DT ARCHITECTS

DESIGN AND ACCESS STATEMENT

Proposed Extension to Industrial Warehouse
Pudding Lane
Pinchbeck
Spalding
Lincolnshire
UK
PE11 3TJ

ISSUE HISTORY

Issue	Note	Date
P02	Planning Application Submission Report	05.09.18
P01	Draft Planning Application Submission Report	21.08.18

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1.0

INTRODUCTION

1.1

Executive Summary

This design and access statement relates to the construction of two additional vehicle loading bays at Warehouse and Distribution Dept of J O Sims in Spalding.

DT Architects have been appointed by J O Sims to prepare a suitable proposal that reflects the nature of the existing buildings on site and is agreeable in planning terms.

Statement of Requirement

As a result of the companies recent growth in certain sectors of the fruit and nut industry, the current site is now not adequate in size to service the number of goods vehicles that are required. To maintain the higher level of operations, it is proposed that the two new vehicle loading bays are constructed.

This proposal is based on an understanding of the site context, constraints and any relevant planning history.

1.2

Professional Team

Clients

J O Sims Ltd

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Architects

DT Architects

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Topographic Surveyor

Associated Surveying Consultants

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Huntingdon St
Saint Neots
PE19 1DU

Consulting Engineers

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Cross St
Peterborough
PE1 1XA

2.0

SITE APPRAISAL

2.1

Site Location

The application site is located to the northern periphery of the town of Spalding in Lincolnshire. Spalding is a market town with a population of approximately 28,000. In terms of South Holland District Council, it is considered to be a 'Main Town' where the focus of any future development will be located. It lies 20 miles to the North of Peterborough and is access via the A16 which runs to both the North and South of the town.

More specifically, the application site sits within an existing large industrial development area that bridges between Spalding and Pinchbeck to the north. Due to its proximity to many rural enterprises, Spalding also provides a very distinctive role as a sub-regional hub for the food processing, agricultural and horticultural sectors. As a result, a number of simlar businesses are located within the area.

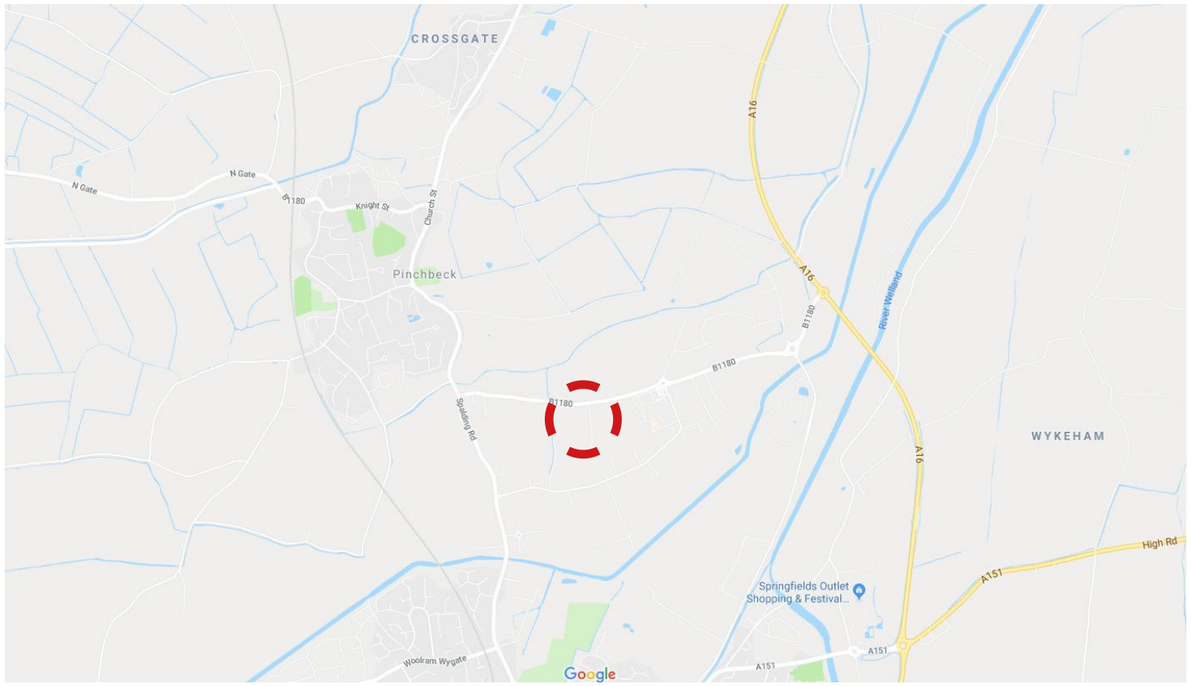


Figure 1 : Site Position Map, base taken from Google Maps UK

2.2

Site Analysis



Figure 2 : Extent of application site and development area (base image taken from Google Maps UK)

Accessed via Puddling Lane, off the B1180, the site consists of a large industrial style distribution building which is surrounded by areas of hardstanding and parking bays. A large Morrisons supermarket sits on the adjacent site to the East while a number of other industrial units are located on the site to the West and South.

SITE KEY:

1. Entrance to Pudding Lane off B1180

2. Main Entrance to J O Sims Ltd

3. Location of Proposed Extension

4. Morrisons Superstore

5. Greencore Food-To-Go

6. Bush Commerical

7. Proposed new Concrete Yard Area

2.3

Site Photographs



Photo 1 : View of the existing building from Pudding Lane.



Photo 2: View of existing loading bays.



Photo 3 : Internal view of existing loading bays.



Photo 4 : View of the existing site from B1180

2.0
SITE APPRAISAL

2.5

Planning History

The site has been subject to two previous applications which requested permission to extend the distribution centre and remove an existing railway embankment. Both applications were in 1995 and subsequently approved allowing the business to continue growing.

H14-0948-95 - Extension to existing distribution centre.

H14-1083-95 - Extension to existing distribution centre and removal of disused railway embankment.

2.6

Relevant Planning Policy

South Holland District Council is currently producing a new Local Plan jointly with Boston Borough Council and Lincolnshire County Council. The proposed new plan is designed to run until 2031 and is expected to come into force during 2018. Until such time the existing Local plan 2006 remains relevant and has been referenced when making this proposal. Below are listed a number of key relevant policies to which this application has sought to adhere to

Policy EC1 - Major Employment Areas - Sites Allocated for Employment Use

Within the major employment areas listed below and shown on the proposals map planning permission will be granted for employment uses:
1) Spalding (106 hectares) - land off Wardentree Lane and Spalding Road (Pinchbeck) and off West Marsh Road.

provided that access and highway considerations are satisfactory and that the amenity of any nearby properties can be adequately protected.

Policy EC3 - Existing Employment Areas/Premises

Proposals for new development, redevelopment and changes of use for employment uses within existing employment curtilages and / or proposals for the expansion of existing employment undertakings will be permitted provided they are acceptable in terms of environmental impact, the level of traffic movement and intrusion into the open countryside.

Policy SG2 - Distribution of Development

All proposals for development must be located having regard to sustainable development principles. They should:
1) adopt a sequential approach which gives priority to the use of previously developed land and buildings within defined settlement limits, then to greenfield land within defined settlement limits and finally to land adjacent to defined settlement limits;

Policy SG3 - Settlement Hierarchy

For the purposes of controlling and regulating development, and also to reflect the wider functions of settlements the following hierarchy will be applied:
1) Main Town – Spalding
Spalding is defined as the District's principal urban settlement. It will be the main location for new development.

Policy SG20 - Extensions and Alterations to Existing Buildings

The extension and alteration of existing buildings will be permitted subject to the following criteria.
In the case of extensions:-
1) the scale, design and materials of construction of the extension would not adversely alter the appearance of the building, its visual and architectural relationship with adjoining development or the character of the area;
2) the extension would not materially harm the amenity of adjacent residents by reason of overlooking, overshadowing or loss of light;
3) the operational car parking needs of the development would continue to be met;

3.0
DESIGN PROPOSAL

3.1

Use

The existing site is used as a warehouse/distribution centre. The proposed development is a modest extension to this existing use and will provide two additional loading bays for heavy goods vehicles as well as additional storage area within the buildings.

3.2

Layout

It is proposed that the site layout will remain largely the same. The area of harstanding allocated for the proposed new loading bays is currenly used as external storage. This storage is to be relocated to ensure adequate turning and parking is provided for the additional heavy goods vehicles.

Internally, the layout is to be a large open plan space allowing for flexibility of storage and adequate manoeuvrability of forklifts.

3.3

Access - Pedestrian and Vehicular

The access arrangements to and within the site are to remain the same as existing. Two additional sloped HGV parking bays are proposed to the front of the new building to allow for safe and efficient loading while a new pedestrian access stair is also to be installed to provide safe access into the loading area.

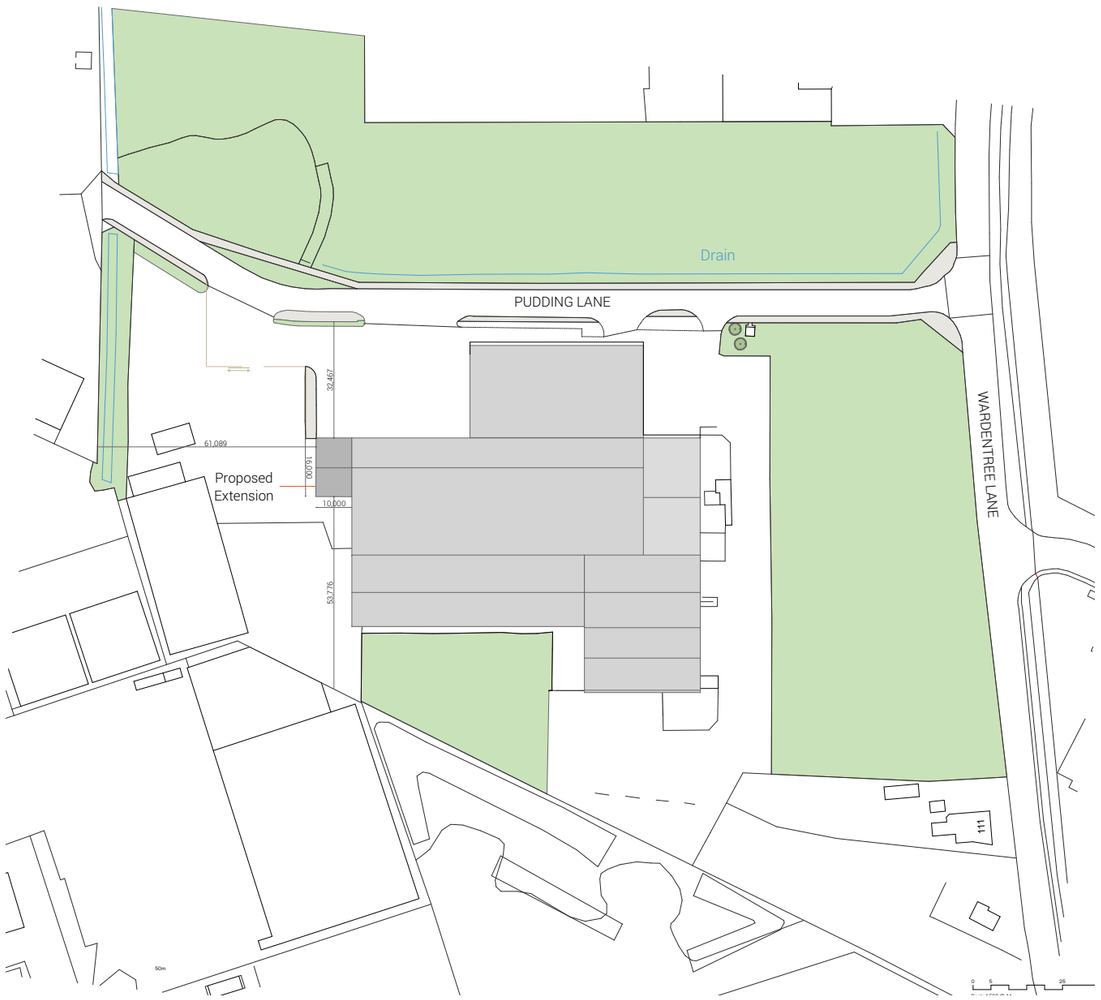


Figure 8 : Proposed Site Plan

3.0

DESIGN PROPOSAL

3.4

Size and Scale

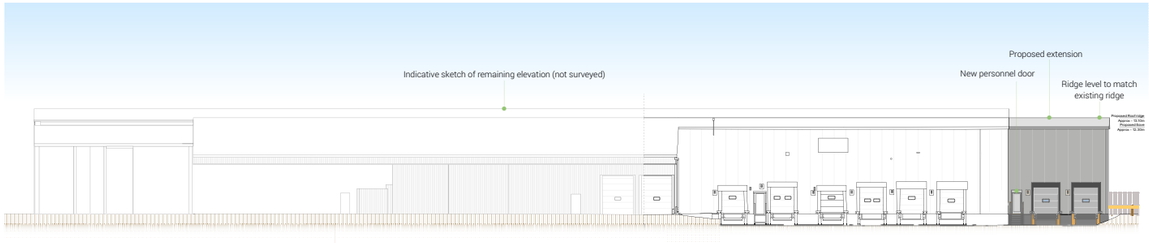
The proposed extension to the existing depot has been designed to follow the existing buiding in terms of both size and scale. The two additional loading bays will align with the layout of the existing bays and meet the required space standards to ensure adequate space for reversing and parking. It is proposed that the overall legnth of the proposed extension is to be 16m and the width to be 10m.

In terms of massing, the proposed extension will follow the dimensions of the existing loading bays. The ridge height of approximately 13m will be retained and the shallow pitched roof will be continued. An offset pitched roof will be continued to ensure suitable rainwater run off as well minimising the scale as much as possible.

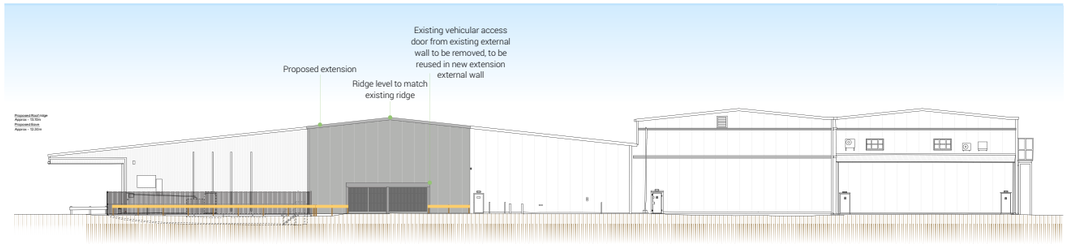
3.5

Landscaping

This application is for a modest extension on an area of existing concrete hardstanding. To soften the appearance of the site where possible, it is proposed that a new fenceline will be constructed along the Southern boudnary of loading area. This will help the reduction of noise pollution and also create a visual screen from the activites to the south of the site.



Proposed West Elevation



Proposed South Elevation

Figure 9 : Proposed Elevations of the new Loading Bays

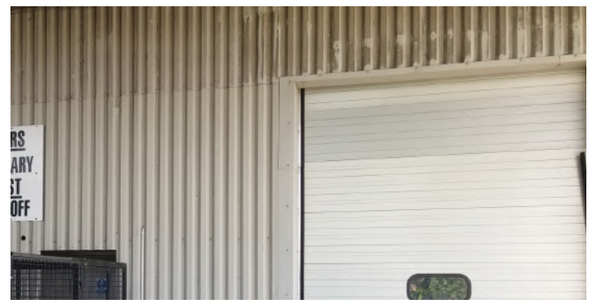
3.6

Appearance

The appearance of the proposed extension is designed to follow the existing building in terms of both style and materiality. Considering the nature of the activites at the site, the building is constructed from a simple yet robust materials pallet. Much of the building is clad with a mixture of flat and profiled light grey panels. It is therefore proposed that in order to retain continuity this is continued onto the new building. The roof structure is also to be constructed from profiled sheeting, again following the existing building.



Smooth profile cladding



Corrugated profile cladding

3.7

Visualisations



Figure 10 : Loading area 'As Existing'



Figure 11 : Loading area 'As Proposed'

4.0

CONSULTANT REPORTS

Topographical Survey

Please see attached drawings produced by ASC Ltd.

Lighting Assessment:

The scale and height of the proposal is such that no negative impact will be made on the surrounding buildings.

Structural Survey:

A structural engineer will be contacted prior to a building regulations application being submitted. Full structural details would be provided to ensure the support and structure is adequate and fit for purpose.

Flood Risk Assesment:

The site lies within Flood Zone 3. A Flood Risk Assesment will be submitted as part of this application.

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