

Anglia (UK) Ltd

rdc
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Consultancy

Proposed Manager's Accommodation and Access Track
(to Replace that Approved Under Planning Permission
H14-0869-20), Two Storey Office Building, New Storage
Building and Stationing of 30 Self-Store Containers.
Mill Green Road, Pinchbeck, Lincolnshire

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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 the redesign of the manager's dwelling and access track approved as part of planning permission H14-0869-20, the erection of a new two storey office building on the site of an existing workshop, a new small storage building and the stationing of 30 self-store shipping containers. Planning permission for a workshop extension, telecommunications mast and vehicle storage was also approved under planning permission H14-0941-19 and these elements of that consent have been implemented by virtue of the vehicle storage and workshop extension being completed, following the discharge of the relevant planning conditions.
- 1.2. The applicant has decided to redesign the approved bungalow which in turn has had a small knock-on impact on the location of the proposed access road and the vehicle turning area the new access road has been redesigned to provide a better turning geometry. A small storage building will be located adjacent to the vehicle turning area to provide an inspection and valeting point for incoming vehicles.
- 1.3. The new redesigned dwelling incorporates enlarged facilities accepting vehicle deliveries and for managing the overall business needs of the complex.
- 1.4. A new office building represents the first investment in new-build office accommodation (as opposed to refurbishment of existing floorspace) on the site.
- 1.5. Anglia (UK) Limited 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.
- 1.6. The existing site has grown and been adapted (it was historically built as an abattoir) over the years to meet the demands of the growing business, which now employs some 45 people who work each day at the Mill Green Road site, plus another 40 who work from the site but do not need to visit it each day as they might go straight from home out to pick up a vehicle. There are a further 40 people who are located around the

country and who do need to visit the Mill Green Road site infrequently to attend training sessions.

- 1.7. As a result of the continuing success of the business coupled with the need to run flexibly, which has been highlighted throughout the pandemic, a very small part of the area which is used for vehicle storage is proposed to be used to station 30 self-store shipping containers for use by the general public.
- 1.8. The application is supported by a Flood Risk Assessment, prepared in accordance with the National Planning Policy Framework. The report concludes that the development is safe from flooding and there will be no impact arising from surface water run-off to adjacent land uses or users.
- 1.9. A ground investigation report is also submitted as part of the application, and this was carried out with regard to the location of the managers accommodation and was prepared for the previous planning permission.

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 new workshop and storage buildings have been erected.
- 2.2. The application site measures 3.57 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 approved under planning permission H14-0869-20. Further to the east there is the remainder of an all-terrain vehicle racing track used by the applicant for the occasional race meeting and for practice.
- 2.5. The applicant company owns land to the south of the application site, which is in agricultural use and where some landscaping has been carried out in light of the extant permissions in place.
- 2.6. All the administration buildings on the complex are 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.
- 2.7. Opposite the application site to the north side of Mill Green Road on the Fengate Road junction, there is an existing 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.

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 20th July 2021.

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 84 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 85 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. The expansion of existing businesses 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.
- 4.3. The proposed dwelling will essentially replace that approved under planning permission H14-0941-19 and H14-0869-20. The need for this accommodation has been proven under the extant permissions and that, in turn, replaced temporary accommodation that has been on site for a number of years in one form or another. It has now been decided that the company owner will occupy the dwelling and oversee the running of the business, so the design and size of the building has been revisited. Informal pre-application advice was sought from the local planning authority, and it was concluded that the principle of a larger bungalow would be appropriate subject to the criteria set out on the planning application form.
- 4.4. The proposed manager's accommodation consists of a detached dwelling measuring 3.83m (max) to the eaves and 6.72m (max) to the ridge and this incorporates a slightly larger reception area for the delivery of vehicles to the storage compound coupled with the ability to deal with out of hours operational issues considered in depth in previous permissions.
- 4.5. The approved access track to the vehicle storage area will be changed slightly in so far as the design of the turning area at the eastern end has been amended and this will allow better use of a proposed small storage building where vehicles can be stored while they undergo initial inspection prior to be parked in the approved storage area.
- 4.6. The proposed office building represents the first significant investment in new office floorspace on the site. Historically, the company has had to make do with the repurposing the old buildings on site but this has always represented a compromise. The applicant company does deal with a number of high-profile international companies and the decision

has now been taken to provide some more up to date facilities which will enable more efficient training to be carried out with agents and also to enable better welfare facilities for existing staff.

- 4.7. At the very northern extent of the existing vehicle storage area, it is also proposed to station 30 self-store shipping containers for use by the public for both long-term and short-term storage. These facilities are becoming increasingly popular in a number of locations and represent an efficient and cost-effective way of providing secure and weather-proof storage solutions for the individual and small business. The containers are painted green and are located on a small percentage of the existing parking area and will simply be placed on the existing stoned area. By their very nature, such storage uses are very low key. They can range from the small business such as 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.

Landscaping

- 4.8. 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 these have matured well.
- 4.9. The Mill Green Road frontage provides the main public vista.
- 4.10. The southern boundary of the site is more open, but the applicant has started to plant trees of his own volition to screen the complex. 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. The entire facility exhibits a number of buildings with varying roofs heights and materials. The proposed office building is located towards the northern edge of the site but well within the existing business curtilage. The small storage building will be largely obscured by the proposed bungalow and will have the backdrop of the existing complex. The proposed bungalow will be viewed against the existing complex, and it is proposed to plant further landscaping to reduce further any public views of the site.
- 4.11. The self-store containers will be located adjacent to the mature hedge on the northern boundary of the vehicle storage area and the containers themselves will be no higher than a transit van or similar that are routinely stored in the existing area. To the south of the storage area is

the earth bund approved under planning permission H14-0869-20. There will be no visual impact arising from the stationing of the containers.

Appearance

- 4.12. Materials for the proposed manager's accommodation are yet to be chosen, however, a photo realistic mock-up of the proposal demonstrates what the completed dwelling is expected to look like.
- 4.13. The office building will be constructed using metal profile sheeting in green to match the more recent workshop buildings in the complex.
- 4.14. The self-store containers will be painted green.

Access

- 4.15. 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.
- 4.16. It is anticipated that there will be approximately ten additional staff created as a result of the proposals.
- 4.17. Access to the self-store containers will be via the existing track along the northern boundary of the site, and there will be a coded entry system allowing access to the container area which will be separated by temporary fencing from the vehicle storage area. Vehicle numbers will be low and probably lower than were the area dedicated to the containers continued to be used for vehicles storage.

5. CONCLUSIONS

- 5.1. Anglia (UK) Limited is a successful nation-wide business that has operated from the application site for many years and is now looking to invest in new office space for its existing operation. The previously approved manager's accommodation has been redesigned and will be located slightly further south. A small storage building almost identical to another one on site will be located adjacent to the vehicle reception area. A small self-store facility adds to the offer on site but one that has no impact on either the existing business or the general character of the area.
- 5.2. This proposal will help support the local economy by providing additional employment opportunities.
- 5.3. The proposed manager's accommodation will be used solely for that purposed and it is accepted that the original occupancy condition will be reimposed.
- 5.4. 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 and there will be no impact arising from surface water run-off to adjacent land uses or users.
- 5.5. A Ground Investigation Report carried out for the previous application is included with this latest application.
- 5.6. The proposal accords with both local and national planning policies and is acceptable in all other respects.

A design consultancy specialising in
Town and Country Planning,
Landscape Architecture and
Architecture