

DECISION DELEGATED TO HEAD OF PLANNING

Application No: H14-0790-24 **Applicant:** Anglia (UK) Ltd

Proposal: Proposed Additional Self-Store Containers, Vehicle Storage, Enhanced Landscaped Earth Bund, Grounds Maintenance Building, Biodiversity Net Gain Planting and Relocation of Approved (Not Yet Erected) Radio Antenna

Location: The Anglia Business Centre Mill Green Road Pinchbeck

Terminal Date: 20th December 2024

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
07	Improving South East Lincolnshire's Employment Land Portfolio
28	The Natural Environment
29	The Historic Environment
30	Pollution
31	Climate Change and Renewable and Low Carbon Energy
36	Vehicle and Cycle Parking
APPENDIX 6	Parking Standards

National Guidance

National Planning Policy Framework December 2024

6 Building a strong, competitive economy
10 Supporting high quality communications
11 Making Effective use of land
12 Achieving well designed places.
14 Meeting the challenge of climate change, flooding and coastal change
15 Conserving and enhancing the natural environment
16 Conserving and enhancing the historic environment

Representations:

	Object	Support	No Obj.	Comments
PARISH COUNCIL	0	1	0	0
WARD MEMBER	0	0	0	0

HIGHWAYS & SUDS SUPPORT	0	0	0	1
WELLAND AND DEEPINGS INTERNAL DRAINAGE BOARD	0	0	0	1
SHDC INTERNAL	0	0	2	0
OTHER STATUTORY BODIES	0	0	0	2

CASE OFFICER ASSESSMENT

Proposal

The proposal is for additional self-store containers, vehicle storage, enhanced landscaped earth bund, grounds maintenance building, biodiversity net gain planting and relocation of approved (not yet erected) radio antenna. The Anglia Business Centre is located off Mill Green Road and comprises of a collection of former buildings which were historically used for agricultural and as an abattoir. There are no public footpaths affected by the proposal.

At the north eastern extent of the site, it is proposed to extend the existing self-store container area up to the eastern boundary. The containers are used by the public for both long-term and short terms storage. The containers would be new, painted green, and would sit behind the northern boundary. A 88 storage containers along the northern boundary of the site are proposed. Each storage container is 6.1m wide and 2.6m high. Each container would be lit by a small light 300mm on the top at 130 lux, and CCTV cameras are proposed for security at various points within the layout.

A new building is required to store machinery used as part of ongoing maintenance of the premises, including the grassland area and landscaping to the south of the main complex. The dimensions of this building are:

15.2m long, 12.2m deep, 3.1m to the eaves and 4.3m to the ridge.

The building is proposed to be placed where planning permission has previously been given for a 30m high radio antenna, which was located close to the northern boundary. Whilst not erected, the principle of a radio antenna has already been established. Part of this proposal is to move it further south, further into the site and erect the storage building in its place.

The radio antenna is required to ensure business continuity if there is a telecommunications problem that necessitates the business having to use its back-up facility on another site in Spalding. It has a lattice design, 30m high and is identical to that already approved.

Access to the site is as existing, with a coded entry card system to the container area, which is kept separate to the vehicle storage area.

The self-store containers will be located adjacent to the mature boundary planting on the northern boundary, facing south.

To the south of this area is a proposed storage vehicle area, which are routinely collected and brought back to the complex as part of the applicant's core business. This element of the business exists at present and will be relocated to accommodate the self storage units. The vehicles are not driven to the site but brought via 20 transporters and trailers currently operated by the company.

The proposals involve landscaping for Biodiversity Net Gain (BNG), including enhancement of the existing earth bund and additional seeding in existing areas to increase their BNG value.

Site Description

The site is 2.697 Ha in area, located outside of defined settlement limits, north west of Spalding and south east of Pinchbeck with a row of semi-detached dwellings to the north, a former nursery to the north and arable fields to the south and east, on the eastern side of Mill Green Road.

The site comprises a collection of former buildings which were historically used for agriculture and as an abattoir, which have expanded over time and changed to a self-store container business. The applicants are a well established local employer.

On the western part of the site is a staff car park with a landscaped earth bund to the east and southern boundaries and a native hedge with tree planting to the Mill Green Road frontage, with concrete parking and turning area and main office buildings.

The eastern section is a fenced, hard surfaced compound for the storage of vehicles and containers. The office buildings are in white render, with a variety of single and two storey elements, the workshops are in green plastic coated metal profile sheeting resembling agricultural stores. The shipping containers are green.

The site itself has an element of frontage towards the front of the site together with an elongated internal access roads which extends eastwards into the site. The site has incrementally expanded over the years, extending beyond the elongated gardens of residential properties fronting Mill Green Road, and is partially sat behind a further development site for residential to the north, which has not been fully developed at this time. A thick tree screen exists along this boundary which is almost continuous. Fields exist further to the south.

History

H14-1150-85 - Full - Change of use to builder's Yard and Offices - Approved 22 January 1986.

H14-1536-88 - Outline - To erect a dwelling with garage for a company employee - Approved 12 January 1989.

H14-0179-89 - Full - Erection of Building for Storage of Building Materials - Approved 15 March 1989.

H14-1064-90 - Full - Extension to Offices - Approved 31 October 1990.

H14-0034-91 - Full - Amalgamation of 2 no. existing stores to form one large store - Approved 7 February 1991.

H14-0328-99 - Full - Change of use to re-possession agents to HQ including vehicle compound - Approved 8 July 1999.

H14-0803-99 - Condition Compliance - Details of landscaping (Condition 2 of H14/0328/99) - Approved 17 September 1999.

H14-0777-00 - Full - Extension to form first floor office space - Approved 4 August 2000.

H14-1253-01 - Full - Erection of Offices - Approved 22 March 2002.

H14-1208-04 - Outline - Erection of single storey dwelling for Manager - Withdrawn 26 November 2024.

H14-1686-04 - Full - Extension of existing office premises - Withdrawn 21 February 2005.

H14-0877-07 - Full - Use of land for stationing of a portocabin for use as training facilities - Approved 19 September 2007.

H14-0042-08 - Condition Compliance - Details of landscaping (Condition 3 of H14/0877/07) - Approved 12 February 2008.

H14-0153-08 - Condition Compliance - Details of additional landscaping and tree planting (Condition 3 of H14/0877/07) - non determination 12.2.2008.

H14-0312-10 - Section 73 - Modification of Condition 1 of H14-0877-07 to allow siting of portacabin for a further 3 years - Approved 04 June 2010.

H14-0634-10 -Full - Change of use of beet pad to car parking area (retrospective) - Approved - 22 September 2010.

H14-0210-13 Full - Kitchen and toilet extension to office building - Approved - 09 May 2013.

H14-0407-13 - Section 73 - Modification of Condition 1 of H14-0312-10 to extend the time limit for a further 3 years - Approved - 17 June 2013.

H14-0472-15 - Full - Change of use of existing agricultural building to storage use, erection of office extension, new workshop and relocation of Portakabin - Approved - 07 July 2015.

H14-0988-15 Non-material amendment - Change of use of existing agricultural building to storage use, erection of office extension, new workshop and relocation of portacabin - approved under H14-0472-15. Amendments to revise position of windows and doors on workshop side elevation B and rear elevation C - Approved - 26 October 2015.

H14-0980-16 Full - Use of temporary building for occupation by site manager - retrospective - Refused - 18 November 2016.

H14-0193-17 Full - Use of temporary building for occupation by site manager (retrospective) - resubmission of H14-0980-16 - Approved - 11 April 2017.

H14-0941-19 - Proposed extension to existing workshop, relocation of existing store, erection of a communications mast, Manager's accommodation to replace existing mobile home and use of land for vehicle storage. Approved 14.11.2019.

H14-0869-20 - Proposed managers accommodation, construction of new access track and use of land for vehicle storage. Approved 3.12.2020

H14-0812-21: Proposed Manager's accommodation and access track (to replace that approved under planning permission H14-0869-20), two storey office building, new storage building and stationing of 30 self-store containers. Approved 15.10.2021.

H14-0295-22 - Section 73 Modification. Proposed Manager's accommodation and access track (to replace that approved under planning permission (H14-0869-20), two storey office building and stationing of 30 self store containers - approved under H14-0812-21. Modification of wording relating to Condition 16 (to clarify implementation of manger's accommodation). Approved 12 May 2022.

H14-0836-23 - Use of land for siting of additional self storage containers. Approved 20.12.2023.

H14-0303-24 - Details of external lighting & external CCTV cameras (Conditions 5 & 6 of H14-0836-23).

H14-0065-24 - Proposed Manager's accommodation and access track (to replace that approved under planning permission (H14-0869-20), two storey office building, new storage building and stationing of 30 self-store containers - approved under H14-0295-22 Modification of wording of Condition 3 relating to scheme to deal with contamination of land or pollution of controlled waters. Approved 22 January 2024.

H14-1073-23 - Erection of vehicle storage building (Use Class B8). Approved 30 January 2024.

Consultation Responses

Lead Local Flood & Highway Authority

No objections.

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.

There are no personal injury accidents in the vicinity of the site.

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.

The site is in flood zone 3a and is located in the catchment area of Welland and Deepings Internal Drainage board. The boards nearest watercourse to the site is the Blue Gowt No.2 some 500m south of the site. The proposed storage units will be located on top of the proposed hardstanding at ground level, the same as that for the existing units and the storage building will be 150mm above the existing ground level. The surface of the storage area will be hardcore with a stone surface and there is no intention or need to install a positive system. It is merely a continuation of what is already there. The site is at low risk of surface water flooding. The surface water from the roofs of the storage units and the vehicle storage area will discharge to the ground and percolate away within the hardstanding. The storage shed will discharge to soakaways. As Lead Local Flood Authority, Lincolnshire County Council is required to provide a statutory planning consultation response with regard to Drainage on all Major Applications. The Lead Local Flood Authority does not consider that this proposal would increase flood risk in the immediate vicinity of the site.

SHDC Environmental Protection

No comments or concerns.

Welland and Deepings IDB

If at any point in the future soakaways are not used the IDB would wish to be consulted at that time.

Pinchbeck Parish Council

Appropriate for the area.

Police

No objections

Anglian Water

Development not relevant to Anglian Water - no comments.

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 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. As at 31 March 2024 the 5 Year Housing Land Supply demonstrates a 6.4 years supply.

Principle of Development and Sustainability

The South East Lincolnshire Local Plan 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 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 indicates that within Minor 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. This policy goes on to detail that development within Minor Service Centres will normally be limited to Allocated and Committed sites and infill.

The Anglia Business Centre comprises a collection of former buildings which were historically used for agriculture and as an abattoir. These have been extended and adapted over the years to meet the business demands of the applicant company and more recently a very successful self-store container business has been established and subsequently extended to meet demand.

Whilst the site is located in the countryside, the previous planning history and earlier permissions means the principle of development has been established. Whilst outside the settlement boundary the provision of employment assists in the Main Service Centre of Pinchbeck to fulfil its role as such by creating local employment opportunities.

Policy 7 of the SELLP seeks to improve South East Lincolnshire's Employment Land Portfolio by supporting the expansion of existing businesses outside of the allocated employment sites where buildings are re-used subject to criteria.

As such, the proposal is considered to be in accordance with the requirements of Policy 1 of the South East Lincolnshire Local Plan 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 will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; and should be visually attractive as a result of good architecture, layout and appropriate and effective 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 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, 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 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.

The site will extend built form to the east where the parking is currently located for the storage of vehicles and instead used for 88 more self storage shipping containers for the public and small businesses to store their items for varying amounts of time. A new hardstanding for the storage of vehicles will be created to the south of this. The site is reasonably level. The hardstanding and container storage area are bound on the northern side by a thick tree screen and an earth bund to the south. The total area which is landscaped will be increased across the site.

The expansion of the storage area would result in a greater area across the site relating to storage along the northern boundary, where fields existed previously. The new storage areas would replicate storage already on site, including the colour of the containers which are green, in an area that is currently open. Whilst this expands the area, this boosts the local economy and is responding to customer demand. There are no impacts on the street scene as the new areas are away from the main highway further into the site. The thick tree screen along the northern boundary would protect future occupiers being able to view the containers to a great extent. The site to the north has permission for residential but this is not yet constructed. Whilst some lighting is employed on the containers, this is minimal and not thought to cause disturbance given the vegetation screening along the northern boundary, and has been approved previously. They act on sensors so will not be operational all the time. Environmental Protection consider the lumens would not cause light pollution. The storage containers are of identical design, all coloured green, and are new and in a good state of repair. This would not adversely affect character as a result.

The erection of the storage shed is where the estate/grounds maintenance will be co-ordinated and associated machinery will be stored is proposed on the northern boundary. It will not cause an adverse impact on the street scene or character of the area. It will not adversely affect adjoining properties as gardens immediately adjacent to the north are long, the gardens are well screened and the building is not of excessive height. The design and position is considered acceptable.

As part of H14-0941-19 a 30 metre high radio antenna was approved close to the northern

boundary of the site. The current proposal seeks to relocate this radio antenna slightly further south, away from the northern boundary. The antenna would sit behind the proposed storage building which now sits immediately adjacent to the boundary. Whilst high, this replicates an antenna already approved in an identical design, and therefore it has been accepted in principle previously. Its relocation will have less impact on the residential neighbours as it is further away from the boundary. The proposal is therefore considered acceptable.

To the south of the landscaped bund and around the eastern southern and western boundaries of the applicant's field, it is proposed to create the necessary planting to meet the statutory requirements for Biodiversity Net Gain. This consists of an area of native tree planting and seeding of general wildflower mix to enhance both the existing modified grassland and earth bund. The ecologist considers the area to be acceptable subject to BNG conditions and the standard informative.

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 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.

The nearest residential properties to the north have increasingly long gardens the closer to the boundary with neighbouring properties, with the longest garden being next to the boundary. Because the storage containers are on the eastern portion of the site, these will not affect nearby residential properties to any significant degree, nor future residents as the adjacent scheme is built out. The tree screen is also a further protection against residential amenity. Whilst the storage containers have lighting, this is not of a high lumens and Environmental Protection consider this would not lead to light pollution, and this aspect has previously been approved.

The radio antenna will be visible but as this already has consent, its relocation will have less impact on neighbours as it is to be located further into the site to the south.

The storage building is positioned at the end of residential gardens and will not affect their amenity. Its size and design is considered acceptable and will not cause loss of light or outlook.

The relocated vehicle storage area already exists as a use on site and its relocation is further away from neighbours and therefore this is more beneficial in amenity terms.

The biodiversity net gain proposals are considered generally beneficial in visual amenity terms.

The storage containers are situated behind a mature hedge, and whilst have lighting set at 300mm above each unit. This is to assist when opening the storage unit. The lighting is not expected to result in adverse impacts to nearby residential properties, especially as the site is well screened.

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 Local Plan.

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, sets out minimum vehicle parking standards.

The existing site has 135 full time staff, and the proposal will not change this. Planning permission has already been granted for the stationing of shipping containers on site, due to ongoing demand the applicant would like to increase the number of containers available on site together with additional vehicle parking which partly replaces that lost as part of the implemented container storage areas. The containers will be brought to site in batches to keep ahead of demand and not brought to site all in one go. On average there is one visit per 8 containers each day which would therefore result in an increase of 11 vehicle movements (22 in total) each day over and above the existing movements. The current fleet of transporters already leave the site in the morning and return each evening. Vehicle movements for this element will not change it is simply the ability to enable vehicles to be stored on site that will differ. No members of the public visit the site to view or buy vehicles as all vehicles are sold on-line on trading sites and this will continue.

There is no precise definition of "severe" with regards to NPPF Paragraph 116, as described above.

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.

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

Flooding Considerations

Section 14 of the National Planning policy Framework (December 2024) requires development plans to "apply a sequential, risk-based approach in areas known to be at risk now and in future from any form of flooding, applying the sequential test and then, if necessary, the exception test".

Paragraph 174 states that "...the aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test."

Paragraph 177 makes it clear that, "Having applied the sequential test, if it is not possible for development to be located in areas with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in Annex 3."

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 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.

The 2017 Update to SHDC, SFRA has carried out a Tidal & Fluvial Hazard Mapping, for Spalding following a breach to the defences. The Hazard, Velocity and Depth Maps, year 2115, for the 1 in 100-year event, shows that the site where the proposed development is to be located is not within an area affected by flooding from a breach to the flood defences.

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.

The proposal is for a 'Less Vulnerable' use for industrial purposes on the site of the existing business, it would be unreasonable to consider sites elsewhere within the district as this facility is to sustain the established business and provide employment opportunities. The proposed additional vehicle storage and storage units will help to support the existing storage units and the vehicle storage use already provided on site. Consequentially the Sequential Test is met, with the development being "Less Vulnerable" the Exception Test is not required.

The site is in the catchment area of Welland and Deepings Internal Drainage board. The boards nearest watercourse to the site is the Blue Gowt No.2 some 500m south of the site. The proposed storage units will be located on top of the proposed hardstanding at ground level, the same as that for the existing units and the storage building will be 150mm above the existing ground level. The surface of the storage area will be hardcore with a stone surface and there is no intention or need to install a positive system. It is merely a continuation of what is already there. The IDB do not object to the proposal.

The site is at low risk of surface water flooding. The surface water from the roofs of the storage units and the vehicle storage area will discharge to the ground and percolate away within the hardstanding. The storage shed will discharge to soakaways. Foul water will connect to the existing system with a surface water attenuation pond providing controlled discharge to an existing field drain at the south of the site from the dwelling (not part of this proposal but has approval elsewhere on the site). Surface water drainage from the office building extension will connect to the existing on site system.

The Lead Local Flood Authority, Lincolnshire County Council is required to provide a statutory planning consultation response with regard to Drainage on all Major Applications. The Lead Local Flood Authority does not consider that this proposal would increase flood risk in the immediate vicinity of the site.

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

Impacts of Climate Change

In respect of the climate emergency, section 14, paragraph 161 of the National Planning Policy Framework (December 2024) states that:

"The planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure."

New development, in paragraph 164, should be planning for in ways that "avoid increased vulnerability to the range of impacts arising from climate change" with care taken to manage and adapt. Where development is brought forward in areas which are vulnerable, "care should be taken to ensure that 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'.

Retention and encouragement of an existing employment use which is accessible to Pinchbeck although recognising this is outside the settlement boundary, with a 'less vulnerable' use is considered beneficial to climate change, as the site is not remote. The use is not considered to adversely affect climate change to a significant degree.

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

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 is on an established employment site despite being outside the settlement boundary and as such contributes to the local economy. The development hereby proposed does not significantly materially harm the character or appearance of the locality, or the amenity of nearby residents, and provides adequate parking, whilst conforming with the South East Lincolnshire Local Plan and the provisions of the National Planning policy Framework 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

The proposal is considered acceptable subject to appropriate conditions.

Recommendation

The proposal is acceptable and is recommended for approval under delegated authority.