



**SOUTH  
KESTEVEN  
DISTRICT  
COUNCIL**

## Planning Committee

9 July 2026



## S26/0458

Proposal:	Erection of 18no. fixed self-storage units
Location:	Secure Self Storage (a1) Ltd, Great North Road, Colsterworth, Lincolnshire, NG33 5JJ
Applicant:	Mr Ross Bhardwaj, 4 Brothers Properties Ltd
Application Type:	Full Planning Permission
Reason for Referral to Committee:	Called in by Cllr Bellamy, EN4 regards noise and light regarding 24 hour operations and proximity to residential properties.
Key Issues:	Impact on neighbour amenity Impact on highways

### Report Author

Craig Dickinson, Development Management Planner



01476 406080 ext 6485



[Craig.dickinson@southkesteven.gov.uk](mailto:Craig.dickinson@southkesteven.gov.uk)

**Corporate Priority:**

**Growth**

**Decision type:**

**Regulatory**

**Wards:**

**Lincrest**

**Reviewed by:**

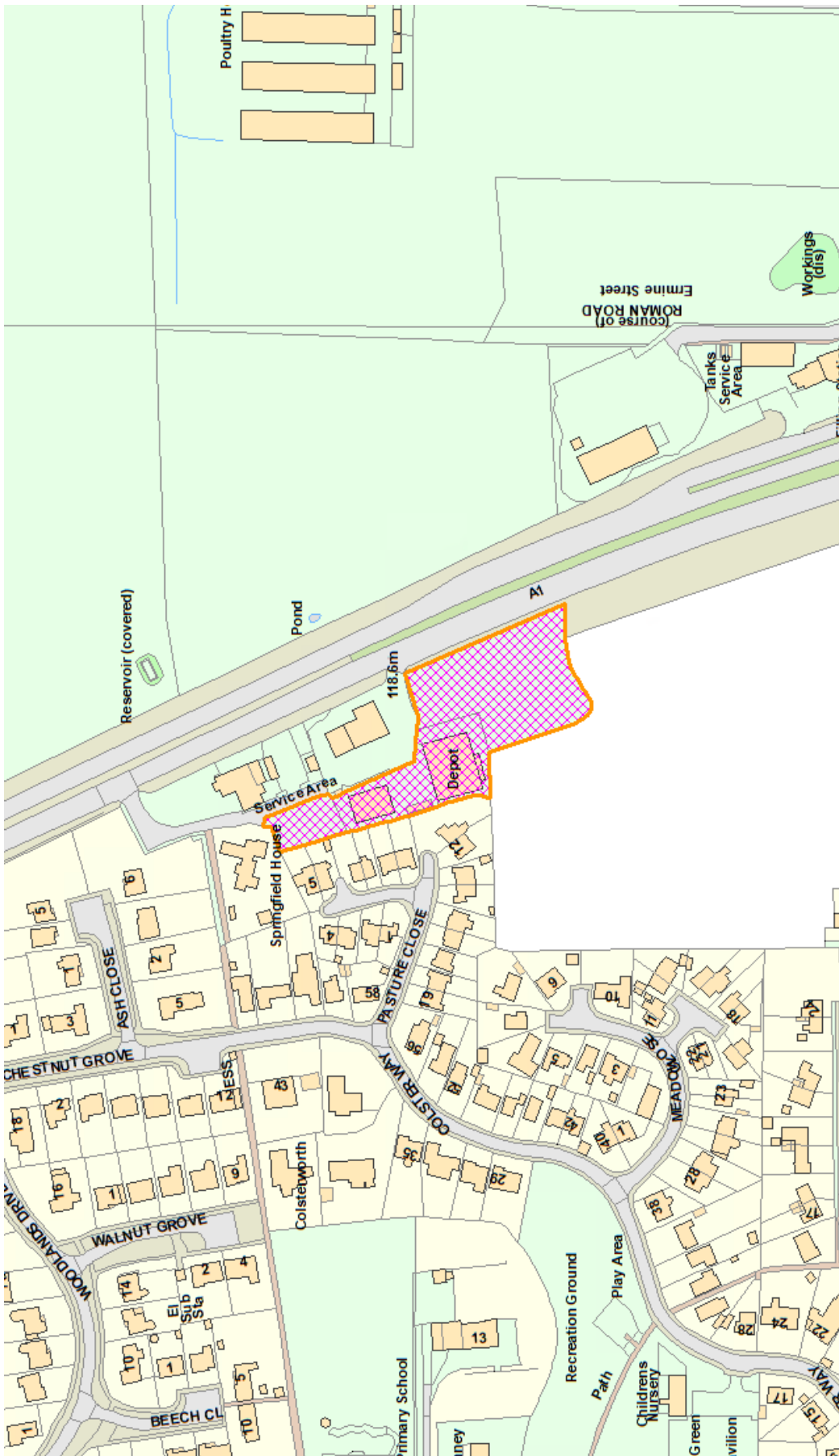
Adam Murray – Principal Development Management Planner

29 June 2026

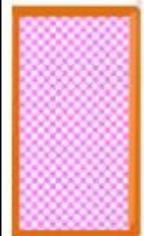
### Recommendation (s) to the decision maker (s)

To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions

**S26/0458 – Secure Self Storage (a1) Ltd, Great North Road, Colsterworth, Lincolnshire, NG33 5JJ**



**Application  
Boundary**



**Key**

## **1 Description of Site**

- 1.1 The site is a section of land adjacent to the northbound carriageway of the A1 on the east side of the village of Colsterworth. The site adjoins a petrol filling station, and the China Moon restaurant, with neighbouring dwellings adjoining the west boundary of the site.
- 1.2 The site itself comprises two metal buildings with a large area of hard surfacing, with metal security fencing surrounding the site. The site is accessed from the A1 carriageway.
- 1.3 Based on the available historic planning records, the site has been in use for storage since at least 1992, and has been a self-store site since at least 2005.

## **2 Description of proposal**

- 2.1 The proposal seeks planning permission for the erection of 18no. fixed self-storage units.

## **3 Planning History**

- 3.1 S01/LD/1094 - Confirmation that the site has been in use for commercial vehicle sales and repair for over 10 years and is now lawful.
- 3.2 S02/LD/0746 – Confirmation that the site has been in use for storage for over 10 years and is now lawful.
- 3.3 This 2002 lawful development certificate S02/LD/0746 confirmed that the site has a lawful, unrestricted storage use.

## **4 Relevant Planning Policies & Documents**

- 4.1 **SKDC Local Plan 2011 – 2036 (Adopted January 2020)**
  - Policy DE1 – Promoting Good Quality Design
  - Policy ID2 – Transport and Strategic Transport Infrastructure
  - Policy SB1 – Sustainable Building
  - Policy SD1 - The Principles of Sustainable Development in South Kesteven
- 4.2 **National Planning Policy Framework (NPPF) (updated December 2023)**
  - Section 9 – Promoting sustainable transport
  - Section 12 – Achieving well-designed and beautiful places

## **5 Representations Received**

### **5.1 Colsterworth Parish Council**

- 5.2 Thank you for asking us to comment on this application. Whilst we recognise the previous use of this site was a storage facility (with arranged and accompanied access), this proposal is for a 24 hour a day “drive-up” service. We recognise that the applicant has suggested that the general use is between 08:00 and 18:00 hrs and night time activity “rare”, we would

request that a condition is imposed. Whilst on the face of it, with the property adjacent to the A1 (and we welcome Highways England's comments on a traffic management plan being put in place), this is also close to residential properties in what is still a rural community. We would suggest that the Planning Authority will consider Local Plan Policy EN4 relating to light pollution at night and noise. Although the applicant says night time visits are infrequent, we believe they could cause disturbance and possible noise raising concerns about break ins. We believe any unexpected noise in the early hours would cause concern even if it was legitimate visitors to the site; we look forward to seeing the views of Lincolnshire Police on this matter.

### 5.3 **Lincolnshire County Council Highways and Sustainable Drainage**

5.4 Recommendation: 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.

5.5 Comments: The proposal is for the erection of 18no. fixed self-storage units and the site connects directly onto the A1 which is an asset of National Highways and would be for them to comments on the Safety and Capacity of these proposals and not for the Local Highway Authority as our asset is not directly affected by the proposal. Flood Risk and Drainage 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. This application proposes the discharge of surface water runoff from the site will utilise the existing drainage infrastructure within the site. Therefore the Lead Local Flood Authority does not consider that this proposal would increase flood risk in the immediate vicinity of the site.

### 5.6 **National Highways**

5.7 Recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);

5.8 This response represents our formal recommendations and has been prepared by Aishah Fiyaz, Assistant Spatial Planner for National Highways. National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

5.9 Development Proposal The existing site is currently operating as a self storage site. The application proposes to expand the business by erecting permanent single storey, storage units. Boundary and access The site does share a boundary with the A1 Trunk Road, which is part of the Strategic Road Network owned and operated by National Highways. The site uses already existing access from the A1 and local roads. In summary, National Highways has No Objections to the application subject to the following conditions:

5.10 Condition 1. No part of the development hereby permitted shall commence until a Construction Traffic Management Plan has been submitted and agreed in writing by the Local Planning Authority (in consultation with the Highway Authority for the A1 Trunk Road. Construction of the development shall then be carried out in accordance with the agreed Construction Traffic Management Plan. Reason: To mitigate any adverse impact from the development on the A1 Trunk Road in accordance with DfT Circular 01/2022

#### 5.11 **Lincolnshire Fire and Rescue**

5.12 Lincolnshire Fire and Rescue do not wish to make any representations in relation to the consultation below, reference: S26/0458

### **6 Representations as a Result of Publicity**

6.1 This application has been advertised in accordance with the Council's Statement of Community Involvement and 1 letter of representation has been received. The points raised can be summarised as follows:

6.2 Objection on the basis of noise impacts to neighbours as a result of late night use of containers

6.3 Several other points were raised, including vermin issues, and potential impact from alternative uses of the proposed storage units. With regards to vermin, this is covered by other legislation, and is not material to this proposal. Concerns that the proposed units could come into use as business units/workshops are not subject to consideration under this application, which solely relates to the erection of self-storage units. Any alternative uses would require planning permission.

### **7 Evaluation**

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan unless material considerations indicate otherwise. In this case, the Development Plan comprises of the following documents:

- South Kesteven Local Plan 2011-2036 (Adopted January 2020); and
- Colsterworth and District Neighbourhood Plan (Made September 2017)

7.2 In addition, the Local Planning Authority have also adopted a Design Guidelines Supplementary Planning Document (SPD) (Adopted November 2021) and this document is a material consideration in the determination of planning application.

7.3 The policies and provisions set out in the National Planning Policy Framework (NPPF) ("the Framework") (Published December 2024) are also a relevant material consideration in the determination of planning applications.

#### 7.4 **Principle of the Development**

7.5 Policy SP2 states that in the Larger Villages (of which Colsterworth is categorised), in addition to allocations, development proposals which promote the role and function of the Larger Villages, and will not compromise the settlement's nature and character, will be supported.

7.6 Policy E5 states that the expansion of existing businesses will be supported, provided that:  
a) existing buildings are re-used where possible;

- b) vacant land on existing employment sites is first considered;
- c) the expansion does not conflict with neighbouring land uses;
- d) the expansion will not impact unacceptably on the local and/or strategic highway network; and
- e) the proposal will not have an adverse impact on the character and appearance of the area and/or the amenities of neighbouring occupiers.

7.7 As noted above, lawful use as a storage site was previously confirmed through lawful development certificate in 2002. This lawful development certificate establishes that the principle of the use on the site has been established, which does not impose any restrictions on quantum of the use or hours of operation. In this context, the proposal is considered to relate to operational development to provide storage units in relation to an lawful use of land for storage.

7.8 In this circumstance the proposal is considered comply with the principles of part a) and b) of policy E5, and the principles of policy SP2.

7.9 The site specific impacts in terms of impact on neighbours, highways and character will be considered below.

#### 7.10 **Impact on the character and appearance of the area**

7.11 The proposal relates to the erection of a series of fixed self storage units. These units would be arranged in rows, split between the southern and northern parts of the site. These units would measure approximately 2.9m high with a shallow monopitch roof.

7.12 It is noted that prior the submission of this application, there was a large number of storage containers present on site, and that these have since been removed and will be reinstated in a similar arrangement as shown on the site plan. Notwithstanding this, the proposed fixed units are considered to be visually similar in terms of impact as these prior storage containers, albeit with a more structured and formal style.

7.13 The site has a utilitarian appearance, with the petrol station and dual carriageway adjacent, and it is considered that these proposed storage units would not be out of keeping with this character.

7.14 Also, by virtue of their low height and the existing boundary treatment, they would have limited visibility from public land in the residential areas to the west of the site.

7.15 Taking the above into account, the proposal is considered to be in accordance with Local Plan Policy DE1 and NPPF Section 12 in this regard.

#### 7.16 **Impact on neighbours' residential amenities**

7.17 It is noted that objection was received from a neighbour on the basis of the potential for noise and disturbance resulting from the proposal.

7.18 However as noted above, the proposal relates to the erection of structures in relation to an existing lawful use. The site has existed as a self-storage site for over 20 years, and the proposal is not considered to result in any significant material change in the nature of this use with the exception of the introduction of new built form in place of the previous temporary storage containers.

7.19 By virtue of the size and location of the proposed self-storage buildings, the proposal is not considered to result in any unacceptable impact to neighbours through overshadowing, visual impact nor loss of privacy.

7.20 The concern regarding 24hr noise and disturbance resulting from these units, however the proposal is not considered to introduce any more harmful impacts than the existing lawful use and its reliance of temporary structures. It is considered that any noise disturbance matters would be appropriately controlled through statutory noise nuisance powers. It is also noted that the proposal does not include any proposed lighting, and again any nuisance would be appropriately controlled by other statutory powers.

7.21 Taking the above into account it is considered that subject to conditions, the proposal would result in no unacceptable impact to neighbours residential amenities in accordance with SKDC Local Plan Policy DE1 and NPPF Section 12.

#### 7.22 **Highway issues**

7.23 Lincolnshire County Council Highways were consulted and returned no objections to the proposal.

7.24 National Highways were also consulted and returned no objections subject to the imposition of a condition requiring submission of a traffic management plan in the interest of preventing impact to the A1.

7.25 Taking the above into account, it is considered that subject to the aforementioned condition the proposal is in accordance with SKDC Local Plan Policy ID2 and NPPF Section 9.

#### 7.26 **Sustainability and Climate change**

7.27 SKDC Local Plan Policy SB1 states that all development proposals will be expected to mitigate against and adapt to climate change, to comply with national and contribute to local targets on reducing carbon emissions and energy use unless it can be demonstrated that compliance with the policy is not viable or feasible.

In this circumstance the site is previously developed land, within an identified settlement, and the proposal is facilitating an existing use. The anticipated energy and water usage for self-storage buildings is considered to be low, and due to the site's location adjacent to the A1 it is accepted that users would primarily be those using private vehicles with limited realistic alternatives. In this circumstance the limited nature of the proposal is considered to result in very little change in terms of sustainability impact.

7.28 Taking the above into account the proposal is considered to be in accordance with the principles of Local Plan Policy SD1, SB1 and NPPF Section 14.

#### 7.29 **Biodiversity**

7.30 The site is entirely hard surfaced and does not involve the loss of existing habitat, and is therefore exempt from the Biodiversity Net Gain (BNG) regime.

7.31 Notwithstanding the exemption from BNG, the SKDC Local Plan Policy EN2 states that:  
Planning permission will be refused for development resulting in the loss, deterioration or fragmentation of irreplaceable habitats, including ancient woodland and aged or veteran

trees, unless the need for, and benefits of, the development in that location clearly outweigh the loss or harm.

- 7.32 Existing habitat on site is minimal, and the proposal is not considered to result in any unacceptable harm in terms of habitat.
- 7.33 Taking the above into account, it is considered that the proposal would be in accordance with SKDC Local Plan Policy EN2 and Section 15 of the NPPF.

## **8 Crime and Disorder**

- 8.1 It is considered that the proposal would not result in any significant crime and disorder implications.

## **9 Human Rights Implications**

- 9.1 Articles 6 (Rights to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation. It is considered that no relevant Article of that act will be breached.

## **10 Conclusion**

- 10.1 Taking the above into account, it is concluded that subject to conditions, the proposal would not have any unacceptable adverse impacts on the character of the area nor the residential amenities of adjoining occupiers, and would not jeopardise highway safety. The proposal would therefore be in accordance with the relevant provisions of Policies DE1, SP2 and ID2 of the South Kesteven Local Plan 2011-2036 (Adopted January 2020), the made Colsterworth and District Neighbourhood Plan and Section 9 and 12 of the National Planning Policy Framework.

## **11 Recommendation**

To authorise the Assistant Director of Planning & Growth to GRANT planning permission, subject to conditions.

### **Time Limit**

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended).

### **Approved Plans**

2. The development hereby permitted shall be carried out in accordance with the following list of approved plans:
- i. Amended Proposed Site Plan – dwg no. DB/RB/26/238/01 rev A – received 13/04/26
  - ii. Proposed Floor and Elevation Plan – dwg no. DB-RB-26-238-02 – received 16/03/26
  - iii. Site Location Plan – received 16/03/26

Unless otherwise required by another condition of this permission.

Reason: To define the permission and for the avoidance of doubt.

**Before the development is occupied**

3. Before any part of the development hereby permitted is occupied/brought into use, the external elevations shall have been completed using only the materials stated in the planning application forms and approved drawings unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

**Standard Note(s) to Applicant:**

1. In reaching the decision the Council has worked with the applicant in a positive and proactive manner by determining the application without undue delay. As such it is considered that the decision is in accordance with paras 38 of the National Planning Policy Framework.
2. The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for development of land in England is deemed to have been granted subject to the condition (biodiversity gain condition) that development may not begin unless:
  - (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
  - (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan, if one is required in respect of this permission would be South Kesteven District Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements in the list below is/are considered to apply. De Minimis Exemption.