

Anglia (UK) Ltd



Proposed Additional Self-Store Containers, Vehicle Storage, Enhanced Landscaped Earth Bund, Grounds Maintenance Building, Biodiversity Net Gain Planting and Relocation of Approved (Not Yet Erected) Radio Antenna
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Planning, Design and Access Statement

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town planning



landscape architecture



architecture

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1. INTRODUCTION

- 1.1. This Design and Access Statement has been prepared by Robert Doughty Consultancy Limited on behalf of Anglia (UK) Limited to accompany a full planning application for additional self-store containers, external vehicle storage, an enhanced landscaped earth bund, a grounds maintenance building, biodiversity net gain planting and the relocation of a radio antenna which although approved under an earlier grant of planning permission, has yet to be erected.
- 1.2. Planning permission has already been granted for the stationing of shipping containers on site (H14-0812-21 and H14-0836-23).
- 1.3. Due to ongoing demand, the applicant has decided to increase the number of containers available on site together with additional vehicle parking which partly replaces that lost as part of the implemented container storage areas. The proposed container storage area extends towards the eastern boundary of the site. The vehicle storage was shown as a possible area of expansion on planning permission H14-0869-20.
- 1.4. Both the container storage and vehicle storage lie within an area, the southern boundary for which is defined by an existing earth bund which is to be augmented and landscaped as part of the biodiversity net gain requirement for the development. The area has historically been used by the applicant as a motor cross track for personal use.
- 1.5. In addition, it is proposed to erect a single storey building from which the estate/grounds maintenance will be coordinated and associated machinery stored. This building will go in a corner along the northern boundary which is currently used as a secure compound. A radio antenna approved under planning permission H14-0941-19 has yet to be constructed and it is also proposed to 'relocate' this to the front (south east) of the proposed grounds maintenance building, further away from the northern boundary.
- 1.6. To the south of the landscaped bund and around the eastern, southern and western boundaries of the applicant's field, it is proposed to create the necessary planting to meet the statutory requirements for biodiversity net gain.

2. APPLICATION SITE AND SURROUNDINGS

- 2.1. The Anglia Business Centre comprises a collection of former buildings which were historically used for agriculture and as an abattoir. These have been extended and adapted over the years to meet the business demands of the applicant company and more recently a very successful self-store container business has been established and subsequently extended to meet demand.
- 2.2. The application site measures 2.697 ha.
- 2.3. The western section of the business complex is characterised by a staff car park that has a landscaped earth bund to the east and southern boundaries and a native hedge with tree planting to the Mill Green Road frontage, together with a concrete parking and turning area and the main office buildings beyond.
- 2.4. The eastern section of the complex is characterised by a fenced, hard-surfaced compound for the storage of vehicles and containers approved under planning permissions H14-0812-21, H14-0295-22 and H14-0836-23.
- 2.5. All the administration buildings on the complex are finished in painted render and vary in height from single storey to two-storey, all with pitched roofs. The more modern workshop buildings are clad in green plastic-coated metal profile sheeting and resemble agricultural stores. The existing and proposed shipping containers are all new and are painted green as shown below.



- 2.6. Opposite the application site to the north side of Mill Green Road on the Fengate Road junction, there is a former horticultural/agricultural business and to the north of the site fronting Mill Green Road there are semi-detached, two storey dwellings with long rear gardens.
- 2.7. Access to the storage area is via an existing gated driveway off Mill Green Road.

3. PLANNING POLICY

THE DEVELOPMENT PLAN

South East Lincolnshire Local Plan

- 3.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that, "If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."
- 3.2. The development plan consists of the South East Lincolnshire Local Plan (the 'Local Plan') and those policies considered relevant for the proposal are set out below.
- 3.3. Policy 1 – 'Spatial Strategy' outlines the areas where development should be directed, where Pinchbeck is identified as a Main Service Centre. This proposal would help Pinchbeck fulfil its role as a Main Service Centre by creating local employment opportunities within the settlement.
- 3.4. Policy 2 – 'Development Management' states the Council will support proposals where they meet the sustainable development considerations. This development meets all of the appropriate criteria set out in this policy.
- 3.5. Policy 3 – 'Design of New Development' requires all development to incorporate a design and layout which is inclusive and appropriate to its setting. This proposal will allow a successful business to expand and, in doing so, the additional vehicle storage area will enable the company to provide on-site capacity that is not available elsewhere.
- 3.6. Policy 4 – 'Approach to Flood Risk' states that development proposed within areas at risk of flooding will be permitted where they meet a number of criteria. The proposal cannot be located elsewhere as it is in line with current operations on site and is supported by a Flood Risk Assessment which demonstrates the development is safe from flooding and does not increase the risk of flooding elsewhere.
- 3.7. Policy 7 – 'Improving South East Lincolnshire's Employment Land Portfolio' indicates the Council will support the extension of existing businesses outside the allocated employment sites where buildings are re-used where possible and they meet a number of criteria. This proposal

has been designed to ensure there are no adverse impacts on the character and appearance of the area or on the local highway network and so that it does not conflict with neighbouring land uses.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

3.8. The National Planning Policy Framework (the "NPPF") sets out Central Government's planning policies for England and how these are expected to be applied. The NPPF was most recently updated on 5th September 2023.

3.9. Paragraph 8 in section 2 of the NPPF confirms the commitment to sustainable development based on three dimensions:

"a) **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;

b) **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 a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

3.10. This is followed by a commitment to a presumption in favour of sustainable development and at paragraph 11,

"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.”

3.11. Paragraph 38 confirms this to be the case stating decision makers at every level should seek to approve applications for sustainable development where possible.

3.12. The NPPF commits to supporting a prosperous rural economy. Paragraph 88 states planning policies and decisions should enable,

“a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;

b) the development and diversification of agricultural and other land-based rural businesses;

c) sustainable rural tourism and leisure developments which respect the character of the countryside; and

d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.”

3.13. Paragraph 89 confirms the commitment to rural areas stating,

“Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport... The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.”

4. DESIGN AND ACCESS

Use

- 4.1. Anglia (UK) Limited has been operating from the Mill Green Road site for many years and is a well-established local employer.
- 4.2. At the north eastern extent of the site it is proposed to extend the existing self-store container area up to the eastern boundary. The containers are used by the public for both long-term and short-term storage. The existing facilities have proven to be very popular providing an efficient and cost-effective way of providing secure and weather-proof storage solutions for the individual and small business. The containers are all new when delivered to site and are painted green and are located behind the existing planting that delineates the northern boundary.
- 4.3. The containers are used by a range of individuals and small businesses from the 'man with a van' type removal company to private individuals who wish to store household belongings and who might not visit the site for months on end while living abroad.
- 4.4. The building is required to store machinery used as part of the ongoing maintenance of the premises including the grassland area and landscaping to the south of the main complex. This building is being purchased from another site and will be re-erected and represents a sustainable re-use of an existing building.
- 4.5. As a result of the new building described above, it is proposed to 'relocate' the as yet to be erected radio antenna to the south of the proposed building described above. The antenna is required to ensure business continuity in the event that there is a telecommunications problem that necessitates the business having to use its back-up facility on another site in Spalding. The principle of the antenna has already been accepted and there is an implemented permission (which included the antenna) to erect it should this application be unsuccessful.
- 4.6. The expansion of the existing business is acceptable in principle under Local Plan Policy 7, subject to issues relating to environmental impact, traffic movement and intrusion into the open countryside being addressed.

Landscaping

- 4.7. The self-store containers will be located adjacent to the mature boundary planting on the northern boundary of the vehicle storage area. The containers face south, away from the northern boundary. To the south of the containers, it is proposed to store vehicles which are routinely collected and brought back to the complex as part of the applicant's core business. The southern boundary of the vehicle storage area is characterised by an existing earth bund which will be enhanced such that the proposed storage will be unseen from beyond the land in the applicant's ownership. In addition to the earth bund, a significant planting belt will be created beyond the storage area which represents the required post-development enhancement of the biodiversity, lost as a result of the development.

Appearance

- 4.8. The self-store containers are painted green to match the existing ones and the newer storage and workshop buildings on site. The proposed maintenance building is being reused from another site and is already the same colour as the other buildings on the application site.
- 4.9. The proposed maintenance building measures 15.2m long, 12.2m deep, 3.1m to the eaves and 4.3m to the ridge.
- 4.10. An antenna will be 'relocated' to the south east of the proposed building. The structure is a lattice type design and will be 30m high and is identical to that previously approved.

Transport and access

- 4.11. Access to the additional self-store containers will be via the existing track along the northern boundary of the site. There is a coded security card entry system allowing access to the container area and therefore it is possible to provide an accurate picture of movements into the site. This area is kept separate from the vehicle storage space and main site for security reasons using temporary fencing that is currently used for the same purpose elsewhere on the premises.
- 4.12. On average, there is one visit per 8 containers each day which would therefore result in an increase of 11 vehicle movements (11 in and 11 out) each day over and above the existing movements, which is

probability less than the daily fluctuation of movements along Mill Green Road in any one day.

- 4.13. The proposed vehicle storage area is essentially that which has been approved in the past but has been partly eroded by the land now used for the storage containers. The vehicles are not driven to the site under their own power but are brought to the site onboard the existing 20 transporters (plus trailers) currently operated by the company. The transporters leave the site each day and return in the evening, some will bring vehicles back to the site and some will return empty. Equally, some transporters will leave the site in the morning to deliver vehicles to customers and some will leave empty to pick up vehicles from other locations around the country.



One of the small transporters (plus trailer)

- 4.14. Overall, there will be an imperceptible impact in traffic terms; vehicular movements for this element of the proposal will not change, it is simply the ability to enable vehicles to be stored on site that will differ.

Ecology and Biodiversity

- 4.15. The application site (where the containers and vehicle storage will take place) was used for many years as an all-terrain vehicle race track for the applicant, his family and friends. The land had a number of earth jumps and berms and the land was generally covered in weeds around

the outside of the earth track. This will be lost as a result of the proposal and therefore there is the need to replace and enhance the biodiversity on site and a comprehensive planting scheme is proposed which has been informed through the use of the latest DEFRA metric. Accordingly, the proposal includes the necessary 10% post-development enhancement.

5. CONCLUSIONS

- 5.1. Anglia (UK) Limited is a successful nation-wide business that has operated from the application site for many years and has successfully expanded the existing business and has diversified within the existing complex to meet local demand for small-scale storage and this demand continues to grow.
- 5.2. The containers will be brought to site in batches to keep ahead of demand and not brought to site all in one go.
- 5.3. There is no impact arising from the existing level of storage on site and the additional containers proposed here will have an equally soft touch on the landscape and their infrequent use will go largely unnoticed.
- 5.4. Vehicle collection and storage using the applicant company's own fleet of transporters plus trailers has always been at the heart of the business operation. This latest proposal will allow for vehicles to be stored on site for a period of time when they are essentially between customers. The vehicles are valeted on site using the existing facilities, as they are at present.
- 5.5. There will be no detrimental impacts on the local road network as the current fleet of transporters already leave the site in the morning and return each evening. No members of the public visit the site to view or buy vehicles as all vehicles are sold via online trading sites and this will continue.
- 5.6. The application is supported by a Flood Risk Assessment, prepared in accordance with the NPPF. The report concludes that the development is safe from flooding.
- 5.7. The proposal accords with both local and national planning policies and is acceptable in all other respects.

A design consultancy specialising in
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