

DESIGN & ACCESS STATEMENT

Client: Crowland Cranes Ltd

Project: Change of Use of Land to Crane Storage & Demonstration Area (B2 Use), Crease Drove, Crowland, PE6 0BN

Ref: 031704

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INTRODUCTION

Crowland Cranes Ltd is a well established business operating for 60 years and operating from its current site in Crease Drove for around 37 years. It is a major local employer in the area, currently employing around 60 full time staff. This proposal is vital to the continued expansion and success of the business and it is envisaged that it will generate approximately 6 further job opportunities.

The proposal is for a change of use to Class B2 to accommodate and demonstrate cranes. The site is directly adjacent to the existing Crowland Cranes testing and storage area. The site is currently a small agricultural field. The application is for full planning permission. The site is located within a flood risk zone and reference should be made to the Flood Risk Assessment which forms part of this application.



View of application site from Crease Drove



Typical view of existing crane storage and testing area

USE

The proposed use of the site is for Class B (general industrial) to accommodate the storage and demonstration of cranes.

AMOUNT

The site area is approximately 0.88 ha. There will be storage for approximately 25 cranes (depending on size) and space for crane demonstration to take place.

LAYOUT

The site will comprise predominantly of an open area for the storage and demonstration of the cranes. The site will be accessed via the existing Crowland Cranes site. There will be no access directly off Crease Drove as it is recognised that the road is too narrow at this point to accommodate heavy plant. Indeed, a palisade fence is

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proposed along the frontage to ensure that vehicular movements do not encroach onto Crease Drove. The proposal drawing PD01 illustrates the route that the cranes and equipment will take via the established premises.

An earth bund (grassed) with a native hedge (Hawthorn) on top will form the visual screening to the northern boundary. A 9m IDB easement zone will be left clear of obstructions to the western boundary. The existing bund (to the existing storage and testing area south of the site) will be removed as part of the proposal.

SCALE

Planning permission was granted previously for a similar sized parcel of land in 2011 and 2012 (planning permissions H02-1008-11 and H02-0369-12 respectively). This current proposal is the same in scale and nature.

LANDSCAPING

An earth bund (grassed) and native hedgerow (Hawthorn) is proposed to the northern boundary, in order to reduce the visual impact when viewed from the north.

The IDB 9m easement will be left as open space and grassed with no obstructions. There will be an open boundary to this side of the site.

The area for parking and demonstrating cranes will have a permeable hardcore base with permeable gravel (granite) as the top surface.

There will be a 1.8m high metal palisade fence along the eastern (frontage) boundary.

APPEARANCE

The appearance will be as described under 'Landscaping'.

ACCESS

Crowland Cranes has excellent transport links to the A16. The site itself is approached via Harvester Way, and from the junction with Crease Drove the Crowland Cranes site access is located to the south east corner of the established premises off the widened section of Crease Drove. The proposal site will be accessed via the existing Crowland Cranes site (refer to drawing PD01). The photo's below demonstrate the route from Harvester Way, through the existing site and into the proposed application site.



Approach to site along Harvester Way



Widened section of Crease Drove between Harvester Way and Crowland Cranes access

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Access point into Crowland Cranes from Crease Drive



Access route through Crowland Cranes yard from Crease Drive entrance



Access route through building (showing crane travelling through access)



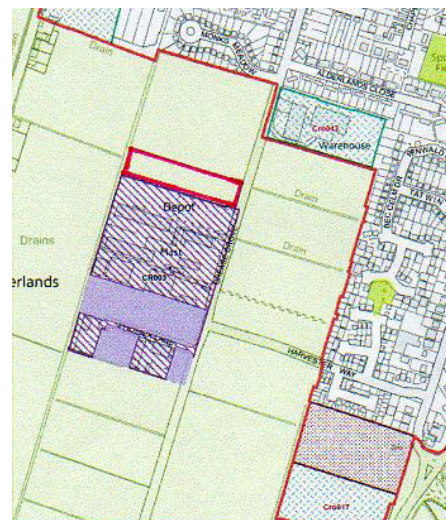
Access route into existing crane storage / testing area and straight through to application site

PLANNING

The application site is located directly adjacent to the 'Existing Main Employment Area' for Crowland in the South East Lincolnshire Local Plan – Draft (June 2016), inset map no. 3.



Aerial view showing application site outlined in red



Extract of inset map 3 showing application site outlined in red

Paragraph 17 of the Core Planning Principles of the NPPF states that one of the overarching roles of the planning system is to 'proactively drive and support sustainable economic development to deliver the homes,

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business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.'

The NPPF paragraph 28 states that, *'Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:*

Support the sustainable growth and expansion of all types of business and enterprise in rural areas.....'

The application site is directly adjacent the designated employment area for Crowland and, more specifically, directly adjacent to Crowland Cranes existing operation of some 37 years, so potential is clearly evident for the expansion of the employment area. This would accord with sections 1 and 3 of the NPPF which is concerned with removing barriers to potential economic growth by supporting the needs of businesses, particularly supporting the rural economy.

In 2016 a planning application for change of use to B1 use was refused for this very site (Planning ref. no. H02-0743-16). It should be noted that this application had no connection to Crowland Cranes. The primary reason for refusal was an objection received from LCC Highways in which they considered that Crease Drove is inadequate in terms of its width, general physical layout and structural integrity to accommodate the vehicle movements associated with an industrial use. In addition it was also considered that there is insufficient width to permit vehicles to pass one another which could lead to vehicles overrunning the edge of the carriageway resulting in damage to the carriageway edges.

The submitted application by Crowland Cranes removes this highways issue because the change of use would not result in cranes and associated plant driving along this stretch of Crease Drove because it is proposed that vehicular access would be via the main entrance to the existing operation (i.e. the first access into Crowland Cranes as approached from Harvester Way).

It should also be noted that Crowland Parish Council supported the application on the basis of the employment it would bring to the town.

Planning permission was previously granted for Crowland Cranes to expand their operation in 2011 and 2012 (planning permissions H02-1008-11 and H02-0369-12 respectively). The reasons for approval where that it was in accordance with national and local policies as set out in:

Planning Policy Statement 1 'Delivering Sustainable Development',

Planning Policy Statement 4 'Planning for Sustainable Economic Growth',

Planning Policy Statement 23 'Planning and Pollution Control',

Policies SG4, SG13, SG14, SG15, SG17, SG18 and EC3 of the South Holland Local Plan 2006,

Sections 1, 3 and 7 of the NPPF, 2012.

CONCLUSION

Crowland Cranes is a long established local business of some 60 years employing around 60 people. It has occupied its current base in Crease Drove for around 37 years. Additional space is required to sustain the expansion of the business and to increase its workforce.

The NPPF supports economic growth and development in rural areas and it encourages Local Authorities to *'support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development'*.

The proposal constitutes sustainable development and under the NPPF there is a presumption in favour of sustainable development.

The previous planning application (H02-0743-16) on the same site was refused primarily on Highways grounds. However, our application demonstrates that such a highways issue can be simply overcome by virtue of utilising Crowland Cranes' existing access.

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