chapter 9 Geophysical Survey Report – received 05 December 2025
- Environmental Statement Appendix D – Chapter 9 – Historic Environment Desk-Based Assessment – received 05 December 2025
- Environmental Statement Appendix D – Chapter 10 – LVIA Photographic Record – received 01 December 2025
- Environmental Statement Appendix D – Chapter 13 – Flood Risk Assessment – received 21 November 2025
- Environmental Statement Appendix D – Chapter 13 – Preliminary Drainage Statement – received 21 November 2025

Plans

- Drawing No – LP01 Revision B – Existing Location Plan – received 21 November 2025
- Drawing No – S01 Revision C – Existing Site Plan – received 21 November 2025
- Drawing No – P10 Revision A – Proposed AD Plant – received 05 March 2026
- Drawing No – P09 Revision A – Proposed AD Site Elevations – received 21 November 2025
- Drawing No – P08 Revision B – Proposed Digestate Processing – Plans & Elevs – received 21 November 2025
- Drawing No – P01 Revision E – Proposed Site Plan – received 05 March 2026

- Drawing No – P07 Revision B – Waste Transfer and Digestate Processing Plans – received 21 November 2025
- Baseline Habitat Map Version 1 – received 21 November 2025
- Layout – FCC Preliminary – received 01 July 2024
- Drawing No – 0360-JCE-00-SI-DR-C-3000 Rev P01 – received 01 July 2024
- Drawing No – 3249-D-01 – Proposed Outdoor Lighting and Illuminance Layout – received 05 March 2026

Reason: To ensure the development is carried out in accordance with the approved details.

3. Prior to the commencement of development, the means of delivering at least 10% Biodiversity Net Gain shall be submitted to, and agreed in writing by, the local planning authority in one of the following ways:

- onsite; or
- offsite and therefore prior to the commencement of development a s.106 legal agreement or conservation covenant shall be entered into to secure the delivery, management, monitoring and reporting of the BNG, including any fees associated with the monitoring arrangements; or
- through the provision of proof of the purchase of Habitat Bank Biodiversity Units (evidence to be submitted for approval); or
- through the provision of proof of the purchase of Statutory Biodiversity Credits (evidence to be submitted for approval); or
- a combination of the above, secured by the appropriate mechanism.
  The delivery of biodiversity net gain shall thereafter be carried out in accordance with the approved method.

4. The Biodiversity Gain Plan approved pursuant to the deemed Biodiversity Gain Condition shall be implemented in full.

5. Where the required Biodiversity Net Gain (BNG) of at least 10% is to be delivered onsite (whether in full or in part), prior to the commencement of development, a Habitat Management and Monitoring Plan (HMMP) shall be submitted to, and approved in writing by, the local planning authority. The HMMP shall include:

   (a) details of how the required BNG will be:

      (i) enhanced,

      (ii) created,

      (iii) retained (including making good any losses and replacement due to damage and / or failure),

      (iv) managed and maintained for a period of 30 years after the completion of development, and

(v) monitored and reported to the local planning authority;

(b) a timetable for the delivery of the required BNG and a definition of the completion of development that shall be the trigger point for the commencement of the management and monitoring arrangements;

(c) details of when the BNG will be monitored and the arrangements for such monitoring to be reported to the local planning authority, including the mechanism for agreeing any fees related to the monitoring arrangements, as appropriate; and

(d) provision for the review of the management and maintenance should the findings of the monitoring indicate that the approved approach requires amendment.

The management and monitoring of the BNG shall be implemented in full in accordance with the approved HMMP.

Reasons for conditions 3 to 5: To meet the requirements of the Biodiversity Gain Objective set out in paragraph 2 of Schedule 7A of the Town and Country Planning Act 1990 (as amended) and to meet the requirements of the deemed Biodiversity Gain Condition imposed by paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 (as amended).

6. Prior to the commencement of development, a Construction Management Plan and Method Statement shall be submitted to and approved by the Waste Planning Authority. The Plan and Statement shall indicate measures to mitigate the adverse impacts of vehicle activity and the means to manage drainage of the site during the construction stage of the permitted development. It shall include:

- The phasing of the development to include access construction;
- The on-site parking of all vehicles of site operatives and visitors;
- The on-site loading and unloading of all plant and materials;
- The on-site storage of all plant and materials used in constructing the development;
- Wheel washing facilities
- The routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material;
- A strategy detailing how surface water run off on and from the development would be managed during construction and protection measures for any sustainable drainage features. This should include drawings) showing how the

drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during construction;

- Details of external lighting (temporary and or permanent) to be used and mitigation to reduce light pollution;

- Details for the monitoring, management and mitigation of dust and air quality; and

- Details for the monitoring, management and mitigation of noise.

The approved Construction Management Plan and Method Statement shall thereafter be implemented in full.

Reason: In the interests of the local amenity and the safety and free passage of those using the adjacent public highway and to ensure that the development hereby permitted is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the development during construction.

7. Prior to commencement of the development a strategic water resource strategy shall be submitted to and approved in writing by the Waste Planning Authority, in consultation with Anglian Water. The strategy would confirm non-domestic water is available to serve the development and should explore innovative solutions to contribute to reducing overall water demand. The development shall be carried out in accordance with the approved strategy.

Reason: to ensure domestic water supply is not jeopardised and to protect water resources and ensure sustainable development.

8. Prior to the commencement of development, full details regarding the on-site package treatment plant and the plan for ongoing maintenance. Details must be submitted to and approved in writing by the Waste Planning Authority. The development shall be carried out in strict accordance with the approved package treatment plant details prior to first occupation and shall be retained as such thereafter.

Reason: To ensure satisfactory foul drainage from the development and to safeguard the receiving water body. This is a pre- commencement condition as the foul drainage needs to be agreed at the outset of the development.

9. Before the development is brought into use, one fire hydrant conforming to BS750-2012 within 90m of the premises shall be installed in accordance with Lincolnshire Fire and Rescue's (LFR) recommendations. Following installation, the applicant will provide the Waste Planning Authority with confirmation from LFR that the installation meets their required standards.
Reason: In the interest of fire safety for the proposed use.

Permitted Waste and Quantities

10. The total quantity of feedstock materials handles by the development shall not exceed 105,000 tonnes per annum. All materials brought to the site shall be weighed at a weighbridge and weigh bride records shall be retained for at least two years and be available for inspection by the Waste Planning Authority upon request.

Reason: To correspond with the waste feedstock materials and quantities for which planning permission was applied for and to ensure the impacts of the development have been appropriately assessed.

Hours of Operation

11. Except in emergencies to maintain safe working conditions (which shall be notified to the Waste Planning Authority as soon as practicable) no vehicles associated with the delivery and input of feedstock materials and export of final digestate shall access or egress the site except between 07:00 to 19:00 hours Monday to Saturday. The anaerobic digestion plant is permitted to operate continuously 24 hours a day.

Reason: In the interest s of limiting the effects of the development on local amenity and to define the permitted hours of operation.

12. The rating level of the noise emitted from fixed plant and equipment, loading and unloading of goods & mobile plant and vehicles located at the site shall not exceed 33dB during daytime period (07:00-23:00) and 28dB during the nighttime period (23:00-07:00) when determined 1m from most exposed façade at any premises used for residential purposes surrounding the site when assessed in accordance with BS 4142:2014+A1(2019).

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

Access and Traffic

13. Prior to the commencement of development full details for the vehicular access to the public highway, including materials, specification of works and construction method shall be submitted to and for the approval of the Waste Planning Authority. No development other than the construction of the access shall be carried out until the access has been constructed in full and in accordance with the approved details.

Reason: In the interests of safety of the users of the public highway and the safety of the users of the site.

14. All laden vehicles carrying feedstocks/waste materials entering or leaving the site shall be sheeted or netted or carry their load in an otherwise enclosed load space.

Reason: To prevent debris spillage onto the highway.

15. The Trave Plan (received 14 April 2026) shall be implemented for the duration of the development.

Reason: To ensure the development is carried out in accordance with the aims and objectives of the Travel Plan.

Air Quality and Odour

16. Prior to the development being brought into use, an Air Quality and Odour Monitoring, Management and Mitigation Plan shall be submitted to and for the approval of the Waste Planning Authority.

Reason: In the interests of residential amenity.

17. The doors and windows of all buildings used to carry out operations associated with the handling, processing and storage of wastes shall be kept closed at all times except when required to be opened in connection with the movement of mobile plant and the delivery and dispatch and transferal of material to and from the buildings.

Reason: In order to ensure that noise and odour emissions arising from the development are in line with the levels cited in the application and to protect the amenity of the area.

18. No wastes or feedstock materials to be used or processed by the development hereby permitted shall be stored outside of the technical/reception building or the digestion tanks.

Reason: In order to ensure that odour emissions arising from the development are in line with the levels cited in the application.

Noise

19. Prior to the commencement of development, a detailed noise assessment specific to the operation of the anaerobic digestion plant and associated equipment, including noise management and mitigation measures, shall be submitted to and for the approval of the Waste Planning Authority. The development shall be carried out fully in accordance with the approved scheme.

Reason: in the interest of the local amenity.

20. The rating level of the noise emitted from industrial and manufacturing

process, fixed plant and equipment, loading and unloading of goods and mobile plant and vehicles located at the site shall not exceed 33dB during daytime period (07:00-23:00) and 28dB during the nighttime period (23:00-07:00) when determined 1m from the most exposed façade at any premises used for residential purposes surrounding the site.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

Drainage

21. Prior to the commencement of development a surface water drainage scheme shall be submitted to and for the approval of the Waste Planning Authority.

The scheme shall:

- be based on verified groundwater levels and seasonal variations, as evidenced through on-site monitoring conducted over a six-month winter period;
- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide attenuation details and discharge rates which shall be restricted to greenfield run off rate;
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

The development shall be carried out fully in accordance with the approved scheme.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Protection of Surface Water and Groundwater

22. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound shall be at least equivalent to the capacity of the largest tank, or the capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and site glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework shall be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets shall be detailed to discharge downwards into the bund.

Reason: In the interests of the protection of groundwater and surface water.

Lighting and Visual Amenity

23. Lighting shall be installed in strict accordance with the Lighting Design Summary, Lighting – Obtrusive Light Report, Lighting Report, Lighting Risk Assessment and Proposed Outdoor Lighting and Illuminance Layout Plan (all received on 05 March 2026). No additional lighting shall be installed without prior approval from the Waste Planning Authority.

24. Prior to the construction of any buildings or tanks, the colour of the buildings and tanks shall be submitted to and for the approval of the Waste Planning Authority. The development shall be carried out in accordance with the approved details.

25. Prior to the development being brought into use, a detailed landscaping and tree planting scheme shall be submitted to and approved in writing by the Waste Planning Authority. Such a scheme shall include details of the numbers and species of trees and planting including replacement tree planting, and the approved scheme shall be carried out in its entirety in accordance with the approved details in the first available planting season following confirmation of the written approval from the Waste Planning Authority. Any trees which die, are removed or become seriously damaged or diseased within the ten-year aftercare period shall be replaced in the next planting season with others of a similar size and species. Thereafter, the trees and landscaping details shall be implemented and maintained in accordance with the approved details.

26. The means of connection to the National Electricity Grid shall be by underground cable.

Reasons for conditions 23 to 26: In the interest of visual amenity.

Informative

Attention is drawn to:

(i) Biodiversity Gain Information

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition") that development may not begin unless:

(a) a Biodiversity Gain Plan has been submitted to the planning authority, and
(b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Lincolnshire County Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below. Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

The permission which has been granted has the effect of requiring or permitting the development to proceed in phases. The modifications in respect of the biodiversity gain condition which are set out in Part 2 of the Biodiversity Gain (Town and Country Planning)
(Modifications and Amendments) (England) Regulations 2024 apply.

In summary: Biodiversity gain plans are required to be submitted to, and approved by, the planning authority before development may be begun (the overall plan), and before each phase of development may be begun (phase plans).] To be deleted where applicable.

Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition

1. The application for planning permission was made before 12 February 2024.

2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.

3. The planning permission was granted on an application made under section 73 of t he Town and Country Planning Act 1990 and

(i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or

(ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.

4. The permission which has been granted is for development which is exempt being:

4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:

(i) the application for planning permission was made before 2 April 2024;

(ii) planning permission is granted which has effect before 2 April 2024; or

(iii) planning permission is granted on an application made under section 73 of the

Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).

4.2 Development below the de minimis threshold, meaning development which:

(i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and

(ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).

4.5 Self and Custom Build Development, meaning development which:

(i) consists of no more than 9 dwellings;

(ii) is carried out on a site which has an area no larger than 0.5 hectares; and

(iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

4.5 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.

* "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

Irreplaceable habitat

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans. The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.
The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

The effect of section 73(2D) of the Town and Country Planning Act 1990

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without

compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

(i) do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and

(ii) in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

(ii) Highways and Lead Local Flood Authority Consultation response received 22 April 2026.

(iii) Please see the Biodiversity Gain Plan template produced by DEFRA for information on how to comply with the deemed Biodiversity Gain Plan condition: https://www.gov.uk/government/publications/biodiversity-gain-plan

(iv) Where Biodiversity Net Gain is proposed to be delivered offsite by the developer, and not through Habitat Bank Units or Purchase of Statutory Biodiversity Credits, it may be necessary to secure the necessary delivery, management, monitoring and reporting arrangements (through a Habitat Management and Monitoring Plan) through a s.106 legal agreement. Please contact Planning Services for further information and to discuss this.

(v) In those circumstances in which the local planning authority will need to charge fees in relation to the monitoring of Biodiversity Net Gain in accordance with the approved Habitat Management and Monitoring Plan, it will be necessary to enter into a s.106 legal agreement to secure the payment of such fees. Please contact Planning Services for further information and to discuss this.

(vi) Please see the Habitat Management and Monitoring Plan template produced by Natural England / DEFRA for information on how to comply with the requirements of condition 5.

https://publications.naturalengland.org.uk/publication/5813530037846016

(viii) In dealing with this application the Waste Planning Authority has worked with the applicant in a positive and proactive manner by processing the application efficiently so as to prevent any unnecessary delay. This approach ensures the

application is handled in a positive way to foster the delivery of sustainable development which is consistent with the requirements of the National Planning Policy Framework and as required by Article 35(2) of the Town & Country Planning (Development Management Procedure)(England) Order 2015.

(ix) The validity of the grant of planning permission may be challenged by Judicial review proceedings in the Administrative Court of the High Court such proceedings will be concerned with the legality of the decision rather than its merits. Proceedings may only be brought by a person with sufficient interest in the subject matter. Any proceedings shall be brought promptly and within six weeks from the date of the planning permission. What is prompt will depend on the circumstances of the particular case but promptness may require proceedings to be brought at some time before the six weeks has expired whilst the time limit may be extended if there is good reason to do so, such extensions of time are exceptional. Any person considering bringing proceedings should therefore seek legal advice as soon as possible. The detailed procedural requirements are set out in the Civil Procedure Rules Part 54 and the Practice Directive of these Rules.

Appendix

These are listed below and attached at the back of the report	
Appendix A	Committee Plan

Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Planning Application File H17-1225-25	Lincolnshire County Council's website https://lincolnshire.planning-register.co.uk/
National Planning Policy Framework (2021)	The Government's website www.gov.uk
Lincolnshire Minerals & Waste Local Plan (2016)	Lincolnshire County Council's website www.lincolnshire.gov.uk
South East Lincolnshire Local Plan (2019)	South Holland District Council's website www.sholland.gov.uk
National Planning Policy for Waste (2014)	The Government's Website www.gov.uk

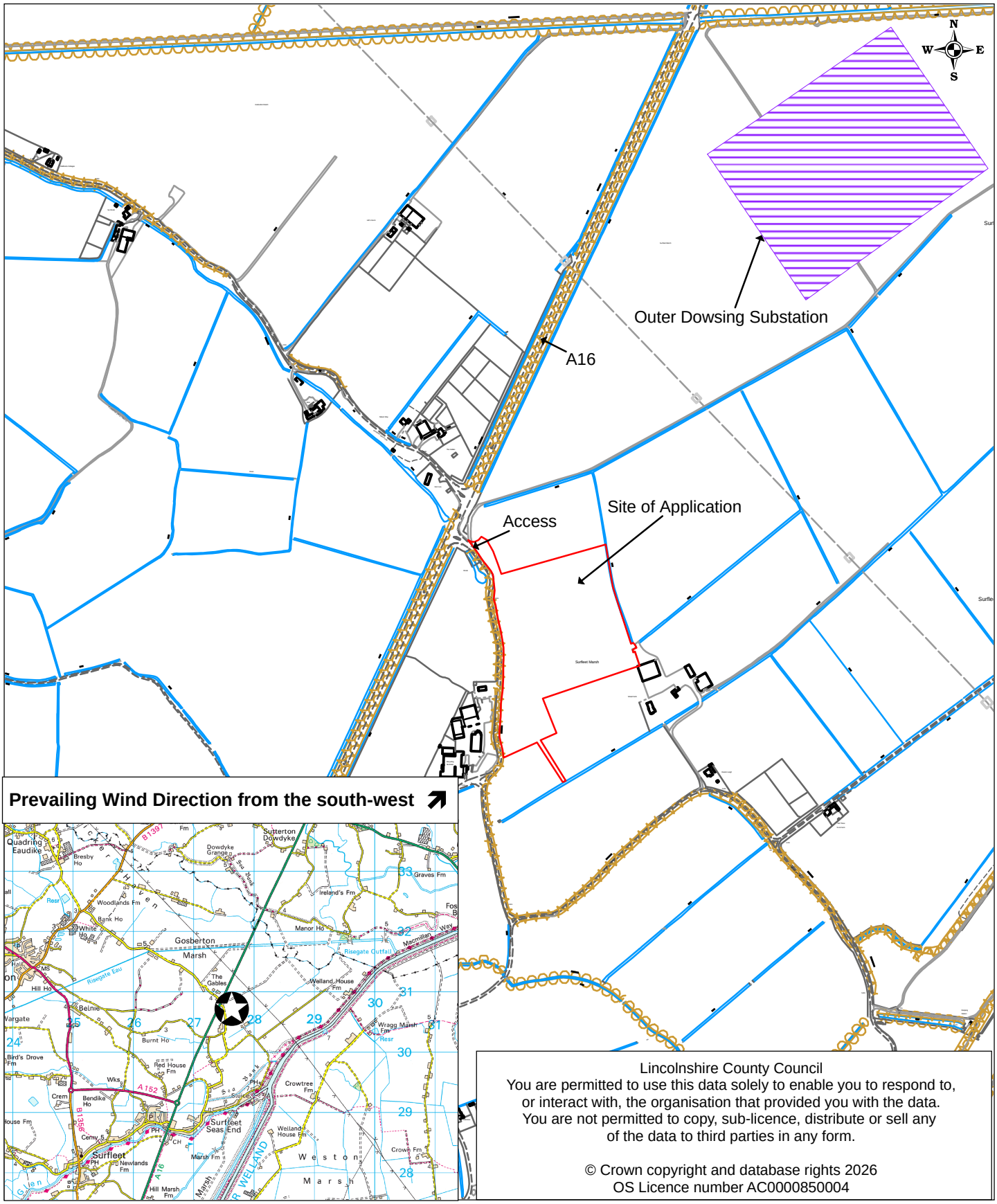
Lincolnshire Local Transport Plan 5	Lincolnshire County Council's website https://www.lincolnshire.gov.uk/downloads/file/7200/local-transport-plan-5

This report was written by Eloise Shieber, who can be contacted on 01522 782070 or dev_planningsupport@lincolnshire.gov.uk

Appendix A

LINCOLNSHIRE COUNTY COUNCIL

PLANNING AND REGULATION COMMITTEE 11 MAY 2026



Lincolnshire County Council
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Location:
Land to the East of Surfleet Bank and West of Woad Farm
Spalding

Application No: H17-1225-25

Scale: 1:10,000

Description:
For a proposed Anaerobic Digestor Plant and associated buildings

DATED 9 September 2026

PLANNING AGREEMENT

Between

(1) SIMON BRIAN NAYLOR and **ANN NAYLOR**

and

(2) LINCOLNSHIRE COUNTY COUNCIL

Agreement under
Section 106 Town & Country Planning Act 1990 (as amended)
relating to land to the East of Surfleet Bank and West of Woad Farm, Spalding

Legal Services Lincolnshire
County Offices
Newland
Lincoln
LN1 1YS

Planning Ref PL/0065/24
LSL Ref: 77825

THIS DEED is made the 9 day of September 2026

BETWEEN

1) **LINCOLNSHIRE COUNTY COUNCIL** of County Offices, Newland, Lincoln, LN1 2YL ("the County Council")

and

2) **SIMON BRIAN NAYLOR** and **ANN NAYLOR** of Roman Bank, Moulton Seas End, Spalding, Lincs PE12 6LG ("the Owner")

RECITALS

a) The County Council is the local planning authority for the purposes of the 1990 Act for the area within which the Site is situated and by whom the obligations and covenants contained in this Deed are enforceable.

b) The County Council is the local authority for the purposes of the 1972 Act and the 2011 Act

c) The County Council is the Local Highway Authority for the purposes for the area within which the Site is situated.

d) The Owner is the freehold owner of the Site which is registered at HM Land Registry under part of title number LL176453.

e) The Owner has submitted the Planning Application to the County Council seeking the grant of the Planning Permission for the Development.

f) The County Council has resolved to grant the Planning Permission subject to the prior completion of this Deed.

g) The Owner and the County Council have agreed to enter into this Deed in order to secure planning obligations pursuant to Section 106 of the 1990 Act in connection with the Development for the control and management of HGV routing and Travel Plan Monitoring associated with the Operations.

h) The Owner and the County Council enter into this Deed with the intention that the obligations contained herein shall be planning obligations enforceable by the County Council.

OPERATIVE PART

NOW THIS DEED WITNESSETH AS FOLLOWS:

1. DEFINITIONS AND INTERPRETATION

1.1. In this Deed the following terms and expressions shall have the following meaning:

"1972 Act"	means The Local Government Act 1972 (as amended)
"1990 Act"	means The Town and Country Planning Act 1990 (as amended)
"2011 Act"	means The Localism Act 2011
"Commencement of Development"	means the date upon which the Development shall commence by the carrying out upon the Site pursuant to the Planning Permission of a material operation (as defined in Section 56(4) of the 1990 Act) other than (for the purposes of this Deed and for no other purpose) operations consisting of site clearance, demolition work, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services, erection of any temporary means of enclosure, the temporary display of site notices or advertisements, erection of contractor work compounds, the provision of security measures or lighting or the provision of construction compounds and/or any other preparatory works as may be agreed with the County Council (acting reasonably and such consent not to be unreasonably withheld or delayed)
"Development"	means the development the subject of the Planning Permission
"HGV"	means any Heavy Goods Vehicle exceeding seven and a half (7.5) tonnes gross vehicle weight (or such other weight as may be agreed in writing by the County Council).
"HGV Routing Plan"	means the plan at Appendix One

"HGV Approved Route"	means the route shown in green on the HGV Routing Plan providing access and egress for HGVs to and from the Site via the A16 junction and the northern section of Surfleet Bank only
"Index"	means the RICS BCIS TPI (Royal Institute of Chartered Surveyors Building Cost Information Service Tender Price Index) and in the event that the relevant Index ceases to exist or is replaced or rebased then reference to the relevant Index shall include reference to any index which replaces it or any rebased index (applied in a fair and reasonable manner to the periods before and after rebasing under this Deed)
"Interest"	means interest at four per centum (4%) above the base lending rate of the Bank of England from time to time
"Operations"	means the operation of the Development pursuant to the Planning Permission
"Plan"	means the plan of the Site annexed to this Deed at Schedule One
"Planning Application"	means the application for a proposed Anaerobic Digestor Plant and associated buildings and which has been allocated the County Council's reference number **PL/0065/24** and planning permission number **H17-1225-25**
"Planning Permission"	means the planning permission issued pursuant to the Planning Application
"Site"	means the site that is shown edged red for identification purposes only on the Plan
"Statutory Undertaker"	means any company corporation board or authority at the date of this Deed authorised by statute to carry on an undertaking for the supply of telephone and television communications electricity gas water or drainage and any authorised successor to any such undertaking
"Travel Plan"	means the management strategy for the Site to deliver sustainable transport objectives submitted with the Planning Application

"Travel Plan Contribution"	means the sum of five thousand pounds (£5,000) for the monitoring of the Travel Plan
"Working Day"	any day from Monday to Friday (inclusive in each week except for Statutory holidays and any day in the period from Christmas Eve to New Year's Day (inclusive)

1.2. Where in this Deed reference is made to any clause paragraph schedule plan or recital such reference (unless the context otherwise requires) is a reference to a clause paragraph schedule recital or plan in this Deed

1.3. Clause headings are for reference only and shall not affect the interpretation of this Deed

1.4. Where in any schedule or part of any schedule reference is made to a paragraph such reference shall (unless the context requires otherwise) be to a paragraph of that schedule or (if relevant) part of that schedule

1.5. References to any party to this Deed shall include reference to their successors in title and assigns and to persons claiming or deriving title through or under them.

1.6. Words importing the singular meaning where the context so admits include the plural meaning and vice versa

1.7. Words of the masculine gender include the feminine and neuter genders and words denoting actual persons include companies, corporations and firms and all such words shall be construed interchangeable in that manner

1.8. A reference to a company shall include any company, corporation or other body corporate, wherever and however incorporated or established

1.9. Wherever there is more than one person named as a party and where more than one party undertakes an obligation all their obligations can be enforced against all of them jointly and against each individually unless there is an express provision otherwise

1.10. An obligation in this Deed on a party not to do something includes an obligation not to agree, allow or suffer that thing to be done or procure the doing of that act or thing

1.11. Any reference to an Act of Parliament shall include any modification, extension or re-enactment of that Act for the time being in force and shall include all instruments, orders, plans, regulations, permissions and directions for the time being made, issued or given under that Act or deriving validity from it

1.12. A reference to this Deed or any other agreement or document referred to in this Deed is reference to this Deed or such other document or deed as varied or novated (in each case, other than in breach of the provisions of this Deed) from time to time

2. LEGAL BASIS

2.1. This Deed is made pursuant to section 106 and Schedule 7A of the 1990 Act sections 111 and 120 and 139 of the 1972 Act and section 1 of the 2011 Act and all enabling powers

2.2. The covenants restrictions and requirements imposed upon the Owner under this Deed create planning obligations pursuant to section 106 of the 1990 Act and are intended to be enforceable by the County Council as local planning authority

3. CONDITIONALITY

3.1. This Deed is conditional upon:

3.1.1. the grant of the Planning Permission; and

3.1.2. the Commencement of Development

SAVE FOR the provisions of Clauses 4.3 (land charge), 4.5 (change of ownership) and 6.1.3 (legal fees) which shall come into effect immediately upon completion of this Deed

4. AGREEMENTS AND DECLARATIONS

The parties agree and declare that:

4.1. except in relation to any successors to the parties as defined in this Deed the provisions of this Deed shall not be enforceable under the Contracts (Rights of Third Parties) Act 1999

4.2. the covenants given in this Deed shall cease to have effect if:

4.2.1. the Planning Permission is quashed revoked or otherwise withdrawn at any time;

4.2.2. the Planning Permission expires prior to the Commencement of Development

4.3. this Deed shall be registered as a land charge by the County Council

4.4. no person or party shall be bound by the terms of this Deed or liable for a breach of the restrictions and obligations contained in this Deed:

4.4.1. occurring after that person or party has parted with all or part of their interest in the Site or the part in respect of which the breach occurs (but without prejudice to any liability for any breach committed prior to such parting); or

4.4.2. if it is a Statutory Undertaker which has an interest in any part of the Site for the purposes of its undertaking;

4.5. the Owner agrees to give the County Council written notice of any change in ownership (excepting any transfer to a Statutory Undertaker) of their interests in the Site occurring before all the obligations under this Deed have been discharged within ten (10) Working Days of the same occurring

4.6. nothing contained in this Deed shall prohibit or limit the right to develop any part of the Site in accordance with a planning permission (other than the Planning Permission) granted (whether or not on appeal) after the date of this Deed

4.7. nothing contained in this Deed shall prejudice or affect the rights powers duties and obligations of the County Council in the exercise of its functions as local authority and its rights powers duties and obligations under all public and private statutes byelaws and regulations may be as fully and effectually exercised

4.8. if any severable provision of this Deed shall be held to be invalid illegal or unenforceable the validity legality and enforceability of the remaining provisions shall not in any way be deemed thereby to be affected or impaired

4.9. where the agreement approval consent or expression of satisfaction is required by the Owner from the County Council under the terms of this Deed such agreement approval consent or expression of satisfaction shall not be unreasonably withheld or delayed

4.10. any notices requests demands or other written communications pursuant to this Deed shall be deemed to have been properly served if sent by recorded delivery to the principal address or registered office (as appropriate) of the relevant party

4.11. any payment made pursuant to this Deed shall be Index linked in accordance with the Index from the date of this Deed until the date of payment of each payment

4.12. if any payment due under this Deed is paid late Interest will be payable from the date payment is due until the date payment is made

4.13. The obligations set out in this Deed shall apply to and be enforceable in respect of the Planning Permission granted pursuant to Section 73 of the 1990 Act relating to the Development.

5. COUNTY COUNCIL'S COVENANTS

5.1. The County Council covenants to comply with its obligations set out in Schedule Two

6. OWNER'S COVENANTS

6.1. The Owner covenants with the County Council:

6.1.1. so as to bind the Site into whosoever hands the same may fall;

6.1.2. to comply with its obligations as set out in Schedule Three; and

6.1.3. to pay on the completion of this Deed the reasonable legal costs of the County Council incurred in preparing, negotiating and completing this Deed

7. FUTURE MORTGAGEE

7.1. Any future mortgagee or chargee shall be bound by the obligations contained in this Deed to the extent they are binding on the Site and the security of any mortgage over any part of the Site shall take effect subject to this Deed PROVIDED THAT the future mortgagee/chargee shall otherwise have no liability under this Deed unless they take possession of the Site (or that part of it which the mortgage relates to) in which case it too will be bound by the obligations as if it were a person deriving title from the Owner PROVIDED FURTHER THAT it shall not in any event be liable for any breach of this Deed arising prior to it becoming a mortgagee in possession of the land and nor shall it be liable for any breach of this Deed unless it shall have caused such breach or permitted it to continue.

8. JURISDICTION

8.1. This Deed shall be governed by and interpreted in accordance with the law of England

9. WAIVER

9.1. No waiver (whether expressed or implied) by the County Council or the Owner of any breach or default in performing or observing any of the covenants terms or conditions of this Deed shall constitute a continuing waiver and no such waiver shall prevent the County Council or the Owner from enforcing any of the relevant terms or conditions or form acting upon any subsequent breach or default

10. FUTURE PERMISSION

10.1. This Deed shall apply to any planning permission subsequently granted ("Future Permission") under section 73 or 73A or 73B (as appropriate) of the 1990 Act and the definition of Planning Permission shall thereafter be construed to include the development as permitted by the Future Permission PROVIDED THAT nothing in this clause shall fetter the discretion of the County Council in determining any applications under section 73, 73A or 73B of the 1990 Act or the appropriate nature and/or quantum of those section 106 obligations in so far as they are materially different to those contained in this Deed and required pursuant to a determination under section 73 73A or 73B of the 1990 Act whether by way of a new deed or supplemental deed pursuant to section 106 of the 1990 Act or a modification agreement pursuant to section 106A of the 1990 Act

11. EXECUTION AND DELIVERY

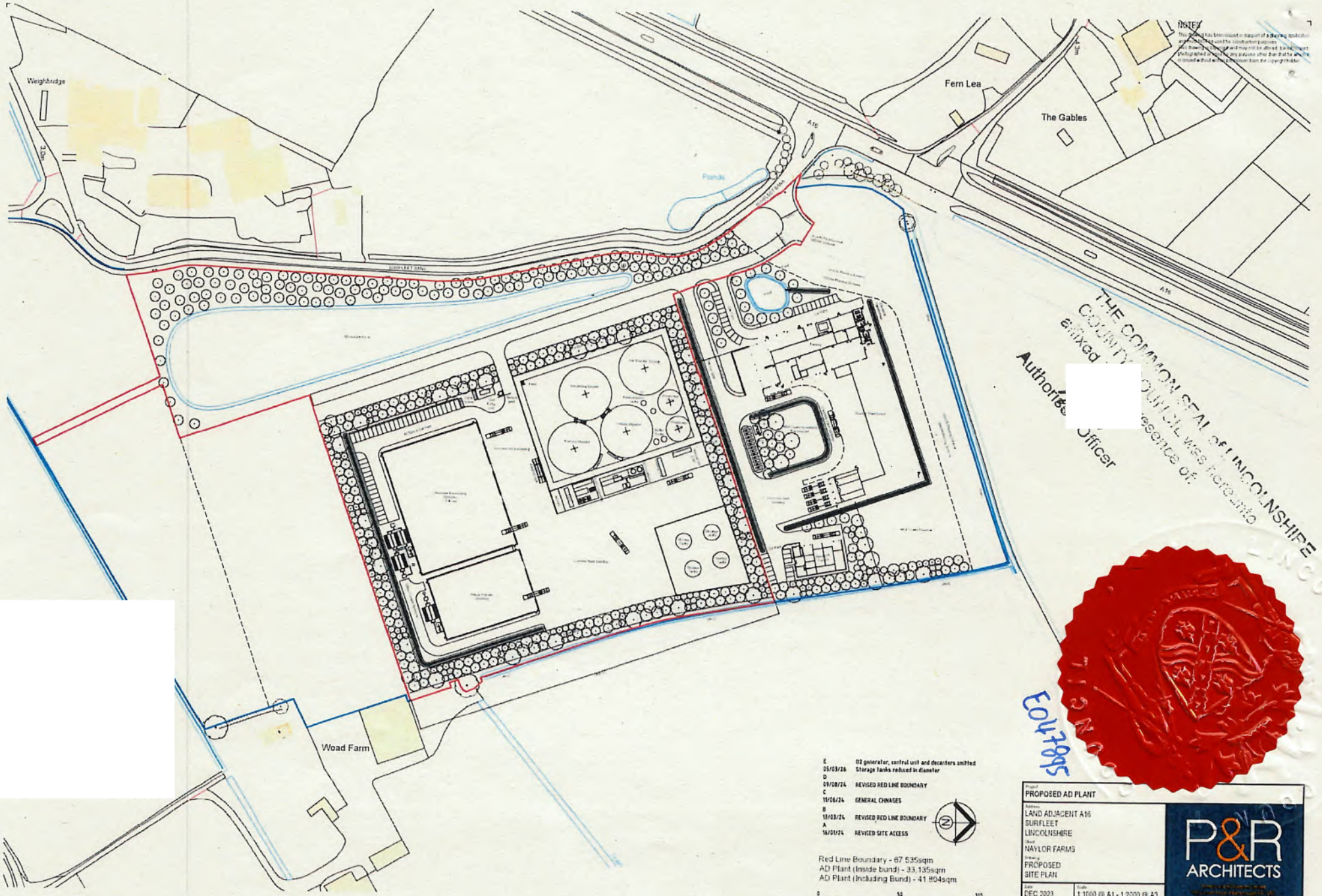
11.1. This document is executed as a deed and is delivered on the date stated at the beginning of this Deed

IN WITNESS whereof the parties hereto have executed this Deed on the day and year first before written

SCHEDULE ONE

DETAILS OF THE OWNER'S TITLE AND DESCRIPTION OF THE SITE

Being part of the land to the East of Surfleet Bank and West of Woad Farm, Spalding as registered at the Land Registry under title number LL176453 and edged red on the Plan


Weighbridge
Fern Lea
The Gables
A16
Ponds
Woad Farm
NOTES
THE COMMON SEAL of LINCOLNSHIRE COUNTY COUNCIL was hereto affixed
Authorised Officer
E047895
E 05/03/26 D2 generator, control unit and decanters omitted. Storage tanks reduced in diameter
D 09/08/24 REVISED RED LINE BOUNDARY
C 11/06/24 GENERAL CHNAGES
B 13/03/24 REVISED RED LINE BOUNDARY
A 16/01/24 REVISED SITE ACCESS
Red Line Boundary - 67,535sqm
AD Plant (Inside bund) - 33,135sqm
AD Plant (Including Bund) - 41,804sqm
0 50 100
SCALE 1:1000
Project PROPOSED AD PLANT
Address LAND ADJACENT A16 SURFLEET LINCOLNSHIRE
Client NAYLOR FARMS
Drawing PROPOSED SITE PLAN
Date DEC 2023
Scale 1:1000 @ A1 - 1:2000 @ A3
Project No. 3952
Drawing No. P01
Revision E
P&R ARCHITECTS

SCHEDULE TWO

THE COUNTY COUNCIL'S COVENANTS

PART A – GENERAL PROVISIONS

1. The County Council covenants at the written request of the Owner that the County Council shall provide written confirmation of the discharge of the obligations contained in this Deed when satisfied that such obligations have been performed

PART B - TRAVEL PLAN MONITORING FEE

1. To pay the Travel Plan Monitoring Fee into an appropriate interest-bearing section of the County Council's combined accounts as soon as reasonably practicable and to credit all interest so earned on the Travel Plan Monitoring Fee to that Account

2. The County Council confirm they will undertake to apply the Travel Plan Monitoring Fee towards the provision of monitoring the Travel Plan

SCHEDULE THREE
THE OWNER'S COVENANTS

PART A – GENERAL PROVISIONS

1. The Owner shall give notice in writing to the County Council of the Commencement of Development within five (5) Working Days of the same occurring;

PART B – TRAVEL PLAN MONITORING FEE

The Owner covenants to pay the Travel Plan Monitoring Fee to the County Council prior to the Commencement of Development pursuant to the Planning Permission

PART C – HGV MOVEMENTS

1. The Owner covenants with the County Council that from the Commencement of Development pursuant to the Planning Permission and throughout the duration of the Operations:

    a. Not to permit any HGV entering or leaving the Site via any local single-track roads;
    b. to direct all HGVs to the main strategic road network as per the HGV Approved Route; and
    c. to ensure that all HGV traffic associated with the Development shall access and egress from the Site solely via the vehicular access from the HGV Approved Route

2. In the event that there is a road closure in place on the HGV Approved Route then the Owner shall notify the County Council no later than 5 (five) Working Days in advance of the road closure (except in the case of emergency road closure in which case the Owner shall notify the County Council on becoming aware) coming into effect and secure the County Council's written approval to use an alternative reasonable route for the duration of the road closure affecting the HGV Approved Route PROVIDED THAT in the event of an emergency closure (for example by the Police) where such notice cannot reasonably be given the Owner, acting reasonably, be entitled to use an alternative reasonable route without notice or approval.

THE **COMMON SEAL** OF)
LINCOLNSHIRE COUNTY COUNCIL)
was affixed in the presence of:)



Authorised Signatory

EXECUTED AS A DEED by)
SIMON BRIAN NAYLOR)

Signed: ....

In the presence of a witn

Witness

Signature

Name

Address 24 OXFORD GARDENS HOLBEACH PE12 7EF

EXECUTED AS A DEED by)
ANN NAYLOR)

Signed:

In the presence of a witness:

Witness

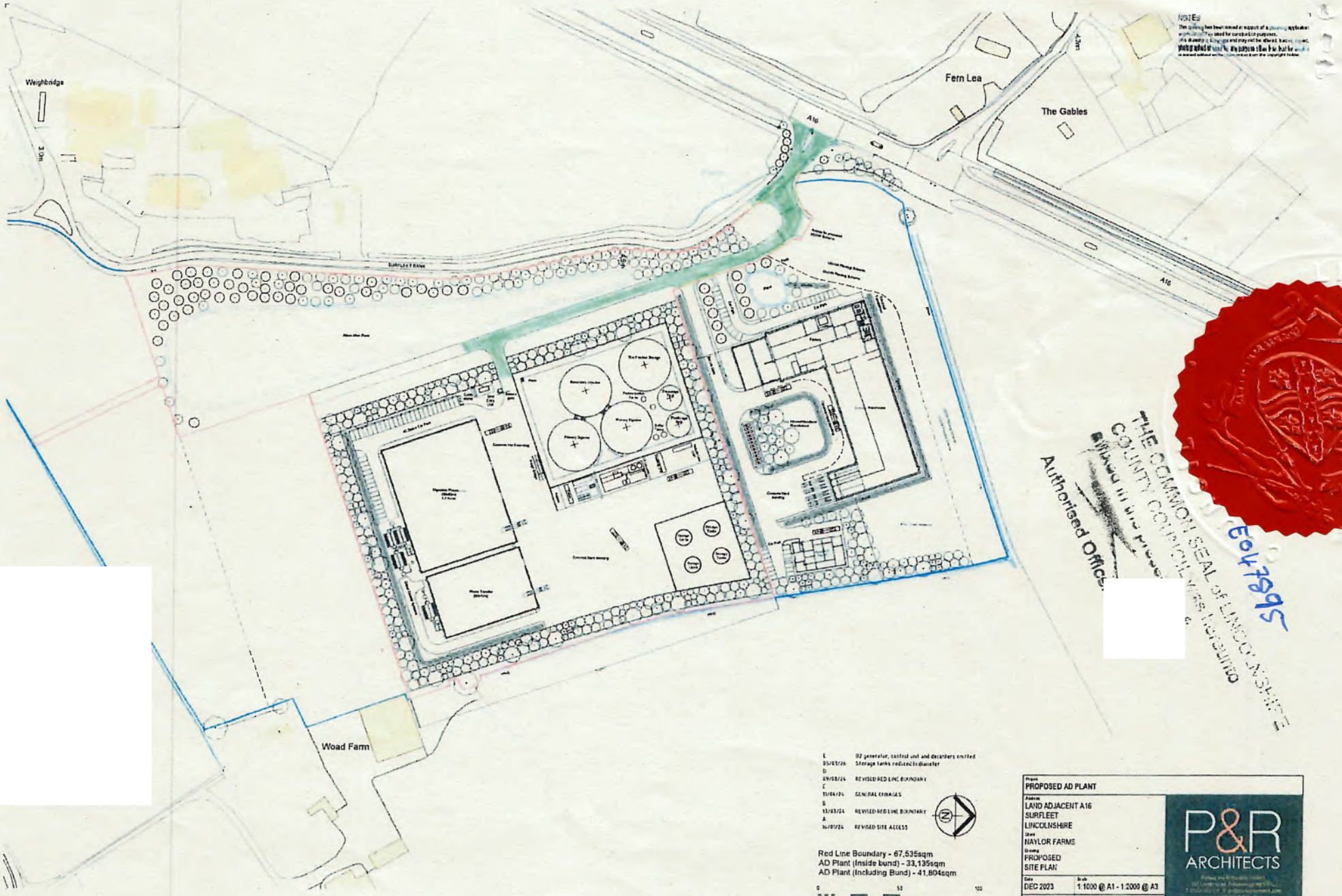
Signature

Name

Address 24 OXFORD GARDENS HORNDEAN PO8 7EP

APPENDIX ONE

HGV ROUTING PLAN



THE COMMON SEAL OF LINCOLNSHIRE COUNTY COUNCIL WAS HEREUNTO AFFIXED

Authorised Officer

E047895