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PLANNING APPLICATION FOR PROPOSED KFC AND TACO BELL RESTAURANT / DRIVE THRU (USE CLASS E / SUI-GENERIS), ALONG WITH ASSOCIATED INFRASTRUCTURE AND LANDSCAPING WORKS

PLANNING STATEMENT

LINCS GATEWAY, GATEWAY PARK, 1 GOODISON PARK, SPALDING, PE12 6FY

ON BEHALF OF ERINDALE LIMITED

TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PLANNING AND COMPULSORY PURCHASE ACT 2004

Prepared by: Pegasus Group

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Registered Office: Pegasus House, Querns Business Centre, Whitworth Road, Cirencester, Gloucestershire, GL7 1RT

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1.0 INTRODUCTION

1.1 This Statement has been produced on behalf of Erindale Limited and supports a full planning application proposing the construction of a KFC and Taco Bell restaurant / drive-thru (Use Class E / Sui-Generis) with associated vehicular access and drive thru lane, car parking, landscaping and other infrastructure works at Lincs Gateway, Gateway Park, 1 Goodison Park, Spalding.

1.2 The principle of development has previously been established at the site with the application site sitting within a larger parcel of land which was granted outline approval in October 2014 (under planning application reference H16-0009-14) for 'business park, hotel, public house/restaurant, conference and function centre, petrol filling station, restaurant/cafe with ancillary retail together with associated landscaping, access, highways, parking, drainage, utilities and services and infrastructure works'. The application site which formed the subject of the 2014 outline was divided into two parcels of land, including the larger northern parcel located to the north of the B1173 covering an area of approximately 18 hectares (including B1, B2 and B8 uses) and a smaller parcel south of the B1173 covering an area of approximately 4 hectares (a petrol filling station, two kiosks, a pub/restaurant and hotel, along with a conference/community function centre and small commercial units and other business uses). The outline approval included a new vehicular access taken off the A1175 with all other matters reserved for detailed approval.

1.3 The application site for the proposed KFC and Taco Bell restaurant and drive thru takeaway sits at the southwest corner of the 4-hectare parcel of land adjacent to the Barrier Bank roundabout (A1175/Barrier Bank) and extends over an area of 0.4 hectares. The approved development consented under 116-0009-14 has been constructed in part, with the vehicular access road off the A1175 now complete enabling vehicular access to the approved 4-hectare mixed use development site, including access to the application site for the proposed KFC and Taco Bell. A service station including petrol filling station, as well as a pub/restaurant, both of which formed part of the 2014 outline

consent and subsequent detailed applications, are now complete at the site and are located to the northwest of the proposed restaurant and drive thru takeaway. A further office building has also been completed to the north of the 4-hectare parcel of land.

1.4 The following sections of this Statement identify the relevant issues pertinent to the consideration of the application submission and include-

- A description of the application site and the surrounding area
- A description of the application proposals
- An overview of relevant planning policy
- An assessment of the application proposals against the Development Plan, and relevant material considerations such as the NPPF

1.5 In accordance with statutory and local information requirements the following supporting material is submitted and will enable a full assessment of the proposals to be undertaken-

- Application forms
- Existing and proposed Elevation drawings;
- Existing and proposed floor plans;
- Existing and proposed site sections and finished floor and site levels;
- Roof Plans;
- Planning Statement
- Transport Statement

1.6 Overall, this Statement will demonstrate that the proposed development is in accordance with the Development Plan and other material considerations such as the NPPF and will show that there are no planning reasons that would prevent planning permission being granted.

2.0 SITE DESCRIPTION AND CONTEXT

2.1 The application site extends over an area of land of approximately 0.4 hectares and sits within the southwest corner of a 4-hectare triangular parcel of land formed by the A1175/B1173 and an access road to the development site. The 4-hectare triangular parcel of land sits within a larger parcel of land allocated within the South East Lincolnshire Local Plan as Lincs Gateway, Spalding (allocation reference SP002). The Local Plan allocation, including an 18-ha parcel of land north of the B1173 and 4 hectare parcel of land to south of the B1173, has the benefit of outline planning consent. The site is located approximately 2km to the southwest of Spalding town centre.

2.2 The 4-hectare triangular parcel of land, within which the application site is located, is delineated to the northeast by the B1173 and to the southeast by the A1175 and newly constructed vehicular access road (approved under 2014 outline approval). The new access road to the west taken off the A1175 provides vehicular access to a new office development to the north of the triangular parcel, along with an Applegreen service station including a fuel station, Costa Coffee and Subway to the east. A Marston's pub and hotel with associated car park is also located within the triangular parcel of land.

2.3 Located in the southwest corner of the 4-hectare triangular parcel, the application site is bound to the south by landscaping associated with the A1175, with the Barrier Bank roundabout immediately to the southwest; to the east by the pub car park; to the west landscaping and the new vehicular access road and immediately beyond this a further area of landscaping and the 'New River'. Adjoining the northern boundary of the application site is a currently vacant parcel of land which sits within the 4-hectare triangular parcel of land and formed part of the 2014 outline approval.

2.4 In terms of the application site's wider context, Spalding and its town centre lies to the northeast, with access from to Spalding via the B1173. The A16 links with the A1175 travelling southwest, with the A1175 sitting immediately to the south of the application site. The A16 forms a by pass around the

eastern edge of Spalding.

2.5 To the west, south and east the surrounding area is characterised by parcels of agricultural land dissected by road and drainage infrastructure. To the west, the Welland River runs north to south, with some residential properties beyond. To the northeast, beyond the newly constructed pub/hotel and the service station, is a large parcel of land which forms part of the wider mixed use employment Local Plan allocation SP002 and the 2014 outline planning approval.

2.6 The application proposals for restaurant and drive thru takeaway use will, along with the recently constructed pub/hotel and service station, provide ancillary development to support this wider employment development as well as provide roadside facilities for the users of the A16 trunk road.

Planning History

2.7 With regards to planning history the application site forms part of a wider mixed use employment development which was approved in 2014 under planning application reference H16-0009-14 and known as 'Land north and south of Barrier Bank Road (B1173), and north-west of the A1175 and A16 on the southern edge of Spalding'. The approved development comprised of a 'proposed business park, hotel, public house/restaurant, conference and function centre, petrol filling station, restaurant/cafe with ancillary retail together with associated landscaping, access, highways, parking, drainage, utilities and services and infrastructure works.'

2.8 The outline approval site comprised of two main parcels of land including the larger 18.6-hectare Business park development (B1/B2/BB uses) located to the North East of the B1173, and the smaller parcel of land of approximately 4 hectares located to the South West of the B1173 comprising of a mix of ancillary commercial facilities/business uses. The application site sits within this smaller parcel of land at the far south west corner. Within the outline approval the parcel of land which is now the subject of this full planning

application was known as parcel B5 and was identified on the illustrative masterplan and accompanying documents for B1, B2 and B8 uses. It is important to note however that the outline approval reserved all matters for further approval other than access. Following on from the initial outline approval in 2014 the following planning approvals were also granted are therefore of relevance to the application proposals:

- H16-0025-15. Barrier Bank Cowbit. Proposed business park, hotel, public house/restaurant, conference and function centre, petrol filling station, restaurant/cafe with ancillary retail together with associated landscaping, access, highways, parking, drainage, utilities and services and infrastructure works - approved under H16-0009-14. Modification of condition 8 to amend requirement to set finished floor levels of the buildings within parcels B3a and B3b from 1 metre above existing ground level to not less than 600mm above ground level. Approved. 23-06-15.

- H16-0874-15. Barrier Bank Business Park Land north & south of Barrier Bank Road (B1173) & north west of A1175 & A16 on southern edge of Spalding. Proposed service station (Amended layout). Approved. 16-12-15.

- H16-1293-16. Land Between Barrier Bank & B1179 Spalding Lincs . Change of use class from D1 to B1. Approved. 02-03-17

- H16-1217-17. Land at Goodison Road A16 and B1173. Business park, hotel, public house/restaurant, conference and function centre, petrol filling station, restaurant/cafe with ancillary retail together with associated landscaping, access, highways, parking, drainage, utilities and services and infrastructure works - approved under H16-0025-15. Modification of Condition 2 to allow amendments to previously approved plans. Approved. 30-07-18.

3.0 PROPOSED DEVELOPMENT

3.1 The proposed development is for the construction of a new KFC and Taco Bell (Use Class E / Sui-Generis) restaurant and drive thru hot food takeaway with drive thru lane, car parking, landscaping and other associated infrastructure works.

3.2 The proposed development will comprise of a single storey building including a 3032sqft KFC and 2060sqft Taco Bell restaurant/hot food takeaway. The restaurants will adjoin one another as a single building. The proposed development has been designed to take account of the design parameters illustrated as part of the 2014 outline approval. The building has been designed with a sloping roof, with a height of 5.3 metres at its southern elevation fronting the A1175 to ensure good legibility along the A16/A1175 whilst also giving careful consideration to the sites landscape context, with the retention and strengthening of existing landscaping to soften views into the site.

3.3 The proposed design incorporates contemporary materials comprising of microrib composite panels and powder coated aluminium roof. Full height curtain walling windows are used in the principle elevations and areas of timber cladding provide a contrast material.

3.4 The main entrances to the KFC and Taco Bell will be located at the buildings' northern elevation immediately adjacent to which will be a paved courtyard area with external seating along with cycle storage. Although there will be a single vehicular access into the site the proposals will include two separate drive-thru lanes for the two hot food takeaway restaurants. A large 'U-shaped' drive thru lane will follow the eastern and southern parameters of the site to serve the KFC restaurant, within which the proposed building and smaller 'U- shaped' Taco Bell drive thru lane will sit. Set within the centre of the smaller 'U-shaped' drive through lane will be two larger car parking bays for the Taco Bell restaurant as well as a shared delivery bay for both restaurants.

3.5 The ordering/collection window for the Taco Bell will be located in the building's eastern elevation, whilst the ordering/collection window will be located at the building's western elevation, with menu screens and audio ordering areas located to the south and east of the proposed building/s.

3.6 As described above, there will a single vehicular access into the site at the north of the eastern application site boundary. The vehicular entrance will be taken off the internal access road which serves the wider mixed-use development approved under the 2014 outline approval and which adjoins the A1175. A total of 45 car parking spaces, included 4 disabled parking spaces will be provided within the application site, with linear parking provided along the western and northern boundaries of the application site for both customers and staff. An additional four large 'waiting bays' will be provided, including two for Taco Bell customers (as described above) and a further two 'waiting bays' located adjacent to the western boundary for KFC customers.

3.7 The proposed development will retain existing areas of landscaping to the south and west of the site, whilst also proposing additional areas of landscaping within the application site to add to the quality of the soft landscaped areas and the appearance of the site as a whole.

4.0 RELEVANT PLANNING POLICY

4.1 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act, applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

DEVELOPMENT PLAN

4.2 The application site is located within South Holland District and therefore the Development Plan applicable to the proposed development consists of the South East Lincolnshire Local Plan 2011-2036, adopted March 2019. The following up to date local planning policies are therefore relevant to the proposed development.

South East Lincolnshire Local Plan 2011-2036 (March 2019)

4.3 The adopted South East Lincolnshire Local Plan covers the plan period from 1 April 2011 to 31 March 2036. The Local Plan deals with all land use and development issues affecting South East Lincolnshire, comprising of both Boston Borough and South Holland District. The application site is located within South Holland District

4.4 The Local Plan vision for South East Lincolnshire is that
'by 2036 growth will be concentrated in South East Lincolnshire's most sustainable settlements, taking into account the sensitivity of the predominantly rural, flat, open landscape and the risk of flooding. The majority of development will be focussed in Boston and Spalding, but there will also be an appropriate level of growth in some of the area's smaller towns and villages to ensure that they remain resilient and sustainable. The delivery of new sustainably-designed homes (both market and affordable), as well as additional employment opportunities, will meet the needs of all the population. This will be supported by the necessary facilities, services and infrastructure that create healthy, mixed and balanced communities. Through growth, health inequalities and community deprivation will have been reduced…'

4.5 The Local Plan continues to set out a number of Strategic Priorities. Of most relevance to the application proposals, it sets out the following strategic priorities:

- **Strategic Priority 1** - To deliver sustainable development in South East Lincolnshire that seeks to meet the social and economic needs of the area, whilst protecting and enhancing its environment for the enjoyment of future generations.
- **Strategic Priority 2** –To ensure that the scale, distribution and type of new development is sustainably located to take account of flood risk across South East Lincolnshire.
- **Strategic Priority 3** - To ensure that development contributes to the provision of necessary physical, social and green infrastructure to deliver planned levels of growth at the right time and to mitigate its impacts on existing communities and the environment.
- **Strategic Priority 4** - To provide the right conditions and sufficient land in appropriate locations to help diversify and strengthen the economic base of South East Lincolnshire to meet the needs of existing businesses, to attract new businesses and sources of employment, and to maximise the potential historic and environmental assets can have for sustainable tourism
- **Strategic Priority 11** - To improve accessibility for all to jobs, services and facilities by sustainable and public transport, to make travel as easy and affordable as possible, both within the area and along key links to and from South East Lincolnshire.

4.6 **Policy 1** sets out the Spatial Strategy for South East Lincolnshire. It sets out that development is to be directed to the Sub-Regional Centres of Boston and Spalding and other main service centres, with limited development opportunity at minor service centres. For development which falls outside defined settlement boundaries, such as the application site, which sits within close proximity but southwest of Spalding settlement boundary, section D on 'open countryside' of Policy 1 is applicable. This sets out that in the Countryside development will be permitted that is necessary to 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.

4.7 **Policy 2** identifies general Development Management principles and sets out that proposals requiring planning permission for development will be permitted provided that sustainable development considerations are met. Of relevance to the application proposals the policy sets out that the following development management principles should be considered:

- size, scale, layout, density and impact on the amenity, trees, character and appearance of the area and the relationship to existing development and land uses;
- quality of design and orientation;
- maximising the use of sustainable materials and resources;
- access and vehicle generation levels;
- impact upon neighbouring land uses by reason of noise, odour, disturbance or visual intrusion;
- sustainable drainage and flood risk;

4.8 **Policy 3** identifies a number of core principles for the 'Design of New Development'. It sets out that all development will create distinctive places through the use of high quality and inclusive design and layout and, where appropriate, make innovative use of local traditional styles and materials. Design which is inappropriate to the local area, or which fails to maximise opportunities for improving the character and quality of an area, will not be acceptable. Of relevance to the application proposals, the Policy sets out a number of key points that should be addressed through new development proposals, which include the following:

- create a sense of place by complementing and enhancing designated and non-designated heritage assets; historic street patterns; respecting the density, scale, visual closure, landmarks, views, massing of neighbouring buildings and the surrounding area;

- distinguish between private and public space;
- the landscape character of the location;
- accessibility by a choice of travel modes including the provision of public transport, public rights of way and cycle ways;
- the provision of facilities for the storage of refuse/recycling bins, storage and/or parking of bicycles and layout of car parking;
- the lighting of public places;
- ensuring public spaces are accessible to all;
- crime prevention and community safety;
- the orientation of buildings on the site to enable the best use of decentralised and renewable low-carbon energy technologies for the lifetime of the development;
- the appropriate treatment of facades to public places, including shop South East Lincolnshire Local Plan 2011-36 frontages to avoid visual intrusion by advertising, other signage, security shutters, meter boxes and other service and communication infrastructure;
- the mitigation of flood risk through flood-resistant and flood-resilient design and sustainable drainage systems (SuDS);
- the incorporation of existing hedgerows and trees and the provision of appropriate new landscaping to enhance biodiversity, green infrastructure, flood risk mitigation and urban cooling;

4.9 **Policy 4** looks at the 'Approach to Flood Risk Development' applying a sequential test to flooding, directing development to sites at lowest risk of flooding, however continues to set out that the sequential test will not be applies to sites allocated in the Local Plan, minor development or changes of use. The policy sets out that applications should be supported with a site-specific flood risk assessment, covering risk from all sources of flooding including the impacts of climate change.

4.10 **Policy 7** focuses on 'Improving South East Lincolnshire's Employment Land Portfolio' and sets out that the South East Lincolnshire authorities will, in principle, support proposals which assist in the delivery of economic prosperity and some 17,600 jobs in the area, 3,800 in Boston Borough and 13,800 in South Holland District. It continues to list a number of 'Main

Employment Areas' as identified on the Policies Map reserved for main employment uses in Classes B1, B2 and B8.

4.11 On Mixed-use development sites, which incorporate main employment uses under Class B as specified for each site, together with other identified appropriate employment-generating uses, non-Class-B uses will only be supported where the applicant can demonstrate they are ancillary to the effective functioning of the Mixed-Use Area identified. Mixed-use developments, which incorporate main employment uses together with other identified appropriate employment-generating uses, will be supported in identified Mixed-Use Areas.

4.12 The application site is identified on the Local Plan Policies Map as an 'Existing Mixed Use Employment Site' which falls within the wider 'Proposed Mixed Use Employment Site' allocation of Lincs Gateway, Spalding (Allocation Reference SP-002). The Lincs Gateway Mixed Use Employment Allocation is identified in Policy 7 as providing for a mix of employment uses including B1, B2, B8, A3, A4 and C1 uses.

4.13 **Policy 8** sets out a number of general principles for Prestige Employment Sites, which includes Lincs Gateway, Spalding within which the application site is located. Although outline planning permission has been approved for the wider Lincs Gateway allocation the proposed development continues to achieve the key principles identified within Policy 8 through a high-quality development which complements the wider allocation site. Of most relevance, and in accordance with the provisions of Policy 7, it sets out that development will comprise B1, B2 and B8 uses with some ancillary A3 and A4 uses permitted.

4.14 **Policy 31** looks at 'Climate Change and Renewable and Low Carbon Energy' and sets out that all development proposals will be required to demonstrate that the consequences of current climate change has been addressed, minimised and mitigated by:

- employing a high-quality design;

- the adoption of the sequential approach and Exception Test to flood-risk and the incorporation of flood-mitigation measures in design and construction to reduce the effects of flooding, including SuDS schemes for all 'Major' applications;
- the protection of the quality, quantity and availability of water resources,
- reducing the need to travel through locational decisions and, where appropriate, providing a mix of uses;
- incorporating measures which promote and enhance green infrastructure and provide an overall net gain in biodiversity

4.15 **Policy 36** relates to 'Vehicle and Cycle Parking' and sets out that all new development, should provide vehicle and cycle parking, in accordance with the adopted minimum Parking Standards unless a high quality-design can demonstrate that a lower standard of provision delivers parking for residents, employees and visitors which is integral to the design and form of all new development, and ensures that:

- parking spaces are fit for their intended use in terms of size and design;
- for major non-residential development: a) secure, covered, convenient storage for bicycles for employees should be provided close to an entrance to the building and changing and shower facilities should be provided where possible; b). secure, covered bicycle storage for visitors are located close to the main entrance to the building; and c). where more than 50 parking spaces are provided, at least one double electric vehicle charge point will be required (2 spaces) and;
- parking is well-integrated within the townscape or landscape, through an appropriate use of materials and landscaping;

National Planning Policy Framework (NPPF February 2019)

4.16 The National Planning Policy Framework (NPPF) February 2019 sets out the Government's planning policies for England and how they should be applied. It comprises of three main sections – Achieving Sustainable Development, Plan Making and Decision Taking. The Framework applies to both plan making

and development management.

4.17 At the heart of the Framework is a presumption in favour of sustainable development. Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development. In respect of the latter, paragraph 11 continues:

4.18 "For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay; or 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: 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 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".

4.19 The NPPF is clear that there are three aspects of sustainable development; economic, social and environmental that should all be pursued through the planning system.

4.20 Paragraph 38 requires Local Planning Authorities to approach decisions on proposed development in a positive and creative way. They should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area and decision-makers at every level should seek to approve applications for sustainable development where possible.

4.21 Chapter 6 of the NPPF addresses economic growth and states that the Government is committed to ensuring that the planning system does everything it can to support economic growth and that planning should operate to encourage and not act as an impediment to sustainable growth. Paragraph 80 states:

"Planning policies and decisions should help create the conditions in which

businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future."

4.22 Paragraph 82 states that planning policies and decisions should recognise and address the specific locational requirements of different sectors.

4.23 With regard to the town centre sequential test, Paragraph 86 states that:

"Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered".

Annex 2 of the NPPF provides a definition of 'main town centre uses' which includes drive-thru restaurants. The application site although located beyond Spalding settlement boundary and within an 'out of centre' location it sits within an 'Existing Mixed Use Employment Site' as defined on the South East Lincolnshire Local Plan Polices Map adopted in February 2019 and which supports a wider 'Mixed Use Employment Allocation (Reference SP002). The application proposals in accordance with the policy provisions of an up to date Local Plan and are therefore considered to be entirely appropriate and line with the provisions of Paragraph 86 of the NPPF.

4.24 Transport policies have a role to play in facilitating sustainable development. Paragraph 109 is clear that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact would be severe.

4.25 Chapter 12 relates to achieving well-designed places. Paragraph 124 states "the creation of high quality buildings and places is fundamental to what the

planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process

4.26 Paragraph 130 states however that "where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development".

4.27 Chapter 14 relates to meeting the challenge of climate change, flooding and coastal change. Paragraph 148 states that "the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure".

5.0 ASSESSMENT OF PROPOSAL

5.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the Development Plan unless material considerations indicate otherwise. This section of the Planning Statement assesses the proposed development against the policies of the adopted South East Lincolnshire Local Plan (adopted 2019) and the NPPF.

Principle of Development

5.2 The principle of mixed-use development at the application site has previously been accepted following outline planning approval in 2014 for a mixed-use employment development extending over an area of approximately 24 hectares. The site approved for development comprised of two parcels of land including an 18-hectare parcel for primarily B1, B2 and B8 uses and a smaller parcel of 4 hectares comprising of a mix of ancillary uses to support the wider mixed use employment site. The outline approval also included various infrastructure works and a new vehicular access road leading to the 4-hectare parcel, with the access road since being completed. As discussed earlier in this Planning Statement, the application site sits at the south west corner of the 4-hectare parcel of land which benefits from outline planning consent.

5.3 In addition, the South East Lincolnshire Local Plan was adopted in March 2019 and within the accompanying Policies Map identifies the 4-hectare parcel as an 'Existing Mixed Use Employment Site' with the wider 18-hectare parcel of land to the northeast identified as a 'Proposed Mixed Use Employment Site', allocation reference SP002 under Policy 7 of the Local Plan. The proposed development is therefore in accordance with an up-to-date Local Plan and should be approved without delay in line with the provisions of the NPPF (Paragraph 11).

5.4 In accordance with Policy 7 of the Local Plan, the proposed KFC/ Taco Bell Restaurant and drive thru hot food takeaway at the application site will

deliver appropriate ancillary uses to serve the wider mixed use employment allocation to the northeast of the application site known as Lincs Gateway Prestigious Employment Area (allocation reference SP002). The application proposals will contribute to the mix of services ancillary, and complementary to, the wider mixed-use employment development proposed to come forward at Lincs Gateway. A service station including petrol filling station, Costa Coffee and a Subway has been constructed along with a Marston's pub/hotel.

5.5 The application proposals will complement these approved uses further to serve the wider employment allocation proposed to the northeast, as well as providing an essential roadside facility for existing users along the A16 to encourage drivers to take regular breaks from a highway safety perspective.

5.6 The illustrative material which accompanied the 2014 outline approval identified the parcel of land located to the far southwest corner of the site (now the subject of this planning application) as parcel B5. All matters other than access was reserved as part of the 2014 outline application and so even though parcel B5 was indicated for B1, B2 and B8 uses, the plans which accompanied the outline application provided illustrative details only. The proposed KFC/Taco Bell restaurant is considered an entirely appropriate use in this area given the mix of uses approved under the outline approval as a whole along with the provisions of the recently adopted South East Lincolnshire Local Plan Policy 7. Policy 7 clearly sets out that Mixed-use developments such as the application proposals, which incorporate main employment uses together with other identified appropriate employment-generating uses will be supported in identified Mixed-Use Areas.

5.7 Furthermore, in reviewing recent planning history for the site, land which was shown to deliver non-employment generating uses has subsequently been approved for B1 uses. Employment provision has therefore been redistributed through the site as the market demanded and within the relevant detailed permissions, with offices constructed within a more prominent location of the approved development site close to the main access for example. The proposed Use Class E / Sui-Generis development,

as well as providing a complementary use to the existing service station provision and for the employees of the wider 'mixed use employment site' will also in itself provide additional employment opportunities for the local area.

5.8 The proposal will create up to 60 new jobs in range of positions. This will include flexible employment arrangements. There will be a range of opportunities for training and education right up to degree level. Employment is targeted at the local area which assists in reducing travel distances and producing a local workforce. The operators of each outlet have a strong commitment to creating and supporting a locally based workforce.

Design

5.9 The proposed development has given careful consideration to the design principles advocated within Policies 2 and 3 of the Local Plan, including the siting of the proposed buildings and drive thru lanes and parking, as well as integrated landscaping through the development to enhance and soften the appearance of the site from both an environmental and visual perspective. As discussed in Section 3 of this Statement, the layout has also been carefully considered from an operational and servicing perspective to ensure the proposed KFC and Taco Bell are able to successfully operate alongside one another, as well as ensure that the restaurants can be serviced, and deliveries made with no impact on the service provided to customers.

5.10 The proposed development has been designed to take account of the design parameters illustrated as part of the 2014 outline approval, including the landscape led nature of the proposed design. Existing landscaping is retained and strengthened at the parameters of the site, in particular at the southern and western boundaries as proposed through the 2014 outline submission, as well as amenity landscaping in the form of street planting and amenity shrub planting around the proposed building and areas of parking. Although it is acknowledged within the LVA which accompanied the 2014 outline submission that the site has medium to low visual sensitivity the design parameters for Parcel B5 encouraged a high-quality landscaping scheme to

screen and soften views into the site from the surrounding area. The proposed development which forms the subject of this application continues to meet with these key design principles.

5.11 Although only forming one part of the wider mixed use employment site known as Lincs Gateway (reference SP002), the proposed development has paid particular attention to the design principles advocated through Policy 8 of the Local Plan which relates to the key design principles of the Lincs Gateway mixed use employment site. The proposed layout has given careful consideration to the design parameters of the approved 2014 outline application, including impact on the landscape and detailed drainage for example.

5.12 The relationship of the proposed development with neighbouring uses has also been considered to ensure the KFC/Taco Bell complement the wider allocation, including developments that have already been completed immediately adjoining the application site, as well as future proposals for the wider allocation to ensure the site's connectivity with the wider mixed use employment development.

Sustainable Development

5.13 The Strategic Priorities of the South East Lincolnshire Local Plan advocates the principles of the NPPF which sets out that applications will be considered in the context of the presumption in favour of sustainable development. The NPPF sets out that sustainable development has three aspects; economic, social and environmental.

5.14 In terms of the economic aspect, the proposal will contribute positively to supporting the wider mixed use employment allocation whilst also providing direct employment at the proposed KFC and Taco Bell restaurants, contributing to the vitality of the wider area. The proposed development would also provide job opportunities for local people. From a social perspective, the proposed development would provide a restaurant which

would provide opportunities for people to socialise and have a facility to access food and drink within easy access to their workplace to accommodate for the required breaks from their work place. In addition, both KFC and Taco Bell provide a range of training opportunities for employees including trainee schemes which enable employees to obtain degree level qualifications. From an environmental perspective the redevelopment of a vacant, brownfield site for an active, viable use which retains and strengthens existing landscaping will contribute positively to the appearance of the site.

5.15 It is therefore concluded that the proposed development comprises sustainable development.

Flooding and Drainage

5.16 The majority of the Application Site lies within Flood Zone 1, (Low Probability), whilst Flood Zones 2 (Medium Probability) and 3 (High Probability) immediately adjoin the application site. The majority of Spalding however falls within Flood Zones 2 and 3. To the west of the application is located the Cowbit Wash Flood Storage Area which is identified on the Local Plan Policies Map.

5.17 In relation to flooding and drainage the proposed development is considered to be entirely acceptable. In terms of drainage the proposed development is connected to the existing network, whilst appropriate mitigation measures have been introduced consistent with attenuation for the wider mixed-use employment allocation.

Transport

5.18 A Transport Statement has been submitted alongside the application in light of the site's planning history, in particular the background in relation to the 2014 outline approval and subsequent detailed approvals and associated access arrangements and other developments located within the area immediately surrounding the application site. It confirms that the proposed

development which is to be accessed off the newly constructed vehicular access road will, as a result, have no impact on traffic and highways safety along the A1175.

5.19 In terms of highway safety, the proposals will complement the existing service station facilities immediately adjoining the application site, providing an essential facility for drivers along the A16 encouraging drivers to take a break.

5.20 In light of pre application feedback from the County's highways officer additional vehicular tracking/swept path analysis has however also been undertaken demonstrating that the access arrangements along the newly constructed access road off the A1175 and within the site itself are acceptable for delivery/service vehicles. The designated service area in which delivery vehicles has been located close to (albeit set away from the main vehicular entrance) to enable easy access for service vehicles with disruption/conflict with customers accessing the site. Visibility for both customers and delivery/service vehicles is also considered entirely acceptable and not to conflict with adjoining uses.

5.21 In terms of parking, reference has been made to Appendix 6 'Parking Standards' of the South East Lincolnshire Local Plan. The standards of A3 – Restaurant and Cafes requires 1 space per 5sq.m of dining area. There are no specified parking requirements for A5 takeaway uses. The proposed development meets with these parking requirements with the provision of 45 parking spaces. Although not specified within Appendix 6 the proposed development includes the provision of a number of disabled parking spaces as well as cycle provision. Based on the size of the proposal it is clear that the parking provision is sufficient to serve the proposed development. Cycle parking will be provided on site to encourage cycle trips for both staff and customers in line with the provisions of the Local Plan Policy 36.

5.22 It is therefore the case that the proposed development will have no unacceptable adverse impact on the safety and operation of the adjacent highway network as well as providing adequate parking and cycling provision

for both customers and staff and therefore accords with Policies 2, 3 and 36 of the Local Plan and the provisions of the NPPF.

6.0 CONCLUSION

6.1 The proposals include the construction of a KFC and Taco Bell restaurant / drive-thru hot food takeaway with associated vehicular access and drive thru lane, car parking, landscaping and other infrastructure works at Lincs Gateway, Spalding.

6.2 Although located outside the settlement boundary of Spalding, the principle of mixed use development at the application site has previously been accepted following outline planning approval in 2014 under planning application reference H116-0009-14 for *'business park, hotel, public house/restaurant, conference and function centre, petrol filling station, restaurant/cafe with ancillary retail together with associated landscaping, access, highways, parking, drainage, utilities and services and infrastructure works'.*

6.3 This outline approval covers a significant area of land, divided into two parcels. The application site falls within the smaller of these parcels identified as an 'Existing Mixed-Use Employment Site', whilst forming part of the wider Lincs Gateway Prestigious Employment Area. The proposed KFC and Taco Bell restaurant and drive thru takeaway is considered an appropriate use within this mixed use development which, through ancillary service provision, will complement existing service provision approved as part of the outline approval (and subsequent approvals), contributing positively to support the wider mixed use employment allocation proposed to the northeast, as well as providing an essential road side facility for existing users along the A16 to encourage drivers to take regular breaks from a highway safety perspective.

6.4 The application submission demonstrates that there will be economic, social and environmental benefits of the proposed development, whilst also demonstrating that there are no physical or environmental constraints that would prevent development coming forward on the site immediately, including highway impact and flooding.

6.5 This Statement has demonstrated that the proposed development is in accordance with the Development Plan and national policy contained within the NPPF and therefore should be approved without delay to assist in supporting the wider Lincs Gateway Mixed Use Employment Local Plan allocation and allow the site to contribute positively to achieving the Council's strategic priorities for a thriving local economy.