

TOWN & COUNTRY PLANNING ACT 1990 PLANNING, LISTED

BUILDING AND CONSERVATION AREAS ACT 1990

**PROPOSED CONSTRUCTION OF A NEW CONCRETE SLAB FOR A FUEL TANK, STORAGE
CONTAINERS AND WALK AROUND BUS WASH. NEW OFFICE CABINS ON THE EXISTING
CONCRETE SLAB, CONNECTING UP TO EXISTING DRAINAGE AND WATER.**

**STAGECOACH DEPOT
PINCHBECK ESTATE
SPALDING
PE11 3UG**

JUSTIFICATION / DESIGN & ACCESS STATEMENT

Produced by Vincent Stuart Architecture – 22-07-2024

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1. INTRODUCTION

- 1.1 This Design & Access Statement has been prepared to supplement the submission of a full planning application for the installation of facilities that enable a portion of vacant land to become a small functioning bus depot.
- 1.2 Following Pre-application advice on 28th May 2024, the proposal is understood to be a change of use from B1, B2 and B8 to a Sui-Generis Class use.
- 1.3 The site lies within the defined settlement boundaries of Spalding and Pinchbeck, which is classified as a sub-regional Centre in regard to Policy 1 of the South East Lincolnshire Planning Policy (SELPP) which sets out a spatial strategy for delivering sustainable development.
- 1.4 This statement should be read in conjunction with the suite of documents which include detailed plans and drawings of the proposal. Flood Risk Assessment, Ecology Report, Transport Statement and Drainage Strategy.
- 1.5 With regard to the matters of air quality and noise impact it is suggested that neither an air quality assessment nor a noise impact assessment are required as the proposal involves the replacement of one vehicle storage yard with another.

2. USE

- 2.1 The site was formally occupied by Freshline Limited. They used the site for storing wagons, tractors and some shipping containers.
- 2.2 Based on the original use of this parcel of land, it seems a reasonable place to operate a small bus yard out of to service Spalding.
- 2.3 The adjacent land is also occupied by Freshline Limited is a distribution hub which in comparison, dwarfs our proposals.
- 2.4 The proposal seeks to facilitate staff management and administration, car and bus parking, bus cleaning and fueling.
- 2.5 The site is approximately 98m long at its longest point and 59m wide at its widest point. It measures approximately 4361m² in area. This represents the smallest site area the Client can consider to facilitate their current and future requirements.

3. AMOUNT

- 3.1 The proposal seeks to install 2no. site cabins stacked one on top of the other on the existing concrete slab and connect up to the existing drainage. Construct a new concrete lab to connect to the existing one in order to support a bunded diesel fuel dispenser tank with integral drainage and interceptor. In addition the slab is to support storage containers for equipment and a walk around bus facility. These occupy a small section of the west side of the site along the boundary taking up the least amount of space possible.
- 3.2 The primary goal of the scheme is to function as a bus depot, with office, canteen, administration and welfare facilities for staff and sufficient parking for the bus fleet and staff whilst not overdeveloping the site which is long term leased.

4. LAYOUT

- 4.1 The existing and proposed layouts are shown clearly on site plans referenced as follows:
- 024009-VSA-XX-XX-DR-A-20010B-SD - Ex Site Plan
 - 024009- VSA – XX – XX -DR – A – 22001i - Proposed Site Layout
- 4.2 The office cabins, fueling and bus wash are located on western side of the site which already incorporates existing services such as power, water and data.
- 4.3 The remaining site area is for vehicular circulation and parking. There is a covered cycle stand in front of the office for staff cycling to work. The area to the north of the site is for staff car parking and the central portion of the site is for a small fleet of buses.

5. APPEARANCE

- 5.1 The general characteristic of the application site and its immediate surroundings is commercial/industrial in nature, the site was an existing storage yard for Freshline Limited Wagons and therefore will create little visual impact from its previous use.
- 5.2 On the adjacent eastern boundary is a fueling tank similar in scale to our proposal.
- 5.3 The proposed cabins will be a light grey material and the Cabin doors/windows will be white uPVC with vision panels to match the surrounding industrial buildings.
- 5.4 The fuel tank and storage containers will be steel with a dark green PPC.
- 5.5 In summary the proposed site alterations and additions will create minimal visual impact on the site. All materials will be in keeping with the area's typology.

6. ACCESS

- 6.1 Access is generally level across the site. The portacabins will adhere to current building regulations especially in regard to accessibility.

7. SUSTAINABILITY

- 7.1 The site's function is as a commercial bus depot for Stagecoach who are the principal bus operators in the region. Provision of public transport is considered to be one of the principal planks of sustainable development.
- 7.2 Accordingly, any proposal which seeks to secure or improve public transport facilities should be supported.

8. ENVIRONMENTAL CONSIDERATIONS

- 8.1 The site as previously mentioned is within an existing and commercial/industrial area.
- 8.2 The site is within Flood Zone 3 of the Environment Agency's Flood Maps. Therefore, please refer to the Flood Risk Assessment. In addition to the recommendations within the report the finished floor levels of the building will be raised by 200mm off the external finished floor level.
- 8.3 To the north of the site is Blue Gowt Drain, to the east is Scraggs Dyke, both are a Welland and Deeping Internal Drainage Board (IDB) controlled asset. We are aware that IDB byelaws prevent any development within 9 metres of an IDB maintained asset. We are also aware of a rising main belonging to Anglian Water running diagonally SW to NE across the site. Therefore every effort has been made to avoid the Wayleaves of the IDB and Anglian Water. Please see the Site Constraints Plan -024009-VSA-XX-XX-DR-A-22000C
- 8.4 Possible noise generation is a consideration. However, given the adjacency to another transport hub, it is unlikely create and noise that isn't already there.
- 8.5 The site has minimal Biological value due to the site being made up of loose gravel and a concrete pad and therefore exempt from BNG, please refer to the Ecology Report. However, it is proposed to increase the Biodiversity Net Gain by a min. 10% by introducing a mixed species native shrub belt along 60m of the eastern boundary and 2m wide between the boundary fence and concrete kerb, which could include hawthorn, blackthorn, dog rose, hazel and wild privet.

9. JUSTIFICATION

- 9.1 In considering this site and others, Stagecoach sought to outline potential sites that could accommodate their requirements, which are as follows:
- Timescale of land, lease or purchase.
 - Lease or purchase price.
 - Location and proximity to Spalding; being the end of transport routes to minimize travel
 - Size of land.
 - Access.
 - Allocation of the land.
 - Minimise impact of staff travelling to work and improve access to a greater pool of staff.
- 9.2 Though other sites met some of these requirements. Only the proposed site accommodated the requirement to centralize a depot for staff travel. Staff retention is fundamental to the relocation of operations. The relocation will create job opportunities for new drivers from the Spalding area.
- 9.3 An additional factor is that the lease was coming to an end at their previous leased site of Long Sutton. This presented an opportunity to relocate their operations to a site which best accommodated their requirements of access to staff, reducing travel times to work and the opportunity to expand their operations if required.
- 9.4 The land available in regard to size, location and access was the most economical and viable.
- 9.5 In leasing this parcel of land, Stagecoach also sought to help another local bus supplier in housing some of their operations. This optimizes the site further, and introduced the requirement for the stacked portacabins.
- 9.6 It is acknowledged that Policy 7 of the SELPP restricts development within the main employment areas to B1, B2 and B8 uses. The proposed use as a bus depot appears to fall into the broad Sui Generis class. If considered strictly it could be considered as a deviation from policy. However, the proposed use is commercial in nature through its employment of people, providing public transport services and therefore would be appear in keeping with the industrial character of the area. Please note the previous use was as an HGV park, which is broadly similar to the proposed use, reducing the potential character impact. Furthermore, as the proposed building work is relatively limited, the

potential character impacts are further reduced. This justification merits this proposed use be considered acceptable on balance. In addition, the proposed site is necessary because Stagecoach required access to a greater pool of people for employment opportunities within Stagecoach to provide public transport, it also offers the potential to expand its services. Approx. 40 no. of the 70 employed at the site live within a 5min car journey. The site is at the end of the main routes taken by the buses and is an industrial area in character. Alternative sites outside of main employment areas were unsuitable due to not providing all of the benefits this site gives, listed above.

10. CONCLUSION

- 10.1 The proposed alterations are reasonably required in connection with an existing commercial land use. It has been carefully designed for the applicant to meet their operational requirements and appears appropriate in design terms when related to the characteristics of the site and broadly in keeping with the character of the area.
- 10.2 The development supports its role as a sub-regional centre by creating jobs, providing public transport which meets the needs of the wider community and is a sustainable location for this type of development and business.
- 10.3 The proposed site is industrial in nature, with no dwellings in the immediate area and therefore no impact to residential amenity.
- 10.4 With all the above taken into consideration, it is believed that the proposal meets the criteria for a recommendation of approval.

EXISTING SITE PHOTOS

















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