DECISION DELEGATED TO HEAD OF PLANNING

Application No:	**H05-0591-26**	**Applicant:**	**L Gent**
Proposal:	Erection of 2.4m high perimeter fencing including 2 new gates		
Location:	Anglia Motel Washway Road Fleet		
Terminal Date:	20th August 2026		

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
28	The Natural Environment
30	Pollution
36	Vehicle and Cycle Parking
APPENDIX 6	Parking Standards

National Guidance

National Planning Policy Framework December 2024

Section 2 - Achieving sustainable development
Section 4 - Decision-making
Section 9 - Promoting sustainable transport
Section 11 - Making effective use of land
Section 12 - Achieving well-designed places
Section 14 - Meeting the challenge of climate change, flooding and coastal change
Section 15 - Conserving and enhancing the natural environment

Representations:

	Object	Support	No Obj.	Comments
PARISH COUNCIL	0	0	0	0
WARD MEMBER	0	1	0	0
ENVIRONMENT AGENCY	0	0	0	1
HIGHWAYS & SUDS SUPPORT	0	0	0	1

SOUTH HOLLAND INTERNAL DRAINAGE BOARD	0	0	0	1
SHDC INTERNAL	0	0	1	0
OTHER STATUTORY BODIES	0	0	0	2

CASE OFFICER ASSESSMENT

Proposal

The proposal seeks full planning permission for 2.4m high perimeter fencing and two new gates on land at Anglian Motel.

Site Description

The site forms part of the Anglia Motel complex which includes a parking area for HGVs. The site is located to the south of the A17 and to the north-west of Fleet Hargate.

The site is partly enclosed by an existing earth bund which is around the western edge of the site, a hedgerow to the south and a tree belt to the north. Leylandii. The Anglia Motel is located to the east and is served by two existing vehicular accesses off the A17.

A farm shop and cafe are located to the north-east and a flower distribution company (Super Flora/JZ Flowers) is located to the north-west, both of which are located on the opposite side of the A17. The nearest residential properties appear to be located approximately 160m to the south-east on Fleet Road (The Limes) and 190m to the east on Winslow Gate.

The site is outside any defined settlement boundary, as identified by the South East Lincolnshire Local Plan 2011-2036 and the accompanying policies map.

The site is located within Flood Zone 3, as identified by the Environment Agency's flood risk maps.

Planning History

H05-0985-87: (Outline Application) Proposed garden centre - approved 19 January 1988

H05-1118-97: (Full Application) Erection of agricultural store - approved 02 January 1998

H05-0196-99: (Full Application) Change of use to pallet depot - approved 02 September 1999

H05-0847-99: (Outline Application) Erection of a garden centre including farm produce sales - approved 09 August 2000

H05-0667-03: (Permission Renewal) Erection of garden centre - including farm produce sales (Renewal of H05/0847/99) - approved 16 February 2004

H05-0503-04: (Reserved Matters) Erection of garden centre - including farm produce sales (Outline Renewal H05/0667/03) - approved 14 June 2004

H05-0836-14: (Full Application) Re-siting of 6 static caravans from rear of garden centre to fishing lake - approved 01 December 2014

H05-0164-17: (Full Application) Re-siting of existing static caravans and provision of 6 additional

static caravans associated with existing fishing lake - approved 10 April 2017

H05-0458-23: (Full Application) Change of use of paddock area to extend HGV lorry parking

H05-0460-23: (Full Application) Erection of 2 fuelling stations along with 4 underground storage tanks - approved 23 August 2023

Consultation Responses

Environment Agency:

No comments.

Environmental Protection:

No comments.

Cllr P S Barnes:

This is a long established business who have been providing a lorry parking service for a number of years. This is a further improvement to aid security for drivers and their vehicles. The lorry parking is not directly on the highway and this fence will not affect the area or any local residents / businesses . I do not believe there will any harm to the environment by its erection and no loss of habitat for wildlife etc.

South Holland Internal Drainage Board:

The proposed application does not meet our threshold for commenting as per our Planning and Byelaw Strategy. Therefore, the Board has no comments to make.

Lincolnshire County Council: Historic Environment:

The proposal is unlikely to have an impact on significant archaeological remains. Consequently, no further archaeological input is necessary for this application.

Ecology Officer:

We have no significant concerns regarding the ecological impacts of this proposal. We recommend that the applicant remains ecologically mindful, and that all works cease if there is any risk of impacting nesting birds or protected species, with advice sought from a suitably qualified ecologist. We also recommend the inclusion of ecological enhancements on site, such as bird and/or bat boxes, either integrated into the building fabric or installed as wall-, pole-, or tree-mounted features.

Lincolnshire County Council: Highways and SUDS:

The proposal is for the erection of a 2.4m high perimeter fencing including 2 new gates and it does not have an impact on the Public Highway.

Crime Prevention Design Advisor (Police): No response received.

Fleet Parish Council: No response received.

Public Representations

This application has been advertised in accordance with the Development Procedure Order and the Council's Statement of Community Involvement. In this instance, no representations from members of the public have been received.

Key Planning Considerations

Development Plan

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 adopted South East Lincolnshire Local Plan 2011-2036, adopted March 2019 (SELLP), is 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, December 2024 (NPPF) are also a material consideration in the determination of planning applications, alongside adopted Supplementary Planning Documents.

There are no adopted Neighbourhood Plans for the area within which the site is located. A Neighbourhood Plan has been designated for Long Sutton, however, a draft version of the plan has not yet been issued.

The main issues and considerations in this case include the following:

-Design, Layout and Impact on the Character and Appearance of the Area;
-Highway Safety and Parking; and
-Biodiversity Net Gain.

These matters are assessed in turn below.

Design, Layout and Impact on the Character and Appearance of the Area

Policy 2 of the Local Plan similarly 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.

Policy 3 accords with the provisions of Section 12 of the NPPF as 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.

The proposal is for 2.4m high perimeter mesh fencing. The fencing is proposed near the southern, western and northern boundaries of the parking area within the site.

Two new gates are also proposed which are referred to as Gates A and B on the submitted site plan. Gate A is proposed to be located near the north-eastern edge of the site and would comprise a new automatic barrier gate (ANPR) on brick pillars. The gate would be approximately 1.35m tall.

Gate B is proposed to be located further to the north-west of Gate A and would comprise a 4m wide mesh gate. Gate B is not proposed for vehicle use and is only proposed for to allow access to the area to the north for maintenance purposes. For example, there is grassland to the north that needs to be trimmed back as it can get overgrown according to the applicant's agent.

There is an existing bund located to the north, west and south of the site which provides a degree of screening of the site. There is also a large hedgerow located to the south and trees located to the north of the site.

Although the site is within the countryside in planning policy terms, the site is mostly surrounded by existing development as there are buildings to the east, a caravan site to the south and other buildings located further to the north on the opposite side of the A17. There is open agricultural land to the west; however, views of the site from the west are largely screened as a result of the existing earth bund.

Although the fencing is relatively tall, fencing can typically be installed if it is not adjacent to a highway and is up to 2m in height without planning permission as permitted development rights generally allow for this. In this case, the proposed fencing would be 0.4m taller than would likely be permitted without planning permission. Furthermore, the fencing would be partially screened from view from the surrounding area due to the aforementioned features such as the earth bund and vegetation. The area also has a semi-commercial character and as such, it is considered that the visual impact of the fencing would be acceptable.

Therefore, the proposed development would have an acceptable impact on the character and

appearance of the area in accordance with Policies 2 and 3 of the Local Plan and Section 12 of the NPPF.

Highway Safety and Parking

Paragraph 116 of the NPPF sets out 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, following mitigation.

Policy 2 of the Local Plan sets out 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.

Gate A is proposed to comprise an ANPR gate that would allow vehicular access to the site. The gate is located approximately 50m to the south of the A17 and as such there would be space for vehicles to wait for access into the parking area rather than having to wait on the A17. Lincolnshire County Council's highways team have not raised any objections to the proposals.

Therefore, the proposal would have an acceptable impact on highway safety in accordance with Local Plan Policies 2, 3 and 36, and Section 9 of the NPPF.

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.

It is considered that the proposal would be exempt from the requirement to provide BNG as the proposals falls under the de minimis exemption.

Notwithstanding this, the council's ecology officer has requested the inclusion of ecological enhancements within the site such as bird and / or bat boxes, either integrated into the building fabric or installed on trees. Whilst this request has been noted, the red line boundary has been drawn very close to the proposed fencing in this case. As such, there is considered to be limited scope to include nesting boxes in this case as the boxes are unlikely to be suitable on the proposed fencing. The Anglia Motel building is not within the red line boundary. As the fencing would not result in the loss of any habitat, it is not considered necessary to secure the inclusion of nesting boxes in this case; however, the applicant is encouraged to install such boxes within the wider site.

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 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 Local Plan and the provisions of the NPPF 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.

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.

Conclusion

Taking the above considerations into account, the proposal is considered to accord with Policies 1, 2, 3 and 4 of the Local Plan, along with the identified sections 2, 4, 9, 11 and 12 within the NPPF. There are no significant factors in this case that indicate against the proposal and outweigh the consideration in favour of the proposal and the policies referred to above.

Recommendation

Based on the assessment detailed above, it is recommended that the proposal should be approved under delegated authority.