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Centrica Storage Limited

Planning Statement

Links House, Station Road, South Killingholme, Immingham, DN40 3ED

March 2010



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Appendix 1: Proposals Map Extract

1 Introduction

1.1 Purpose

This Planning Statement has been prepared by Jones Lang LaSalle, on behalf of Centrica Storage Ltd. Its purpose is to support a Change of Use Application to include **B8 Use**, alongside the existing lawful use of B1 and B2. This proposal also includes the installation of palisade security fencing around the site and some additional non-permeable hard-standing to allow safe transport access and movement around the site. It is also proposed to allocate specific locations within the site for open container storage.

Site is located at Station Road, South Killingholme, Immingham, DN40 3ED.

This document assesses the key planning policy considerations demonstrating the case for granting planning permission.

1.2 Background

The site, up until recently, was occupied by Truck Links, operated under current permission for B1 and B2 use at the site. The current buildings and site were occupied by a freight vehicle hire and service provider. The buildings comprise of the main two storey building with a linked service facility to the rear, along with a separate storage shed adjacent to the railway line. The remainder of the site is used as parking and storage for the commercial vehicles.

A new occupier (ASCO – Centrica Storage Ltd) is proposed for this unit under use classes B1, B2 and B8. This permission seeks to add B8 (Wholesale Warehouse, distribution centres, repositories) to the existing lawful use of the site. Importantly, the proposed occupier works as a port related facility, thereby requiring close access to port facilities.

1.3 Site Location

The application site is bounded by Station Road to the South and West of the site and a railway track to the east of the site. This site is currently occupied by Truck Links (B1, B2), and a new occupier is proposed. This new occupier requires B8 consent.

The area is considered industrial in nature with intermittent green field sites located adjacent. The River Humber is located a short distance to the east of the site.

1.4 Proposal

The proposal is to allow Change of Use on site, to include **B8 Use**, alongside the existing lawful use of B1 and B2. This proposal also includes the installation of palisade security fencing around the site and some additional non-permeable hard-standing to allow safe transport access and movement around the site. It is also proposed to allocate specific locations within the site for transport container storage as well as installing CCTV cameras attached to the existing buildings.

Table 1: The application and supporting information

	Completed/Prepared By
Application Forms and Certificates	Jones Lang LaSalle
Notice (copy) to owner	Jones Lang LaSalle

	Completed/Prepared By
Application Fee Total £335-	sent by JLL
Planning Statement	Jones Lang LaSalle
Flood Risk Assessment (FRA)	BWB Consulting
Design and Access Statement	Ratcliffe
Ground and First Floor Plans as Existing and Proposed (930-002 Rev G)	Ratcliffe
Site Plan as Existing (930-003 Rev C)	Ratcliffe
Site Plan as Proposed (930-004 Rev F)	Ratcliffe
X-Site Elevations as Existing (930-005 Rev +)	Ratcliffe
Elevations as Existing (930-006 Rev +)	Ratcliffe
X-site Elevations as proposed (930-008 Rev A)	Ratcliffe
Elevation as Proposed (930-009 Rev B)	Ratcliffe
Site Location Plan (930-015 Rev A)	Ratcliffe

1.5 Access

Access to the site is via 2 No. 6m wide manual swing gates to match the fencing along with 2 No. automatic lifting barriers to control access on and off the site.

Ingress and egress to the site will be rationalised to ensure safe vehicular access to the site from Station road. Defined 'IN' and 'OUT' gates and a one way system through the site will be created.

Pedestrian access will utilise the same gates but due to the location of the site and the proximity if suitable public transport this is expected to be minimal.

There is existing level access to the building using ramps where necessary. Internal access will remain unaltered. Internally any new installations will comply with Part M of the building regulations. There will be a refurbished, fully compliant, adapted WC provision at ground floor.

2 Planning History

2.1 Site Specific:

None available.

2.2 Adjacent Site:

The Office, Station Road, S.Killingholme, N.Lincs, DN40 3ED:

1 APP REF: PA/2002/0424: 'Planning permission for the continued use of open parking and storage of vehicles and trailers'.

Application **refused** with reasons on 09 September 2002.

Reason 1:

The continued use of this site for the open parking and storage of commercial vehicle tractor and trailer units is considered unacceptable due to the visual impact that this use has on this open, flat landscape. Without appropriate screening, landscaping and other environmental mitigation measures the use is considered to be visually obtrusive and has a detrimental impact on the visual amenities of the occupiers of Station House which abuts the eastern boundary of the application site.

Reason 2:

The site is within an area identified in the North Lincolnshire Local Plan Revised Deposit Draft December 2001 for industry and employment purposes under Policy IN 1-1 for uses falling within categories B1, B2 and B8. The existing use does not fall within one of these use categories and is a use that would be more appropriately relocated on other sites away from the deep water channel and port related facilities in the South Humber Bank area. The nearby North Killingholme Industrial Estate already contains a number of similar uses where this use would be more acceptable.

2 APP REF: PA/2003/0237: 'Planning permission for the continued use of open parking and storage of vehicles and trailers'.

Application **granted** with conditions on 14 April 2003.

Condition: The use hereby permitted shall be carried on only by Bethany Jane Ltd and shall be for a limited period being the period of 5 years from the date of this decision notice, or the period during which the site is occupied by Bethany Jane whichever is the shorter;

Condition: Within three months of the date of this permission a landscaping scheme for the site shall be submitted to the local planning authority for approval. The landscaping scheme as approved shall then be carried out in its entirety within 12 months of the date of this permission;

Condition: Within three months of the date of this permission a 2 metre high screen fence shall be erected...along the eastern boundary of the trailer park;

Condition: The area hatched black on the applicant's submitted drawing shall only be used for the parking of motor cars and at no time for the parking of HGV, tractor or trailer units;

Condition: At no time shall any trailer units be stacked on the site to a height exceeding 2 trailer units;

Condition: Hedgerows shall be retained;

Condition: Site shall be surfaced within three months of the date of this permission.

3 Planning Policy Analysis

3.1 Introduction

The purpose of this section is to demonstrate how the proposal accords with the planning policy context.

In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, planning applications will be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The statutory Development Plan for Manchester City Council currently comprises:

- The Yorkshire and Humber Plan Regional Spatial Strategy to 2026, adopted May 2008;
- North Lincolnshire Local Plan (NLLP), adopted May 2003.

In lieu of the forthcoming Core Strategy, North Lincolnshire Council has saved the majority of policies from the NLLP, and as such, these have been analysed below. National Planning Policy, as an important material consideration, has also been taken into account.

3.2 National Policy

It is our view that the proposed development fully accords with National Policy. Our reasons are summarised below:

Planning Policy Statement (PPS) 1 (Delivering Sustainable Development):

PPS 1 outlines four aims for sustainable development focusing upon social progress, protection of the environment, prudent use of natural resources and economic growth and employment.

The proposed development accords with PPS1 for reasons as follows:

- *Nature of the use will create employment directly on site as well as helping to stimulate employment throughout the region;*
- *Site is located close to the estuary and ancillary port operations thereby reducing the distances which need to be covered by road.*

Planning Policy Statement (PPS) 4 (Planning for Sustainable Economic Growth):

PPS 4 outlines a number of considerations when planning for sustainable economic growth. These include:

- Supporting existing business sectors;
- Make the most efficient and effective use of land, prioritising previously developed land which is suitable for re-use;
- Identifying, protecting and promoting key distribution networks;
- At the local level, where necessary to safeguard land from other uses, identifies a range of sites, to facilitate a broad range of economic development.
- Encourages new uses for vacant or derelict buildings.

The proposed development accords with PPS4 for reasons as follows:

- Development will utilise previously developed land, continue established employment use on site and provide a port related facility in a sustainable location.

Planning Policy Guidance (PPG) 13 (Transport):

PPG13 lists specific transport related objectives, in particular the need to promote more sustainable transport choices.

The proposed development accords with PPG13 for reasons as follows:

- *Proposed development site is located close to port facilities therefore reducing the overall distances covered by road.*

Planning Policy Guidance (PPG) 25 (Development and Flood Risk):

PPG25 makes a requirement that in areas of flood risk, planning applications are supported by a site specific Flood Risk Assessment (FRA).

The submitted planning application accords with PPS25 by providing a comprehensive site specific FRA.

3.3 The Yorkshire and Humber Plan Regional Spatial Strategy to 2026 (adopted May 2008)

The proposed development accords with Regional Planning Policy. In particular, the following policies apply to this development and have been taken into account when considering the proposed siting and design.

Policy HE1: Humber Estuary sub area policy

This Policy states Plans, strategies, investment decisions and programmes for Humber Estuary sub area should:

1. Diversify and develop the sub area's economy, making the most of the multimodal transport links, ports, city and town centres and workforce;
2. Foster value-added port-related activities and maximise opportunities around the ports and close to the estuary's deep water channel including through safeguarding land north west and south east of Immingham for estuary-related uses.

The proposed development accords with Policy HE1 for reasons as follows:

- *Site is located close to the Humber Estuary and will be used specifically for port related activity. It intends to diversify to allow for B8 use thereby making better and more effective use of this location;*
- *Site is located to the north-west of Immingham and as such the intended use accords with regional policy, intended for estuary / port related use.*

Policy E1 – Creating a successful and competitive regional economy

Plans, Strategies, investment decisions and programmes should help to deliver:

1. Economic growth, restructuring and diversification taking into account the potential job growth;
2. Investment in locations where it will have maximum benefit and secure competitive advantage;

3. Development related to important sectors or clusters, or individual employers important to the local economy;
4. The role of ports as significant economic drivers.

The proposed development accords with Policy E1 for reasons as follows:

- *Development will promote economic growth by providing local jobs;*
- *Site will interact with the port and estuary – promoting this important local / regional economic driver.*

3.4 North Lincolnshire Council – Local Plan (Adopted May 2003)

In the NLLP the site falls within 'Industrial Development Location' (Policy IN1-1) and 'South Humber Bank Landscape Initiative Area' (LC20).

Policy IN1 – Industrial Development Location and Uses

Policy IN1–1 allows new industrial development on a number of sites including South Humber Bank (IN1-1). Importantly, this categorically **permits B1, B2 and B8 use classes**.

The Local Plan aims to ensure that sufficient land for industry is available with a suitable variety of well distributed sites to meet differing needs of existing and future industrial users. The majority of this area has been allocated to take advantage of the River Humber deep water channel.

Specific use classes (in this case B1, B2 and B8) have been stated to ensure a degree of certainty and to ensure that potential investors are given firm guidelines on acceptable uses at different locations.

The proposed development accords with Policy IN1 for reasons as follows:

- *B8 use will benefit the area's economic development and profile;*
- *B8 use has been provided for at this location by the Local Plan and specifically Policy IN1;*
- *Intended use of the site requires good access to Humber Estuary.*

Policy IN4 A – Port Related Development - ABP

Policy **IN4 A** supports port related development within the port area designated on the proposals map. A designation has been made adjacent to the east of the site on the proposals map.

The proposed development accords with Policy IN4 A for reasons as follows:

- *This area and locality has been designated primarily for port related use. Proposed development involves a direct port related use which requires close access to the Humber Estuary.*

4 Key Planning Considerations

4.1 Rationale for Development

The policy context outlined above highlights the need for continued sustainable economic growth. Therefore, the proposal for B1, B2 and B8 use, along with ancillary development at Links House, Station Road, South Killingholme, DN40 3ED is entirely in keeping with the policy context outlined above.

As the site is adjacent to the Humber Estuary, the proposal will intrinsically link into and support port related facilities.

4.2 Appropriateness of Site for B8 Development

This site is wholly appropriate for B8 development and will act to fully support and interact with other nearby port and port-related uses. Planning Policy has been fully explored and we believe this development is in complete accordance with the Development Plan Documents. The proposed B8 use aligns itself well with the sites' existing B1 and B2 use and importantly with planning policy which allows B1, B2 and B8 uses in this area.

4.3 Access/Transport

Site benefits from good access to port facilities thereby minimising travel and movement requirements. This location is required to provide a direct relationship with the Humber Estuary.

4.4 Sustainability

As prescribed in PPS1 of national guidance – sustainability is set as a high priority. The primary aim of these policies is to direct development into appropriate and sustainable locations.

This application is considered sustainable. The site is situated in an ideal location, adjacent to other port / port-related facilities.

5 Recommendation and Justification

We urge the Council to **Grant** Planning Permission for the reasons outlined in this statement and summarised below.

This Planning Statement has set out to prove that this site offers an appropriate location for B8 Use. Its sustainability credentials, along with its location within an existing B1, B2 and B8 location makes this a highly suitable location; and one which accords with Planning Policy at National, Regional and Local levels. The ancillary development is provided solely to ensure the safety and security of the site.



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Appendix 1: Proposals Map Extract



LC20 – South Humber Bank Landscape Initiative Area;
IN1 – Proposed Industry;

To east of site: IN4A – Operational Area of the Port of Immingham Boundary