

Planning, Design and Access Statement

Planning application for change of use of land to self-storage
facility comprising 150 storage container units (B8 Use),
access and parking

At

Land at Wardentree Lane and Benner Road, Pinchbeck,
Spalding

On Behalf Of
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1.0 INTRODUCTION

- 1.1 This statement is submitted in support of a planning application for the change of use of land to a self-storage facility comprising 150 container units (B8 Use), access and parking on Land at Wardentree Lane and Benner Road, Pinchbeck, Spalding.
- 1.2 This statement should be read in conjunction with other supporting information supplied as part of the planning application including:
- Application forms
 - Site Location Plan
 - Existing and Proposed Block Plan
 - Container Plan
 - Drainage Details Plan
 - Flood Risk Assessment
- 1.3 The following sections of the statement provide a description of the site and context of the surrounding area; details of the proposal alongside an overview and assessment of the planning policy context relevant to the proposed development.
- 1.4 This report concludes that the proposal complies with local and national policies as it is an appropriate use for the site that is allocated for employment land and within the settlement boundary. Therefore, in accordance with paragraph 11 of the National Planning Policy Framework (2019) it is respectfully requested that the application is viewed favourably and approved without delay.

2.0 SITE AND SURROUNDING AREA

- 2.1 The site is situated to the north of Spalding and the south east of Pinchbeck within a well-established commercial area. Spalding is a Sub-Regional Centre being one of the two largest urban areas and centres for services within the area. The site is located off the B1180 which connects to the A16 to the east. The development of the A16 through to Peterborough as well as rail connections has brought Spalding within the scope of the south-east of the country and employment opportunities well beyond South Holland.



Figure 1: The site within the wider context

- 2.2 As shown in Figure 2 the site is bounded by Wardentree Lane to the north and Benner Road to the west, whilst there are existing commercial uses to the eastern and southern boundaries. Further to the north and west are also existing commercial uses.



Figure 2: The site

- 2.3 There are no known ecological or heritage designations directly on the site. The site is within a Flood Zone 3 area.

3.0 PROPOSED DEVELOPMENT

- 3.1 Full planning consent is sought for change of use of land to a self-storage facility comprising the siting of 150 storage container units (B8 Use), access and parking. Figure 3 below shows the proposed development.

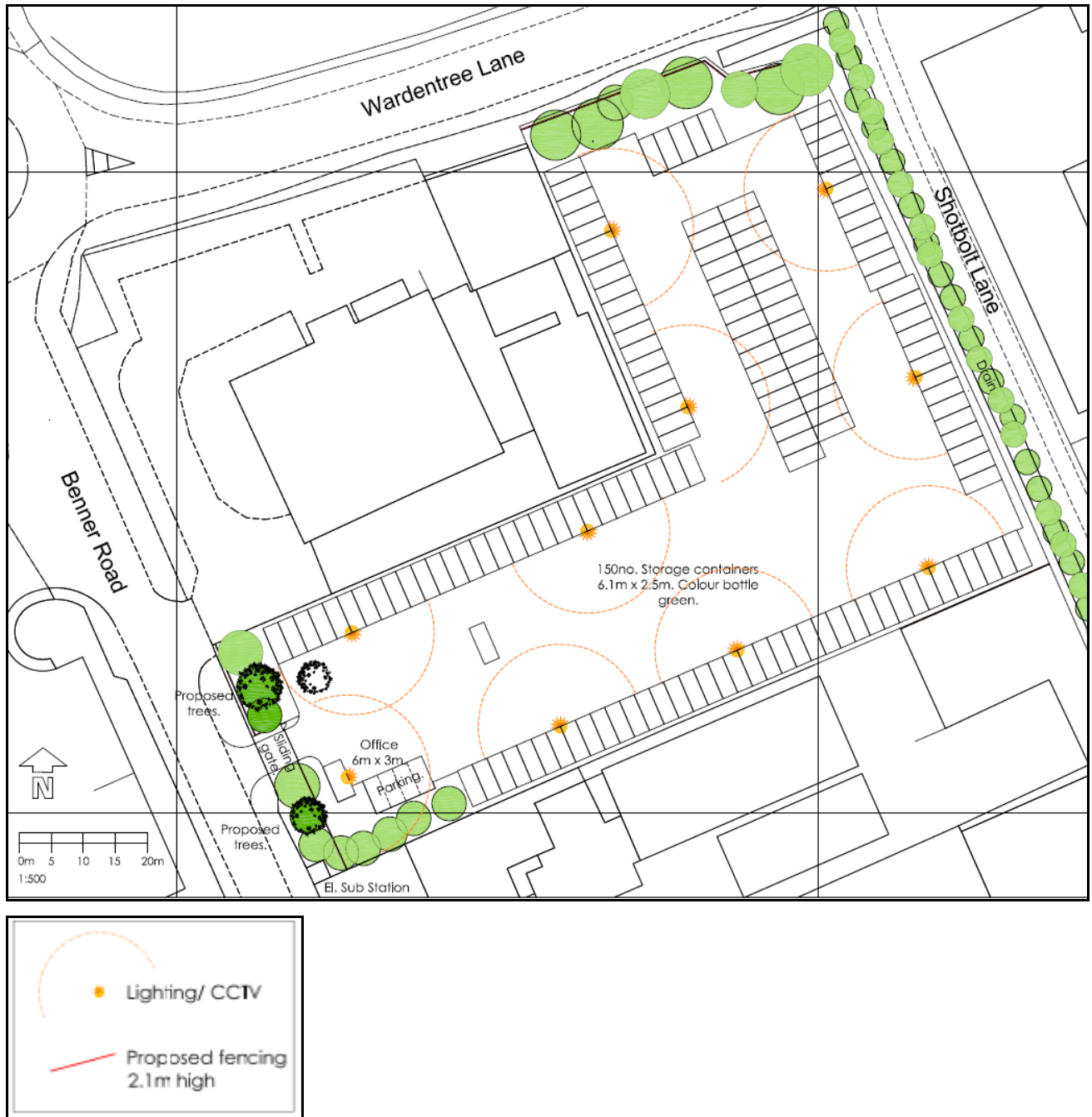


Figure 3: Proposed Site Layout Plan

Use, Amount and Scale

- 3.2 The proposals are to install 150 storage container units operating on a self-storage basis and security fencing/access gate to ensure only registered tenants can enter and exit the site.
- 3.3 The containers will be 2.6 metres high, 2.5m in width and 6.1m in length, as shown in Figure 4. There will also be low level down lighting mounted on containers as well as CCTV covering the site with remote monitoring.

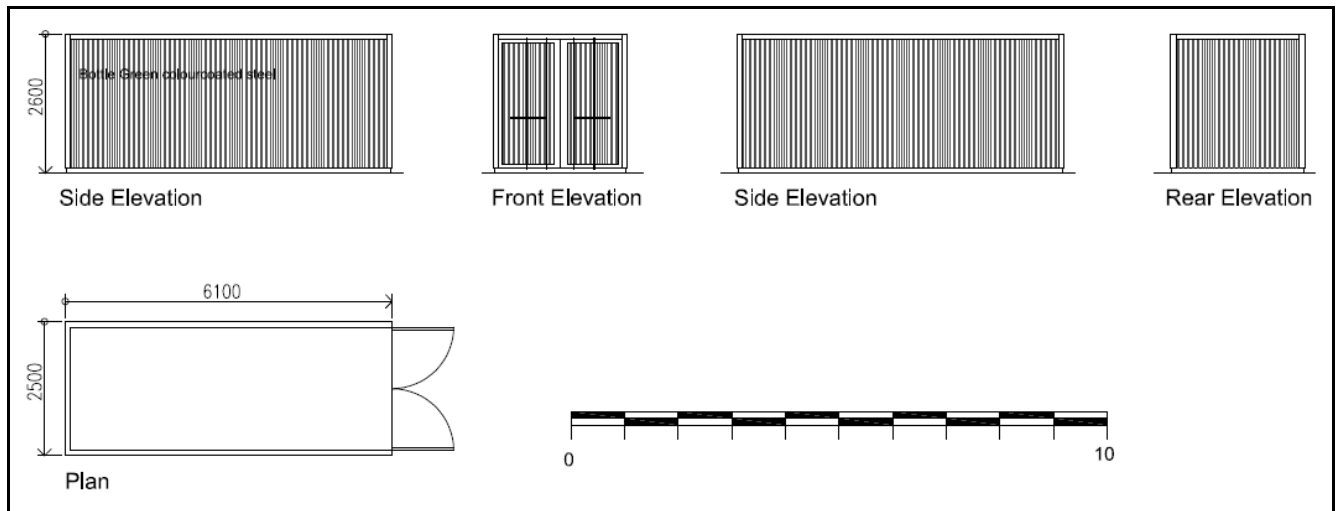


Figure 4: Proposed Containers

- 3.4 There will be a portacabin as an office/reception area for the staff to run the operations of the site to the south west of the site, near the access, and four parking spaces for staff to the south east of the office. There is sufficient space on the site for the customers to temporarily park in front of the containers.

Layout and Appearance

- 3.5 The site is laid out to maximise the use of space whilst responding to its context by minimising the removal of existing planting and change to the existing streetscene.
- 3.6 The containers will have a bottle green appearance which will blend with the existing and proposed landscaping and minimise any perceived visual impact, as shown in Figure 5.



Figure 5: Example of bottle green container

Landscaping

- 3.7 The existing landscaping will be maintained on the northern boundary and on the western boundary near the proposed access off Benner Road. There will be some proposed infill landscaping to bolster the existing landscaping near to the access, as shown on the accompanying drawings.

Access/Parking

- 3.8 The site will be accessed via a new junction off Benner Road to the west of the site. The access gate to the site will be set back sufficiently from the Highway to allow vehicles to pull off the road, ensuring vehicles entering the site will not temporally halt the flow of traffic on Benner Road. There is more than adequate visibility from the proposed access with approximately 77m to the north and 130m to the south. The speed limit along Benner Road is 30 mph.
- 3.9 HGV's will only be required for the initial delivery of the containers. Experience from the Applicants other site shows that customer access is limited to cars and light vans and therefore larger vehicles will rarely be required. Occasionally vehicles to 7.5 tgv will visit the site and very rarely will vehicles over 7.5 tgv.
- 3.10 Evidence has been utilised from a similar site owned by the Applicant, the Armourstore Self-Storage site, at Littleport, East Cambridgeshire. It accommodates 653 storage container units and from the period 21.02.18 to 21.03.18, had a traffic movement of 599 in-movements and 599-out movements. Therefore, it is estimated that the proposed site for 150 units would produce approx. 276 trips within a 28-day period this would be 138 in-

movements and 138 out-movements. The amount of movements in one day ranges between 4 and 33 in-movements for the site with 653 containers. Looking at this proportionally to the current proposal, the maximum would be 15 in-movements and 30 total trips per day.

- 3.11 The average trips between 06:00 and 08:00 hours for the 28-day period ranges between 0-4 per day. Eleven days there was 0 visits between 06:00 and 08:00 hours, five days there was 1 visit, four days there was 2 visits, six days there was 3 visits and three days out of the 28-day period there was 4 visits. Therefore, a similar level of movements is expected for these proposals. This detailed evidence can be submitted on request.
- 3.12 There are four parking spaces provided to the south east of the office and there is sufficient space internally for pedestrian and vehicular access to the proposed containers.

4.0 PLANNING POLICY

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the Development Plan unless material considerations indicate otherwise. In addition, government policy, principally the National Planning Policy Framework published in February 2019 (the Framework), is material to the determination of planning applications.

4.2 The statutory Development Plan against which this application should be determined comprises the South East Lincolnshire Local Plan 2011-2036 Adopted March 2019.

South East Lincolnshire Local Plan 2011-2036 (2019)

Policy 1: Spatial Strategy

4.3 Development will be directed to Spalding within the settlement boundaries that supports the role as sub-regional centres.

Policy 2: Development Management

4.4 Proposals requiring planning permission for development will be permitted provided that sustainable development considerations are met, specifically in relation to:

- size, scale, layout, density and impact on the amenity, trees, character and appearance of the area and the relationship to existing development and land uses;
- quality of design and orientation;
- access and vehicle generation levels;
- the capacity of existing community services and infrastructure;
- impact upon neighbouring land uses by reason of noise, odour, disturbance or visual intrusion;
- sustainable drainage and flood risk.

Policy 3: Design of New Development

4.5 Development must deliver a high quality and inclusive design. Development proposals will demonstrate how the following issues, where they are relevant to the proposal, will be secured:

- respecting the density, scale, visual closure, landmarks, views, massing of neighbouring buildings and the surrounding area;
- distinguishing between private and public space;
- the landscape character of the location;

- accessibility by a choice of travel modes including the provision of public transport, public rights of way and cycle ways;
- the provision of facilities for the storage of refuse/recycling bins, storage and/or parking of bicycles and layout of car parking;
- the lighting of public places;
- ensuring public spaces are accessible to all;
- crime prevention and community safety;
- the mitigation of flood risk through flood-resistant and flood-resilient design and sustainable drainage systems (SuDS);
- the incorporation of existing hedgerows and trees and the provision of appropriate new landscaping to enhance biodiversity, green infrastructure, flood risk mitigation and urban cooling.

Policy 4: Approach to Flood Risk

4.6 Development within Flood Zone 3 will be permitted where:

- a sequential test is passed;
- supported by a flood risk assessment.

Policy 7: Improving South East Lincolnshire's Employment Land Portfolio

4.7 Proposals will be supported which assist in the delivery of economic prosperity and some 17,600 jobs in the area, 3,800 in Boston Borough and 13,800 in South Holland District. The site is allocated within a proposed main employment area under Policy 7, as shown in Figure 6.

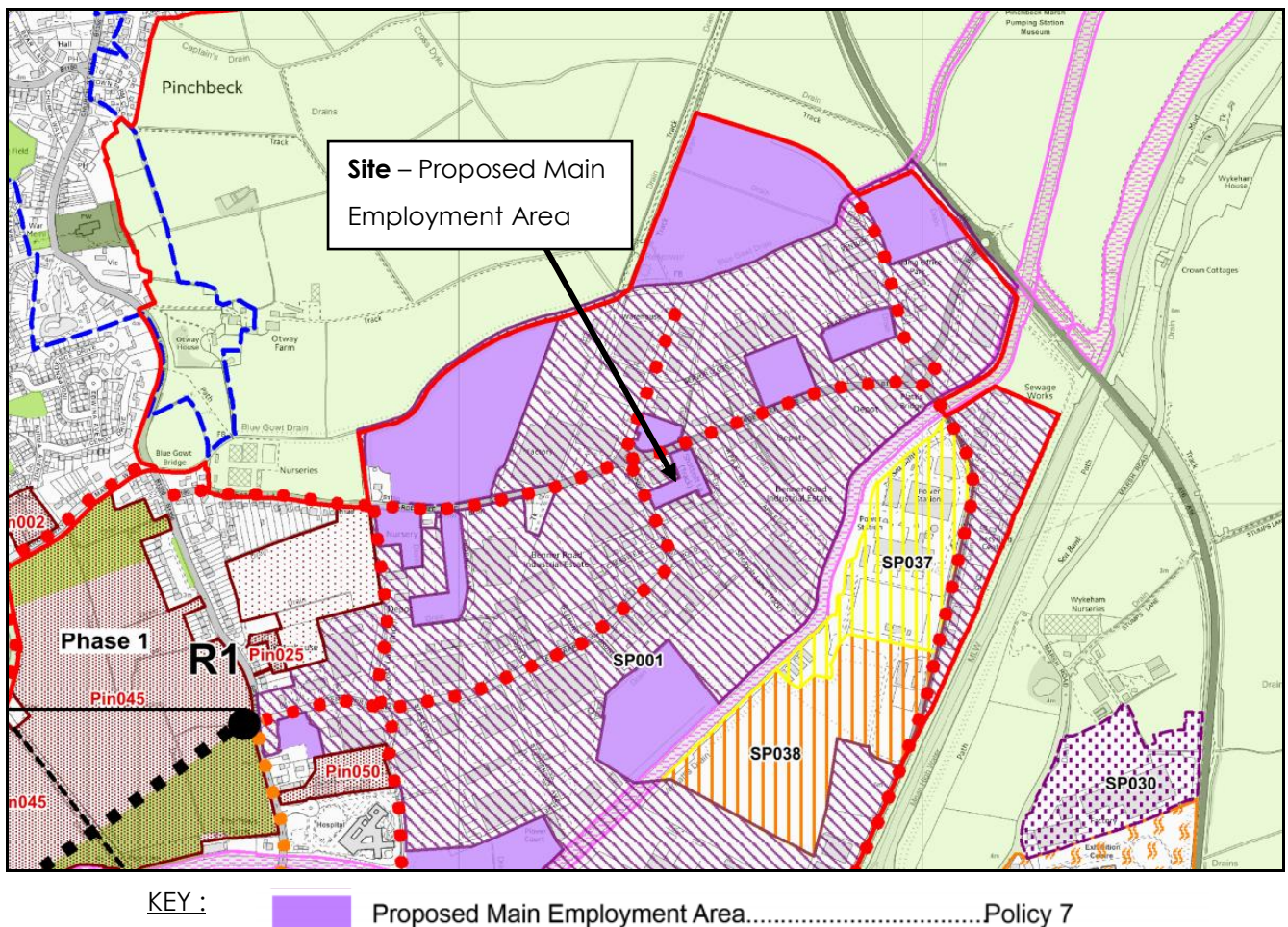


Figure 6: The site allocation within the adopted Policies Map (2019)

Policy 36: Vehicle and Cycle Parking

- 4.8 All new development should provide vehicle and cycle parking in accordance with the minimum parking standards adopted by the Local Planning Authorities unless a high quality-design can demonstrate that a lower standard of provision delivers the requirements. Negotiation on parking requirements should be in accordance with the Parking Standards SPD.

National Planning Policy Framework (2019)

- 4.9 The National Planning Policy Framework (NPPF) was published in February 2019 and provides over-arching guidelines for the planning system that replace all previous planning policy statements and planning policy guidance notes. The document states that 'the purpose of planning is to help achieve sustainable development.' The central theme of the framework is a presumption in favour of sustainable development.

- 4.10 The principle of sustainable development is at the core of the planning system. The NPPF promotes sustainable development through economic, social and environmental objectives.
- 4.11 Paragraph 11 of the NPPF outlines the presumption in favour of sustainable development. Proposed development which is in accordance with an up to date development plan should be approved, and proposed development which conflicts with it should be refused, unless material considerations indicate otherwise. The Framework indicates that development which is considered to be sustainable should be approved without delay.
- 4.12 Paragraph 127 sets out that developments should ensure a high standard of amenity for existing and future users.
- 4.13 Paragraphs 80-82 set out the government's commitment to building a strong, competitive economy. Paragraph 80 states that policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
- 4.14 Paragraph 82 sets out that policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for storage and distribution operations at a variety of scales and in suitably accessible locations.

5.0 ASSESSMENT AND CONCLUSION

Principle of Development

- 5.1 The proposal is for change of use of land to a self-storage facility comprising the siting of 150 storage container units (B8 Use), access and parking on land at Wardentree Lane and Benner Road, Pinchbeck, Spalding.
- 5.2 The principle of development is considered acceptable as it involves the use of land allocated as a proposed Main Employment Area within Policy 7 (Improving South East Lincolnshire's Employment Land Portfolio) as well as being within the existing settlement (Policy 1: Spatial Strategy).
- 5.3 The NPPF sets out the Government's commitment to economic growth. The proposals will aid the expansion of an existing business; therefore, the proposal is in line with paragraphs 80 and 82 of the NPPF.

Detailed Matters

Design

- 5.4 The site is located within an existing commercial area and therefore the design is considered to be appropriate to the location. The containers are of a density, scale and massing that reflects the surrounding uses whilst maximising the land available. The site is located within an accessible area with links to Peterborough via the A16, adequate rail connections and there is an allocated cycle route adjacent to the site on the western boundary within the adopted policies map (2019). The layout of the parking is suitable and ensures there will be no on-street parking whilst the security fencing and electric gates ensure crime prevention on the site. A flood risk assessment will follow the submission of the application. Landscaping is proposed in the form of infilling the gaps in the existing trees and hedges near the proposed access, therefore the proposals are in line with Policy 3 (Design of New Development).

Flooding

- 5.5 As the site is allocated for proposed employment use within the adopted policies map (2019) it is considered that a sequential test is not required. A Flood Risk Assessment accompanies the proposals therefore they are in accordance with Policy 4 (Approach to Flood Risk), Policy 7 (Improving South East Lincolnshire's Employment Land Portfolio) and Policy 2 (Development Management).

Amenity

- 5.6 The proposals are considered to be appropriate to the location with the site proposed for employment land and the surrounding uses in existing commercial use. There will be no noise, odour, disturbance or visual intrusion on the adjoining uses and landscaping will be both retained and enhanced therefore the proposals will not have any adverse impacts on amenity in accordance with Policy 2 (Development Management) and paragraph 127 of the NPPF.

Access and Parking

- 5.7 Access is proposed off Benner Road via a new junction and based on the Applicants other sites it is not considered that there will be a material impact to the road network. This is set out in detail in paragraphs 4.10 – 4.12 of this statement. There is adequate staff parking with four parking spaces provided to the south east of the office as well as space within the internal site layout for temporary parking in front of the containers, turning and manoeuvring. Overall, the proposals are in line with Policy 36 (Vehicle and Cycle Parking) and Policy 2 (Development Management).

Conclusion

- 5.8 In conclusion, the proposal complies with local and national policies as it is an appropriate use of a site allocated within the existing settlement for employment. Therefore, in accordance with paragraph 11 of the NPPF 2019 it is respectfully requested that the application is viewed favourably and approved without delay.