Porter, Karen

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Sent: 28 May 2015 17:03
To: _planningadvice
Cc: Porter, Karen
Subject: H14-0472-15 Anglia UK Ltd, Anglia Business Centre, Mill Green Road, Pinchbeck, PE11 3PU
Attachments: 823 14 DAS.pdf

Dear Planning

H14-0472-15 Anglia UK Ltd
Anglia Business Centre, Mill Green Road, Pinchbeck, PE11 3PU

Please could you add the attached Design and Access Statement to the application documents for the above application.

Many thanks.

Yours sincerely

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Anglia UK Ltd

Robert Doughty Consultancy

Design and Access Statement
Change of Use of Existing Agricultural Building to Storage Use, Erection of Office Extension, New Workshop and Relocation of Existing Portakabin
Anglia Business Centre, Mill Green Road, Pinchbeck, Spalding, PE11 3PU

Document 823 14/DAS/LMS

May 2015

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TABLE OF CONTENTS

1. Introduction 1

2. Site and Surroundings 2

3. Planning Policy 3

4. Design 4

5. Conclusions 9

1. INTRODUCTION

1.1. Anglia UK Ltd is an established local business having first moved to the Mill Green Road premises in 1999. The company now has a network of agents across the UK involved in repossession, debt recovery, vehicle logistics and auditing, which are but a few of the services offered.

1.2. The existing site has grown and been adapted over the years to meet the demands of the business. More recent changes in the last 5 years have prompted the need for the improvements covered by this application.

1.3. Full planning permission is sought for the change of use of an existing agricultural building adjacent to the existing premises to be used as a store, an extension to this building to provide much needed workshop facilities, a two storey office extension and the relocation of an existing portakabin used for staff training from the front of the site adjacent to Mill Green Road to the rear of the site.

1.4. The application is supported by a Flood Risk Assessment and drainage statement in accordance with the National Planning Policy Framework and Planning Policy Guidance.

2. SITE AND SURROUNDINGS

2.1. The Anglia Business Centre comprises a collection of former agricultural buildings, which have been extended and adopted over the years to meet the needs of the applicant company.

2.2. All the buildings are painted render and vary in height from single storey to two storey, all with pitched roofs. A portakabin lies between the main complex and the staff car park and it is proposed to relocate this to the rear of the extended site, as it is presently the least attractive building on view from Mill Green Road.

2.3. A secure compound surrounded by a steel palisade fence is used as a compound for storage of vehicles and other items. This is located to the rear of the site when entering from Mill Green Road. This fencing will be extended to incorporate the additional area formed by the construction of the new workshop building.

2.4. The applicant company owns the land to the south of the existing complex and this boundary is largely open to the agricultural fields beyond.

2.5. A large car park is located to the south west of the main complex and this was once used as a sugar beet pad. The car park has a landscaped earth bund to the east and southern boundaries and there is a native hedge with tree planting to the Mill Green frontage.

2.6. To the north side of Mill Green Road on the Fengate Road junction there is an existing horticultural/agricultural business and there are semi-detached, two storey dwellings with long rear gardens to the north of the site fronting Mill Green Road. The submitted design sheet shows these surrounding uses.

3. PLANNING POLICY

The Development Plan

3.1. The Development Plan consists of the saved policies (2009) of the South Holland Local Plan 2006 (Local Plan).

National Planning Policy

3.2. The National Planning Policy Framework (the "NPPF") sets out Central Government's planning policies for England and how these are expected to be applied.

3.3. Paragraphs 6 and 7 of the NPPF confirm the commitment to sustainable development based on three dimensions:

> "an economic role - contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
>
> a social role - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
>
> an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy."

3.4. This is followed by a commitment to a presumption in favour of sustainable development and at paragraph 14, "For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  - specific policies in this Framework indicate development should be restricted."

4. DESIGN

Use

4.1. Anglia UK Ltd has been operating from the Mill Green Road site for many years and is a well-established local employer.

4.2. The expansion of existing employment undertakings are acceptable in principle under Local Plan Policy EC3, subject to environmental impact, traffic movement and intrusion into the open countryside.

4.3. As set out under the "Access" heading below, the traffic movements will in fact reduce as a result of the development and, having regard to the location of the new development in relation to the existing buildings on site and the wider public views of the site, the general provisions of Local Plan Policy EC3 are met.

Amount

4.4. Where possible, existing buildings (the portakabin and the agricultural building) have been re-used as part of the proposal. The additional floorspace is set out in the planning application form and 10 extra members of staff will be recruited as support staff in the new offices for the audit function of the business.

The new workshop will enable existing vehicles to be serviced within normal working hours, whereas at present the workshop staff are having to work later and later because of the constrained nature of the existing facilities. The photograph below shows the existing workshop on the left of the existing group of buildings.



4.5. The workshop carries out routine servicing and maintenance of the fleet of company vehicles. There is no panel beating/metal fabrication or spraying, which is carried out elsewhere by specialists. The work is carried on inside the building and the additional workspace will enable this work to be carried out during normal working hours rather than late on into the evenings due to the restricted floor area available.

Layout

4.6. For operational reasons, the new office building extends the existing premises in the only location which is practical. The extension is proposed to be at the rear (south) of the existing premises away from the road and, accordingly, there will be limited views of the proposal from Mill Green Road. There are no public views of the office element of the proposal from the south having regard to the lack of roads and other public viewpoints.

4.7. The portakabin approved under planning permission H14-0407-13 has a time limited consent due in the main to the temporary nature of the construction materials and the concern about views of it in the street scene. The building has been, however, well maintained over the years and it is now proposed to relocate it to the rear of the site (east) thereby considerably reducing the impact of the building. This building will continue to be used to train staff that are eventually sent out to work across the UK.

4.8. The new workshop extends the existing agricultural store and the two buildings are brought into the overall complex.

4.9. The existing agricultural building will continue to be used for agricultural machinery, but will also be used for the storage of incidental items and some vehicles that cannot be stored outside within the existing open-air compound.

4.10. The existing palisade fence will be extended to include the additional area around the new buildings.

4.11. There is no requirement to increase the existing car park for staff as this is large enough at present to cater for the modest increase in staff anticipated as part of the new building programme.

4.12. Having regard to the above, the proposal accords with Local Plan Policies SG1 and SG14 in that there will be no impact on local residents, and the scale and form of the proposed buildings are in keeping with the existing development and will have an agricultural style layout, similar to other sites in the area.

Scale

4.13. The new office extension will become the tallest building on site at 6.5m to the eaves and 7.5m to the ridge. This is approximately 1.5m taller than the existing building within the same complex, but lies immediately to the rear of it.

4.14. The workshop extension measures 5m to the eaves and 6.75m to the ridge. This is typically smaller in scale when compared to a standard agricultural building.

4.15. When viewed against other development in the open countryside, the resultant group of buildings will have a character similar to that of an agricultural complex. There is also existing development in close proximity to the application site in what is an edge of settlement location.

4.16. The proposal is, therefore, compliant with Local Plan Policy SG14 in that the scale, form and height of the proposals respect the character of the area.

Landscaping

4.17. The frontage of the site to Mill Green Road has the benefit of native hedge planting and trees which have been planted by the applicant and are now maturing.

4.18. The Mill Green Road frontage provides the main public vista.

4.19. The southern boundary is more open, but there are very limited public views of the site and those that do exist are long distance ones and, as such, the site will be viewed against the general ripple of development on the horizon.

4.20. Some tree planting is proposed along this boundary and the indicative locations are shown on the submitted block plan.

Appearance

4.21. Having regard to the utilitarian nature of the existing group of buildings and the rural location close to agricultural and horticultural buildings, it has been decided to use plastic-coated metal sheeting to clad the new buildings. The new workshop will be clad in green to match the existing building that it is attached to and the new office extension will be in grey to match the light render of the existing complex.

4.22. The overall design of the buildings is appropriate having regard to the existing character of the area and when viewed against the design of the current group of buildings on site. Accordingly, the appearance is compliant with Local Plan Policy SG14.

Access

4.23. The site is presently served by a wide access off Mill Green Road, which leads to a gravel parking area that will continue to cater for the existing and proposed employees' vehicles. There is also parking and manoeuvring in front of the main office building.

4.24. There are between 23 and 25 people working at the site each day and this results in approximately 20 cars on site as some employees car share or cycle. The new office will generate an additional 10 new members of staff.

4.25. The company has a fleet of 8 trucks (5 tonnes) with trailers (not HGVs), which arrive at the application site on a Sunday/Monday and are then away from the site for the rest of the week collecting vehicles and then

delivering them to auction. In the main the vehicles that are collected are not brought back to the site.

4.26. Historically the company ran a fleet of 15 trucks and vehicles were brought back to the application site and then sent out to auction. That has now been reduced to 8 trucks with trailers and there is no need to bring vehicles back to the site.

4.27. This change in how the company operates has resulted in an 80% reduction in traffic movements.

4.28. In addition to those traffic movements set out above, there are approximately 2-4 couriers visiting the site each day, a delivery of fuel once a week and the regular post delivery.

4.29. There are three possible routes to the site: Mill Green Road (from Pinchbeck village), Fengate Road and Mill Green Road through to Pode Hole. The traffic visiting the site is, therefore, effectively 'diluted' across these three routes.

4.30. The change in business practice has resulted in a significant drop in traffic movements visiting the site even when factoring in the proposed increase in office staff.

5. CONCLUSIONS

5.1. Anglia UK Ltd is a successful business that has operated from the application site for many years and is now looking to expand the group of buildings to cater for a change in the operating structure of the company.

5.2. The proposals have been designed to reflect the general agricultural character of the area and the simple form of buildings currently on the site.

5.3. As a result of a change to how the business disposes of repossessed vehicles, the number of vehicle movements to and from the site will be significantly reduced.

5.4. A Flood Risk Assessment and a Sustainable Drainage System demonstrate that the site is safe from flooding and that surface water can be adequately dealt with without impacting on other land uses or users.

5.5. The proposal accords with the prevailing development plan policies and is acceptable in all other respects.