Design and Access Statement



Proposed Workshop Extension

Acorn Engineering (Holbeach) Limited

Applicant:	Agent:
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1.0 Introduction

This document contains information to support a Full Planning Application submitted to South Holland District Council on behalf of the applicant, Acorn Engineering (Holbeach) Limited.

Acorn Engineering (Holbeach) Ltd are a small fabrication company who specialise in the manufacture and sale of bespoke machinery and components for use within the food production industry. A large part of their work includes the replacement and service of equipment at their customers sites throughout the country as well as fabrication and assembly works at their workshop facility, just outside of Holbeach St Marks.

The applicant has been running their business from this site since 2007 when they relocated from a smaller unit on the outskirts of Holbeach, where they had previously worked for 8 years.

They currently occupy one of the larger properties of this small collection of buildings. Formerly used as an agricultural storage shed, it has since been converted by the applicant to provide dedicated workshop space, with internal materials storage, supported by a number of smaller ancillary buildings that provide office accommodation as well as canteen and toilet facilities.

A previous planning application, submitted in June 2018, saw the introduction of a dedicated vehicular access off Sluice Road, at the Northern boundary to the site, and the expansion of the external hardstanding areas to provide additional vehicle parking and greater capacity for loading and unloading the larger size delivery vehicles with sufficient space to set down materials while they are checked and then moved into the building.

The business has continued to grow since it started out in 1998, more so over the last 5 years since the business has expanded its portfolio of services to include the manufacture of specialised equipment in the robotics sector.

This application seeks permission by way of a Full Planning Application to develop the site further with the construction of a single storey, lean-to extension along the Eastern elevation of the current building, to provide additional internal floor space to house engineering and fabrication equipment as well as dedicated assembly areas with associated storage facilities.

2.0 Location

Site Address: Abingdon Works, Sluice Farm, Holbeach St Marks, Lincolnshire PE12 8HF

The application site occupies an area of 3680 sq metres (0.90 acres) and is located approximately 2 miles to the west of the small village of Holbeach St Marks in the South Holland District of southern Lincolnshire. The site and adjacent properties are surrounded by predominantly agricultural farm land and sits approximately 4 miles north of Holbeach and 3 miles from The Wash.

The site is served by Sluice Road, which connects with Leadenhall Road to the east and Roman Bank to the south, the main road through Holbeach Bank and Holbeach Clough. From here the road network links to the main A17 Washway Road providing access to King's Lynn to the south east or Sleaford and Boston to the north.

The properties surrounding the site can be categorised as a mixture of small agricultural buildings, some of which have been converted into industrial units, standalone out-buildings and a number of detached residential properties.

To the north of the site on the opposite side of Sluice Road, there are a number of larger industrial and commercial properties made up of the Holbeach St Marks Community Gym and the Bakkavor food production facility, which includes Bakkavor Pizza and Bakkavor Fresh Cook.

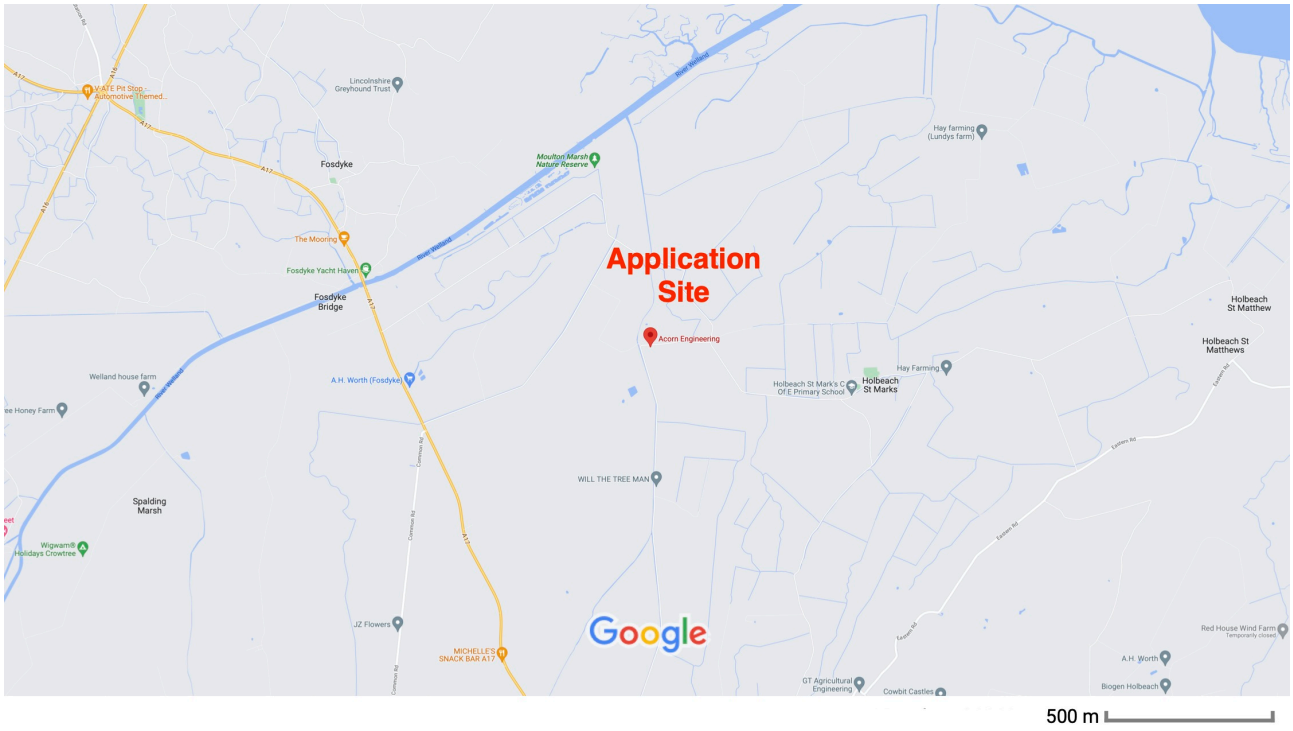


Figure 1: Google Maps Imagery © 2022 Google, Map Data ©2022 Google

Please refer to the **Google Maps** aerial imagery on the next page, showing the location of the site in context of the surrounding areas.

3.0 Aerial Images of Application Site and Surrounding Areas

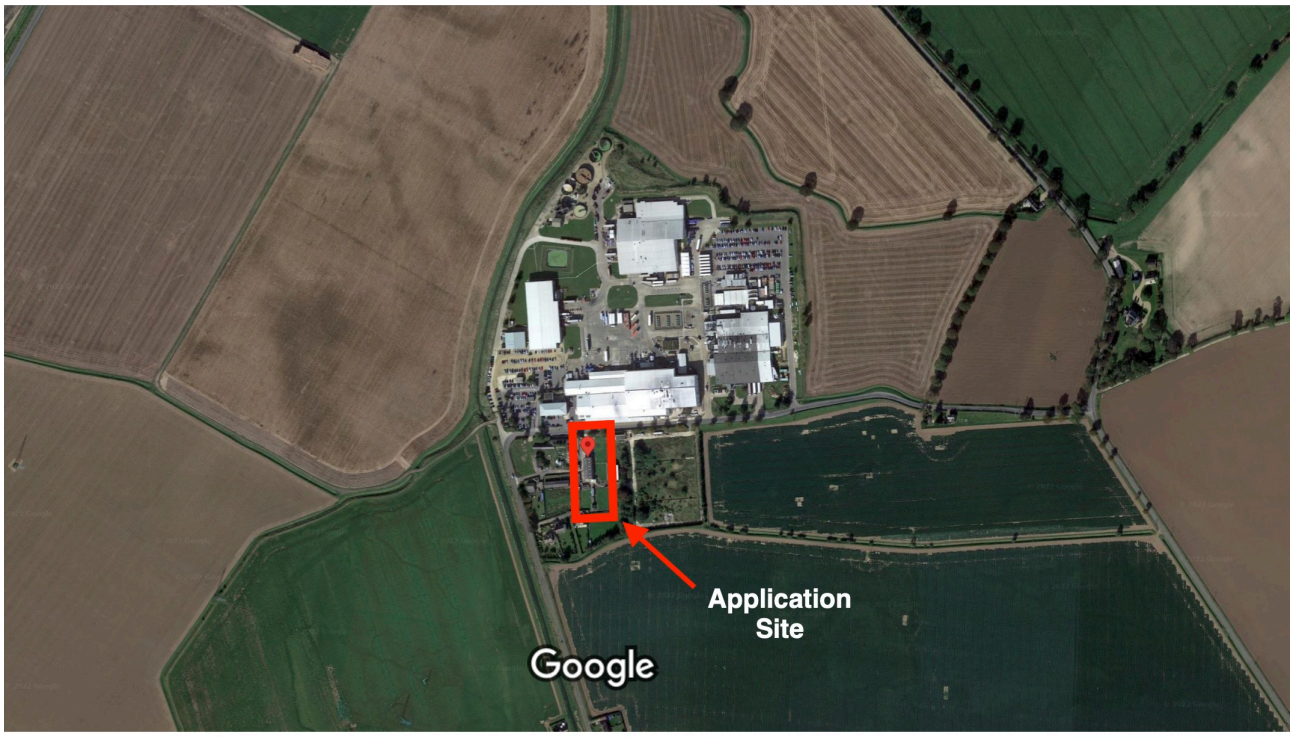


Figure 2: Google Maps Imagery © 2022 Google, Map Data ©2022 Google

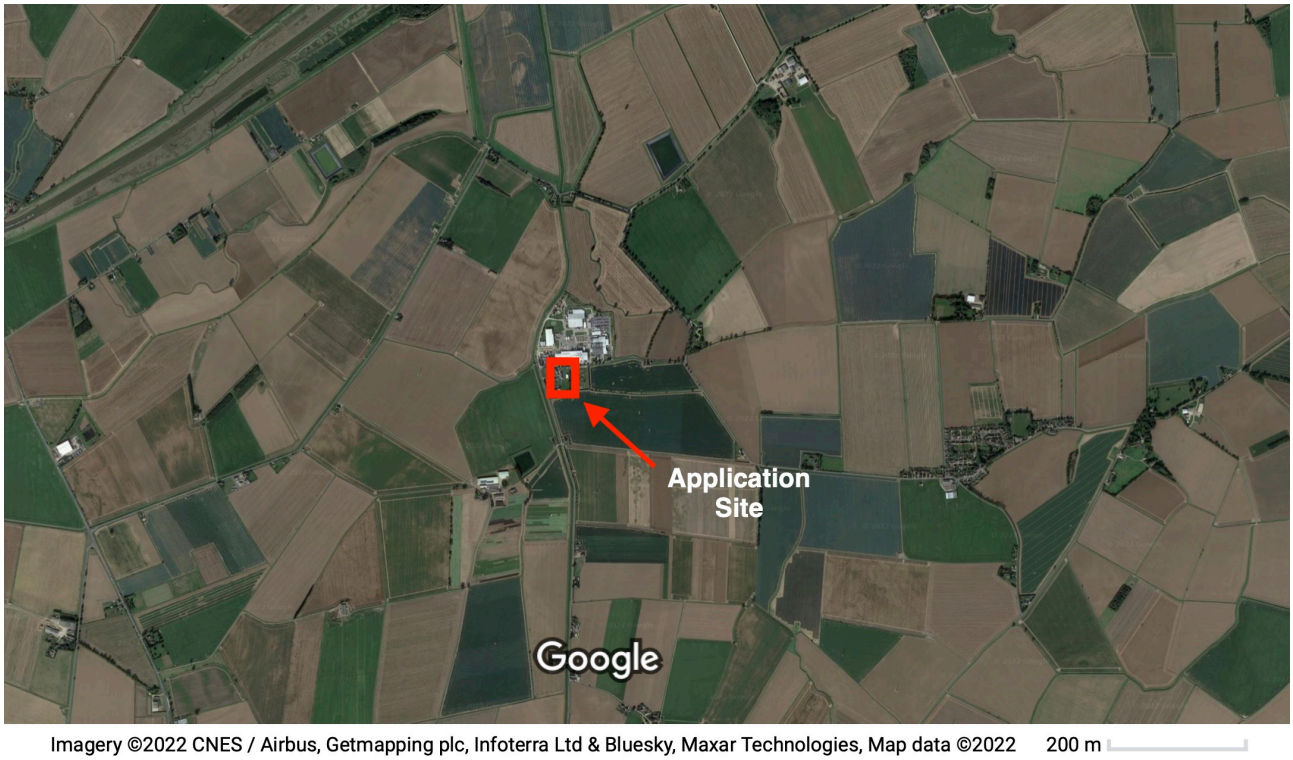


Figure 3: Google Maps Imagery © 2022 Google, Map Data ©2022 Google

4.0 Accessibility

Access to the application site is directly off Sluice Road through a gated vehicular entrance at the Northern boundary of the site, this leads into a formalised service yard where staff and visitors are able to park their vehicles in a dedicated area adjacent to the site office building. Once parked visitors are required to sign in at the office and complete all necessary health and safety paperwork before accessing the other areas of the site.

Access to public transport from the application site is limited. Holbeach St Marks is served by a single bus service providing hourly bus links to Holbeach and from there further destinations to Spalding, Market Deeping and King's Lynn where there is access to express coach and train services.

From Spalding station there are rail connections into Doncaster to the North as well as Peterborough to the South, from where there is good access to the East Coast Main Line with direct services into London Kings Cross station in less than an hour.

The nearest bus stop to the application site is a short walk along Sluice Road, located at the junction with Majors Farm Lane End provides access to the B2 bus service, operated by Stagecoach East Midlands. This is a limited service with only three runs per day (early morning, early evening and late evening) linking the Bakkavor food manufacturing site to Boston, passing through Fosdyke, Sutterton, Kirton and Wyberton.

5.0 Scope of Proposals

The scope of works proposed as part of this **Full Planning** application can be summarised as follows;

- The construction of a single storey, lean-to extension along the entire East facing elevation of the existing workshop building to provide additional floor space for the business.
- The external roof structure will be formed with a high performance metal faced, insulated roof panel with a trapezoidal external profile complete with roof lights, exposed rainwater goods and matching roof line flashings.
- The external wall structures will be formed with high performance metal faced, insulated panels with matching colour cover flashings and flush fitting doors at either end. The front elevation will see an overhanging soffit and high level fascia detail with exposed structural columns.
- All external facing surfaces of the proposed extension will be finished in a Goosing Grey colour (RAL 080 70 05).
- All additional surface water generated by the proposed extension will be collected at the edge of the roof and discharged directly into new below ground drainage infrastructure running around the perimeter of the extension, before connecting into an existing storm water drainage chamber that currently serves the original workshop building.
- All existing hardstandings and soft landscaped areas around the proposed extension will be made good following the completion of the construction works.

6.0 Staff Numbers

There are currently 5 No. full time employees working for the business supported by an additional 3 No. sub-contracted staff members. The proposed works detailed within this application do not intend to increase the current staff numbers.

7.0 Business Opening Times

The site is generally occupied during normal working hours throughout the week and in some instances at the weekend, the typical hours for the business are as follows;

Typical Working Week	Hours of Operation
Monday to Friday	8:00 am to 6:00 pm
Saturday	8:00 am to 4:00 pm
Sunday (office work only)	9:00 am to 1:00 pm
Bank Holidays	Closed

Figure 4: Typical Hours of Business

8.0 Parking Provisions

There is currently (informal) vehicle parking facilities for employees and visitors to the North East corner of the site on a formalised hardstanding surface adjacent to the small office building. As previously described, the parking facilities are currently accessed via the main entrance to the site, off Sluice Road.

There is sufficient space to park approximately 8 No. domestic size vehicles. As there is no increase to staff numbers as part of this proposal, there is no intention to provide additional parking provisions as part of this application.

9.0 Vehicle Movements

It is anticipated that the number of vehicle movements will not significantly increase as a result of the proposed increase to the size of the workshop. The current vehicles visiting and leaving the site can be categorised as a mixture of domestic type vehicles including vans, light goods vehicles and the occasional heavy goods vehicle.

In a given week the types of vehicle movements can be categorised as,

- 6 to 8 - Cars per day inclusive of staff and visitors.
- 6 to 8 - Vans per day collecting and delivering parts.
- 6 to 8 - Light Goods Vehicles per week (approx.) delivering materials to the workshop.
- 2 to 3 - Heavy Goods Vehicles per week (approx.) collecting finished equipment.

9.0 Vehicle Movements (continued)

Due to the nature of the work carried out by the applicant i.e. a mixture of on-site fabrication and off-site installations, the number of vehicles that visit the workshop on a daily basis are generally spread out throughout the day.

10.0 Environmental Sustainability

This application is made on an existing site where contamination is not known to be present.

Please refer to the separate ***'Flood Risk Assessment'*** document that accompanies this application.

11.0 Community Safety

The site is generally occupied during normal working hours throughout the week and in some instances at the weekend on a Saturday.

The site is enclosed with a mixture of low level and medium level perimeter fencing of varying types and a gated access to the North boundary across the vehicular access off Sluice Road.

The site is served by a small closed circuit television camera system with fixed cameras positioned at key points around the site and within the main workshop to provide 24 hour monitoring for security purposes.

All materials stored external to the main workshop building are left in a specific location to the rear of the building with all dangerous or hazardous materials locked in a secure enclosure.

All staff and visitors to the site must adhere to the applicants Health & Safety procedures for working within the workshop and accessing the external areas around the site. The correct Personal Protective Equipment must be worn at all times in specific areas of the site.

12.0 Biodiversity and Landscaping

The northern boundary of the site is currently occupied by three established trees, one located at each corner of the plot and the third positioned centrally. The main vehicular entrance is flanked on either side with a low level timber board fence (1.2m high approx.) to match the radius kerbs before changing to a low hedgerow which provides separation between the plot and Sluice Road. Behind the hedgerow sits a small grass verge with a shallow slope from the base of the hedgerow down to the level of the service yard.

Surrounding the existing workshop building the external surfaces are a mixture of formal and informal hardstandings used for vehicle access and set down of materials or equipment. Beyond these and leading up to the boundary line of the site, the areas have been seeded to grass, which the applicant maintains throughout the summer months.

13.0 Noise

There are no plans to introduce any noise generating, external plant and equipment as part of this application. The number of vehicles visiting the proposed development is not expected to generate a noticeable increase to the noise levels currently experienced on the site.

14.0 Surface Water and Foul Water Discharge

All new Surface Water discharge from the proposed development will be connected directly into the existing below ground drainage system and directed into the main sewer serving the site. It is not anticipated that the increase to the existing Surface Water discharge, generated by the proposed development, will have a noticeable impact on the existing drainage infrastructure.

It is not anticipated that there will be any additional Foul Water generated by the proposed development.

15.0 Sustainable Materials & Resources

In a bid to reduce the overall running costs of the workshop, the proposed extension will utilise the latest high performance, insulated steel panels to construct the main roof and wall structures forming the external envelope of the building.

The site is currently equipped with an Electric Vehicle charging point for use by staff members and visitors with an appropriate vehicle.

As part of an ongoing strategy to improve the thermal efficiency of the existing workshop building the applicant intends to replace the existing cement board roof cladding with matching, high performance insulated panels.

16.0 Site Photos



Figure 5: Existing Workshop Building (North facing elevation)



Figure 6: Existing Workshop Building (East facing elevation)

17.0 Site Photos (continued)



Figure 7: Existing Workshop Building (South facing elevation)