

Appendix A: Consultation Replies Summary

County Councillor Lovegrove: Highlighted that concerns had been raised with them by local residents and questioned if the application would be determined by planning committee due to its contentious nature.

Parish Council: Made comments neither supporting nor objecting to the proposal but councillors agreed their concerns regarding adherence to the conditions in the application be recorded.

Neighbouring Parish Councils: In summary the neighbouring Parish Council's (Croxton Kerrial, Harlaxton, Denton, and Hungerton and Wyville) object to the application on the following grounds:

- a. Increased HGV vehicles on Saltby Road into Croxton Kerrial and the associated noise, vibrations and dust is a nuisance to residents.
- b. These massive multi axel vehicles are as tall as the resident's homes they are passing and travelling very close, within 4m in some cases.
- c. The use is not agricultural, it's a large-scale industrial and distribution use and is out of keeping with the sites rural location.
- d. Bales should be stored at or much closer to the power station 25 miles away.
- e. Unsustainable development to enable the applicant to avoid the road improvement/maintenance costs requested by Lincolnshire Highways Department.
- f. Object to the validity of the Transport Statement as it only deals with the access and egress of vehicles onto the site and does not analyse the designated route and its capacity to take the increase in vehicle numbers.
- g. The roads used are not wide enough for 2 large multi-axel HGVs to pass without mounting the grass verge or the pavement, causing damage to the highway.
- h. Each visit to the site is two trips along the Salty Road and through the junction with Main St in Croxton Kerrial, so the nuisance is doubled.
- i. Harmful impact on occupants of recently approved and allocated housing sites.
- j. Lincolnshire County Council Highways must be consulted.
- k. It is accepted that where it would be possible to have a separate exit route, this would reduce damage to the Croxton Saltby Road.
- l. Straw deposits can only be contained by fully sheeting lorries.
- m. The offer of operating 12 hours a day does nothing to alleviate the situation.
- n. Extremely concerned about highway safety.
- o. The alternative route would make the roads more hazardous and cause damage to the road surface.
- p. Represents inappropriate development within the countryside.
- q. Unacceptable adverse impact upon the immediate and wider landscape by virtue of its use, scale, design and form.
- r. The benefits are not considered to outweigh the harm.
- s. The roads are unsuitable, not built for the size of vehicle and volume of traffic proposed, with few passing points.
- t. Mitigation of straw is not limited to outgoing empty vehicles.

- u. Detrimental impact on air quality in the houses and gardens along the route.
- v. Question if an Environmental Impact Assessment is required.
- w. Damage to and loss of wildflower verges.

Local Highway Authority: Leicestershire County Council initially considered insufficient information was submitted to fully assess the impacts of the proposed development and requested further information with regards to site access, trip generation and internal layout. Based on the additional information submitted the LHA advised that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 111 of the National Planning Policy Framework (2021), subject to the conditions including: access arrangements being implemented in full, and provision of visibility splays.

Lincolnshire County Council does not object to the application. They note most of the route between the site and the power plant is along A classified roads. The initial route between the site and the A607 uses rural roads. And concludes, that the proposed development is acceptable.

Natural England: Do not object, the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes. The proposal doesn't trigger any Impact Risk Zones for any Sites of Special Scientific Interest, however there are a couple of Priority Habitat areas near the route of deciduous woodland.

Environmental Health Officer: The site is relatively isolated and remote from existing development. They have no public health concerns relating to the proposal. They note concerns raised relating to HGV movements off the site but advise these fall outside of their remit.