DECISION DELEGATED TO HEAD OF PLANNING

Application No:	**H02-0614-24**	**Applicant:**	**Mr T Singh**
Proposal:	Change of use of car wash for use as a convenience store, including 6 parking spaces - Retrospective		
Location:	Unit 4 Crowland Car Wash 64 Peterborough Road		
Terminal Date:	24th January 2025		

Planning Policies

South East Lincolnshire Local Plan - Adopted: March 2019

01	Spatial Strategy
02	Development Management
03	Design of New Development
04	Approach to Flood Risk
27	Additional Retail Provision
32	Community, Health and Well-being
36	Vehicle and Cycle Parking
APPENDIX 6	Parking Standards

National Guidance

National Planning Policy Framework December 2024

6 Building a Strong and Competitive Economy
11 Making Effective Use of Land
12 Achieving well-designed places

Representations:

	Object	Support	No Obj.	Comments
PARISH COUNCIL	0	0	0	0
WARD MEMBER	0	1	0	0
PLANNING LIAISON OFFICER - FLOOD RISK ASSESSMENT	0	0	0	1
HIGHWAYS & SUDS SUPPORT	0	0	0	1
NORTH LEVEL INTERNAL DRAINAGE	0	0	0	1

BOARD				
SHDC INTERNAL	0	0	1	1
RESIDENTS	0	0	0	3

CASE OFFICER ASSESSMENT

Proposal

Change of use of car wash for use as a convenience store, including 6 parking spaces - Retrospective.

Site Description

The site has a long history of light industrial uses and at present is laid out as a disused petrol filling station, close to the junctions of Peterborough Road, James Road and Goldcrest Road. The site is within the settlement boundary. The site is made up of tarmac with a former petrol filling station canopy and a former associated sales area for the petrol filling station.

It is understood that the site had a car wash on site but has since moved.

Valeting also used to take place as the signage for this remains in situ.

The site has an existing vehicular entrance and egress into the site.

History

H02-0176-79 - Extension to existing workshop to store materials at Peterborough Road, Crowland. Approved 19.06.1979
H02-0525-79 - Erection of garage and showroom to replace existing and erection of temporary shop/office building at North Level Motos, 64 Peterborough Road, Crowland. Approved 04.07.1979 .
H02-0770-82 - Siting of temporary portocabin for use as office/shop. Approved 14.10.1982.
H02-1174-85 - Change of use from welding and fabrication workshops to light engineering machine shop. Approved 9.1.1986.

Consultation Responses

Lead Local Flood and Highway Authority

Response dated 6 January 2025
No objections.

The proposal is for the change of use of a car wash for use as a convenience store, including 6 parking spaces - Retrospective. The car wash has ceased trading and the ground floor area of the shop is only 52m2. The parking demonstrated is in accordance with the parking standards within South Holland District Council's Local Plan. The access/egress points exist and given the former use, the vehicle movements associated with both the former and proposed use will be comparable. The proposal will not have an adverse impact on the public highway.

Response dated 1 October]

Parking needs to be demonstrated on the site plan. Is convenience store in addition to the car wash or will the car wash cease trading?

Internal Drainage Board

No comments.

Environment Agency

No comments.

SHDC Environmental Protection

No objection.

Councillor Harrison

Parking spaces are necessary for this site, as the shop is located on the bend as you enter or leave Crowland at the Peterborough Road junction with James Road.

Councillor Alcock

The parking may be adequate for what is proposed but would not be if other activities are introduced to the rest of the site. The parking should be for customers not permanently occupied by staff.

I hope there is some limit on opening times as a major part of the stock appears to be alcoholic drinks and it would be unfortunate if it became a 24 off licence to the detriment of local household.

Public

Three objections have been received which contain some or all of the following points:

-concerns that 6 parking spaces cannot be accessed due to the existing canopy. Signage has been installed. Spaces are not marked out. Delivery trucks stop on the road. This creates a road hazard due to the proximity to the bend and road junction with Harvester Way.
-car parking will need to be enforced in the area. Since the shop there there are regularly cars parked on the road blocking visibility, including Goldcrest Road. Car parking will need to be signed clearly and a way forward agreed to stop dangerous car parking.
-Site plan incorrect, site at 64 Peterborough Road is divided into four plots. Application should include only Plot 2 and 3. Plot 1 and 4 are in separate ownership. A more accurate plan can be provided, if required.

Planning Considerations

Evaluation

Section 38 (6) of the Planning and Compulsory Purchase Act 2004, as amended, requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise.

In this case, the adopted South East Lincolnshire Local Plan 2011-2036, adopted March 2019, forms the development plan for the District, and is the basis for decision making in South Holland. The relevant development plan policies are detailed within the report above .

The policies and provisions set out in the National Planning Policy Framework (updated December 2024) are also a material consideration in the determination of planning applications, alongside adopted Supplementary Planning Documents.

Furthermore, where a Neighbourhood Plan has been adopted, this alongside the adopted Local Plan, forms part of the Development Plan for the District, and must be considered when assessing development proposals. In this instance, no relevant neighbourhood plans have been adopted.

The Authority is able to demonstrate a supply of deliverable sites equivalent to in excess of 5 years through the latest Housing Land Supply Assessment.

Principle of Development and Sustainability

The South East Lincolnshire Local Plan (2019) sets out the settlement hierarchy in respect of delivering sustainable development that meets the social and economic needs of the area whilst protecting and enhancing the environment; in order to provide enough choice of land for housing to satisfy local housing need, whilst making more sustainable use of land and to minimise the loss of high-quality agricultural land by developing in sustainable locations and at appropriate densities.

Policy 1 of the South East Lincolnshire Local Plan (2019) sets out a spatial strategy for delivering sustainable development across South East Lincolnshire to 2036. Policy 1 (Spatial Strategy) expresses this sustainable framework of settlements, ranking the settlements deemed to be most sustainable in descending order.

The most sustainable locations for development are situated within the 'Sub-Regional Centres', followed by 'Main Service Centres'. Lower down the hierarchy in respect of sustainable development are areas of limited development opportunity including 'Minor Service Centres', with areas of development constraint comprising 'Other Service Centres and Settlements'. The countryside is at the bottom of the settlement hierarchy and represents the least sustainable location.

Policy 1 (Spatial Strategy) of the South East Lincolnshire Local Plan (2019) indicates that within 'Main Service Centres', development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities.

The application site in this instance is within Crowland, a 'Main Service Centre', and lies within the defined settlement boundaries as detailed by Policy 1. In context of this, the principle of development within this location is considered to be appropriate, comprising an appropriate form of development for the location and would be in accordance with the overall principles of the spatial strategy. The proposal is therefore within a sustainable location.

As such, the proposal is considered to be in accordance with the requirements of Policy 1 of the South East Lincolnshire Local Plan (2019) when viewed in principle. This is subject to the assessment against site specific criteria; including (but are not limited to) the impact of the proposal on the character or appearance of the area, impact on the residential amenities of neighbouring occupiers, impact on highway safety and flood risk, which are discussed in turn as follows.

Layout, Design and Consideration of the Character and Appearance of the Area

Section 12 of the National Planning Policy Framework (December 2024) specifically relates to 'Achieving well-designed places' and details that the "creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve" and as such, it is generally accepted that good design plays a key role towards sustainable development.

Paragraph 135, contained within Section 12 of the National Planning Policy Framework (December 2024), states that new development should function well and add to the overall quality of the area (beyond the short term and over the lifetime of the development) and should be visually attractive as a result of good architecture, layout and appropriate landscaping. This goes on to establish that it is important that new development should be of the highest quality to enhance and reinforce good design characteristics, and that decisions must have regard towards the impact that the proposed development would have on local character and history, including the surrounding built environment and landscape setting such as topography, street patterns, building lines, boundary treatment and through scale and massing.

Development proposals should also ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, among other considerations.

Likewise, Policy 2 of the South East Lincolnshire Local Plan (2019) outlines sustainable development considerations for development proposals, providing a framework for an operational policy to be used in assessing the sustainable development attributes of all development proposals. Furthermore, Policy 3 accords with the provisions of Section 12 of the National Planning Policy Framework (December 2024), in that it requires development to comprise good design; identifying issues that should be considered when preparing schemes so that development sits comfortably

with, and adds positively to, its historically-designated or undesignated townscape or landscape surroundings.

These policies accord with the provisions of the National Planning Policy Framework (December 2024) and require that design which is inappropriate to the local area, or which fails to maximise opportunities for improving the character and quality of an area, will not be acceptable.

Proposals for new development would therefore require the aforementioned considerations to be adequately assessed and designed, including the siting, design and scale to be respectful of surrounding development and ensure that the character of the area is not compromised.

There are no physical changes to the existing building or site. The proposal is for a change of use from a car wash to using the existing building on site as a retail convenience store. The existing structure is that of a petrol filling station. The canopy and former retail unit still remains.

A car parking plan has been submitted demonstrating that the site can accommodate 6 car parking spaces, on the former forecourt of the petrol filling station/car wash. The floor area of the shop is 52 square metres. The South East Lincolnshire Local Plan has a car parking standard for convenience retail is one space per 14 square metres, meaning this would require 4 spaces. The provision of 6 spaces therefore is considered to be a suitable ratio in terms of the amount of off street parking in relation to the shop size. In some parts of the district, small convenience uses have no parking opportunities, so utilising the former forecourt will mean that fewer vehicles would park on the road, which is positive. The car wash use ceased trading in April 2024. It is not envisaged that the site will be used for other uses in addition to the retail use.

The use utilises previously developed land and also retains the canopy. Some objectors have expressed concern for the canopy remaining, and have stated this promotes on street parking of larger vehicles, but the Local Highway Authority do not object and the site presumably was able to operate and receive fuel deliveries via large vehicles when in use as a petrol filling station. As the canopy is in situ, it would be unreasonable to require its removal. In terms of visibility within the street scene there is no significant change. As a result the design and layout is considered acceptable.

Taking account of the design, scale and nature of the development, as detailed above, the proposal is considered to be acceptable. The proposal would not cause an adverse impact to the character or appearance of the area and would therefore be in accordance with Policies 2 and 3 of the South East Lincolnshire Local Plan (2019) and Section 12 of the National Planning Policy Framework (December 2024).

Impact on Residential Amenity/Land Users

Paragraph 135 of the National Planning Policy Framework (December 2024) states that development should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Policies 2 and 3 of South East Lincolnshire Local Plan (2019) sets out that residential amenity and the relationship to existing development and land uses is a main consideration when making planning decisions.

Some objectors have stated that the use of the site for convenience retail is unsafe, citing its location on a bend, with parking and access problems. However the Local Highway Authority do not object to the proposals and the existing access and exit points are still capable of being used from the former use. Due to the lack of objection from Highways, whilst the concerns of the residents have been taken into account, it is not considered that the use would result in an unsafe environment for the area because it is not a more intense use than that of a petrol filling station, and the site in general has a long history of commercial uses.

There are no physical changes to the shop as the unit is being reused for convenience retail purposes. The sales area of the shop is 52 square metres, which is considered to be of a suitable scale. Concerns have been raised that if other uses occur on site, this may adversely affect amenity. As a result, a condition is suggested restricting the use of the site to retail convenience only, and for no other uses to operate on the site at the same time. Similarly, the car parking should

be restricted for the use for customers of the shop, and not for staff. The condition also restricts permitted changes away from the retail convenience use.

The hours of the shop operate from 6am to 10pm daily. It does serve the immediate locality by providing a retail function, so in this sense it helps in building a strong competitive economy. Concerns have been expressed in relation to the potential use of the shop for 24 hours a day, which could raise amenity concerns. In order to protect amenity, and to prevent the shop from opening at unreasonable hours, an hours of use condition is recommended, together with a condition restricting deliveries only to take place when the shop is not open. Subject to conditions it is not considered that the use would adversely affect neighbours.

As detailed above, the scale and design of the proposal is considered to be such that there would be no significant or unacceptable impact on the residential amenities of the occupiers of adjacent properties or land users, when also taking account of the conditions recommended. As such, the proposal is considered to accord with the provisions of the Section 12 of the National Planning Policy Framework (December 2024), and Policies 2 and 3 of the South East Lincolnshire Local Plan (2019).

Highway Safety and Parking

Section 9 of the National Planning Policy Framework (December 2024) specifically relates to 'Promoting sustainable transport'. Paragraph 116 of the National Planning Policy Framework (December 2024) 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, following mitigation, would be severe, taking into account all reasonable future scenarios".

In respect of highway matters, Policy 2 details that proposals requiring planning permission for development will be permitted provided that sustainable development considerations are met, specifically in relation to access and vehicle generation. Policy 3 details that development proposals will demonstrate how accessibility by a choice of travel modes including the provision of public transport, public rights of way and cycle ways will be secured, where they are relevant to the proposal.

Furthermore, Policy 36, to be read in conjunction with Appendix 6, of the South East Lincolnshire Local Plan (2019), sets out minimum vehicle parking standards and requires one space per 14 square metres for retail proposals.

The site uses the existing entrance and exit points to the site and there is no change to this aspect.

The parking layout shows 6 parking spaces which goes beyond the parking standards in the South East Lincolnshire Local Plan, 2019. Concerns have been expressed about parking in relation to the site. A car parking layout was provided and in order to minimise parking on the public highway a condition is suggested to ensure the 6 spaces are for customers and not staff.

The Local Highway Authority raise no objections to the proposals. It is acknowledged that objections have been received which cite highway safety and network concerns, but the fact that the Highway Authority do not object means that a refusal on highway grounds would not be sustainable at appeal. It is considered that the parking plan provided means that the impacts of the proposal can be mitigated and significant on street parking would not occur.

It is noted one neighbour states that the canopy restricts larger vehicles entering the site. Whilst some parking of larger vehicles may occur, the shop is unlikely to attract large numbers of customers in larger vehicles and in comparison with the previous use, petrol tankers would not visit the site on a regular basis. In terms of harm, there is little evidence that on street parking would be significant. Whilst some objectors want the canopy removed to enable larger vehicles to be able to park off street, the small scale use of the site means it would not be reasonable in planning terms to insist that the canopy is removed, as larger vehicle visits are not expected to be in great numbers. Presumably, the site must have operated with the canopy in situ when it was a petrol filling station and therefore it is not considered necessary to remove the canopy.

The proposal would therefore be acceptable and would not have an unacceptable adverse impact on highway safety in accordance with Policies 2, 3 and 36 the South East Lincolnshire Local Plan (2019), and Section 9 of the National Planning Policy Framework (December 2024).

Flooding Considerations

Section 14 of the National Planning Policy Framework (December 2024) explains that "Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere".

This goes on to state, within Paragraph 172, that all plans "should apply a sequential, risk-based approach to the location of development - taking into account all sources of flood risk and the current and future impacts of climate change - so as to avoid, where possible, flood risk to people and property. They should do this, and manage any residual risk, by: a) applying the sequential test and then, if necessary, the exception test as set out below".

Paragraph 173 of the National Planning Policy Framework (December 2024) goes on to state that "A sequential risk-based approach should also be taken to individual applications in areas known to be at risk now or in future from any form of flooding", by following the steps set out within Section 14 of the National Planning Policy Framework (December 2024).

Paragraph 176 excludes changes of use to be subject to the sequential test, but should still meet the requirements for a site specific flood risk assessment as set out in footnote 63. The exemption test is not required if a sequential test is not required as in this case.

The site lies within Flood Zone 3 of the Environment Agency's Flood Maps. These have been created as a tool to raise awareness of flood risk with the public and partner organisations, such as Local Authorities, Emergency Services and Drainage Authorities. The Maps do not take into account any flood defences.

The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides an overview of how flood risk has been considered in shaping the proposals of the Local Plan; including the spatial strategy and the assessment of housing and employment sites. Policy 4 of the South East Lincolnshire Local Plan (2019) is clear in that "Development proposed within an area at risk of flooding (Flood Zones 2 and 3 of the Environment Agency's flood map or at risk during a breach or overtopping scenario as shown on the flood hazard and depths maps in the Strategic Flood Risk Assessment) will be permitted" in instances where specific criteria is met.

It is worth noting that large parts of the district of South Holland lie within Flood Zone 3. It is therefore necessary to use the refined flood risk information (Hazard and Depth maps) within the South East Lincolnshire Strategic Flood Risk Assessment (2017) as a basis to apply the sequential test.

National Planning Policy Framework (NPPF) dated December 2024 Annex 3: Flood risk vulnerability classification, classifies shops a less vulnerable.

As a result it is not considered that the use is considered to be in conflict with Policy 4 of the SELLP.

The Flood Risk Assessment suggests various elements to improve the resilience of the building over the longer term, and these have been included in a condition.

Overall, when considering the development on balance, it is considered that given the mitigation measures detailed and recommended by condition, the proposal accords with Policies 2, 3 and 4 of the South East Lincolnshire Local Plan (2019) and the intentions of the National Planning Policy Framework (December 2024) in this regard.

Impacts of Climate Change

In respect of the climate emergency, Section 14 of the National Planning Policy Framework (December 2024) states that new development should be planned for in ways that: "avoid increased vulnerability to the range of impacts arising from climate change" with care taken to ensure that, where development is brought forward in areas which are vulnerable, "risks can be managed through suitable adaptation measures, including through incorporating green infrastructure and sustainable drainage systems; and help to reduce greenhouse gas emissions, such as through its location, orientation and design".

Paragraph 166 of the National Planning Policy Framework (December 2024) details that when determining planning applications, Local Planning Authorities should "expect new development to: a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption", with 'significant weight' given to "the need to support energy efficiency and low carbon heating improvements to existing buildings, both domestic and non-domestic (including through installation of heat pumps and solar panels where these do not already benefit from permitted development rights)".

The use does not result in any physical alterations and as such it is not considered that the proposals have significant climate change impacts.

Taking the above into account it is considered that given the details submitted and those required by suitably worded condition, the proposal is acceptable in this regard. The proposal would therefore be in accordance with Policy 31 of the South East Lincolnshire Local Plan (2019) and Section 14 of the National Planning Policy Framework (December 2024).

Biodiversity Net Gain

Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021) requires developers to deliver a minimum of 10% Biodiversity Net Gain using standardized biodiversity units measured by statutory biodiversity metrics. This is often referred to as the mandatory requirements for Biodiversity Net Gain.

"Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the biodiversity gain condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat. This increase can be achieved through onsite biodiversity gains, registered offsite biodiversity gains or statutory biodiversity credits".

The biodiversity gain condition is a pre-commencement condition. This relates to a condition that seeks, once planning permission has been granted, a Biodiversity Gain Plan that must be submitted and approved by the planning authority before commencement of the development, alongside the need to submit a Habitat Management and Monitoring Plan.

The effect of Paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission is deemed to have been granted subject to the "biodiversity gain condition". The effect of this "biodiversity gain condition" is that development granted by this notice must not begin unless:
(a) a Biodiversity Gain Plan has been submitted to the planning authority, and
(b) the planning authority has approved the plan, or
(c) the development is exempt from the biodiversity gain condition.

For applications that are submitted prior to the introduction of this requirement, the development would exempt from the mandatory 10% requirement and as such, the Biodiversity Gain Condition would not apply. However, this application was submitted following the introduction of this legislation. As such, unless comprising development that is exempt from this mandatory Biodiversity Net Gain (10%), a condition would be required, as mandatorily set.

When taking the above into account, the development in this instance is exempt from the statutory 10% Biodiversity Net Gain requirements.

Biodiversity & Ecology

Beyond this, Section 15 of the National Planning Policy Framework (December 2024) seeks to protect sites of biodiversity value, and minimise and provide net gains for biodiversity, including establishing coherent ecological networks that are more resilient to current and future pressures, including the need to incorporate features which support priority or threatened species such as swifts, bats and hedgehogs.

Paragraph 193 of the National Planning Policy Framework (December 2024) details that Local Planning Authorities should apply the following principles:
"a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and
d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate".

Policy 28 of the South East Lincolnshire Local Plan (2019) seeks to protect ecological networks of interconnected designated sites and wildlife-friendly greenspace and promote biodiversity net gain by protecting the biodiversity value of land, maximising opportunities to enhance and connect natural habitats, incorporate biodiversity conservation features to enhance green infrastructure and ecological corridors, and conserve or enhance habitat to adapt to climate change.

The proposal seeks to change the use of an existing unit for convenience retail and as such has a neutral effect on biodiversity and ecology. It would not be considered reasonable to insist upon biodiversity or ecological measures for such a change of use.

Planning Balance

As detailed above, Section 38 (6) of the Planning and Compulsory Purchase Act 2004, as amended, requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise.

The proposal represents appropriate development within the defined settlement boundary. The development hereby proposed does not materially harm the character or appearance of the locality, or amenity of nearby residents, and provides adequate parking, whilst conforming with the South East Lincolnshire Local Plan (2019) and the provisions of the National Planning Policy Framework (December 2024) when viewed as a whole.

In this instance, there are no material considerations that weigh against the proposal and as such, the planning balance is in favour of the development.

Conclusion

The proposal is considered acceptable subject to conditions.

Additional Considerations

Public Sector Equality Duty

In making this decision the Authority must have regard to the public sector equality duty (PSED) under s.149 of the Equalities Act. This means that the Council must have due regard to the need (in discharging its functions) to:
A. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
B. Advance equality of opportunity between people who share a protected characteristic and those who do not. This may include removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; taking steps to meet the special needs of those with a protected characteristic; encouraging participation in public life (or other areas where they are underrepresented) of people with a protected characteristic(s).
C. Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The PSED must be considered as a relevant factor in making this decision but does not impose a duty to achieve the outcomes in s.149. It is only one factor that needs to be considered, and may be

balanced against other relevant factors.

It is not considered that the recommendation in this case will have a disproportionately adverse impact on a protected characteristic.

Human Rights

In making a decision, the Authority should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as South Holland District Council to act in a manner that is incompatible with the European Convention on Human Rights. The Authority is referred specifically to Article 8 (right to respect for private and family life) and Article 1 of the First Protocol (protection of property).

It is not considered that the recommendation in this case interferes with local residents' right to respect for their private and family life, home and correspondence, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general public interest and the recommendation is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

Recommendation

Approve subject to conditions via delegated authority.