

DESIGN AND ACCESS STATEMENT

For

PROPOSED EXTENSION TO PACKHOUSE

At

**J O SIMS LTD.
PUDDING LANE
PINCHBECK
SPALDING
LINCOLNSHIRE
PE11 3TJ**

For

J O SIMS LTD.



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PLANNING APPLICATION ISSUE

Site observation and analysis

Location

The J O Sims site is located approximately 2200m north-northeast of the Market Place in Spalding. It forms part of an industrial zone of the town and within the zone it is towards the west edge. The actual location for the proposal within the site is to the east side adjacent the boundary. A location plan at recognized scale is provided within the application pack to enable it to be located and the extent to be identified.

Site description

The site is an industrial depot used for the preparation, packing and distribution for various food products including cherries, dried fruit and nuts. The site straddles Pudding Lane with the main developed area being to the east side of the road. The east side currently accommodates three buildings including the main warehouse and office accommodation block within the centre of the site, a further warehouse on the south edge and a recently erected temporary storage building in the south-west corner (Fig. 01, 02, 03 & 04). In terms of land area the overall site measures approximately 240m north to south and varies between 175m and 210m east to west, it is irregularly shaped. Access to the site is via an entrance on the east side of Pudding Lane. Pudding Lane is understood to be owned by the applicant but is maintained by Lincolnshire County Council Highways. The lane is also used by two further businesses in different ownership located at its southern end.

The main building is the one to which this proposal relates. It comprises a series of abutting portal frame warehouse structures that together form food processing, packing and storage areas. Along the west side are consolidation areas and loading bays for moving the products to and from lorries. In the north east corner the building comprises two storey accommodation with the main administration offices located at first floor level. The building is of fairly standard industrial construction from the end of the 20th century. The structure is a steel portal frame clad externally with profile metal cladding.



Fig. 01 – Main block viewed from north-west.



Fig. 02 – Main block viewed from south-west.



Fig. 03 – South block viewed from north-east.



Fig. 04 – Temporary building to south-east of site.

To the immediate east of the north section of the main block is an area of land that is undeveloped and currently serves as a gravel car park. This is the proposed location for the extension (Fig. 05 & 06).



Fig. 05 – Site of proposal viewed from the west.



Fig. 06 – Site of proposal viewed from the east.

Staff and visitor cars enter the site directly from Pudding Lane (fig. 07) and utilize parking facilities to the immediate north and north-east of the main building. This is also the approach route for pedestrians. Goods vehicles again access directly from Pudding Lane but they do so further to the south than staff cars, beyond with loading bays on the west elevation (fig. 08).



Fig. 07 – Staff entrance from Pudding Lane.



Fig. 08 – HGV entrance on Pudding Lane.

Site boundaries

The J O Sims depot is of significant area but the proposal site extends to just over 5300m² this figure being the total land area within the red line (which has been extended to the edge of the highway as requested). The site for the extension is close to the east boundary but is a considerable distance from all other boundaries, however for completeness the following information is provided.

The north boundary is open and abuts the south side of Wardentree Lane (Fig. 09). Immediately inside of the boundary line is an undeveloped area of grass which the staff car park runs up to the south edge of. This boundary is located approximately 75m north of the site for the proposed extension. The nearest buildings outside of this site and to the north are approximately 115m from the proposed development site.

The east boundary runs from south-west to north-east and is delineated by palisade security fencing at the southern end but is open adjacent the proposed development site. The distance from the proposed extension to this boundary varies and is indicated on the scheme proposal drawings. Beyond the northern part of this boundary is an undeveloped area of trees, earth banks and then the Morrison's Supermarket site (fig. 10). The Morrison's building is approximately 155m beyond the site boundary. Beyond the southern part of this boundary is a development of industrial warehouses in different ownership. These buildings virtually abut the boundary (fig. 11 & 12).



Fig. 09 – Boundary on the north of the site.



Fig. 10 – Boundary on east side of the site.



Fig. 11 – Boundary on south-east.



Fig. 12 – Buildings abutting the south-east boundary.

Due to the orientation of the east boundary, the south boundary has no direct relationship to the site for the proposed extension. This boundary is located approximately 70m south of the main buildings on the site and is delineated by steel palisade fencing inside of which is a ditch and a concrete hardstanding with other storage buildings. Beyond the south boundary

are other industrial buildings in separate ownership, these stand 5-10m beyond the boundary.

The west boundary is very distant from the proposed development site and is located on the opposite side of both the main block and Pudding Lane. The southern section of this boundary is enclosed with steel palisade fencing and the northern section is open. Beyond this boundary the land is again in industrial use. The southern and northern parts of the west boundary are 230m and 160m respectively away from the proposed development site.

Neighbouring Development

The site sits in an area which is predominantly industrial or commercial in use. All neighbouring development to the immediate south and west is industrial. Development to the east is commercial (Morrison's Supermarket). The area to the north has some industrial use but is largely undeveloped. The most recent development in the vicinity of the site is located on land approximately 275m to the west and comprises 169 dwellings built by Larkfleet Homes (approved under SHDC ref: H14-0156-14).

Existing access arrangements

Pedestrian access to the proposed extension will generally be through the existing packhouse. There will be personnel doors in the external walls but these will be mostly for fire escape purposes. The packhouse will not have any specific vehicle loading doors as loading and unloading occur elsewhere on the site though there will be an oversized door on the north elevation to allow removal of waste and recycling etc.

No new access to the site is required from the public highway and there will be no changes to the existing access arrangements.

Car Parking

Car parking for staff and visitors is currently located in linear format along the north side of the main building and within an irregularly shaped car park to the east of the site (where the proposed packhouse extension will be). It is proposed that the area of parking to the east of the building be relocated along the north (in linear format) allowing the former car park area to the east to be utilized to construct the packhouse extension. This is a re-provision of parking rather than an extension.

Streetscape / planting

The site sits within an industrial zone which features few trees though there are grassed areas to the north and west sides of this site. The re-located staff parking will fall within the grassed area to the north though it will only require the removal of a strip along the southern edge. The grassed area to the west will not be impacted on by the proposals.

Amenities

The site sits close to the town centre and therefore within 2 miles of all amenities.

Views into, through and out of the site

The proposed extension will be almost completely concealed by the existing building from the west side. Only the access stair and the engineer's workshop will be visible and they will not impact significantly upon any views or lines of sight.

From the south the extension will be visible from the neighbouring sites though there will be no distant views in either direction due to the presence of neighbouring industrial buildings.

From the east there will be a clear view of the property though it will only be possible to see it from the area of undeveloped land to the west of the Morrison's Supermarket and even then it will be largely obscured by trees and earth banks. The proposal is for an industrial building in an area dominated by such buildings so its appearance will not be detrimental.

From the north there will be a clear view of the extension from Wardentree Lane, however, the proposal is for an industrial building in an area dominated by such buildings so its appearance will not be detrimental.

Context - Physical

The site is occupied by J O Sims Ltd and is utilized in connection with their temperature controlled food processing, packing and distribution business. This site stands within an industrial area of the district where there are many buildings in similar, food-related use. The buildings on site are medium-span, light-weight structures typical of those used within the food storage and transportation industry. All development locally generally dates from the mid to late 20th Century.

Context - Social

The site accommodates warehouse and office facilities together with external circulation and parking areas. As such it therefore contributes to the employment core of the town.

Context – Economic

The site employs a significant number of people on both a full and part-time basis and is a business of significant size.

History - General

Neither the site nor the buildings on it are of any architectural or historic value. All structures date from the mid to late 20th Century and are, in architectural terms, standard grade industrial buildings, utilitarian in nature and appearance.

History - Planning

Over the years a number of planning applications have been submitted relating to various aspects of the broader site though none specifically for the area now proposed for development. The most recent applications related to the J O Sims site are as follows:

H14-0878-18	Proposed hardstanding and external works	-	Partially implemented
H14-0884-18	Proposed loading dock extension	-	To be implemented
H14-0928-18	Proposed enclosure of external canopy	-	Implemented
H14-1066-18	Temp. storage building 1 (retrospective)	-	Implemented
H14-1138-18	Proposed extension to east of premises	-	To be implemented
H14-0444-19	Temp. storage building 2 (retrospective)	-	Implemented

There appear to be no further events of significance relative to the planning history of this site.

Site Evaluation

Details of the site and general context have been recorded and analysed within the site observation and analysis above. From those findings the following key statements are identified.

1. The land area available within the site is easily large enough to accommodate the extension that is currently proposed without causing any detrimental impact on either the site or the wider context.
2. The business requires additional packing, circulation and storage space to accommodate the needs of its customers and improve site efficiency and safety. It must therefore expand if it is to continue to thrive on this site.
3. The location proposed for the extension is logical as it is to form an extension to the existing packhouse allowing the equipment lines to be straightened and extended. The only viable location is on the east side of the existing packhouse since it is enclosed on all other sides.
4. Redevelopment of the site on this scale would appear wholly appropriate in support of the business of a major local employer.
5. The proposals would require only limited demolition in the form of the engineer's workshop and waste / recycling store. These are to be re-provided within the new layout so in effect no accommodation is lost. The construction to be demolished is not of any architectural or historic value.
6. The introduction of an extension of the proposed size would not impact upon views to or from the site.
7. With regard to materials the site already features a mixed palette across the range of building stock though colour-coated steel claddings would appear the appropriate choice for a building of this nature.
8. No additional vehicle movements on to or off of site are anticipated and as such proposals for changing the staff parking are simply a re-provision with no expansion.

Design Statement

The following section demonstrates how the conceptual approach has taken account of the identified physical, social and economic context set against development plan policies for design.

Use

The site provides warehousing and logistics facilities for ambient and temperature-controlled food storage and distribution, this includes administration areas for the Spalding Depot. The development here proposed is entirely ancillary to that which exists and is therefore wholly appropriate for the site.

Amount

The proposal looks to secure approval for additional packhouse accommodation together with the relocation of staff car parking, minor reconfiguration of circulation and the relocation of the cycle and smoking shelters. The various relevant areas are as follows:

The packhouse extension will have a total floor area of 1335sq.m of which 75sq.m is associated with the relocation of the engineer's workshop. The total net gain in floor area is therefore 1261sq.m. This will be open to the existing packhouse as an extension thereto. Staff car parking is to be relocated from the east side of the building to the north. This is a re-provision of existing and does not propose an increase in capacity. No additional traffic movements are anticipated as a result of these works.

The works also involve the relocation of the smoking shelter, cycle store and a new external staircase (to serve the first floor offices).

The building dimensions and height are appropriate for the accommodation required. The proposed building is of modest size given the overall site area.

Layout

The proposal for the extension seeks to position it adjacent to the existing packhouse facility on its east side. In this location it will be able to function as an extension to the packhouse. The plan design of the building is specific for the accommodation it offers.

Scale

As previously stated, the site features a number of large buildings that are typical of the type of facility found within a food storage and haulage depot. The extension here proposed provides additional space of the same nature as the existing building, this is logical and appropriate for the site.

Landscaping

Given that the site is industrial in use there is no real requirement to, or benefit in, providing a significant planting scheme. The majority of soft landscaped sections of the wider J O Sims site will not be impacted upon by this proposal.

Appearance

Elevation proposals are included as part of the application drawings pack. These demonstrate that the proposed extension is appropriate in scale and general appearance for an industrial site.

Access Statement:

The proposed extension will generally only be accessed on foot. The people frequenting this building will be warehouse operatives, office staff and accompanied visitors. The extension will be entered via the existing building and as such it does not have its own independent entrance. Nonetheless the floor slab will be free from steps and would be suitable for most users. The detailed design of the building will avoid steps at personnel door thresholds and in general openings will be sufficiently wide to permit access by people in wheelchairs. The detailed design of the building will, where practicable, be progressed in accordance with Approved Document M of the Building Regulations together with BS 8300.

Demolition Statement:

The proposal does not require any significant demolition, only removal of the engineer's workshop, which will be re-provided within the new extension.

Flood Risk Assessment:

It is acknowledged that this site lies within a Flood Zone 3 area as identified within the Environment Agency's Flood Risk Maps, however it is an operational necessity that the finished floor level in the proposed extension is flush and lines through with that in the existing building. The introduction of steps between would not be practical. For this reason regardless of predicted flood risk levels for the site it would not be an option to raise floor levels to reduce the risk of flooding.

On this basis the applicant considers an in-depth, formal Flood Risk Assessment unnecessary.

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