Planning Statement.

Change of Use to Hand Car Wash (Sui Generis).

117 Wardentree Lane, Pinchbeck, Spalding, PE11 3UF.

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1. Introduction.

1.1. This application has been prepared by BG Planning on behalf of Spalding Storage Containers Limited and supports a full planning application for a change of use to a hand car wash (Sui Generis) at 117 Wardentree Lane, Pinchbeck, Spalding, PE11 3UF.

1.2. The application seeks full planning permission for the following description of development:

"Change of Use to Hand Car Wash (Sui Generis)".

1.3. The purpose of this Statement is to provide all the necessary information to assess and determine the proposed development within the context of relevant local and national planning policies, having regard to any other material considerations that hold relevance to the development of the Application Site.

1.4. The application is supported by a number of documents, detailed below:

- Site Location Plan;
- Proposed Site Plan;
- Canopy Elevations and Roof Plan; and,
- Planning Statement.

These documents are referred to throughout this report and should be read in conjunction with this Statement.

1.5. The remainder of the Statement takes the following structure:

- **Site Context** – this section provides details of the application site, relevant planning history, and any policy designations and environmental constraints;
- **Proposed Development** – this section details the proposed development;
- **Planning Policy Context** – this sets out the planning policies and guidance documents relevant to the proposed development;
- **Planning Assessment** – this assesses the proposed development against the relevant planning policies and other material considerations;
- **Conclusions** – this section provides the concluding remarks of the Planning Statement.

2. Site Context.

Application Site and Surrounding Area.

2.1. The application site measures approximately 570 sq. m and comprises previously developed land currently used for storage and distribution (Use Class B8) under planning permission ref. H14-0873-15.

2.2. The application site is located to the southern side of Wardentree Lane and is bounded by Morrisons Supermarket to the east, and existing commercial uses to the south, west and north.

2.3. Figure 2.1 provides an aerial image of the application site and the submitted Site Location Plan details the full extent of the site for planning purposes.

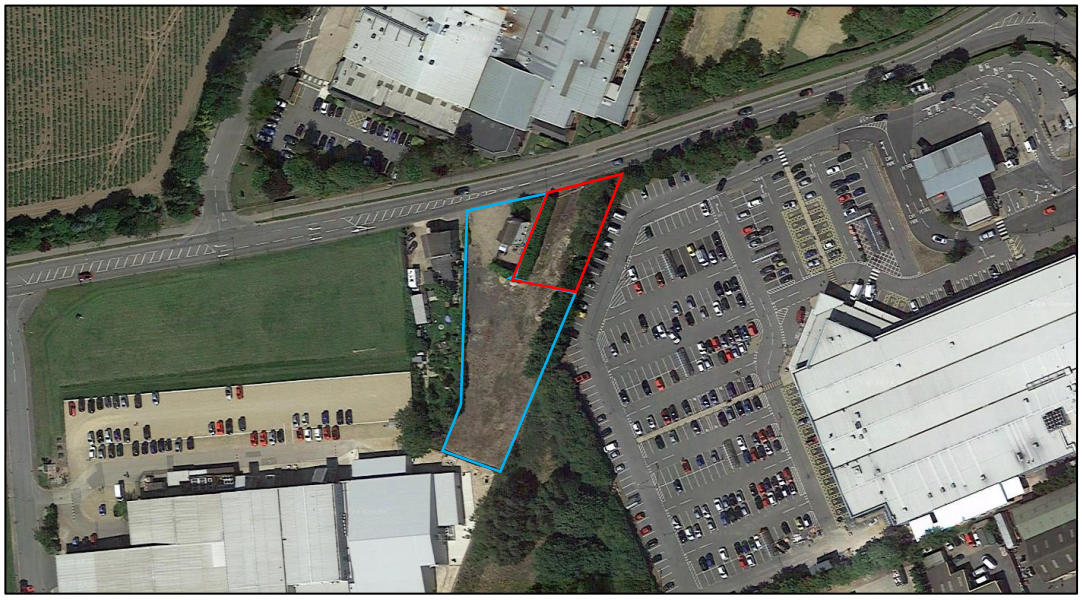


Figure 2.1: Aerial Image of Application Site.

2.4. The application site was granted planning permission in 2016 for storage and distribution (ref. H14-0873-15). As it exists, the site is in use for storage and distribution purposes as a container park.

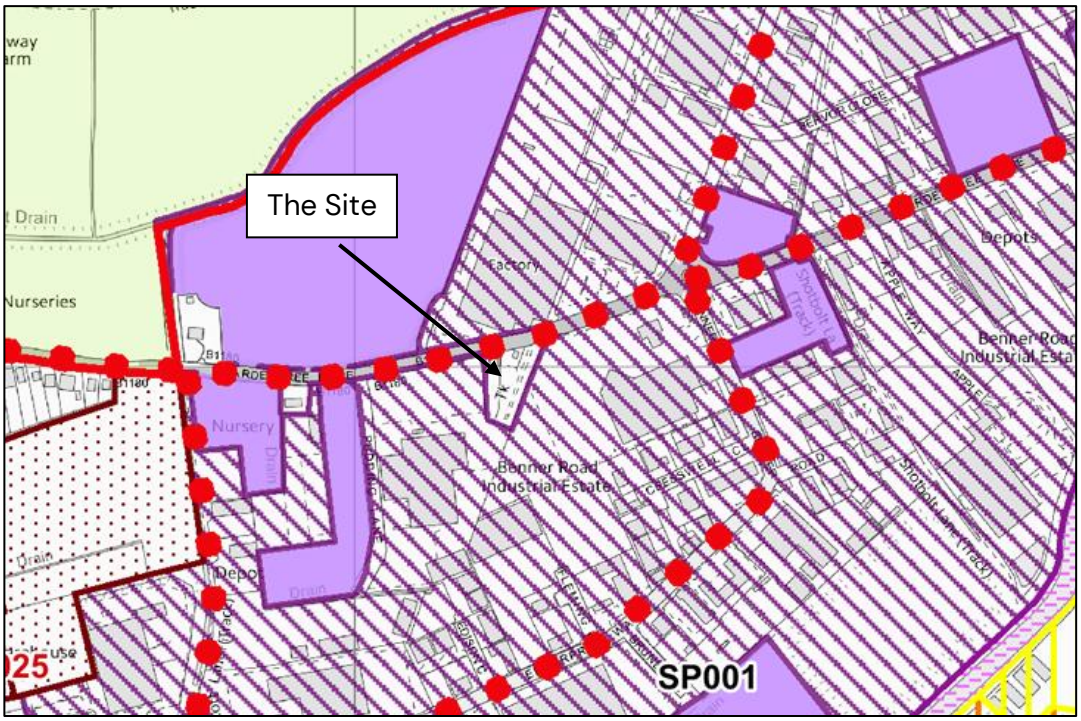
2.5. The Site is located to the south-east of Pinchbeck and north-east of Spalding. The Site is in an employment area.

Planning History.

2.6. The Site was granted full planning permission in 2016 for storage and distribution under planning permission ref. H14-0873-15. The Site is in use for storage and distribution purposes as a container storage site.

Site Constraints.

2.7. The site is located within the settlement boundary of Spalding & Pinchbeck. The site is surrounded by a designated existing main employment area as prescribed by Policy 7 of the South-East Lincolnshire Local Plan, but itself is not allocated for this use. Indeed, the site is not allocated for any use within the local plan.



2.8. The site does not contain any listed buildings and is not located within a conservation area. The site is also not located within the setting of any listed buildings or conservation areas.

2.9. The site is located within Flood Zone 3 and is therefore at the highest probability of flooding.

3. Proposed Development.

3.1. Full planning permission is sought for the following description of development:

Change of Use to Hand Car Wash (Sui Generis).

3.2. The proposed development comprises:

- Change of Use to Hand Car Wash (Sui Generis);
- 1 no. canopy measuring 10m wide, 5m deep, and 4m in height;
- Shipping container to be used as half office, half plant space for the storage of car washing paraphernalia including jet wash equipment and associated compressors, and vacuum hoovers contained; and,
- Drainage infrastructure;

3.3. Vehicles would enter the site via the existing dropped kerb access from Wardentree Lane. Vehicles will be guided by site employees into the hatched parking bays where vehicles will be covered in pre-cleaner and snow foam. Vehicles will be manoeuvred into the canopy area where the main contact wash (use of jet washers) will take place. Once this process has taken place, vehicles would manoeuvre to the drying, polishing and internal valeting area, before paying for the services adjacent the site office, and eventually leaving the site via the existing drop kerb egress onto Wardentree Lane.

3.4. The canopy features a light steel construction of column posts, fixed to a concrete base, with connected steel beams forming a canopy with a heavy-duty plastic cover. The elevations and roof plan of the canopy are provided within the submitted Canopy drawing.

3.5. The Proposed Site Plan illustrates space for up to 6 vehicles queuing to be washed, space for 2 vehicles to be jet washed, and space for 2 vehicles to be dried, polished and vacuumed.

3.6. The operators of the car wash use environmentally friendly products, and drainage interceptors would be installed within the site to avoid water contamination.

4. Planning Policy Context.

Statutory Development Plan.

4.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.

4.2. The Development Plan comprises the South-East Lincolnshire Local Plan East Lindsey Local Plan (adopted 2019).

4.3. Key relevant policies of the East Lindsey Local Plan (2018) are as follows:

- Policy 1: Spatial Strategy;
- Policy 2: Development Management;
- Policy 3: Design of New Development;
- Policy 4: Approach to Flood Risk; and,
- Policy 30: Pollution.

Other Material Considerations.

National Planning Policy Framework (2021).

4.4. National policy is set out within the National Planning Policy Framework (NPPF) 2023 which forms a material consideration in planning decisions.

4.5. The Revised Framework was published in December 2023 and sets out the Government's planning policies for England and how these are expected to be applied. Paragraph 3 confirms the Framework should be read as a whole.

4.6. The Framework contains policies to guide both plan making and individual planning decisions to ensure the planning system contributes towards the achievement of sustainable development. Paragraph 7 confirms that the prose of the planning system is to contribute towards the achievement of sustainable development, including the provision of homes.

4.7. Paragraph 8 recognises that achieving sustainable development requires the planning system to have three overarching objectives: an economic, social and environmental objective. These objectives are interdependent and need to be pursued in mutually supportive ways, to secure net gains across each of the different objectives. Notwithstanding this, there is no requirement to fulfil all three objectives to an equal extent and gains over one or two objectives can outweigh harm to the other objectives. The three objectives of the planning system are defined as follows:

- an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet

the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

- an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

4.8. Paragraph 9 states that planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

4.9. Paragraph 11 confirms that a presumption in favour of sustainable development is at the heart of the NPPF and for planning applications this means proposals for development conforming to the Development Plan should be approved without delay. Paragraph 11 states:

"*Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:*

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. *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*".

4.10. In the case of this development proposal, the sections of the NPPF that are most relevant are:

- Section 2: Achieving Sustainable Development;
- Section 4: Decision-making;
- Section 6: Building a strong, competitive economy;
- Section 8: Promoting healthy and safe communities;
- Section 9: Promoting sustainable transport;
- Section 11: Making effective use of land;
- Section 12: Achieving well-designed places; and,

- Section 14: Meeting the challenge of climate change, flooding and coastal change.

Planning Practice Guidance (PPG).

4.11. The PPG provides more detailed guidance to support and assist the interpretation and implementation of policies contained within the NPPF.

5. Planning Assessment.

Principle of Development.

5.1. The application seeks full planning permission for change of use of land used for storage and distribution purposes for the creation of a hand car wash facility at 117 Wardentree Lane.

5.2. Policy 1 of the local plan prescribes the spatial strategy for South-East Lincolnshire. It identifies Spalding and Pinchbeck as a sub-regional centre and main service centre, respectively. Sub-regional centres and main service centres are the most sustainable locations for development. Policy 1 supports development within these areas where it will support their roles as settlements.

5.3. The Site is located within the settlement boundary of Spalding & Pinchbeck and is therefore a sustainable location for growth. The development would provide an additional service/facility for residents of these settlements and will therefore support these settlements and the services, facilities and amenities that they provide for. On this basis, the development is considered to be acceptable in principle.

5.4. Furthermore, the Site is located within an employment area that sees an array of commercial and industrial uses. Whilst a sui generis use, a car wash is considered to be fully compatible in such areas. Indeed, an existing car wash is located at the Morrisons site, adjacent the application site. Overall, the proposed use of the site is compatible with the local area.

5.5. Overall, the site is considered to be suitable for the proposed use and would contribute towards achieving sustainable economic development whilst supporting local employment. Accordingly, the development is acceptable in principle.

5.6. Notwithstanding this, there are other material considerations including:

- Impacts to the Character and Appearance of the Surrounding Area;
- Amenity;
- Transport and Highways; and,
- Drainage.

These considerations are discussed over the following pages.

Impacts to the Character, Appearance and Amenity of the Surrounding Area.

5.7. The site is located within an existing employment area which accommodates numerous business and industrial uses. As mentioned previously, the proposed car wash is considered to be an appropriate use for the locality. Whilst it is not a business or industrial use, the use is complimentary to business and industrial areas owing to the service it provides and can therefore generally be expected to be found in such locations. Accordingly, the use assimilates effectively into the locality. The use is also employment generating and matches the existing use of this site in this respect.

5.8. In order to protect the amenity of the locality from spray associated with jet washers, a canopy is proposed which will contain spray from jet washers within the site and prevent it from impacting upon the surrounding area.

5.9. All equipment is low noise generating (below 55dB) in order to protect the amenity of the area from adverse noise impacts.

5.10. Overall, the development would assimilate into the locality effectively and would not generate any adverse impacts impacting upon the character, appearance or amenity of the area. it is not considered there would be any adverse impacts to the character and appearance of the locality.

Transport and Highways.

5.11. Access to and egress from the Site is via an existing dropped kerb located to the southern side of Wardentree Lane. Vehicles would enter the site via the existing dropped kerb access from Wardentree Lane. Vehicles will be guided by site employees into the hatched parking bays where vehicles will be covered in pre-cleaner and snow foam. Vehicles will be manoeuvred into the canopy area where the main contact wash (use of jet washers) will take place. Once this process has taken place, vehicles would manoeuvre to the drying, polishing and internal valeting area, before paying for the services adjacent the site office, and eventually leaving the site via the existing drop kerb egress onto Wardentree Lane. Employees of the site will act as guides for vehicles, instructing where cars will go to ensure the smooth operation of the site.

5.12. The TRICS database is an industry-standard collection of traffic counts and trip generation statistics for calculating trip rates at development sites. The TRICS database has been interrogated to find suitable data to assist in estimating the trip generation of the site and proposed development.

5.13. Although it is acknowledged that on-site surveys could provide an insight into the existing operations of the site, it would be difficult for surveys to highlight a typical day or not, whereas using TRICS takes averages from several similar sites across different days.

5.14. In order to derive reflective trip rates for the development, trip generation statistics within the 'Car Wash' (15-D) category of the TRICS database has been interrogated. To ensure that only trip generation statistics for comparable sites were used in calculation, the TRICS sites were filtered to the following criteria:

- Database version: 7.9.4;
- Survey type: All survey types;
- Size: All sizes;
- TRICS location type: 'Suburban Area' surveys;
- Regions: UK, excluding Ireland and Greater London sites;
- Weekday survey data only (exclusion of Saturday and Sunday surveys);
- Recent survey data only (exclusion of surveys undertaken prior to 01/01/2010); and;
- Exclusion of 2020/2021 surveys undertaken during the Covid-19 pandemic.

5.15. As there were less than 20 comparable sites (7 sites), mean trip rates (as weighed and calculate by the TRICS software) have been used to estimate the vehicle trip generation

of the development, in accordance with good practice guidelines (TCL, 2022). The estimated vehicle rates and generation shown in Table 1 below.

	AM Peak (08:00-09:00)		Development Peak (14:00-15:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rates (per bay)	0.800	0.433	3.467	3.833	1.367	1.700	26.282	26.777
Vehicle Trips (3 bays)	**2**	**1**	**10**	**11**	**4**	**5**	**78**	**79**

5.16. The trip generation projections indicate that the development is expected to generate up to 3 two-way vehicle movements during the AM (08:00-09:00) network peak hour, and 9 two-way vehicle movements during the PM (17:00-18:00) network peak hour, and 157 throughout the day. The development peak hour (14:00-15:00) resulted in 10 arrivals and 11 departures (21 two-way trips)

5.17. It should be noted that a significant proportion of the vehicle trips generated by the site are not expected to be 'new' to the local highway network, with a number of pass-by, diverted and transferred trips. No deduction to the above traffic generation has been made based on the following.

Pass-by & Diverted Trips:

- Given the location of the site on Wardentree Lane, and within a short detour from the A16 and Spalding Rd, it is considered that a number of vehicle trips attracted to the site would already be present on the highway network, travelling on the route for other purposes. It is expected that a relatively small proportion of visitors to the site would make a dedicated journey to the facility, instead combining the visit with other journey purposes along these routes.

Transferred Trips:

- It is recognised that vehicle trips to the car wash are unlikely to be 'new' to the wider highway network as the trips are likely to generally already occur on the network and serve alternative sites. Moreover, it could be expected that, by increasing the level of choice and providing a site that is closer (or more convenient) than existing facilities, the development could reduce the overall vehicle distance travelled in association with the trip purposes served at the site.

5.18. Based on the trip generation projections for the site, the development peak hour is expected to occur between 14:00 and 15:00 with up to 21 two-way trips projected (10 arrivals and 11 departures), which would equate to up to 11 vehicles being on-site during the development peak hour.

5.19. The car wash operates on a one-way route, with vehicles entering into the site from the north, circled around the site in a clockwise manner, before exiting at the northern point. There is provision for up to 6 cars to queue and be pre-washed, for up to 2 cars to be jet-washed, and for up to 2 cars to be dried, polished and vacuumed. As such, there is space for up to 10 vehicles on-site at any one time.

5.20. Whilst 10 spaces falls short of the up to 11 vehicles which can be expected on-site during the development peak hour, it is very unlikely that all 11 vehicles would arrive at the same time. Instead, these vehicles would be staggered throughout the peak hour. It is

estimated that the majority of vehicles would only be on-site for circa 10-15 minutes, so it is likely that there will only be between 3-4 vehicles on-site at any one time during the development peak hour. It is therefore considered that the provision for vehciles on-site is sufficient to ensure that the car wash would not affect the public roads in terms of queuing from the site.

5.21. Further, due to the nature of the business, it is unlikely that customers would wait in long queues for the car wash. Customers will want a quick in-out trip to the site. It is therefore considered that the number of vehicles that queue would be minimal. Therefore, the 10 car queuing space is unlikely to be filled, and will simply act as a buffer between the site and public highway.

5.22. Based on this assessment of traffic impact, it is considered that the site will not have any severe impact on the operation of the local highway network. Therefore the site is considered to be in accordance with the 'National Planning Policy Framework' (NPPF) which states that "development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe" (MHCLG, 2021).

Flood Risk & Drainage.

5.23. Policy 4 of the local plan relates to the Council's approach to flood risk. The Site is located within Flood Zone 3 and is therefore at the highest probability of flooding from rivers and the sea.

5.24. The Planning Practice Guidance provides a Flood Risk Vulnerability Classification Table which presents five categories of flood risk vulnerability with each category having a list of appropriate development uses. The classifications are: Essential infrastructure; Highly vulnerable development; More vulnerable development; Less vulnerable development; and Water compatible development. The PPG defines the Flood Risk Vulnerability and flood zone 'compatibility" as shown below; providing a matrix that confirms whether a proposed development type is appropriate within a particular flood risk zone.

Flood Zones	Flood Risk Vulnerability Classification				
	Essential infrastructure	Highly vulnerable	More vulnerable	Less vulnerable	Water compatible
Zone 1	✔	✔	✔	✔	✔
Zone 2	✔	Exception Test required	✔	✔	✔
Zone 3a †	Exception Test required †	X	Exception Test required	✔	✔
Zone 3b *	Exception Test required *	X	X	X	✔ *

Key:

✔ Exception test is not required

X Development should not be permitted

5.25. The development is considered to be a less vulnerable use and is located within Flood Zone 3a and is therefore acceptable in this location.

5.26. In terms of drainage, it is considered that details can be secured via planning conditions. However, drainage is likely to comprise drainage channels connected to interceptors. Interceptors will allow for any silt and sludge to settle out and for oil, fuel contaminates and other products to float on the surface. Water would then flow from the interceptors to a septic tank located on-site which consists of a holding/settling tank, served by a pumped system to the mains sewer. Notwithstanding these indicative details, full drainage details can be secured by condition.

Planning Assessment: Summary.

5.27. In summary, the principle of development has been demonstrated to be acceptable, and the application is accompanied by a number of supporting technical reports which demonstrate that there are no technical constraints which would prevent the carwash use from operating at the site and that the scheme will not result in any significant adverse impacts in accordance with local and national planning policy.

6. Conclusions.

6.1. This Planning Statement has been prepared by BG Planning in support of a full planning application for a change of use to hand car wash (Sui Generis) at 117 Wardentree Lane, Pinchbeck, Spalding, Ashby Road Business Park, Spilsby, PE11 3UF.

6.2. This report considers the proposal against the content of the Development Plan and other material considerations, including the Government's National Planning Policy Framework.

6.3. The Application Site is a sustainable location for development and is considered to be suitable for the proposed use which would contribute towards achieving sustainable economic development whilst supporting local employment. Accordingly, the development would meet the aims of Policy SP13 and Section of the NPPF which seeks to build a strong and competitive economy by supporting sustainable economic development.

6.4. This Statement and the submitted reports confirm that the development can be accommodated on-site without any unacceptable adverse impacts upon the character and appearance of the locality, residential amenity, transport and highways or drainage.

6.5. On the basis of the above, and those other matters considered in this statement, it is considered that the proposed development accords with the Development Plan and there are no material considerations to indicate otherwise. The Local Planning Authority is therefore respectfully requested to approve the application without delay.