DESIGN AND ACCESS STATEMENT

Project:

PROPOSED INDUSTRIAL UNIT TO INCLUDE CARPET SHOWROOM/STORE AND OFFICE ACCOMMODATION

Proposed Site:

Bars Bridge Industrial Estate, Bourne Road, West Pinchbeck, SPALDING, Lincolnshire PE11 3NQ

Applicant: Mr. L. Barton

Date: May 2023

Prepared by:
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ARCHITECTURE

1.0 INTRODUCTION –

AF Architecture has been instructed by Mr. L. Barton to prepare and submit an application to South Holland District Council for full planning permission for the proposed construction of an industrial unit to include carpet showroom/store and office accommodation.

South Holland District Council requested further justification to be submitted during the progress of the planning application after the formal consultation process had ended.

This Design and Access Statement has been written to support our application and should be read in conjunction with the accompanying drawings.

2.0 SITE APPRAISAL –

2.1 SITE LOCATION & SURROUNDINGS –

2.1.1 The site is located on the Bars Bridge Industrial Estate, Bourne Road, West Pinchbeck.

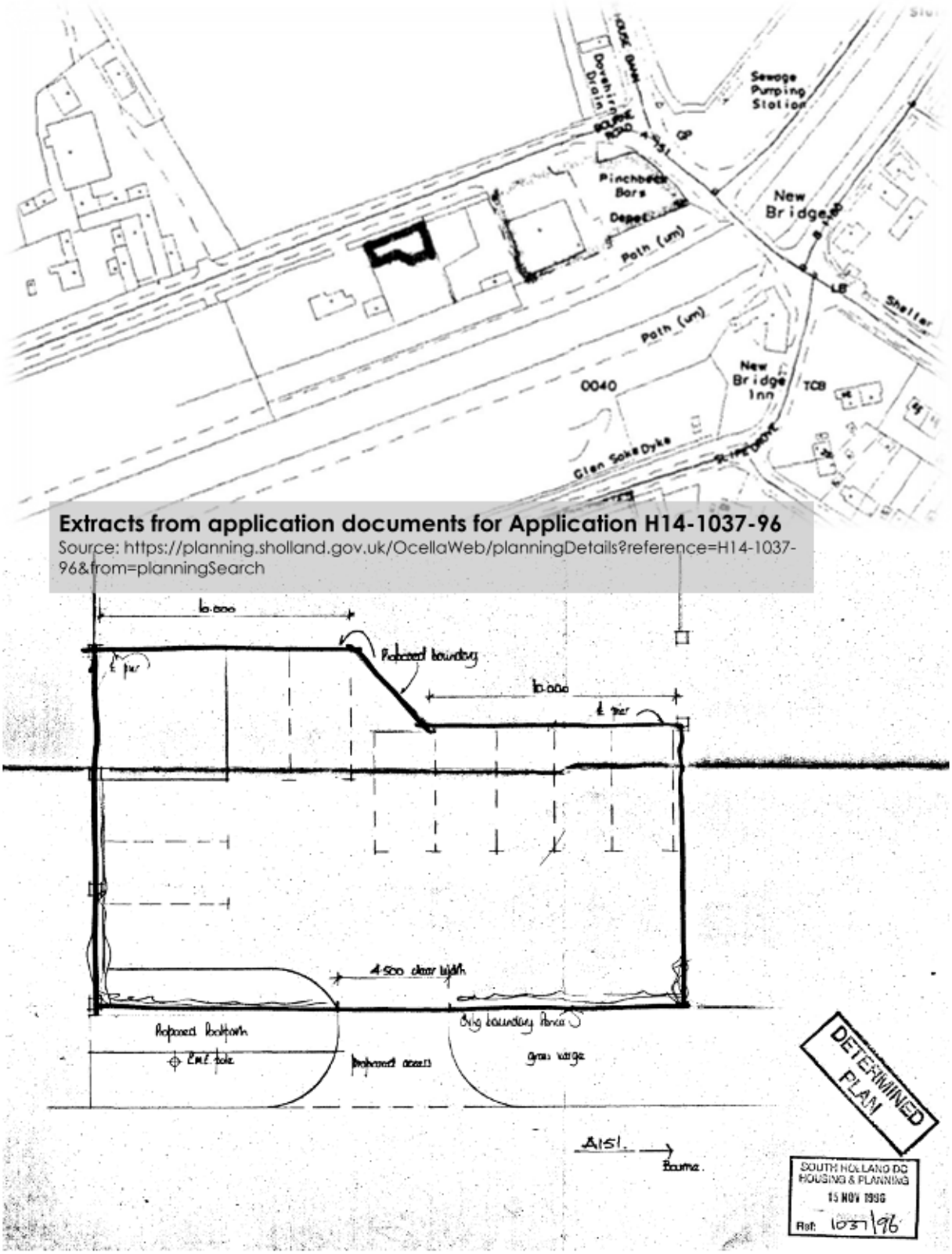
2.1.2 The land comprises a vacant plot of commercial land owned by the applicant.

2.1.3 There is an existing point of vehicular access from Bourne Road.

2.1.4 The site is otherwise a vacant former car park storage yard with no development on it other than areas of concrete hardstanding.



2.1.5 An application was approved in 1996 (H14-1037-96) to use part of the application site for a car park to serve the South Lincs construction building to the East. The section of the application site abutted Bourne Road and extended approximately 20m back / to the South of the road.



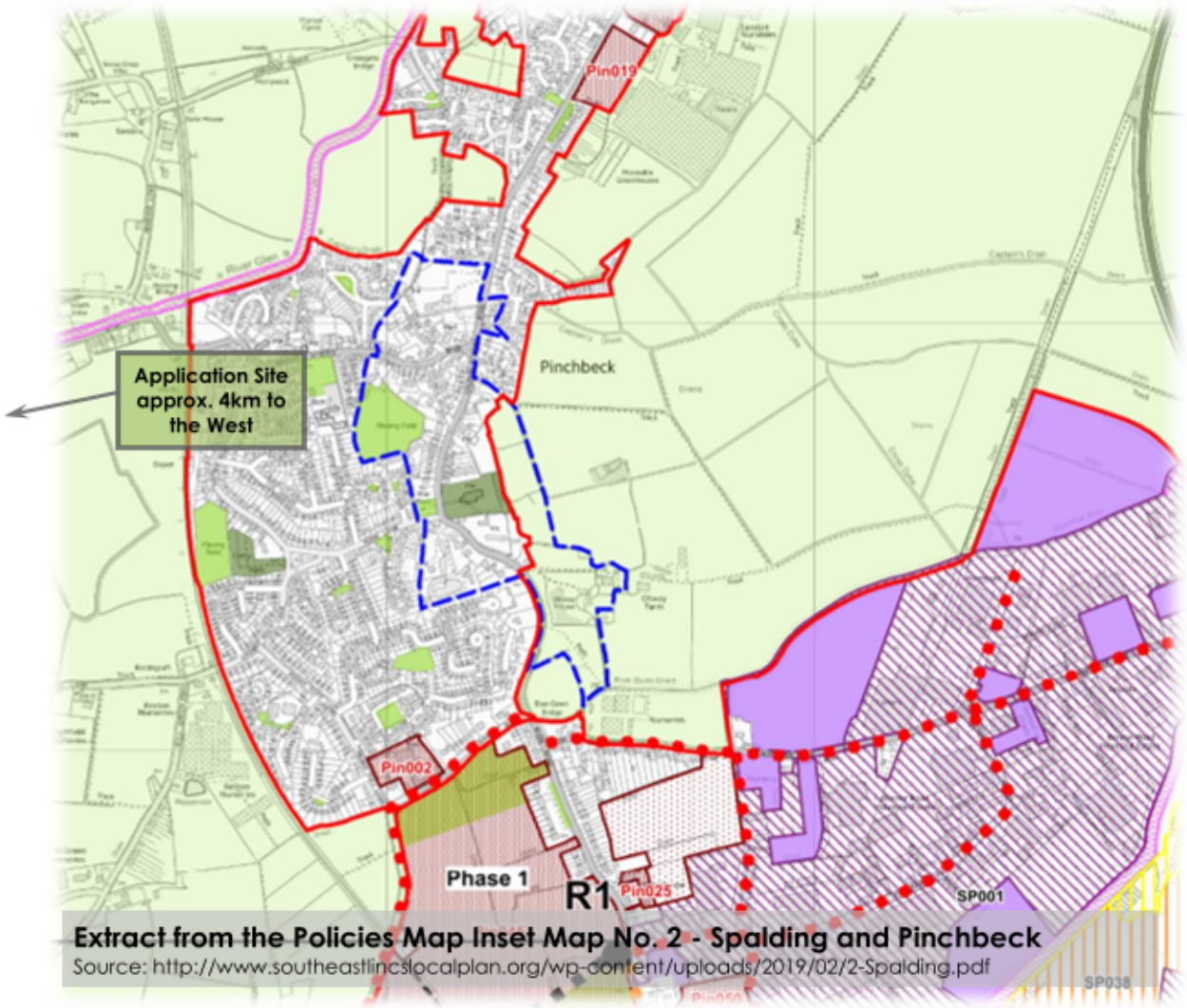
Extracts from application documents for Application H14-1037-96
Source: https://planning.sholland.gov.uk/OcellaWeb/planningDetails?reference=H14-1037-96&from=planningSearch

2.1.6 The planning conditions associated with that use were approved and implemented in 1997 and the site has been used by the adjacent commercial businesses for parking since.

2.1.7 The remainder of the application site (not included under the application for a car park illustrated above) has always been associated with the South Lincs Construction premises and adjacent manufacturing building being used as a storage yard.

2.1.8 It is our opinion that essentially since the car park has direct access onto Bourne Road and the remaining land behind is thereby bound and connected by it and creates an extension of the adjacent commercial / industrial land use that the land is part of the overall commercial/industrial land use in this part of West Pinchbeck.

2.1.9 Whilst it may the case that the site is outside a settlement boundary, this is true of many other small scale industrial sites in the vicinity under the most recent settlement plans. The Local Plan boundary for Spalding and Pinchbeck stops approximately 4km to the East of the application site but there are several small scale commercial and industrial sites in between.



Extract from the Policies Map Inset Map No. 2 - Spalding and Pinchbeck
Source: http://www.southeastlincslocalplan.org/wp-content/uploads/2019/02/2-Spalding.pdf

2.1.10 There are no allocated employment or mixed-use commercial sites in Pinchbeck. Most new allocations for such uses are concentrated to the north of Spalding.

2.1.11 Given the adjacent uses to the application site, it cannot be considered to be countryside in its current form.

2.1.12 Given the past use on the land, and the presence of structures, hardstanding, and a commercial entrance which the council approved, the application site is therefore considered previously developed land. It is clear from its appearance and context within the street scene that this is the case as demonstrated below.

2.1.13 The site is in a prominent roadside position at the junction of Bourne Road, Dozen's Bank and Six House Bank and runs alongside the River Glen. It is clearly visible from Bar's Bridge as part of a relatively small-scale industrial site consisting of three separate buildings of typically commercial architectural form.

2.1.14 The application site itself forms a gap between the building furthest west on the industrial site and the adjacent dwelling Glengables.



View West from Bar's Bridge



View West from Glenside North



View SE from junction of Bourne Road and Six House Bank



View SW from junction of Bourne Road and Six House Bank



View SW from junction of Bourne Road and Six House Bank



View W from Bourne Road



View W from Bourne Road



View SW to rear of application site from Bourne Road



View East from Bourne Road opposite application site entrance



View South to site entrance from Bourne Road



View South to site entrance from Bourne Road




View East towards site entrance from Bourne Road
Existing commercial site entrance
Glengables entrance


Glengables entrance and view towards Western site boundary

2.1.15 From the roadside, which is the main public viewpoint, the application site clearly has the character and appearance of an extension of the industrial site which occupies the land from Bars Bridge running SW towards the nearest dwelling.

2.1.16 The industrial site consists of multiple units currently occupied by the applicant (CSM Carpets), South Lincs Construction (previous owner of site), office accommodation for Fremont Developments and two smaller units occupied by a car window tinting company and a mechanic. There is ample off-road parking and turning for all customer, deliveries and employee requirements associated with the units.

2.1.18 This application for a new commercial unit seeks to provide new extended office accommodation with a large showroom/storage area for CSM carpets who supply and fit flooring for commercial and domestic contracts. The storage and fitting aspects will remain in the existing building to the East.

2.1.19 The existing screening provided by the mature tree and hedging along the western boundary provides excellent natural screening of the site when approaching along Bourne Road from the West without hindering visibility and highways safety.

2.1.20 The bank top running to the north side of the River Glen is a public footpath and therefore the other public viewpoint of the site. The existing industrial site is well established and depicts the character and appearance in the area when viewed from the riverbank.



View NW towards rear of Glengables from River Glen bank top / public footpath



View N towards rear of application site from River Glen bank top / public footpath





View NW towards rear of application site from River Glen bank top / public footpath




View North from rear of application site from River Glen bank top / public footpath


View NW towards rear of application site from River Glen bank top / public footpath



View NW towards rear of application site from River Glen bank top / public footpath



View West from Bar's Bridge

3.0 THE PROPOSAL –

3.0.1 This application seeks planning approval for the proposed construction of a two-storey industrial unit to include carpet showroom/store and office accommodation associated with and as an extension to an existing business located to the East.

3.02 An alternative first floor exit would be provided via an external staircase to the SE end of the proposed building.

3.1 PLANNING POLICY –

3.1.1 This document has been written after the formal consultation process of planning application H14-0243-23 at the request of the designated South Holland District council planning officer.

3.1.2 Despite there being no objections from any of the statutory consultees we were advised that despite the fact "*…… that the site abuts the adjacent industrial site and has historically been used for storage etc, the fact remains that you would be creating a new unit in the countryside (outside a settlement boundary) therefore you would need to show compliance with policy 1 of the SELLP. The proposal is not an extension of an existing business so you will need to demonstrate why the development cannot be accommodated within a settlement boundary.*"

SOUTH EAST LINCOLNSHIRE LOCAL PLAN 2011 – 2036 - Adopted March 2019 (SELLP)

POLICY 1: SPATIAL STRATEGY

A. Areas where development is to be directed:

1. Sub-Regional Centres

*Boston (including parts of Fishtoft and Wyberton Parishes) * Spalding*
Within the settlement boundaries of Boston and Spalding (as shown on the Inset Maps) development will be permitted that supports their roles as Sub Regional Centres

2. Main Service Centres

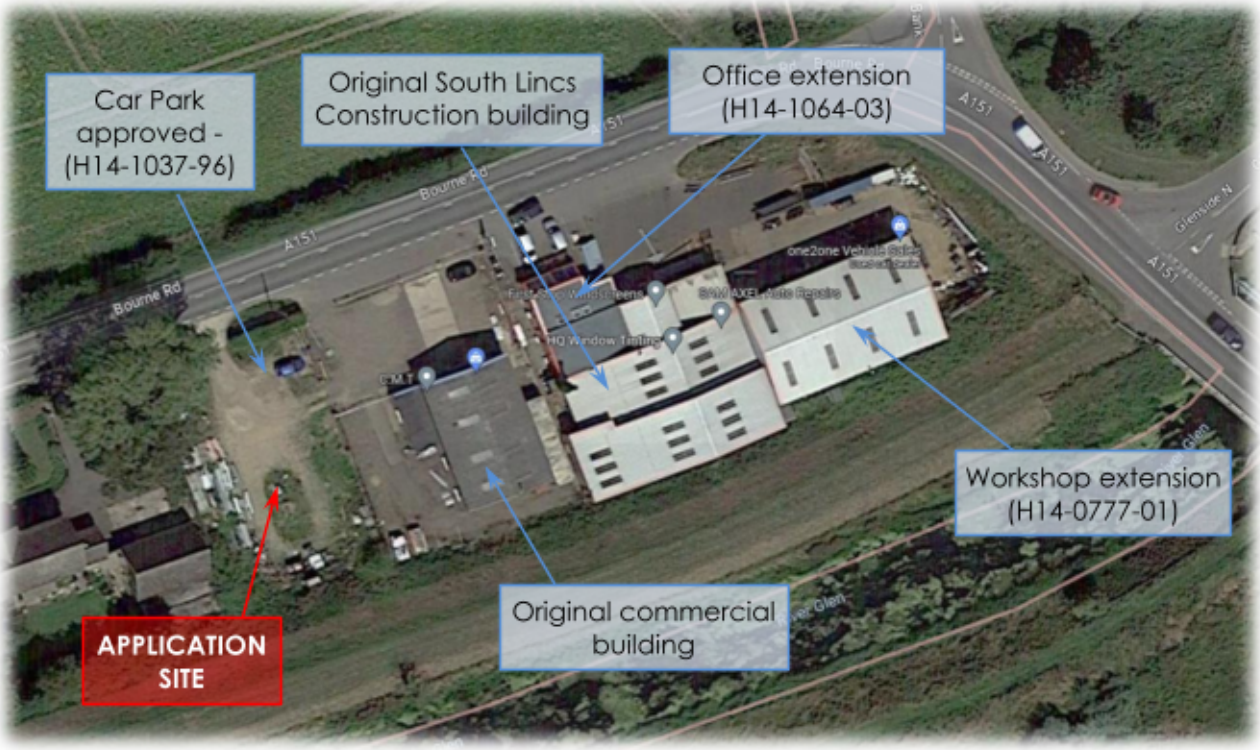
Crowland Pinchbeck Donington Sutterton Holbeach Sutton Bridge Kirton (incl. parts of Frampton Parish) * Swineshead* Long Sutton*

Within the settlement boundaries of the Main Service Centres (as shown on the Inset Maps) development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities.

3.1.3 Whilst it is true that the site is outside of the settlement boundary for Pinchbeck, this is true for many other small scale industrial units and sites of a variety of types and uses from nurseries to scrap yards, also found outside the settlement boundary. Such uses are in 'countryside' locations on sites amongst and adjacent to residential uses and in isolated locations.

3.1.4 The origin of the land as an industrial site is unknown; however, we assume the original building is the central one (see image below). Presumably this was used by a business separate to the main South Lincs Construction company that developed the majority of the overall site to the east and the car park on the application site.

3.1.4 The application site is part of the overall industrial site which extends from Bar's Bridge up to the first dwelling (Glengables) on this side of the River Glen. South Lincs Construction & Cladding has evolved over time with additions to the original commercial building being added to meet the demand and requirements of a growing company.



3.1.5 Since the approval of the application site in 1996 for a car park (the remainder being used for external storage of materials), and further extensions to the workshop in 2001(H14-0777-01) and office in 2003 (H14-1064-03) this entire section of land has in essence been used for commercial uses and is previously developed land.

3.1.6 As the business no longer required the use of all the workshop floorspace, presumably due to a reduced need for factory-based manufacturing and storage, and the valuable floorspace becoming vacant, the unit split into multiple uses of similar use

class (Class E) without any material changes to the external appearance of the building. The associated parking and delivery area to the front of the buildings, remined the same and caters fully for the requirements of each business (including the applicant's) safely and adequately.

3.1.7 South Lincs Construction still retains use of the front office accommodation.

3.1.8 The applicant, CSM Carpets & Flooring, operates from a portion of the office accommodation and the workshop floorspace. The need has arisen for a purpose-built modern office and showroom/store for administrative aspects of the business to operate from. The current workshop/storage areas in the existing building will be retained as additional storage of flooring and materials and workshop space for fitter and other staff members.

3.1.9 The question in this case therefore is whether this previously developed infill site which has clearly become part of the overall industrial site in this location should be developed to allow the development of a new premises to extend the floorspace required for an existing business in this location.

3.1.10 Whilst Policy 1 of the SELLP attempts to steer new development and commercial uses towards the central areas of Pinchbeck and Spalding, the council must recognise that the application site and adjacent commercial uses and land areas have become part and parcel of the landscape and character in this area, operating without any detriment to amenity or highways safety whatsoever.

3.1.11 The application site has become an eyesore with scars of past approved use. In our opinion the social, economic, and environmental benefits of this proposal to develop the previously developed land in question are significant enough to outweigh the detraction from Policy 1.

3.1.12 Policy 7 of the SELLP does support the proposal as described below.

POLICY 7: IMPROVING SOUTH EAST LINCOLNSHIRE'S EMPLOYMENT LAND PORTFOLIO

Other Employment Sites

New employment development/businesses or the extension of an existing business outside the above allocated employment sites will be supported provided that the proposal involves the re-use of previously-developed land or the conversion/re-use of redundant buildings.

3.1.13 Whilst there are no buildings on the application site, the site is previously developed land, nevertheless.

Where it can be demonstrated that no suitable building capable of conversion/re-use is available or the re-use of previously-developed land is not available or is unsuitable, proposals on non allocated sites may be acceptable provided:

a. the development does not conflict with neighbouring land uses;

3.1.7 The site is clearly compatible with the adjacent land uses given its current and historic use for commercial /industrial activity. Since the main activity proposed is to be administrative duties it would not create any adverse issues due to noise, on site activity or traffic generation.

3.1.8 The existing commercial access and parking has caused no problems since its approval in 1996 and the proposal would have the same level of parking provision.

3.1.9 There have been **no objections** from the adjacent or surrounding land uses during the formal consultation process of the planning application.

3.1.10 There have been **no objections** from the Environment Agency, IDB, Highways or any other statutory consultee. The Economic Development and Inward Investment Manager, Nigel Burch, also **fully supports** the application.

3.1.11 There are no existing windows facing the application site from Glengables or windows proposed to face onto the adjacent dwelling and its curtilage. Existing boundary screening will be retained.

3.1.12 The proposed building has been designed to heights which would not be overbearing and orientated so that the massing of the building is predominantly hidden from view by the detached garage of Glengables which has similar overall heights and rooflines.

b. there is no significant adverse impact upon the character and appearance of the area;

3.1.13 The proposal would provide significant improvement to the character and appearance from a public viewpoint through the use of a previously developed piece of land that has become an eyesore.

c. the design is responsive to the local context;

3.1.14 The proposal takes the from and design of a modern interpretation of a typical commercial building with cladding and facing brickwork. The design seeks to be welcoming and attractive which given the sites prominence can only be of benefit to the locality.

d. there will be no significant adverse impact on the local highway network;

3.1.15 There have been **no objections** from Highways during the consultation process with a recommendation from them to approve the application with conditions relating to the revised entrance and gated access.

3.1.16 Their response stated that….. "The dimensions of the proposed access would seem to be adequate to enable 2 cars to pass in opposing directions and the proposal would therefore not result in an unacceptable impact on highway safety.

Lincolnshire County Council as a Highway and Lead Local Flood Authority do not have parking standards and considers each application on its own merits; however, it will be for the Local Planning Authority to consider the parking proposals in line with their adopted parking standards in the local plan. Adequate provision of turning facility has been made within the site to allow vehicles to enter and leave in a forward gear".

e. there will be no significant adverse impact upon the viability of delivering any allocated employment site;

3.1.17 Since the applicant is already located at the site and requires the additional space for administrative duties and sales/showroom area, the option of locating elsewhere on an allocated site would mean upheaval and relocation of the entire business.

3.1.18 As this is the case, the proposal has no adverse impact upon delivering any allocated employment sites.

f. proposals maximising opportunities for modal shift away from the private car are demonstrated; and

3.1.19 The only downside of the location is the need for employees and customers to travel by private vehicle. This is the case for most businesses whether on an allocated site or not and the proposed use would certainly not make this issue more prevalent because of the proposal. There would however be facilities for secure cycle storage (and EV charging points) to promote more sustainable methods of travel.

g. there is an identified need for the business location outside of identified employment areas on the Policies Map.

3.1.20 As per 3.1.17 above

3.1.21 Whilst the allocated sites of the local plan attempt to direct employment land towards the more central areas of Spalding, it cannot be ignored that the current site is well established, and the units already provide a valid and significant level of service and employment opportunities to the area.

The following sections provide additional information not provided elsewhere as required under the statutory requirements of a Design and Access Statement

3.2 USE –

3.2.1 The proposal for the application site is wholly supported by planning policy as an extension of an existing business albeit one which is detached from the current commercial floorspace that is used.

3.2.2 The proposed use will be compatible with surrounding land uses as it always has been historically without adverse impact upon the adjacent dwelling or surrounding land uses.

3.2.3 Traffic flows to/from the property will not have any adverse impact. Visibility is good in both directions from all access/egress points and there will be full turning facility and parking on the proposed driveways.

3.2.4 There have been **no objections** from the adjacent or surrounding land uses during the formal consultation process of the planning application.

3.3 AMOUNT –

3.3.1 The application site area for the proposed dwellings is approximately 0.085Ha. The roadside frontage measures approximately 23m in length. The depth is approximately 39m to the bottom of the riverbank.

3.3.2 The proposed building has a footprint of 224m^2.

3.3.3 The remainder of the site provides adequate parking and turning for all staff members and the level of expected customers visitors based on the type of work completed by the company. It should be noted that the parking provision to the front of the existing unit to the east will be retained and therefore this extended level of parking is purely for staff and visitors.

3.4 LAYOUT –

3.4.1 The positioning and distance from the road and separation and void this creates has been explained in earlier sections. The proposed building is relatively modest in size and scale being broken into two section to add interest to the from and roofline and to account for the position of the adjacent dwelling and detached garage.

3.4.2 Therefore the mass/void ratio and positioning and separation to the dwelling and adjacent commercial buildings to the east would be effective in assimilating the proposed unit into the street scene without being oppressive or out of character.

3.4.3 Parking and full turning facilities will be provided within the site so exiting onto Bourne Road will always be in a forward gear.

3.5 SCALE –

3.5.1 The layout of the proposed scheme is based on the typical form of commercial buildings. Whilst part of the proposed unit will be two storeys the overall height has been split to respect the adjacent dwelling. The roof pitch is low enough to be of a similar overall height to ridge as the adjacent large garage building and dwelling.

3.5.2 The site is in Flood Zone 3 and according to the accompanying Flood Risk Assessment, floor levels should only be raised a minimum of 0.15m above ground levels. This would be unrecognisable in terms of the scale of the building.

3.6 LANDSCAPING -

3.6.1 Existing boundary trees and hedging will be retained. They give a good level of screening and will soften the proposed development.

3.7 APPEARANCE –

3.7.1 Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality, or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

3.7.2 The proposal needs to be aesthetically pleasing. There is a range of vernacular and form in the vicinity and the proposed buildings will reflect the typical commercial design in a modern purpose-built building.

3.8 ACCESS –

3.8.1 The proposed vehicular access is fully supported by LCC Highways department.

3.8.2 The ground floor accommodation will also be designed in full accordance with Approved Document Part M of the Building Regulations which requires the consideration of disabled visitors.

4.0 SUMMARY AND CONCLUSIONS –

4.1 To summarise the main supporting points of the application:

- The proposal will develop a previously developed piece of land in an established commercial/industrial location providing significant social, economic, and environmental benefits to the area.

- The proposal is an extension of a business currently operating from the existing building to the east. The proposal will provide a purpose built administrative, storage and customer focussed building whilst storage and fitting operations will remain in the existing unit.

- Whilst locationally Policy 1 of the SELLP steers development towards allocated sites inside the settlement boundaries, Policy 7 of the SELLP does fully support extensions to and new developments on previously developed sites outside the allocated employment sites.

- ALL statutory consultees consulted during the application **SUPPORT** and/or have **NO OBJECTIONS** to the proposal.

4.2 The application proposal is therefore consistent with the adopted South East Lincolnshire Local Plan 2011-2036 and the guidance set out in the National Planning Policy Framework which promotes sustainable development.