

<b>APPLICATION NO</b>	<b>PA/2014/0718</b>
<b>APPLICANT</b>	Mr R Smith
<b>DEVELOPMENT</b>	Planning permission for a warehouse extension
<b>LOCATION</b>	Kings Ferry Wharf, Stather Road, Burton-upon-Stather
<b>PARISH</b>	<b>BURTON-UPON-STATHER</b>
<b>WARD</b>	Burton Stather and Winterton
<b>CASE OFFICER</b>	Emma Stanley
<b>SUMMARY RECOMMENDATION</b>	<b>Grant permission subject to conditions</b>
<b>REASONS FOR REFERENCE TO COMMITTEE</b>	Member 'call in' (Councillors Ogg and Rowson – significant public interest)  Objection by Burton-upon-Stather Parish Council
<b>POLICIES</b>	

**National Planning Policy Framework:** Paragraphs 7, 11, 14, 17, 28 and 32 are relevant to this proposal.

**North Lincolnshire Core Strategy:** Policy CS1 (Spatial Strategy for North Lincolnshire)

Policy CS2 (Delivering more sustainable development)

Policy CS3 (Development Limits)

Policy CS5 (Delivering Quality Design in North Lincolnshire)

Policy CS11 (Provision and Distribution of Employment Land)

**North Lincolnshire Local Plan:** Policy DS1 (General Requirements) requires a high standard of design in both built-up areas and the countryside.

Policy IN11 (Burton-upon-Stather Wharf) supports new wharf-related development within the existing wharf boundaries provided that it does not increase the existing environmental and traffic problems to and through Burton-upon-Stather and Normanby village.

Policy RD2 (Development in the Open Countryside) seeks to restrict development to that which is appropriate in the open countryside, and does not cause harm to the character of the area, residential amenity or highway safety, and accords with other relevant policies in the local plan.

## **CONSULTATIONS**

**Highways:** No objections subject to recommended conditions 3 and 4.

**Environment Team (trees):** No trees affected.

**Environmental Protection:** Recommends conditions relating to movement of vehicles, construction and noise from any proposed air conditioning/extraction system.

## **PARISH COUNCIL**

Objects due the proposed increase of heavy vehicle transport in the future. Please refer to the North Lincolnshire Local Plan, Industry and Employment IN11 – Burton-upon-Stather Wharf 5.67.

## **PUBLICITY**

Letters have been sent to 31 neighbouring properties and a site notice posted. Two letters of objection have been received raising the following issues:

- The most affected properties are on Thealby Road, High Street, Burton Road, Derby Road and properties on the hill, as lorries will pass by these properties and all of these properties should have been consulted.
- The hill is not suitable for large heavy vehicles due to its width and poor state of repair and having to manoeuvre around cars parked on the street.
- Lorries already visiting the site cause congestion.
- The business should be located to Flixborough Wharf.
- Increased warehousing capacity will almost double HGV traffic on the road.
- The proposal will lead to issues of highway safety for both pedestrians and other vehicles.
- There is no indication of any future increase in the business activities on the site; this could be the thin end of the wedge.
- The application should be deferred or rejected for wider consultation in Burton and the surrounding villages.

## **ASSESSMENT**

The proposal involves an extension to an existing industrial building to provide additional storage at Burton Stather Wharf. The current activities on the site include the production, bagging, storage and shipment of cementitious materials, with associated offices and car parking. The increased storage area is required due to an increase in production. The proposed extension is to the rear of the site and will be built in blockwork and blue corrugated metal cladding to match the existing buildings, and will be approximately 12 metres deep and 41.8 metres wide. An existing lean-to section of the building is to be taken down and attached to the rear of the new extension. The lean to is 7 metres deep and 25 metres wide. The extension is 6.6 metres high where it adjoins the main building, tapering down to 3.1 metres to the rear wall of the lean-to.

Currently, there are 7 heavy goods vehicles visiting the site per week between the operating hours of 7.30am to 4.30pm Monday to Friday, which is proposed to be increased to 12 per week, as outlined in the submitted transport statement. Vehicles access the site through the village and down Stather Road, which is the only means of vehicular access to

the site. The business currently employs 10 full-time staff, which is proposed to increase to 13 full-time and 4 part-time.

**The main issue in the determination of this application is whether the increase in the business activities will have a detrimental impact on the amenities of nearby residents in terms of additional vehicular movements.**

Business activities on the wharf are well established, and the site is allocated in the North Lincolnshire Local Plan for industrial purposes (policy IN11 refers). Access to the wharf is through the village and as a result vehicles must pass through residential areas. Concern has been expressed by two local residents and the parish council that the increase in vehicular movements resulting from this proposal will further harm the amenities of the residential properties that they drive past, and that the road network is unsuitable for the types and numbers of vehicles proposed. Concern has also been expressed that not enough residents were consulted in Burton, and that other villages should also have been notified of the proposal.

The transport statement submitted with the application states that currently 7 HGVs travel to the site on a weekly basis, which will increase to 12 in total should the extension be approved. As the site is only open Monday to Friday, this is an average of just over 2 lorries per day. Although it is clear that the proposal will result in an increase in HGVs entering and leaving the site, it is not considered that the level is so significant that there will be an unacceptable adverse impact on the amenities of the properties that the lorries will drive past, or reduce highway safety to an unacceptable level. The wharf is an established industrial site, and policy IN11 supports new wharf-related development that does not harm residential amenity, highway safety or the character of the area. No objections have been raised to the size, design or location of the proposed extension in itself, which is relatively low-key, and designed to match existing buildings on the site.

Concern has been expressed that the nature of the development warrants wider public consultation. However, out of the 31 neighbours directly consulted by letter, only 2 raised objections. In addition, it is not considered that a weekly increase of 5 lorries would require any further public consultation than that which has already been carried out. The Highways department has no objections to the proposal subject to conditions. The Environmental Protection team also has no objections subject to conditions relating to hours of construction.

The site is in a high risk flood zone, 3a. The submitted flood risk assessment demonstrates that the proposed development is acceptable in this location being a wharf, which is water-compatible development. No objections have been received on flood risk grounds.

It is considered, therefore, that the proposed extension and resulting increase in vehicular movements complies with the policies in the North Lincolnshire Local Plan and Core Strategy, particularly IN11 which relates directly to proposals on the wharf and is recommended for approval.

**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: 300.01, 300.02, 300.03, 300.04, 300.05 and 300.06.

Reason

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

3.

Before the development hereby approved is commenced, details showing an adequate vehicle holding area to be provided adjacent to the washdown area shall be submitted to and approved in writing by the local planning authority.

Reason

To ensure the free flow of vehicles is maintained within the site and that no HGVs are forced to wait on Stather Road in accordance with policy TR2 of the North Lincolnshire Local Plan.

4.

At no time shall the northern access point be used for any operational purpose.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

5.

No movement of lorry traffic accessing or leaving the site shall take place before 8am or after 4.30pm in accordance with the table at Section 11.2 of the Transport Statement submitted with this application.

Reason

For the avoidance of doubt and in the interests of the amenity of the area in accordance with policy DS1 of the North Lincolnshire Local Plan.

6.

Construction operations of the warehouse extension shall be limited to the following hours:

8am to 7pm Monday to Friday

8am to 1pm on Saturdays.

No construction operations shall take place on Sundays or public/bank holidays.

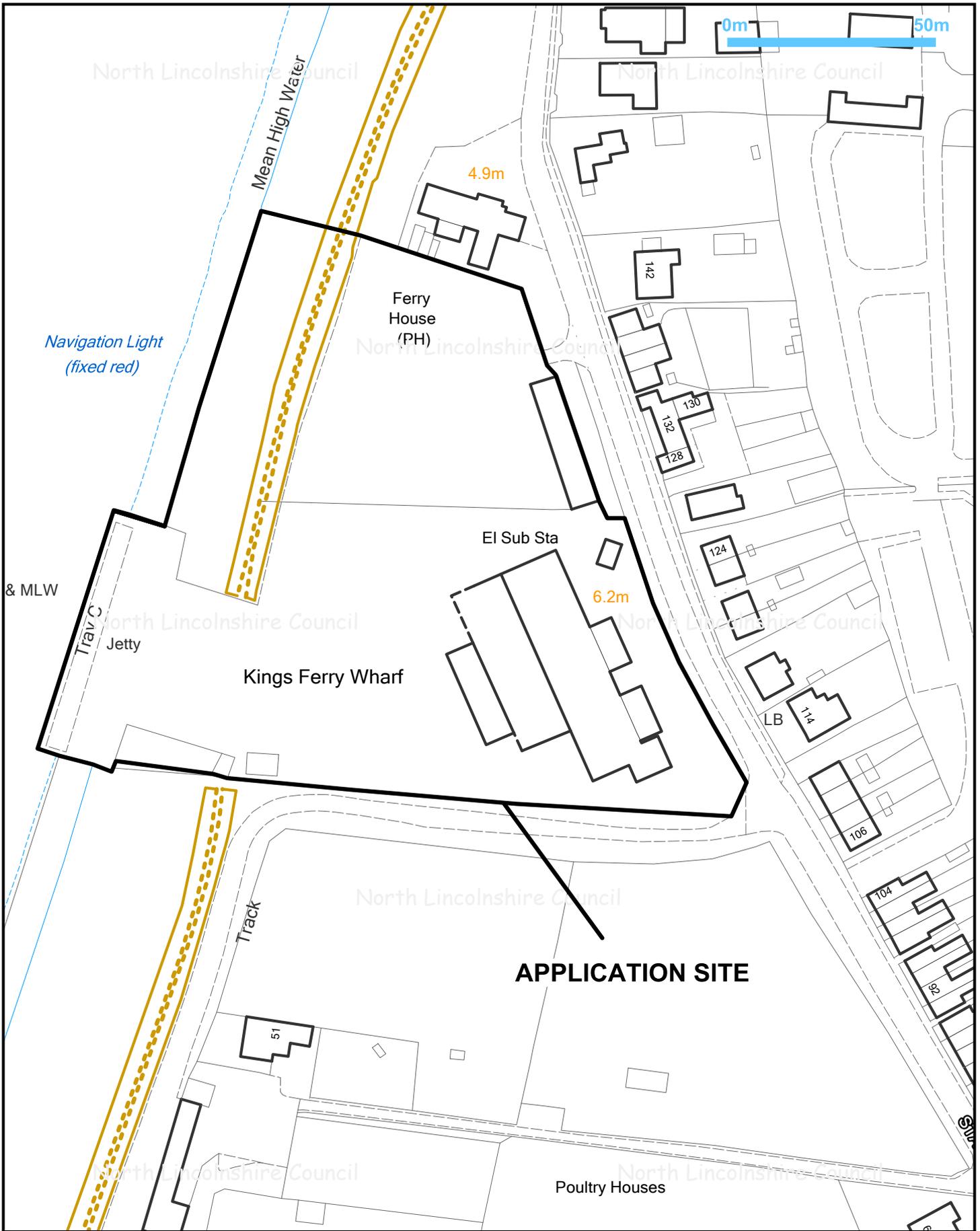
HGV movements in connection with the construction phase shall not be permitted outside these hours without prior written approval from the local planning authority.

Reason

For the avoidance of doubt and in the interests of the amenity of the area in accordance with policy DS1 of the North Lincolnshire Local Plan.

**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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