

**Anglia UK Ltd**

**rdc**  
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Proposed Manager's Accommodation (to Replace that  
Approved Under Planning Permission H14-0941-19),  
Construction of New Access Track and Use of Land for  
Vehicle Storage.

Mill Green Road, Pinchbeck, Lincolnshire

Planning, Design and Access Statement

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town planning



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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 repositioning of a manager's dwelling approved as part of planning permission H14-0941-19, the construction of a new access track and the use of land for vehicle storage. 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 taking place following the discharge of the relevant planning conditions. Due to the need to provide a new access track for the vehicle storage, it has become necessary to move the proposed manager's bungalow and, because the new location falls outside the red line of the original permission, a new application is required.
- 1.2. Anglia UK Ltd 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.
- 1.3. The existing site has grown and been adapted 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 not need to visit the Mill Green Road site.
- 1.4. As a result of the businesses success and, in particular, the need to temporarily store vehicles due to the coronavirus pandemic, additional vehicle storage is needed and it is proposed to locate this on an existing all-terrain vehicle racing dirt track. A new access track will be constructed along the southern edge of the existing complex, as there is no other location for it having regard to the existing residential development to the north.

- 1.5. 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.
- 1.6. A ground investigation report is also submitted as part of the application.

## **2. APPLICATION SITE AND SURROUNDINGS**

- 2.1. The Anglia Business Centre comprises a collection of former agricultural buildings, which have been extended and adapted over the years to meet the needs of the applicant company.
- 2.2. The application site measures 1.56ha.
- 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 secure compound for the storage of vehicles approved under planning permission H14-0941-19. There is an all-terrain vehicle racing track, mentioned earlier in this report, where the new vehicle storage compound will be formed.
- 2.5. The applicant company owns land to the south of the application site, which is in agricultural use.
- 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. Planning permission has also been granted for a two-storey office building, but this has not yet been constructed.
- 2.8. 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 South East Lincolnshire Local Plan (the 'Local Plan') was formally adopted in March 2019, therefore, forms the Development Plan for the purposes of this application. 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.

- 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 wherever possible.
- 3.12. The NPPF commits to supporting a prosperous rural economy. Paragraph 83 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 84 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 Ltd has been operating from the Mill Green Road site for many years and is a well-established local employer. As a result of the coronavirus pandemic, there is now a need to extend their existing vehicle storage. The process of collecting vehicles from customers operates as follows:-

- Anglia collects the vehicle from customer at the end of the lease/finance period and it is brought back to the site, where the vehicle is appraised, inspected and valeted to a retail standard.
- The vehicle is then photographed and posted onto a marketing website with the various condition grades.
- Vehicles are sold via an online web portal within a 20 day marketing window, with no customers allowed on site to look at the vehicle as the whole process takes place online.
- Once the vehicle is sold, Anglia deliver it to the purchaser.
- The average timeframe for this process in its entirety is around 22 days.

4.2. The coronavirus pandemic closed vehicle auctions around the country, which had the impact of large vehicle storage sites, such as Bruntingthorpe airfield in Leicestershire, becoming full of vehicles (25,000) very quickly. Other sites were blocked booked by larger organisations leaving Anglia UK with no option other than to temporarily store in excess of 600 vehicles on the agricultural field to the south of the main business complex. In response to the current trading conditions and with one eye on ensuring the business is resilient post-COVID, additional vehicle storage is now required at the complex.

4.3. The Design and Access Statement submitted as part of the 2019 application set out the following as a description of the change in the buying habits of the people in the UK.

"Over the past 3 to 5 years there has been a change in the buying behaviour of customers purchasing new vehicles in the United Kingdom. There has been a significant shift towards the use of personal contract plans (PCP) to finance new and nearly new vehicles. Several studies suggest that this demand is set to continue as consumers shift towards a rental model for homes, mobile phones and more recently, vehicles.

A Personal Contract Plan (PCP) involves the customer renting the vehicle for a three-year period with an option to either buy or return the vehicle at the end of the agreement. The upfront payments to enter into such an agreement are much lower than typical Hire Purchase as are the monthly rentals. Essentially, customers are simply repaying depreciation and interest during the course of the agreement. This allows customers who typically may not have been able to afford a new vehicle with traditional finance, the ability to operate a new vehicle with the option to purchase it at the end of the agreement. Around 60% of customers choose to purchase their vehicle at the end of the period with the remaining 40% going back into the used market.

The uptake of PCP contracts over the past five years has been significant with PCP volumes now representing 80.3% of the marketplace for finance on new vehicles during 2017. As the market matures, this has led to a large number of vehicles being returned at the end of the contract plans creating a challenge for remarketing departments to ensure they realise full value of these vehicles on behalf of the finance companies.

Historically, end of contract vehicles used to go to a physical auction site at one of a number of auctions up and down the country. However, as the number of vehicles concerned increases, the prices achieved start to fall as supply outstrips demand. In order to control the supply of vehicles to the market, funders over the past few years have started to store vehicles and then drip feed them into remarketing centres over a period of time. This has paid dividends as used vehicle supply can then be controlled to meet market demand allowing them to achieve a far better price at sale. This process is now starting to evolve with the requirement for discrete storage becoming ever more significant.

Large physical remarketing centres are becoming less attractive to lenders due to the fact that the potential buyers are well aware that there is a compound of similar make and models in plain sight which potential trade purchasers then become aware will come to market at some point – normally perceived to be in the near future. Again, this has a material impact on price. Over the past few years solutions have been sought to remarket vehicles via online methods from smaller more discreet locations where the purchaser does not visit the site. This type of remarketing allows for much more control as the customer views online images of the vehicle and purchases them via a web portal, never physically viewing any vehicles. This virtual remarketing process has become an established method of trade purchase and remarketing and demand continues to grow. As a result, the demand for Anglia's services to collect and deliver vehicles is ever increasing."

- 4.4. 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.
- 4.5. The proposed dwelling will essentially replace that approved under planning permission H14-0941-19. The need for this accommodation has been proven under the extant permission and that, in turn, replaced temporary accommodation that has been on site for in excess of 11 years in one form or another.
- 4.6. The proposed manager's accommodation consists of a detached dwelling measuring 2.7m to the eaves and 6.0m to the ridge.
- 4.7. The proposed access track will allow vehicles to be brought into the site without having to drive through the existing complex in both directions. The vehicles will be brought into the site along the new track and then unloaded before the transporting vehicle drives around the turning area before leaving the site. This arrangement obviates the need for vehicles and trailers having to reverse, which reduces land-take and also makes managing the comings and goings from the manager's accommodation more efficient.
- 4.8. The manger's accommodation has been relocated so as to be sited at the entrance into the existing area and that for the proposed extension to the vehicle storage area.

### **Landscaping**

- 4.9. 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 are now maturing.
- 4.10. The Mill Green Road frontage provides the main public vista.
- 4.11. The southern boundary is more open, but 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 on the horizon. The proposed access track will be constructed to the south of an existing line of trees and accordingly, a new line of trees will be planted and we have provided a schedule for this. To the east of the new manager's dwelling, an earth bund with planting in front will serve to obscure what little views into the site there are.

## **Appearance**

4.12. Materials for the proposed manager's accommodation consist of red clay brick and timber cladding to the exterior walls, tiled roof and grey aluminium window and door frames, as shown on the proposed drawings.

## **Access**

4.13. 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.

4.14. The proposed access track and vehicle storage track will have a gravel surface and there will be security fencing to the boundaries of the storage area.

4.15. New vehicles to be sold and delivered will arrive and leave on the back of the applicant company's trucks, which currently leave and return empty 70% of the time and already operate from site.

4.16. Anglia currently operate 20 two-car transporters, which leave the site in the mornings and return in the evenings, allowing for a total number of 80 vehicle arrivals and departures each day. The breakdown of traffic movements is:

- Currently, approximately 5 of the transporters arrive and leave loaded, as the vehicles are collected and left elsewhere (10 arrivals and 10 departures).
- The remaining 15 transporters normally arrive and leave empty (they go out to pick up a vehicle and then take it somewhere else rather than bringing it back to site), leading to an additional 60 vehicle movements (30 arrivals and 30 departures) with no increased impact to traffic movements to and from site.

4.17. There are three possible routes to the site: Mill Green Road (from Pinchbeck village), Fengate Road and Mill Green Road through to Pode Hole. The traffic visiting the site is, therefore, effectively 'diluted' across these three routes.

- 4.18. The extra vehicle storage area will allow for vehicles to be stored for longer periods and to provide a buffer in the event of unprecedented events.

## **5. CONCLUSIONS**

- 5.1. Anglia UK Ltd is a successful nation-wide business that has operated from the application site for many years and is now looking to add capacity for the storage of vehicles on site, as a way to provide business resilience in the wake of the coronavirus pandemic. The previously approved manager's accommodation needs to be moved to allow for this change on site.
- 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 purpose.
- 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.

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