

DECISION DELEGATED TO HEAD OF PLANNING

Application No:	H05-0567-23	Applicant:	Holbeach Holdings LLP
Proposal:	Proposed new concrete area, extension to existing internal concrete roadway including surface water drainage & connection to existing drainage system, erection of 1.8m high boundary fence & external lighting		
Location:	Jz Flowers Superflora Washway Road Holbeach		
Terminal Date:	23rd August 2023		

Planning Policies

South East Lincolnshire Local Plan - Adopted: March 2019

02	Development Management
03	Design of New Development
04	Approach to Flood Risk
07	Improving South East Lincolnshire's Employment Land Portfolio
28	The Natural Environment
33	Delivering a More Sustainable Transport Network
36	Vehicle and Cycle Parking
APPENDIX 6	Parking Standards

National Guidance

National Planning Policy Framework 2021

Section 6 - Building a strong, competitive economy
 Section 9 - Promoting sustainable transport
 Section 12 - Achieving well-designed places

Representations:

	Object	Support	No Obj.	Comments
PARISH COUNCIL	0	0	0	0
WARD MEMBER	0	0	0	0
HIGHWAYS & SUDS SUPPORT	0	0	0	1
SOUTH HOLLAND INTERNAL DRAINAGE BOARD	0	0	0	1
SHDC INTERNAL				

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CASE OFFICER ASSESSMENT

Proposal

Proposal is for an area of concrete hardstanding and the widening of an internal road at Jz Flowers SuperFlora, Washway Road. The area of hardstanding to the rear of the site would measure 400sqm. The road to be widened is along the eastern perimeter of the site and would measure approximately 8.5m by 100m. This will provide safe access to the rear of the site, enabling greater ease in delivery and the general running of the site.

The installation of the road would see the removal of 50 young trees, detailed in the submitted tree survey. The vast majority of these are young fruit trees, primarily cherry. The area to be used as the road is currently mowed grassland. The existing 1.8m border fence is to be moved to the new edge of the road. A scheme of lighting is also proposed.

Site Description

The site is outside of any settlement boundary outlined in the South-East Lincolnshire Local Plan, 2019 (SELLP), lying approximately 500m north-west of Fleet Hargate. The site designated as an established employment site within Policy 7 of the SELLP (reference FL001).

The site is a large industrial site situated along the A17. To the north, south and west is agricultural land. To the immediate east is a strip of unused mowed grass, followed by a motel. The general area is characterised by these larger scale commercial units juxtaposed with agricultural land.

Relevant History

H05-0319-95 - Full. Proposed packing and forcing house extension. Approved 04/05/95.

H05-0223-98 - Full. Demolition of existing office/ packing shed and erection of new office. Approved 27/04/98.

H05-0540-99 - Full. Erection of bulb store. Approved 26/07/99.

H05-0166-01 - Full. Change of use from horticulture, erect new buildings for flower/bulb packing, storage & distribution. Approved 15/03/01.

Consultation Responses

South Holland Internal Drainage Board

The Board have noted that the works will require Land Drainage Consent. The Board strongly recommend that this consent is sought prior to the determination of this planning application. The Board will only consider the proposals in detail on receipt of an application for Land Drainage Consent.

Environmental Protection

No observations

Highway and Lead Local Flood Authority

"No objection subject to the drainage Condition below: The proposed extended areas of concrete road and hardstanding do not require any alterations to be made to the access serving the wider site and would not be expected to have any impact upon the safe operation or the capacity of the

local highway network and so no objection to the grant of Consent for this Application is raised by the highway authority. The proposed concrete areas will however be impervious and will therefore have the potential to increase the volume of surface water needing to be managed on the site. It is therefore requested that the standard drainage Condition below is included on any Consent that may be granted for this Application."

Planning Considerations

Layout, Design, Size and Scale

Paragraph 130 of the National Planning Policy Framework (NPPF), 2021 establishes that planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, that they are visually attractive, as a result of good architecture, and are sympathetic to local character. Likewise, Policies 2 and 3 of the SELLP, states 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.

The visual impacts of the development would be minor. The hard standing to the rear of the site is completely obscured from public view. In its current state, the grassed area appears as an outlier within an area general covered with hard surfacing. As such, the installation of concrete would likely appear more in keeping with established character of the area.

While the loss of trees is regrettable, from a purely aesthetic point of view, their loss would not significantly detrimentally harm the site. The addition of a near timber fence would screen the majority of the road from public view, while internally neatening a dilapidated feature. The works are largely not visible from the A17. As the A17 is a major road, with relatively fast-moving vehicles, the opportunities to look into the site from the road are limited.

While the scale of the works is large, their relative size in proportion to the site as a whole is minimal. As such, the scale of the works is considered acceptable.

It is considered that the proposal conforms to Policy 2 and 3 of the SELLP and Section 12 of the NPPF in terms of scale and design.

Impacts Upon Resident Amenity

Paragraph 130 of the NPPF amongst other matters, seeks places with a high standard of amenity for existing and future users. Policies 2 and 3 of the SELLP set out residential amenity and relationship to existing development and land uses as main considerations when making planning decisions. Policy 30 of the SELLP relates to pollution, including noise and light pollution.

By virtue of the nature of this application, no additional overlooking or overshadowing would occur.

The proposed access road would lead to an increase in on site traffic, however, it is not considered that this increase would create a significant level of noise pollution. In any event, the site of development is a sufficient distance from any nearby sensitive uses as to have a minimal amenity impact.

A scheme of lighting has been submitted as part of this proposal. The scheme shows an increase in the number of lights on the eastern and northern elevations. The proposed luminescence would not represent a significant increase in light pollution from the site. Furthermore, the proposed lights to be used are designed and angled to minimise light spillage. Again, the significant distances present here would further reduce the potential impacts of any light pollution.

The proposal therefore conforms to Policies 2, 3, and 30 of the SELLP in terms of amenity impacts and pollution.

Drainage

Policy 4 of the SELLP concerns site drainage. It is proposed that surface water on the road would be discharged into an existing outfall dyke to the south of the property. Piping will be laid, and additional drainage installed to help facilitate the swift movement of surface water to the drainage dyke.

The Highway and Lead Local Flood Authority has requested a full drainage strategy. It is considered that this is appropriate given the potential significant alteration to surface water run-off.

Economic Sustainability

Section 6 of the NPPF gives weight to proposal that support the growth and productivity of businesses. This proposal would enable great efficiency and create a more streamlined processing and unloading process. Goods could be delivered to the rear and pass through the warehouse in a logical order. This would improve productivity, reduce costs, and enable the better function of the business.

As such, in line with Section 6 of the NPPF, some weight should be given in favour of this proposal due to its economic sustainability.

Environmental Sustainability

Policy 28 of the SELLP and Section 15 of the NPPF concern the protection of the natural environment. Both are particularly important within the backdrop of Biodiversity Net Gain.

The loss of the grass land to make way for the road would not have a significant biodiversity impact. The area is currently mowed grassland, which has a relatively low-level biodiversity. The area is immediately adjacent to a major road and agricultural land, making it fairly ineffective as a wildlife corridor. As such, the impacts of losing this land would not be significant.

This proposal would see the loss of 50 young trees (although one is already deceased). Within these 50 trees there are 16 species (excluding the deceased plum tree), primarily consisting of fruit trees. All of the trees are young, relatively small in stature and are of little note. While the trees' ability to house wildlife is limited by the noise of the adjoining site, they do still represent an important ecological measure. It is therefore recommended that a scheme of planting be conditioned to replace the biodiversity loss.

Highway Safety and Access

Section 9 of the NPPF is titled 'Promoting sustainable transport'. Within this, Paragraph 111 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".

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.

All works would be internal to the site. As such, there would be no significant impact upon Highway safety. The widening of the road would allow for the safe manoeuvre of vehicles throughout the site, reducing the concentration of traffic. As such, the proposal would result in an improvement to onsite vehicle safety.

The proposal is therefore acceptable on Highway safety grounds and conforms to Policies 2 and 3 of the SELLP as well as Section 9 of the NPPF.

Planning Balance

The proposal would not have a significant impact upon the appearance of the site. The works would largely be obscured from public view, and therefore, would not impact the visual character of the site. The scale of the works is in proportion to the existing site and would easily be accommodated by it.

The nature of the works means that the amenity impacts are limited. No overlooking or overshadowing would occur. The alteration would not lead to a significant increase in noise or light pollution. The lighting scheme demonstrates that no light spillage would occur. Furthermore, the works would not amount to a significant intensification of the current use, and therefore, the number

of vehicles using the road would not significantly increase. The potential noise and light pollution impacts are diminished further due to the significant distance from the site to any sensitive uses.

It has been requested that a drainage strategy be submitted. This is considered appropriate given the potential significant alteration to surface water run-off.

The proposal shows a general conformity to Section 6 of the NPPF and as such, weight should be given in favour of the proposal.

The loss of the area of grassland would not have a significant biodiversity impact. 50 trees would be lost as a result of this proposal. Despite none of these trees being of note, there would still be a general loss of biodiversity that should be discouraged. It is therefore recommended that a scheme of planting be submitted prior to development commencing.

The works would have no impact upon the existing Highway network. Internally, the proposal would improve safe access of the site and reduce vehicle congestion.

The proposal conforms to Policies 2, 3, and 4 of the SELLP as well as Sections 6, 9 and 14 of the NPPF. While there is currently a lack of conformity to Policy 28, it is considered this can be adequately accounted for via condition.

Conclusion

The recommendation is for a conditioned approval.

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.