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Erection of Building for Vehicle Storage (Use Class B8)
Anglia Business Centre, Mill Green Road, Pinchbeck
PE11 3PU.

Planning, Design and Access Statement

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anglia uk



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 erection of a building for vehicle storage on land currently used to store vehicles in the open.

1.2. 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 just some 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 attend every 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. The applicant company now takes charge of an ever increasing number of 'high end' vehicles that need to be stored under cover rather than on the current open area of hard core. It has been possible to store some of the vehicles in corners of buildings around the site, but a more bespoke solution is now needed to ensure these often valuable vehicles are stored and maintained in one secure, weatherproof space. The open storage area that will be taken up by the proposed building will essentially be relocated to the east which already has consent for open storage of vehicles.

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.

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 0.29 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, with 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 together with an area now used for the storage of self-store containers, with an application to extend this area currently under consideration (LPA ref: H14-0836-23) by the local planning authority.

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 and the proposal follows this same architectural theme.

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') 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 and maintaining 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 consolidate existing vehicle storage within a new building rather than in the open.

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 conflicting 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 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 and Scale

4.1. Anglia (UK) Ltd has been operating from the Mill Green Road site for many years and is a well-established local employer.

4.2. The site of the proposed new building is already used to store vehicles and so the principle of a new building to carry out the same function is acceptable in principle and accords with the local plan policy 7.

4.3. The building measures 8.0m to the eaves and 9.8m to the ridge and therefore is of a scale similar to many agricultural buildings in the area. The height of the building will allow vehicles to be stored two vehicles high on hydraulic ramps and therefore enables more vehicles to be stored then were they simply stored on the floor. The building will be 34m long and 20m wide with a single central roller shutter door to allow access.

Landscaping

4.5. The application site sits within the Anglia Business Centre complex and benefits from both existing landscaping to the boundaries and planted earth bunding to the south east. The proposed building will form part of the existing group of buildings and is located in such a position that it will go largely unnoticed from wider public vantage points.

Appearance

4.6. The building is functional in appearance and will be clad in green plastic coated metal profile sheeting and will match many buildings in the open countryside.

Access

4.7. The site is served by an existing access from Mill Green Road and there are no proposals to alter this current arrangement.

4.8. The new building will be used to store the ever-increasing percentage of high-end vehicles that are currently stored outside at the site and in an ad-hoc manner in other buildings around the site. There might be a modest increase in the number of vehicles stored, however, the turnover of high-end vehicles is considerably slower than the more mundane vehicles that are more frequently moved to and from the site. It is therefore considered that any small increase in vehicle numbers will not manifest as a noticeable increase in vehicle movements on a day-to-day basis.

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 high-end vehicles on site.

5.2. The proposed building will resemble existing buildings on site, is agricultural in design and scale and will go largely unnoticed in the countryside.

5.3. Vehicle storage is a benign use and one which will have no impact beyond the site boundaries having regard to the existing use of this part of the site for the storage of vehicles in the open.

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. The proposal accords with both local and national planning policies and is acceptable in all other respects.

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

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