

DELEGATED ASSESSMENT

APPLICATION NO	PA/2025/735
APPLICANT	CanPack UK
DEVELOPMENT	Planning permission for a proposed access footpath and pedestrian access turnstile
LOCATION	land south of entrance to 18 Holyrood Drive, Skippingdale Industrial Estate, Scunthorpe, DN15 8NN
PARISH	CROSBY AND PARK
WARD	
CASE OFFICER	Chris Clark

POLICY

National Planning Policy Framework Section

- 4. Decision-making Section
- 6. Building a strong, competitive economy
- 9. Promoting sustainable transport
- 12. Achieving well-designed places.
- 15. Conserving and enhancing the natural environment

North Lincolnshire Local Plan:

Policy DS1 General Requirements

Policy DS3: Planning Out Crime

Policy T2 Access to Development

Policy T6 Pedestrian Routes and Footpaths

Policy T19 Car Parking Provision and Standards

Policy IN3 Industrial and Commercial Development in the Urban Area, Principal Growth Settlements, South Humber Bank Area (including North Killingholme Airfield) and Humberside International Airport

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

Policy CS17 Biodiversity

Policy CS18 Sustainable Resource Use and Climate Change

Policy CS19: Flood Risk

Policy CS25: Promoting sustainable transport

HELA DPD

The site lies within the DB of Scunthorpe (Inset 36)

CONSULTATIONS

Highways: Highways have reviewed the submitted construction details for the proposed footway and raise no objection. They request that conditions be imposed to ensure that any works or service connections within the adopted highway are carried out only after the appropriate permissions and licences have been obtained from the Highway Authority prior to commencement.

Lead Local Flood Authority: Lead Local Flood Authority (LLFA) initially objected to the proposal due to the absence of drainage information for the proposed footway. Following further correspondence clarifying the drainage strategy and confirming that surface water would connect to the Severn Trent network (subject to the necessary permissions), the LLFA is satisfied that flood risk would not increase and therefore raises no objection.

Ecology: Ecology advise that the site has limited ecological potential, with no surveys required other than a nesting bird check prior to vegetation clearance. The Biodiversity Metric is acceptable but does not achieve a 10% on-site net gain, and Ecology note the applicant's intention to secure biodiversity net gain through the purchase of statutory credits, to be secured by condition.

Severn Trent Water: Severn Trent Water confirm that the proposed indirect connection for surface water only to the public sewer has been accepted, subject to

the connection being carried out in accordance with the approved details. They advise that any necessary third-party landowner permissions must be secured and note that the acceptance is time-limited.

PUBLICITY

The proposal has been advertised in accordance with the LPAs statutory duty set out under article 15 of the Development Management Procedure Order 2015.

Letters of comment:

One representation was received which neither supported nor objected to the proposal, but raised concerns regarding potential anti-social behaviour and littering in the area.

PLANNING HISTORY

Ref No.	Proposal	Decision	Date
6/1981/0032	Construct roads and sewers to serve an industrial estate	Approved conditions	with 03/04/1981
6/1976/0135	Erection of approx. 850 houses and bungalows	Refused	15/07/1976
6/1980/0240	Industrial and warehouse development, Skippingdale	Approved conditions	with 20/08/1980

SITE DESCRIPTION

The site subject of this application is highway verge which lies outside the applicant's ownership. The site lies within Flood Zone 1 and the defined development limits of Scunthorpe. Adjacent to the application site is an existing industrial premises used for the manufacturing of aluminium beverage cans which is owned by the applicant. Both the application site and the applicant's industrial premises are not located within a conservation area and there are no listed buildings in close proximity to the site.

PROPOSAL

Planning permission is sought for the construction of a new pedestrian footway and pedestrian access turnstile within the existing highway verge to serve the CanPack UK site at Holyrood Drive, Scunthorpe.

The submitted Planning Statement explains that the development is required to provide a dedicated pedestrian route where none currently exists.

ASSESSMENT

Key Issues

The key issues to consider in the assessment of this application are as follows:

- the principle of the development
- highway safety and access
- drainage and flood risk
- ecology and biodiversity net gain
- design and visual impact
- crime/anti-social behaviour
- impact on surrounding amenity

The principle of development

The site is located within the defined development limits and forms part of an established commercial area. The proposal is for a pedestrian footway and access turnstile to serve the existing CanPack UK site.

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 saved policies of the North Lincolnshire Local Plan (NLLP), the North Lincolnshire Core Strategy (NLCS) and the Housing and Employment Land and Allocations Development Plan Document (HELA DPD). Material considerations exist in the form of national policy and guidance contained within the National Planning Policy Framework (NPPF) and the suite of documents comprising National Planning Practice Guidance (NPPG).

In terms of policy of the NLCS policies the site is located within the development limit of Scunthorpe urban area. Policies CS1 and CS2 are strategic policies seeking to focus new development in Scunthorpe including economic development within established employment locations and on previously developed land. The proposal therefore aligns with policies CS1, CS2 and CS3 of the Core Strategy.

Policy CS11 of the NLCS supports proposals for employment purposes which are accessible by range of transport modes in particular by public transport, cycling and walking.

Policy T6 of the NLLP seeks to improve the safety, convenience and attractiveness of footpaths and to form a pedestrian -friendly in North Lincolnshire.

The NPPF para 112 (d) seeks to provide attractive and well-designed walking and cycling networks. Para 115 states that applications for development should ensure safe and suitable access to the site can be achieved for all users. Para 117 states applications for development should give priority first to pedestrian and cycle movements.

The development supports the ongoing operation of the site and would introduce additional pedestrian access infrastructure for employees/customers of the premises in an area already characterised by industrial and commercial uses. This would improve the safety of users on foot accessing the building including those with mobility issues and would improve the overall sustainability of the site.

Overall, the development accords with the aims of the National Planning Policy Framework and Policies CS1, CS2, CS3 and CS11 of the North Lincolnshire Core Strategy, subject to detailed matters considered elsewhere in this report.

Highways

The proposal includes a new pedestrian footway and access turnstile within the existing highway verge along Holyrood Drive, linking to the existing pedestrian network as shown on the submitted plans. It is noted that Holyrood Drive is a dead-end road rather than a through-route, which limits wider traffic impacts. No changes are proposed to the existing vehicular access arrangements.

Highways have reviewed the proposal and raise no objection, subject to conditions requiring the appropriate permissions and licences to be obtained before any works take place within the adopted highway. These conditions will be implemented to ensure that the development does not result in any additional impacts on highway safety, particularly given that the road continues to serve the operational needs of the business during construction.

Overall, the proposal accords with the aims of the National Planning Policy Framework and Policies DS1, T2, T6, CS25 of the North Lincolnshire Local Plan and Core Strategy.

Drainage and Flood Risk

The site lies within flood zone 1 and therefore is the optimum place for development in terms of flood risk. Part of the site falls within a 1 in 30 chance of surface water flooding according to the EA updated flood risk maps.

The application was initially subject to an objection from the Lead Local Flood Authority (LLFA) due to insufficient information regarding the proposed surface water drainage arrangements for the new footway. Concerns were raised that, without an agreed

drainage strategy, the development could result in unmanaged runoff and an increased risk of flooding.

Following further engagement, the applicant and the LLFA have worked together to address these concerns, and additional information has been provided to clarify how surface water would be managed. As a result, the LLFA has confirmed that its initial objection has been resolved.

It is also noted that Severn Trent Water have confirmed acceptance of the proposed surface water indirect connection to the public sewer network, subject to the works being undertaken in accordance with the approved details and the necessary permissions being secured.

Overall, the proposal is considered acceptable in drainage and flood risk terms and accords with the National Planning Policy Framework and Policies CS18 and CS19 of the CS and policies DS14 and DS16 of the NLLP.

Ecology and Biodiversity Net Gain

The Council's Ecology Officer advises that the site has limited potential for protected or priority species, with the exception of nesting birds. No ecological surveys are required; however, a precautionary nesting bird check will be highlighted by way of informative prior to any vegetation clearance.

A Biodiversity Metric Assessment has been submitted and is considered acceptable. The assessment confirms that a minimum 10% biodiversity net gain cannot be achieved on-site. Ecology highlight that the applicant has stated their intention to secure the required biodiversity net gain through the purchase of statutory biodiversity credits, which will be secured by the mandatory BNG conditions.

Subject to the above, the proposal is considered acceptable in ecological terms. The development accords with Chapter 15 of the National Planning Policy Framework and Policies , LC5 LC6, of the NLLP and CS17 of the Core Strategy.

Character and Appearance

The site is located within an established industrial area where the surrounding character is up of commercial and industrial buildings and infrastructure. The proposed footway and access turnstile are simple, practical and functional features that are typical of this type of environment. As noted in the Planning Statement, the development would fit in with its surroundings and would not harm the character or appearance of the area. The proposal is therefore considered acceptable in this respect and accords with Policies DS1 of the NLLP and CS5.of the Core Strategy

Crime/Anti social behaviour

Policy DS3 of the NLLP relates to planning out crime, policy CS5 of the CS is also relevant. The proposed new pathway provides a safe pedestrian access for uses of the Canpack site. The new path is overlooked by existing premises and the pathway is well integrated into the existing pattern of pedestrian and vehicular movement. The proposals therefore comply with policy DS3 of the NLLP and policy CS5 of the CS. The comments made by the third party are noted but there is no evidence to suggest that the new pathway and turnstile will result in anti social behaviour or increased litter.

Residential Amenity

There are no residential properties close to the site, with the surrounding area largely occupied by industrial and commercial uses. Due to the nature and scale of the proposal, no adverse impacts are expected in terms of noise, disturbance or overlooking. The proposal is therefore acceptable in amenity terms and in accordance with Policies DS1 and CS5.

Conclusion

The proposal for a new pedestrian footway and access turnstile has been assessed against the relevant policies of the National Planning Policy Framework and the North Lincolnshire Local Plan and Core Strategy. The development is acceptable in principle within this established industrial area and would provide a dedicated and safe pedestrian route to serve the existing site.

Matters relating to highway safety, drainage and flood risk, and ecology and biodiversity have been fully considered. No objections are raised by the Highway Authority or the Lead Local Flood Authority, subject to appropriate conditions. Ecological impacts are limited and acceptable, with off-site biodiversity net gain to be secured by condition and a nesting bird check highlighted by informative.

Subject to the imposition of the recommended conditions and informative, the proposal is considered acceptable and accords with the National Planning Policy Framework and Policies DS1, DS3, T2 and T6, DS14, DS16 of the North Lincolnshire Local Plan, and Policies CS2, CS3, CS5, CS11, CS17, CS18 and CS19 of the North Lincolnshire Core Strategy.