

<b>APPLICATION NO</b>	<b>PA/2016/1578</b>
<b>APPLICANT</b>	Mr Garry Hirst, Delta Salvage
<b>DEVELOPMENT</b>	Planning permission to erect an insulated steel-framed building, including associated hard standing
<b>LOCATION</b>	Delta Salvage, Sandtoft Road, Westgate, Belton, DN9 1PN
<b>PARISH</b>	Belton
<b>WARD</b>	Axholme Central
<b>CASE OFFICER</b>	Andrew Law
<b>SUMMARY RECOMMENDATION</b>	<b>Grant permission subject to conditions</b>
<b>REASONS FOR REFERENCE TO COMMITTEE</b>	Departure from the development plan

## **POLICIES**

**National Planning Policy Framework:** Paragraph 14 states that at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means approving proposals that accord with the development plan without delay or, where the development plan is absent, silent or out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework as whole or where specific policies in the Framework indicate development should be restricted.

Paragraph 19 states that significant weight should be placed on the need to support economic growth through the planning system.

Paragraph 28 states that planning should support the sustainable growth of all types of business and enterprise in rural areas.

Paragraph 32 states that all developments that generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment and that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Paragraph 56 states that good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.

Paragraph 58 states that development should function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Development should also respond to the local character and reflect the identity of local surroundings and materials and should be visually attractive and use appropriate landscaping.

Paragraph 64 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Paragraph 123 states that decisions should aim to mitigate and adequately reduce to a minimum any adverse impacts on health and quality of life and recognise that existing businesses wanting to develop should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established.

Paragraph 125 states that by encouraging good design decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

#### **North Lincolnshire Local Plan:**

DS1 (General Requirements)

DS16 (Flood Risk)

RD2 (Development in the Open Countryside)

T1 (Location of Development)

T2 (Access to Development)

#### **North Lincolnshire Core Strategy:**

CS1 (Spatial Strategy for North Lincolnshire)

CS2 (Delivering More Sustainable Development)

CS3 (Development Limits)

CS5 (Delivering Quality Design in North Lincolnshire)

CS11 (Provision and Distribution of Employment Land)

CS16 (North Lincolnshire's Landscape, Greenspace and Waterscape)

CS17 (Biodiversity)

CS19 (Flood Risk)

**Housing and Employment Land Allocations DPD:** Employment land allocation Sandtoft Business Park, a 55.3 hectare site identified under policy SANE-1 for B1 and B8 uses as a logistics park.

#### **CONSULTATIONS**

**Highways:** No objection.

**Archaeology:** No objection.

**Environmental Health:** No objection subject to conditions.

**Drainage:** No objection subject to conditions.

**Severn Trent Water Ltd:** No objection.

**Environment Agency:** Initially objected due to inadequacies in the submitted flood risk assessment (FRA). Following the submission of an updated FRA the Environment Agency has removed its objection subject to conditions.

## **PARISH/TOWN COUNCILS**

**Belton Parish Council:** No objection but comments that if roadside trees are to be removed then they should be replaced.

**Epworth Town Council:** No observations to make.

## **PUBLICITY**

Neighbouring properties have been notified by letter, and site and press notices posted. One letter of comment has been received on behalf of the nearby airfield raising no objections provided that no antennas, lighting columns, etc are erected or trees allowed to grow that are higher than the proposed building.

## **ASSESSMENT**

### **Site**

The application site is a piece of disused green space located off Sandtoft Road, between Belton and Sandtoft. The site is bounded by the applicant's existing salvage yard (Delta Salvage) to the east, by former runways to the north and west and by Sandtoft Road to the south. In the wider context the site is surrounded by car storage and breaking facilities to the north, east and west and there is an operational airfield (Sandtoft Airfield) and roof tile manufacturing business to the south, beyond Sandtoft Road. Therefore, whilst the site lies outside of any defined development boundary and as such is located in the open countryside for the purpose of planning, the surrounding area is predominantly industrial in nature. The site is located within flood zone 2/3a of the Strategic Flood Risk Assessment for North Lincolnshire.

### **Proposal**

This application seeks planning permission for the erection of a new insulated, steel-framed building and an area of associated hardstanding to facilitate turning and loading/off-loading of goods vehicles. The building will have a floor area of 438 square metres, measuring 36.5 metres long by 12 metres wide, with an eaves height of 4.9 metres and a ridge height of 6.1 metres. The building will be steel-framed with a pitched roof and will be built of red brick up to the height of the doors with steel cladding panels above this level. The proposed hardstanding area will sit directly to the north of the building and will have the same floor area as the building (438 square metres). Ten vehicle parking bays, for use by staff and customers, will be provided within the hard surfaced area. Access to the site will be gained via the existing gated access to the east of the site.

## History

There is no planning history relevant to this site. However, there have been recent approvals of planning permission relating to the expansion of the Delta Salvage Site on land which sits immediately adjacent to the site. In 2010 (PA/2010/0762) planning permission was granted by the planning committee for the change of use of land to the north-east of the site for the storage of vehicles and the provision of hard standing. Planning permission was subsequently granted for the construction of a new gated access (PA/2011/0180) which runs immediately adjacent to the eastern boundary of the site and provides access to the land which was the subject of PA/2010/0762 and is proposed to provide access to the building which is the subject of the current planning application.

**The main issues in the determination of this application are whether the development is acceptable in principle and whether it will have an adverse impact on residential amenity or highway safety.**

## Principle

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. In this instance the development plan consists of the North Lincolnshire Local Plan (NLLP) which was adopted in May 2003, the North Lincolnshire Core Strategy (NLCS) which was adopted in June 2011 and the Housing and Employment Land Allocations Development Plan Document (HELA DPD) adopted in March 2016. Material considerations exist in the form of national planning policy and guidance contained within the National Planning Policy Framework (NPPF) and the suite of documents comprising Planning Practice Guidance (PPG).

The application site is outside any defined development limits within the HELA DPD and as such is considered to be in the open countryside for the purpose of planning. Policy RD2 of the NLLP sets out the council's approach to proposals for development in the open countryside. The policy states that land within the open countryside will be strictly controlled and only development which is appropriate to the open countryside will be permitted. Policy CS3 of the North Lincolnshire Core Strategy is a similar policy which seeks to restrict development outside development boundaries to that which is essential for the functioning of the countryside.

Whilst the site is located outside of any defined development boundary, it should be noted that it is surrounded by existing industrial and commercial development. Therefore the character of the area is industrial in nature and not rural as would normally be expected in the open countryside. The proposed development effectively comprises the infilling of a small gap within the wider industrial landscape. This proposal also has to be considered with regard to the wider policy context of the area which is promoted under allocation SANE-1 of the HELA DPD for large-scale industrial development. The application site is located a short distance outside of the SANE-1 allocation, but is within an established industrial area adjacent to it and is surrounded by existing and proposed (allocated) industrial land. Therefore, whilst the site is located in the open countryside as defined by planning policy, the proposed industrial development is considered to be acceptable in this location due to the industrial nature of the area.

In addition to the above it should be noted that in addition to the previous extension of the adjacent Delta Salvage site, which was approved in 2010, there have been other

extensions of industrial sites outside of development limits, which have been approved in this location in recent years, including an extension to the adjacent Pro-Truck site which was granted consent by the planning committee in 2012 (PA/2011/1340). In these instances significant weight was given to the fact that the development would support the expansion of existing businesses and safeguard jobs. Similarly the proposed development will support the expansion of the existing business to the benefit of the local economy. This is in line with guidance contained within section 3 of the NPPF which seeks to promote economic growth in rural areas.

On balance, despite the fact that the application site lies outside of any established development limit and the development is therefore contrary to local planning policy which seeks to restrict development in the open countryside, it is considered that the economic benefit of the development would outweigh any conflict with policy, particularly given the fact that there will be limited impact on the character and appearance of the open countryside in this instance. The principle of development is therefore considered to be acceptable.

### **Amenity**

There are no residential properties located immediately adjacent to the application site and the nearest dwellings are sited some distance to the east and are separated from the site by adjacent industrial premises. On this basis there is limited potential for the development to adversely affect the amenity of neighbouring properties. The council's Environmental Health department has commented on the application and has raised no concerns or objections to the proposal. Given the distance to neighbouring residential properties, the presence of existing industrial development between the site and these properties and the lack of objection from the council's Environmental Health officers it is considered that the proposed development will have no unacceptable impact on residential amenity.

### **Highways**

As outlined above, there is an existing access located immediately adjacent to the application site, to the east, which serves the Delta Salvage site. This has been designed as a commercial access to serve an industrial business and will provide direct access to the proposed development. The access provides good visibility when entering and exiting the site and as part of the proposal a large off-street parking and turning area is to be provided. The council's Highways department has been consulted on the application and has raised no concerns or objections. On this basis it is considered that the access arrangements are acceptable and that the proposal will not be harmful to highway safety.

### **Flood risk**

The site is located within flood zone 2/3(a) of the North Lincolnshire Strategic Flood Risk Assessment. The proposal is for general industry in a high flood risk zone; this constitutes a 'less vulnerable' use. Applying the Flood Zone and Flood Risk Table in the National Planning Practice Guidance, the proposed (less vulnerable) development is considered to be appropriate in this location. Notwithstanding this, a detailed Flood Risk Assessment (FRA) has been submitted in support of the application. The Environment Agency (EA) has been consulted on the application and initially raised an objection with the submitted FRA, this being that the document was prepared in support of the previous application for the extension of the Delta Salvage site and as such is now out of date. An updated FRA has subsequently been submitted and the EA has confirmed that this document is acceptable

and as such removes its previous objection. The EA now raises no objections to the proposal subject to conditions.

## **Conclusion**

Whilst the application site is located outside of any defined development boundary and industrial development is not normally acceptable in such locations, the site is adjacent to an existing industrial business and is otherwise surrounded by industrial development. The proposed development will directly support the expansion of a local business, securing employment and thereby benefiting the local economy, which is strongly supported by the NPPF. Furthermore, it has been demonstrated that the development will not have an adverse impact on the existing highway network or the amenity of residential properties, and poses no unacceptable risk of flooding. For these reasons it is considered that the proposed development is acceptable and that this application should be supported subject to conditions.

## **RECOMMENDATION      Grant permission subject to the following conditions:**

1.  
The development must be begun before the expiration of three years from the date of this permission.

### **Reason**

To comply with section 91 of the Town and Country Planning Act 1990.

2.  
The development hereby permitted shall be carried out in accordance with the following approved plans: DT\_DW\_0916 and DT\_PI\_0816.

### **Reason**

For the avoidance of doubt and in the interests of proper planning.

3.  
If during development any odorous, discoloured or otherwise visually contaminated material is found to be present at the site then no further development shall be carried out until a written method statement, detailing how this contamination shall be dealt with, has been submitted to and approved by the local planning authority. The approved method statement shall be implemented in full prior to development commencing on the site.

### **Reason**

To ensure that the site represents an acceptable risk to end users, property, controlled waters and ecological systems, and to ensure that site workers are not exposed to unacceptable risks from contamination during construction.

4.  
No development shall take place until a strategy for the management of surface water drainage, and its adoption and maintenance arrangements, have been submitted to and agreed in writing by the local planning authority. This must be based on drawing DT/DW/0916 dated 19th September 2016. Surface Water discharge from the site must be restricted to greenfield run-off rate.

Reason

To prevent the increased risk of flooding to themselves and others, to improve and protect water quality, and to ensure the implementation, and future adoption and maintenance, of the sustainable drainage structures in accordance with policy DS16 of the North Lincolnshire Local Plan and policies CS18 and CS19 of the North Lincolnshire Core Strategy.

5.

The drainage scheme shall be implemented in accordance with the approved submitted details required by the above condition and shall be completed prior to the occupation of any building within each phase or sub-phase of the development on site, and thereafter retained and maintained in accordance with the scheme for the life of the development unless otherwise agreed in writing with the local planning authority.

Reason

To prevent the increased risk of flooding to themselves and others, to improve and protect water quality, and to ensure the implementation, and future adoption and maintenance, of the sustainable drainage structures in accordance with policy DS16 of the North Lincolnshire Local Plan and policies CS18 and CS19 of the North Lincolnshire Core Strategy.

6.

The development shall be carried out in accordance with the approved Flood Risk Assessment compiled by J Roberts Design Ltd, reference 1260 dated 17 January 2017, including the setting of finished floor levels no lower than 3.65 metres above Ordnance Datum (AOD).

Reason

To reduce the risk of flooding to the proposed development and future occupants.

**Informative**

In determining this application, the council, as local planning authority, has taken account of the guidance in paragraphs 186 and 187 of the National Planning Policy Framework in order to seek to secure sustainable development that improves the economic, social and environmental conditions of the area.



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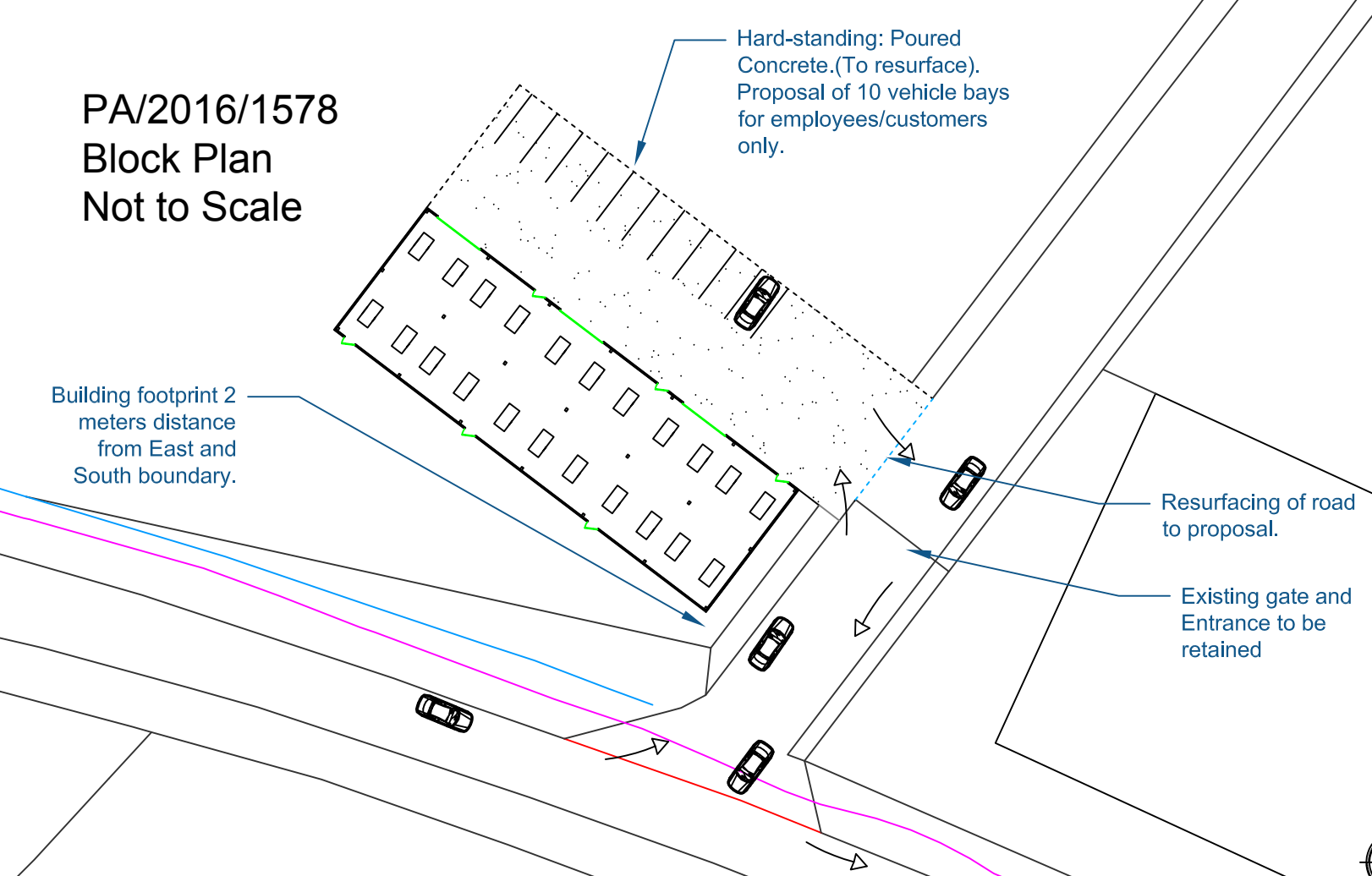
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Application Site





PA/2016/1578  
Block Plan  
Not to Scale



Hard-standing: Poured Concrete.(To resurface). Proposal of 10 vehicle bays for employees/customers only.

Building footprint 2 meters distance from East and South boundary.

Resurfacing of road to proposal.

Existing gate and Entrance to be retained