

DESIGN AND ACCESS STATEMENT



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LAND SOUTH WEST OF
SPALDING DROVE
CLAY LAKE
SPALDING
LINCOLNSHIRE

For

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OUTLINE PLANNING APPLICATION ISSUE

Company Reg. No.
4419410

Application Summary

- This application seeks to obtain Outline Planning Approval for an industrial development (Class B2,B8, E(g)(i)(ii) and (iii) on Spalding Drove, in the Clay Lake area of the town.
- The building proposed is to be used by A & R Ivatt Agricultural Contractor's of Shillaker's Farm, Spalding who farm the site and surrounding land and are looking to expand business in this area. The applicant is working in collaboration with the tenant who will occupy the building.
- Pre-application advice was sought from SHDC with the project reference being PE-00224-24. This identified that the site is in a location classified as 'Countryside' where development will only be permitted that is necessary in such a location and / or where it can be demonstrated that it meets the sustainable development needs of the area in terms of economic, community or environmental benefits. This application aims to demonstrate that this is the case.
- The design seeks to be as sustainable as possible and is to be located very close to an existing employment area, whilst relating directly to the land farmed by the organisation that will utilize it. The site is also very well connected to the A16 and is within easy cycling distance of Spalding.
- The design will include provision for cycles as well as for electric car charging.
- The site will include significant provision for biodiversity net gain.
- Whilst the building is industrial in type, efforts are proposed to create a design that moves away from standard industrial construction, to use materials and finishes that are more sustainable.

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Site observation and analysis

Location:

The site comprises land to the west of Spalding Drove, approximately 1850mm south, south-east of the Market Place in Spalding. This area in which it is located is part of Clay Lake which generally comprises agricultural land, commercial sites and a small number of houses. The location of the site can also be referred to via the following methods:

Grid reference	-	TF 25207 20810
Easting / Northing	-	525207, 320810
Lat/ Long	-	52°46'13"N, 000°08'44"W
What3Word	-	ties.loose.trees

Refer to drawing A1726-01 for the location and extent.

Boundaries:

Referring specifically to the parcel of land proposed for development:

The east boundary of the site is formed by the west edge of Exeter Drain which is an SHIDB maintained drain that runs roughly north to south parallel to Spalding Drove (fig.01). This is an open boundary. Beyond this boundary is Exeter Drain, then Spalding Drove and then land in agricultural use.

The south boundary is effectively open to agricultural fields, this is currently undefined.

The west boundary is effectively open to agricultural fields, this is currently undefined.

The north boundary of the site is formed by the south edge of Exeter Drain, where it cuts back to skirt the south and west sides of the adjacent site (fig. 02). Beyond this boundary is Exeter Drain, then steel palisade fencing and then Boswell's scrap yard.



Fig. 01 – East boundary, Exeter Drain/Spalding Drove.



Fig. 02 – North boundary, Exeter Drain / Palisade fence.

Size and topography:

The site for the development is rectangular in shape with its major axis running south-east to north-west. The main south-east to north-west dimension of the site is approximately 40m, the north-east to south-west dimension is approximately 42m. The site is generally flat, and it is below the level of Spalding Drove.

Use and development:

The site is currently part of a larger field in agricultural use (Grade 2, mixture of clay loam not classed as most productive). Immediately north of the site is a scrap yard operated by S G Boswell and Sons. Further north along the west side of Spalding Drove there is frontage development in the form of residential bungalows. On the east side of Spalding Drove there are a further 3 dwellings, though the area is dominated by employment sites, primarily Fesa, Gusto Foods, Welland Power etc. This whole area is identified in SELLP inset map 2: Spalding and Pinchbeck as partly an 'Existing Main Employment Site', and partly a 'Proposed Main Employment Site'. It is further labelled on the plan as 'SP012 Prestige Employment Site'. The employment site extends to within 135m of the proposal site.

Infrastructure and vehicle movements:

The site is located between Spalding and the A16, and Spalding Drove has good connections to both. Point of access to the A16 is approximately 600m from the site. The A16 affords access to the national highway network. Spalding Drove already serves several major employers along its length, connecting them with Spalding and the A16. Vehicles of all sizes use Spalding Drove to access this major employment area.

Landscaping:

The area around the site is predominantly open fields. Along the east side of Spalding Drove is a hedge. A similar hedge skirts part of the south and all of the west boundary of the adjacent scrap yard. Further north along Spalding Drove there are several mature trees. There are also some trees in the fields, though these are sporadic in position.

Amenities

Spalding is a Market Town that has a full range of amenities and transport facilities within 1800m of the site. There are further amenities locally in Stonegate approximately 1300m north of the site.

Context - general development

As previously stated, there is some development along both the east and west sides of Spalding Drove, the majority of which is located at its north end. The nearest development is that associated with the scrap yard, this comprises industrial buildings approximately equivalent to 2 storeys in height. Dwellings in the area are a mixture of single and two storey buildings, all as frontage development. The major development locally is along the east side of Spalding Drove at its north end where there are multiple large industrial buildings. These are mostly portal frame type buildings, with coloured steel claddings.

All other surrounding land is in agricultural use.

Architectural context

General development in the vicinity of the site can be seen on the aerial photograph below (fig. 03). Development locally is dominated by the major employment site to the north-east. Buildings here are typical of those in food and other light industrial uses, comprising portal frame sheds with steel claddings etc. Architectural quality is relatively low as these are utilitarian buildings.

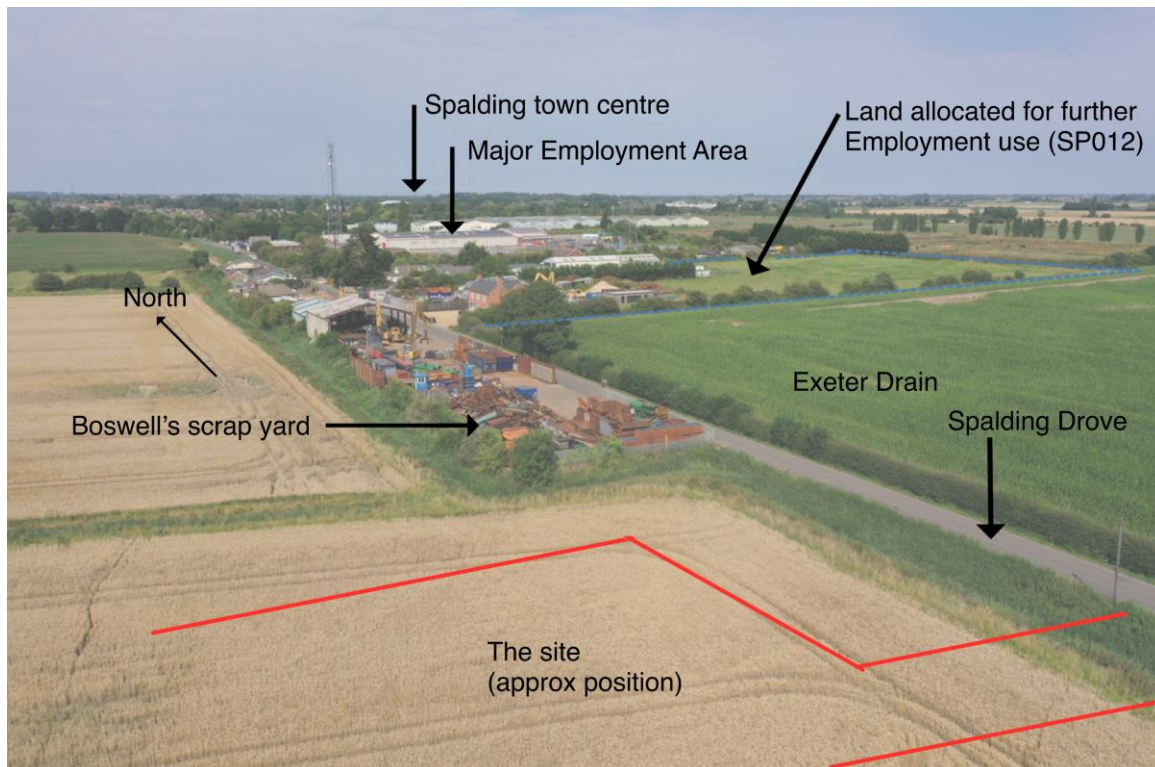


Fig. 03 – Aerial view showing surrounding architectural context.

The Proposal

The proposal seeks outline approval for the following:

The erection of a building for B2, B8, E(g)(i), (ii) and (iii) use, together with forming an access point to Spalding Drove across Exeter Drain, and providing associated parking and external landscaping works. This is an application for Outline Planning Approval with all matters reserved. The land tenant will occupy the proposed building.

Site Appraisal

Details of the site and general context have been described above. From those findings the following statements relative to the site are believed true.

1. The site is located within land that the proposed occupant already operates a business in.
2. The site is very close to an existing Main Employment Site, and further, this employment site is designated for expansion to a point just 135m from the proposal site. The wider area is extensively used for employment use.
3. The site is located adjacent a highway that provides good access both to Spalding town centre, and to the A16 and the national highway network.
4. The proposed access point to Spalding Drove enjoys good visibility along the Drove in both directions, meaning that safe access and egress could be achieved.
5. The immediate neighbouring site is in commercial use as a scrap yard, which would not present any incompatibility with development on the proposal site.
6. The site offers sufficient space for the proposal including a significant area for biodiversity net gain. The land grade is not 'most productive' and so the agricultural loss would not be significant.
7. It is acknowledged that the site is outside of the settlement boundary for Spalding, but it relates well to a Prestige Main Employment Site, that is also outside of that boundary. This area of the town is well established as an employment area.

Design Statement

The following statements are given to describe the proposal and relate back the elements of the proposal to the comments made in the foregoing appraisal.

Statement 1.

It is proposed that a new access be formed off Spalding Drove, across Exeter Drain.

Justification:

This will connect the site to a suitable highway that is already in use for commercial purposes. Visibility is good in both directions and a safe point of entry to the highway can easily be achieved. There is sufficient space within the site for parking as well as safe manoeuvring to allow entry and exit in a forward gear. The site and proposed use is not off sufficient size to be of detriment to the highway network.

Statement 2:

The proposal site will provide a built facility that relates directly to the land in which it stands. The new facility offers benefits in terms of diversity of use with the existing land occupant being able to provide varied sources of income for the one site.

Justification:

The building proposed is intended to serve the occupant who already works this land and surrounding land as part of their business.

Statement 3:

The site is located directly adjacent another commercial user, and it is also within 135m of other land that is allocated as a Prestige Main Employment Site within the SELLP. There is already land in use for employment very close to this.

Justification:

The proposed use is appropriate given the main surrounding uses. The proposal would not introduce any incompatibility in terms of land use, with any of the neighbouring sites.

Statement 4:

It is proposed that the site be equipped with electric car chargers as well as provision for the use of bicycles.

Justification:

The site is not on a route for public transport, but it is within easy cycling distance of Spalding. Good facilities for cyclists would encourage travel to the site by means other than private motor vehicles.

Statement 5:

It is proposed that the site includes a significant area for biodiversity.

Justification:

Whilst there is a minimum requirement for biodiversity net gain, this site offers a good opportunity to exceed this, setting a higher than minimum standard. This would provide benefit for nature, but would also enhance the setting and would provide a high-quality external space that could be used for workers for lunch breaks etc. This opportunity exists both at ground level, and at roof level.

Statement 6:

Although the proposed building is commercial in nature, the opportunity exists to move away from standard industrial materials to use more sustainable products. This could include the use of timber cladding for external walls, and Sedum for the roof covering. The latter would ensure that biodiversity at ground level could be replicated or improved at roof level, rather than being lost.

Justification:

The use of more sustainable construction materials, together with forms of renewable energy would represent a forward step for buildings of this nature, which are usually constructed for cost-effectiveness with little regard for sustainability.

The following section demonstrates how the conceptual approach has taken account of the identified physical, social and economic context set against development plan policies for design.

Use

The site is currently in agricultural use, but is located very close to a Main Employment Site within the SELLP. The proposed use as commercial would be an appropriate neighbour for the surrounding uses. The site would also serve the land on which it sits, which is efficient in terms of carbon expenditure etc.

Amount

The proposal seeks approval for a modest building, which is sized to meet the need of the existing business.

Layout

The layout is logical in that the access, parking and circulation are on the east side, nearest to the road. The area planned for biodiversity net gain stands on the west side, where disturbance will be minimized.

Scale

The scale of the development is considered appropriate given the intended use. The height is relatively standard for a commercial buildings. The scale of external provision is again appropriate for a development of this type.

Landscaping

The proposals will lead to the loss of a relatively small area of a field. However, increased biodiversity is to be accommodated on the west side of the site. Additionally, a sedum roof will provide for biodiversity at roof level. An opportunity exists to surround the site with lower-level planting, hedging and some trees as part of the BNG proposals.

Appearance

Although the building will be commercial in use, the opportunity exists to utilize more sustainable materials that present a softer appearance. It is considered that a building partially clad in timber, with a sedum roof would achieve a more aesthetically pleasing outcome, than would the use of standard steel claddings alone.

Access Statement:

Access to the site would be via Spalding Drove, which is suitable to accommodate most vehicle types including bicycles.

Provision is to be made for accessible parking spaces, along with suitable hardstanding paths to and around the building.

The buildings external doors will be designed to achieve clear, level access that will promote use by people regardless of disabilities.

Internally, the building will be designed to meet the requirements of Approved Document M of the Building Regulations, as well as BS 8300.

Planning Statement:

With reference to the SELLP Policy 7 deals specifically with Employment and is titled 'Improving South East Lincolnshire's Employment Land Portfolio.

In essence the policy acknowledges the need to provide further jobs in the area (specifically 13,800 additional jobs in South Holland as of 2019) and seeks to centre employment uses within the most sustainable locations within the district. Spalding is identified as a Sub-Regional Centre and is consequently one of the key locations where new employment is prioritised. Clause 4.2.2 of the SELLP states:

'Economic growth will be focussed in the higher-tier settlements; growth will therefore take place in the most sustainable locations, ensuring that better access between housing, jobs and services is promoted.'

The site here proposed for development is outside of the Settlement Development Boundary for Spalding and is also outside of an allocated employment area. This may lead to it being considered 'unsustainable'. However, the core of the policy as relayed above indicates that *'economic growth will take place in the most sustainable location ensuring better access between housing, jobs and services'*. It appears fair to deduce that Main Employment Area SP012 has been identified as such because its location is considered to be sustainable, located on the southern outskirts of Spalding. It is close to housing and other services and as such places employment close to those who are likely to work there. The proposed site is located just 135m from the boundary of allocated site SP012, and therefore if the site SP012 is considered sustainable, then the proposal site must be too. Certainly, it has the same relationship to housing and hence available labour. If this were to be considered as an 'Other Employment Site' it would align with the required criteria as follows:

- A. The development does not conflict with neighbouring land uses
There is no conflict as the neighbouring uses are for employment and agriculture.
- B. There is no significant adverse impact upon the character and appearance of the area.
There is already significant industrial development along Spalding Drove and as such the proposal would be 'more of the same'. Consequently, there would be no significant adverse impact.
- C. The design is responsive to the local context.

Whilst this is an application for outline approval, the design could be responsive both to its location and to the pressing issue of climate change. The latter forms part of a global context. Industrial buildings are common in the context of this site.

- D. There will be no significant adverse impact on the local highway network.
The site is well positioned to enjoy good access to the local highway network. Spalding Drove serves predominantly employment / industrial sites that are frequently accessed by commercial vehicles including HGVs. HGVs are not proposed for this site. The volume of additional traffic generated by this proposed development would be negligible compared with the existing employment sites along Spalding Drove. Commercial vehicles would be able to access this site from the A16 without the need to drive through a residential area. In terms of sustainability and highway safety this is significant.
- E. There will be no significant adverse impact upon the viability of delivering any allocated employment site.
The proposed development is modest in scale and would have no significant impact on delivery elsewhere.
- F. Proposals maximizing opportunities for modal shift away from the private car are demonstrated.
The proposal would include the provision of facilities for cycling to work. Alexander Road and Matmore Gate are within 1 mile of the site and there are estimated to be in excess of 500 dwellings between the line of these roads and the Coronation Channel. All are within very easy cycling distance of the proposal site. The site would also include facilities for electric vehicle charging. Whilst electric vehicles may be in the form of private cars, encouraging the use of such vehicles would certainly reduce pollution locally.
- G. There is an identified need for the business location outside of the identified employment areas on the policy map.
The proposal seeks approval for a facility on the applicant's own land. The land is part of an existing business operation and whilst this is agricultural, the facility will support this whilst allowing diversification. Locating the facility elsewhere would divorce it from this site meaning that the need for unnecessary travel would be introduced. It would also be unviable to purchase land elsewhere as this would increase the development costs to a point beyond the reach of the business. If this were the case then the employment opportunity would be lost.

Overall Summary:

The foregoing report indicates that the site is well suited for the development proposed in terms of its physical characteristics. The site is outside of the Settlement Development Boundary for Spalding, and it is also outside of an allocated Employment Area. However, its location virtually adjacent SP012 would suggest that its location is no less sustainable than an area that is both in use for employment and is considered suitable for further expansion. It is clearly therefore well located in terms of access to labour and the highway network. The proposal would satisfy criteria A to F if it were considered as an 'other employment site'. Regarding criteria G, locating it away from the land proposed would introduce unnecessary journeys which would surely be against sustainability aspirations.

Overall, the applicant believes that the site is well located for the proposed use, there would be no issues of compatibility, and highway access would be virtually ideal. The proposal would add to employment options in the area whilst supporting the growth of an existing business.