STATEMENT OF COMMUNITY INVOLVEMENT

LAND NORTH OF THE B1173 BARRIER BANK AND WEST OF THE A16, SPALDING, LINCOLNSHIRE – "LINCS GATEWAY"

ERECTION OF BUILDINGS TO COMPRISE UP TO 70,000 SQUARE METRES (GROSS INTERNAL AREA) OF CLASS B8 (STORAGE OR DISTRIBUTION) FLOORSPACE TO INCLUDE ANCILLARY CLASS E(G) (OFFICE) FLOORSPACE AND PROVISION OF ASSOCIATED INFRASTRUCTURE INCLUDING UTILISING EXISTING VEHICULAR ACCESS FROM B1173. OUTLINE WITH MEANS OF ACCESS TO BE CONSIDERED

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Document Title:	Statement of Community Involvement		
Proposal:	Erection of buildings comprising of 70,000 square metres (Gross Internal Area) of class B8 (storage or distribution) floorspace to include ancillary Class E (g) (office) floorspace and provision of associated infrastructure including utilising existing vehicular access from B1173. Outline Application with means of access to be considered		
Site:	Land north of the B1173 Barrier Bank and west of the A16, Spalding, Lincolnshire "Lincs Gateway"		
Client:	Alcan Properties		
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1. INTRODUCTION

1.1. OVERVIEW

This Statement of Community Involvement (**SCI**) has been prepared by Knights in support of an application (**the Application**) made to South Holland District Council (**the Council**) which seeks outline planning permission for a proposed development involving the erection of buildings to comprise up to 70,000 square metres of storage or distribution floorspace (**the Proposed Development**). Means of access is to considered as part of the Application.

The Application relates to Land North of the B1173 Barrier Bank and West of the A16, Spalding, Lincolnshire (**the Site**).

The Application is made on behalf of Alcan Properties Limited (**the Applicant**), owners of the Site.

1.2. SUMMARY OF THE PROPOSED DEVELOPMENT

The Site is identified as a Prestige Employment Site (**PES**) within Policy 7 and the Policies Map (Inset Map No 2) (Site Reference: SP002) of the South East Lincolnshire Local Plan (2019) (**SELLP**). The Site forms part of a wider allocation referred to as *"Lincs Gateway, Spalding"*. SELLP Policy 7 is a permissive policy and confirms that Lincs Gateway is allocated for development falling within Classes B1, B2, B8, A3, A4, and C1 (now E(g), B2, B8, E(b), Sui generis (public house / drinking establishment), and C1) of the Town and Country Planning (Use Classes) Order 1987 (as amended) (**UCO**). SELLP Policy 8 which sets out the overall requirements that apply to all the PESs and further detailed parameters that must be considered in bringing forward development on each PES. In the case of the Site (SP002), SELLP Policy 8 states the following:

> *Lincs Gateway, Spalding*
>
> - *Development will comprise B1, B2 and B8 uses with some ancillary A3 and A4 uses permitted.*
> - *Access to be provided at two points off the B1173 and Barrier Bank from the A16/ A1175.*
> - *Additional internal road infrastructure is required to service new development off the two access points to the site.*
> - *Provide a scheme that delivers utilities, water & foul water, surface water drainage & flood mitigation upgrades.*
> - *Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.*

The Proposed Development is described as:

> *"Erection of buildings to comprise up to 70,000 square metres (Gross Internal Area) of Class B8 (storage or distribution) floorspace to include ancillary Class E(g) (office) floorspace and provision of associated Infrastructure including utilising existing vehicular access from B1173. Outline with means of access to be considered".*

The Application seeks **outline planning permission** with means of access to be considered. Appearance, landscaping, layout, and scale are reserved for subsequent consideration as part of a future application for the approval of reserved matters should outline planning permission be forthcoming.

In summary, the Proposed Development broadly consists of the following main elements:

- Erection of buildings to comprise up to 70,000 square metres (Gross Internal Area) of storage or distribution floorspace (Use Class B8 of the UCO) to include ancillary Class E(g) (office) floorspace.
- Existing access retained and utilised off the B1173 to the south of the Site;
- Proposed internal roads and provision of dedicated HGV and car parking;
- Proposed new pedestrian and cycle links which connect to the existing network in order to encourage active travel opportunities.
- Creation of new publicly accessible open space and amenity area to the west of Public Bridleway (Spal/894/1). This area of open space will connect directly to the Public Bridleway and is intended to provide seating and surfaced footways available for use by the wider community.
- Proposed landscaping measures around the margins of the Site as well as the provision of sustainable drainage systems (**SuDS**) features which will create species rich habitat and assist in achieving Biodiversity Net Gain objectives.
- Proposed landscape enhancements within the Site include:
    - Substantial shelter belt tree planting to the periphery of the Site;
    - Mixed native tree, shrub and hedgerow planting;
    - Areas of mixed wildflower and grassland;
    - Existing trees and vegetation retained, protected and enhanced; and,
    - Ecological enhancements through habitat creation and links into the local surrounding area.

1.3. SUPPORTING DOCUMENTATION

The Application is supported by plans and additional supporting documents as detailed in the table below (Table 1). The reader is urged to read this SPS alongside the documents listed, which have been submitted separately to the Council.

REPORT / DOCUMENTATION	CONTRIBUTOR
Planning Application Form	Knights
Supporting Planning Statement	Knights
Design and Access Statement	UMC Architects
Transport Statement	SLR
Framework Travel Plan	SLR
Ecological Appraisal	Allied Ecology
Landscape and Visual Appraisal	Influence Landscape Planning and Design
Noise Impact Assessment	Spectrum Acoustic Consultants

Lighting Impact Assessment	Delta Simons
Air Quality Assessment	Delta Simons
Flood Risk Assessment	LIN Consulting
Archaeological Evaluation	Archaeological Project Services
Geotechnical and Geo-Environmental Site Investigation	Eastwood & Partners

Table 1: Supporting technical documentation

The following plans and drawings are also submitted in support of the Application.

DRAWING REFERENCE	DRAWING TITLE
22119-UMC-ZZZZ-SI-DR-A-0501-P03	Site Location Plan
22119-UMC-ZZZZ-SI-DR-A-0010-P03	Indicative Layout
22119-UMC-ZZZZ-SI-DR-A-0503-P02	Site Constraints Plan
22119-UMC-ZZZZ-SI-DR-A-0604-P02	Parameters Plan
N1017(90)001 A	Landscape Masterplan
AP/LG/100 B	Drainage Strategy

Table 2: Drawings

2. ENGAGEMENT GUIDANCE

2.1. LEGISLATIVE FRAMEWORK

It is a legal requirement that decisions on planning applications must follow the policies set out in the statutory development plan, unless other material considerations indicate that a different decision should be made. That principle was set out in Section 70 (2) of the Town & Country Planning Act 1990 (**TCPA**) and subsequently taken forward through Section 38 (6) of the Planning and Compulsory Purchase Act 2004 (**PCPA)** which amends and supplements the 1990 Act.

2.2. STATUTORY DEVELOPMENT PLAN

In accordance with regulations 17 and 26 of the Town and Country Planning (Local Planning) (England) Regulations 2012, the South East Lincolnshire Joint Strategic Planning Committee (**the Joint Committee**) adopted the South East Lincolnshire Local Plan (**SELLP**) on 08 March 2019, under the provisions of section 23 of the PCPA. The Joint Committee is a partnership of Boston Borough, South Holland District and Lincolnshire County Councils. The SELLP was prepared with a plan period from 01 April 2011 to 31 March 2036.

2.3. MATERIAL CONSIDERATIONS

2.3.1. NATIONAL PLANNING POLICY FRAMEWORK

The Department for Levelling Up, Housing and Communities (**DLUHC**) (formerly the Ministry of Housing, Communities and Local Government (**MHCLG**)) introduced the National Planning Policy Framework in 2012 (**2012 NPPF**). A further iteration of the National Planning Policy Framework was published on 24 July 2018 and the 19 February 2019, prior to the most recent revision of the National Planning Policy Framework being published on 20 July 2021 (**NPPF**). This is the overarching national statement of the Government's approach to planning and contains sections on achieving sustainable development and promoting sustainable transport, outlining the relevant polices and principles.

2.3.2. PLANNING PRACTICE GUIDANCE

On 06 March 2014 the then Department for Communities and Local Government (**DCLG**) launched a planning practice guidance web-based resource (**PPG**). The PPG adds further context and a layer of more technical guidance to the NPPF and it is intended that the two documents should be read together. The PPG replaced over 7,000 pages of planning guidance that was previously published in separate documents – Planning Policy Guidance notes and Planning Policy Statements – which were cancelled on the launch of the PPG. The PPG was created following the recommendations of the *External Review of Planning Practice Guidance* prepared by Lord Taylor of Goss Moor – known as the Taylor Review - published in 2012.

2.4. RELEVANT POLICIES AND GUIDANCE

2.4.1. NATIONAL GUIDANCE

There is a clear emphasis through national policy on encouraging early and consistent community involvement. The NPPF, for example, states that early engagement has significant potential to improve the efficiency and effectiveness of the planning system for all parties.

NPPF Paragraph 39 states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.

NPPF Paragraph 40 states that local planning authorities should encourage any applicants to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications.

Chapter 12 of the NPPF focuses specifically on the manner in which the planning process can help to achieve well-designed places. The NPPF confirms, at Paragraph 126, that:

> *"The creation of high quality, beautiful and sustainable 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****." (emphasis added)*

NPPF Paragraph 132 identifies that applications that are able to demonstrate "early, proactive and effective engagement with the community should be looked on more favourably than those that cannot".

The NPPF does not set out at any point what is deemed to demonstrate 'early, proactive and effective engagement with the community'. However, the PPG states that pre-application discussions need to clearly be seen to be part of a "2-way process" (Paragraph 005 Reference ID 20-005-20150326 Revision date: 26 03 2015) between the applicant and respective consultees. The PPG (at Paragraph 001 Reference ID 20-001-20190315 Revision Date: 15 03 2019) further confirms that pre-application engagement can improve the likelihood of a planning application securing planning permission by:

- *"providing an understanding of the relevant planning policies and other material considerations associated with a proposed development;*
- *working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a proposed development, including, where relevant, the need to deliver improvements in infrastructure and affordable housing;*
- *discussing the possible mitigation of the impact of a proposed development…"*

2.4.2. LOCAL GUIDANCE

In accordance with the Planning and Compulsory Purchase Act (2004) and the Localism Act (2011), the *South East Lincolnshire Joint Strategic Planning Committee Statement of Community Involvement* was adopted on 27 April 2012. The Statement of Community Involvement states that:

> *"The three partner LPAs actively encourage developers to seek involvement of the community at this stage. Applicants should submit details of any preliminary consultation that they have undertaken with the community as part of their application.*
>
> *Public involvement at this stage should ensure that such schemes are well understood by the local community and other interested parties, and allow early consideration of the fundamental issues relating to whether a particular proposal would be acceptable in principle. The scale and scope of consultation exercises should be agreed with Council officers on a case by case basis".*

Given that this Application is categorised as a 'major' planning application, as per the definition of a 'Major Development' provided by Annex 2 of the NPPF[1], the Applicant has sought to effectively engage with the local community surrounding the Site of prior to the submission of the Application. The following section of this SCI goes on to set out the engagement strategy devised by the Applicant in order to do so.

[1] For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015".

3. COMMUNITY CONSULTATION

3.1. FRAMEWORK COMMUNITY ENGAGEMENT STRATEGY

The Applicant prepared a Framework Community Engagement Strategy (**FCES**) in advance of making arrangements for consultation with the local community and other key stakeholders. The FCES was prepared as a live document with the most recent iteration discussed with the Council at a meeting held on 22 February 2023. The underpinning aim of the FCES was to ensure that a framework was in place to support a robust, meaningful and transparent community consultation exercise held in advance of the Application being made to the Council.

3.2. CONSULTATION SCOPE AND NOTIFICATION

As set out in the FCES, the consultation aimed to reach the following groups:

- Residents in the immediate area, as edged yellow on Plan 1 of the FCES – this area amounted to approximately 90 no. dwellings.
- Local businesses operating within close proximity to the Site, as edged orange on Plan 1 of the FCES.
- Spalding Town Forum – Spalding Town Forum was formed in 2000 to represent views in the area, and comprises District Councillors and representatives of local organisations[2].
- Cowbit Parish Council and Deeping St Nicholas Parish Council – the boundaries of both these parishes are located close to the Site.
- Ward Councillors for Spalding St Mary's Ward.

[2] *https://democracy.sholland.gov.uk/mgCommitteeDetails.aspx?ID=151* accessed 12/01/2023



Figure 1: "Plan 1" – scope of consultation notification

In accordance with the FCES, an in-person community consultation event was planned for the 13 March 2023 at the Welland Yacht Club, a short distance from the Site. The venue provided an accessible location for the community to be able to attend the event and discuss the proposal with various consultants.

Approximately 90 no. leaflets were distributed to the local community on the 03 March 2023 in the lead up to the consultation – this included Fen End Lane, Burr Lane and Spalding Drove. The leaflet encouraged local residents to provide their thoughts on the Proposed Development and, in addition to information about the community event, details were provided directing the residents to a webpage hosted on Knights website which was dedicated to the Proposed Development. Alongside the emerging indicative masterplan and all the boards that were presented to the public at the event, the webpage also included a link to a feedback form hosted by *SurveyMonkey* which could be completed by residents anytime during the 21-day consultation period and submitted directly to Knights (up to and including 03 April 2023). Alternatively, residents were given the option to contact Knights directly by email should they wish to discuss the proposal further or submit feedback by those means. The leaflet also gave a postal address and made clear the opportunity to request a paper copy of the consultation documentation by contacting Knights. It is therefore considered that residents were no excluded from the opportunity to provide feedback on the basis of a lack of internet connection or being unable to attend the 13 March event. The leaflet also made clear to local residents that this consultation process would not replace the Council's statutory consultation requirement and that they would be consulted, formally, by the Council on receipt of a formal planning application.

A copy of the leaflet is provided below (Figure 2) and, in full, at Appendix 1 with screenshots taken from the consultation website provided at Appendix 2.

What happens next?

We have a arranged a community drop-in session to be held 2pm - 7pm on Monday 13 March at Welland Yacht Club, River Bank, Spalding, PE11 3AA.

The proposals will be on display and Alcan Properties Limited's team will be available to answer any questions.

All information will be available to download as part of a digital consultation which will run from 13 March until 3 April. You can view larger copies of the images shown on this leaflet at any time on a dedicated consultation website which will launch on Monday 13th March.

This can be accessed via the QR code below or by visiting:

www.knightsplc.com/lincs-gateway-spalding

Residents will be consulted directly by South Holland District Council once a planning application is submitted.

Contact us by email:
james.rigby@knightsplc.com

Or by post: James Rigby, Knights, Olympic House, 995 Doddington Road, Lincoln, LN6 3SE.

Paper copies of materials available on request.

Knights

Proposed development at Lincs Gateway, Spalding

We want to hear from you - invitation to attend community consultation event

Dear Resident

We are writing to you on behalf of Alcan Properties Limited who are developing proposals for the construction of 750,000 square feet of storage and distribution floorspace on the edge of Spalding on land known as Lincs Gateway.

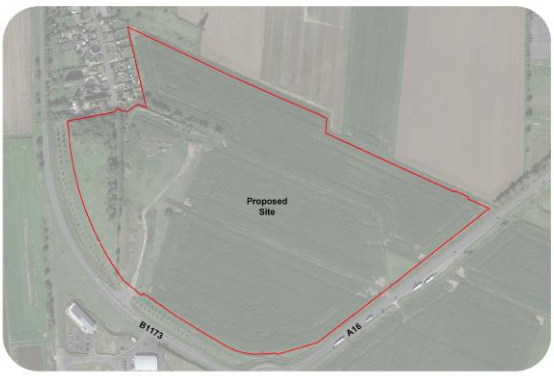
The proposals are for premium, energy-efficient warehouse and logistics facilities which aim to attract high-profile companies as end users.

While we have been working alongside South Holland District Council and Lincolnshire County Council in developing our scheme, we want to ensure that members of the community living closest to the site are provided with an opportunity to view the emerging proposals and provide feedback which will be given consideration by the wider design team.

We are keen to explain our plans and to hear the views of people and businesses local to the site, prior to submission of any application for planning permission, through a community consultation event to be held on **Monday 13 March** – details are provided at the back of this leaflet.

The Site

The site is located on the southern edge of Spalding, just over a mile south of the town centre. It is bounded by the B1173 to the south and A16 to the east, with residential development on Fen End Lane to the northwest. A location plan is provided **below** which shows the extent of the site edged in red.



Background

In policy terms, the site is identified as a Prestige Employment Site within the South East Lincolnshire Local Plan (2019) and referred to as "Lincs Gateway". The Local Plan allocation establishes that the principle of commercial development is acceptable on the site. The proposals seek to develop the site in accordance with the Local Plan allocation.

Knights

The Proposals

The proposals will provide much needed storage and distribution space and will generate significant employment opportunities for the local population during both the construction phase and once the units are occupied.

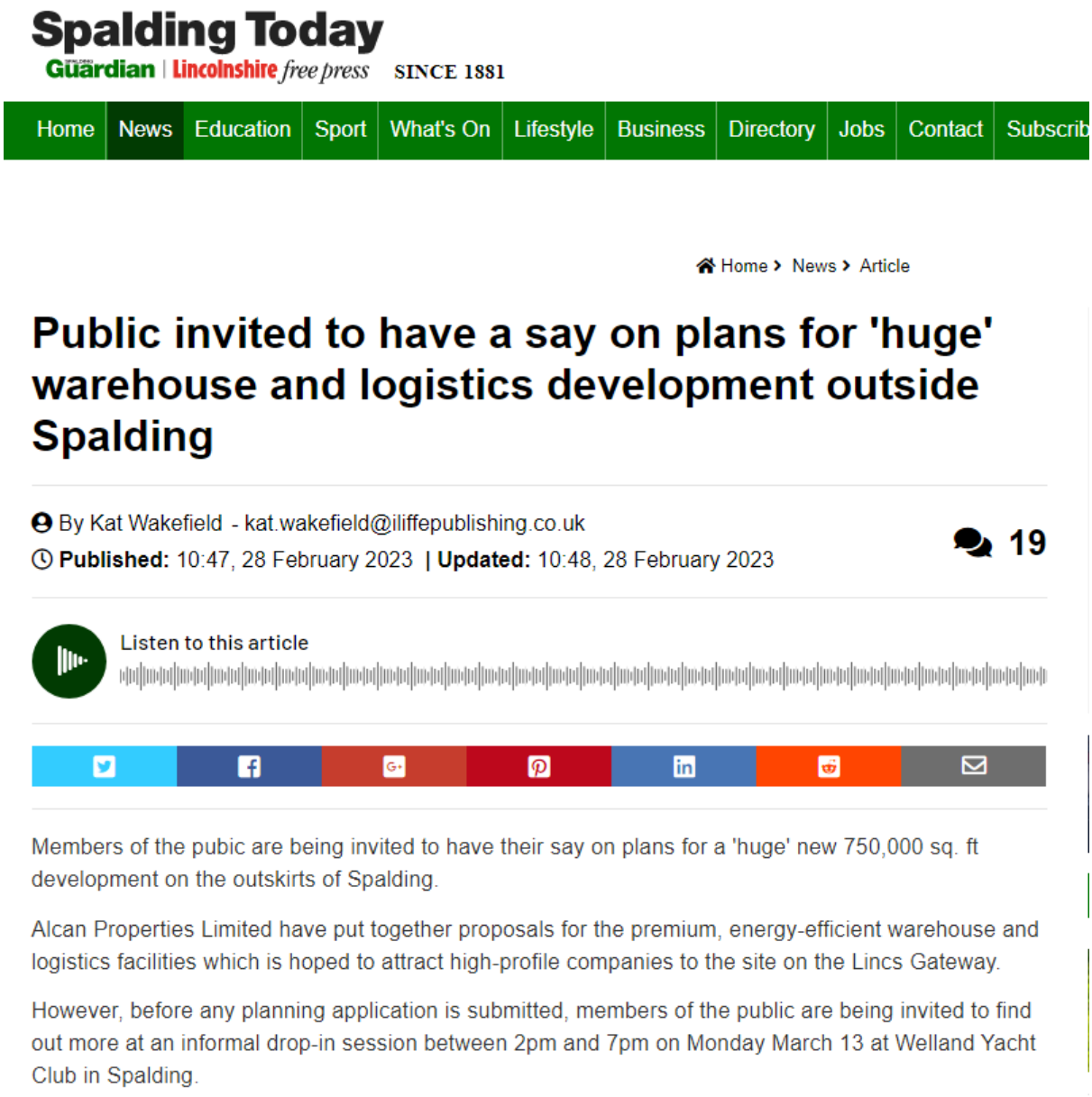
The aspiration is to deliver what are referred to as Grade-A facilities. Technology and innovation are increasingly important in the logistics sector and Grade-A facilities are built specifically to suit a modern supply chain. The units will utilise green design and energy efficiency technologies.

Vehicular access into the development would be via the existing adopted junction from the B1173. Pedestrian and cycle access to the site would be primarily from the existing bridleway from Fen End Lane with the proposals offering an opportunity to improve lighting and resurfacing. A concept plan of the proposals is provided **below**.



Figure 2: Leaflet distributed on 03 March 2023

Alongside publicity generated through the leaflet drop, there was also a press release issued to the local print and web-based media including both the including Spalding Voice and the Lincolnshire Free Press (including the Spalding Guardian).



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Public invited to have a say on plans for 'huge' warehouse and logistics development outside Spalding

By Kat Wakefield - kat.wakefield@iliffepublishing.co.uk

Published: 10:47, 28 February 2023 | **Updated:** 10:48, 28 February 2023

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Listen to this article

Members of the pubic are being invited to have their say on plans for a 'huge' new 750,000 sq. ft development on the outskirts of Spalding.

Alcan Properties Limited have put together proposals for the premium, energy-efficient warehouse and logistics facilities which is hoped to attract high-profile companies to the site on the Lincs Gateway.

However, before any planning application is submitted, members of the public are being invited to find out more at an informal drop-in session between 2pm and 7pm on Monday March 13 at Welland Yacht Club in Spalding.

Figure 3: Press publication

The publicity undertaken in advance of the consultation is summarised below.

TARGET GROUP	PUBLICITY DETAILS
Local residents	Approximately 90 no. leaflets were distributed to the local community on the 03 March 2023 in the lead up to the consultation – this included Fen End Lane, Burr Lane and Spalding Drove. Notices were affixed to lampposts close to the Site
Local businesses	11 no. letters posted directly to local businesses on 07 March 2023.

Spalding Town Forum	Email sent to Councillor Gambba-Jones (chairman) on 03 March 2023 providing details of the consultation event.
Cowbit Parish Council and Deeping St Nicholas Parish Council	Email sent to the clerks of Cowbit Parish Council and Deeping St Nicholas Parish Council on 03 March 2023 providing details of the consultation event.
Ward Councillors for Spalding St Mary's Ward	Email sent to Councillor Drury and Lord Porter on 03 March 2023 providing details of the consultation event.
Residents of Spalding and surrounding area	Press release issued to the local print and web-based media including both the including Spalding Voice and the Lincolnshire Free Press (including the Spalding Guardian).

Table 3: summary of publicity

3.3. EVENT DETAILS

An in-person community consultation event was held on the 13 March 2023 at Welland Yacht Club, River Bank, Spalding, PE11 3AA. The event was held between the hours of 14:00 and 19:00 and was attended by the Applicant, Knights and a number of technical specialists.

NAME	ROLE	COMPANY
Emma White	Prospective Developer	Alcan Properties Limited
James Rigby	Planning Consultant	Knights
Chris Allwood	Architect	UMC Architects
Stuart O'Neil	Drainage specialist	LIN Consulting
Daniel Moran	Highways specialist	SLR Consulting
Andrew Corkill	Noise and Acoustics Specialist	Spectrum Acoustic Consultants

Table 4: Consultation representation

The consultation event itself provided an opportunity for local residents to engage with the proposal and further appreciated the considerations which had informed the development. A1 sized boards and handouts were available offering further information in related to the Proposed Development – a copy of the display board which greeted local residents on the 13 March 2023 at the event is provided in Figure 3 and copies of all the display boards are provided in Appendix 3.

Proposed warehouse and logistics units at Lincs Gateway, Spalding

Welcome

Welcome to today's consultation event.

SCAN ME

Alcan Properties Limited are developing proposals for the construction of up to 750,000 square feet of storage and distribution floorspace on the edge of Spalding on land known as Lincs Gateway. The proposals are for premium, energy-efficient warehouse and logistics facilities which aim to attract high-profile companies as end users.

The aim of the event is to provide further information in relation to the proposed development as well as providing local residents with the opportunity to ask questions to the designers and technical specialists in attendance.

Members of the team will introduce themselves and will be positioned next to the information boards on display. Please feel free to read the information boards at your convenience and ask any questions to members of the team.

Name	Company	Role
Emma White	Alcan Properties	Prospective Developer
James Rigby	Knights	Planning Consultant
Chris Allwood	UMC Architects	Architect
Stuart O'Neil	LIN Consulting	Drainage Specialist
Daniel Moran	SLR Consulting	Highways Specialist
Andrew Corkill	Spectrum Acoustic Consultants	Noise and Acoustics Specialist

Allied Ecology · DeltaSimons Protecting people and planet · influence · LIN Consulting · SLR · SPECTRUM ACOUSTIC CONSULTANTS · umc architects · Knights

https://www.knightsplc.com/lincs-gateway-spalding

Figure 4: Copy of the display boards which greeted residents at the 13 March 2023 consultation

Photographs from the 13 March consultation are provided below at Figure 5.



Figure 5: Photographs from the 13 March consultation

Attendees were invited to fill out paper response forms detailing their thoughts on the Proposed Development, though they were also made aware that their comments could be made online or, alternatively, by email to Knights. Similarly, these options were also detailed on the leaflet distributed by hand and publicised on Knights website. At the event it was also made clear to residents that the Applicant's consultation would not replace the Council's statutory consultation requirement and that they would be consulted, formally, by the Council on receipt of a formal planning application.

The community consultation event was attended by a total of 40 no. individuals.

4. RESPONSE ANALYSIS

4.1. SUMMARY

The community consultation event was attended by a total of 40 no. individuals. A total of 16 no. responses were collected throughout the 21-day consultation period (ending 3 April 2023). Of these responses, 14 no. were received via paper feedback forms completed on the day of the consultation even, 1 no. was received via *SurveyMonkey* and 1 no. received via email.

The first question sought to quantitively gauge whether residents supported or objected to the Proposed Development.

The second question was an open question which allowed the respondent to provide any additional comments they wished to add in relation to the Proposed Development.

The third part of the feedback form was optional and gave the respondents the opportunity to provide their name and street address. This was to establish whether the engagement was coming directly from the local community, and to enable the project team to best understand and consider the comments made by the respondent (where they made specific comments related to the Proposed Development's impact on their home or street for example).

4.2. QUESTION 1 – DO YOU SUPPORT THE PROPOSED DEVELOPMENT?

The first question aimed to establish whether the respondents were in support of the Proposed Development. A total of 16 answers were recorded as shown below:

ANSWER	NUMBER OF RESPONSES	% OF RESPONSES
Yes	6	37.5%
Unsure	2	12.5%
No	8	50%

Table 5: Summary of responses to Question 1

4.3. COMMENTS

The subsequent section gave the respondent opportunity to leave any comments they may have. In total 16 (100% of respondents) left additional comments in this section setting out their reasoning for their answer to Question 1.

The tables across the following pages document each individual comment received with these broken down into the following: location and principle of development; visual amenity; highways; active travel; drainage; lighting; noise; wildlife and ecology; other.

Position Key (as shown in table below)

Yes		Unsure		No	

4.3.1. COMMENTS RELATING TO LOCATION AND THE PRINCIPLE OF DEVELOPMENT

RESPONDENT NO.	POSITION	COMMENTS	RESPONSE
1		*This is an ideal position for a development of this type i.e., good road links, close to town but not too close.*	No response required. Support is welcomed.
2		*Access to the A16 is good, Employment benefits to the south of Spalding is required. The north side of Spalding coming south. Struggles with the increased train activity, so would be beneficial for employment and travel to be on the south side.*	No response required. Support is welcomed.
4		*Concerned i.e., loss of 18.5h of prime agricultural land which is irreplaceable.* *This is the second quadrant to be utilised for commercial use. It sets a precedent for expansion/development of the other two quadrants and the loss of even more prime agricultural land.*	The Provisional Agricultural Land Classification (ALC) (England) published by Natural England classifies the Site as Grade 2 (Very Good) agricultural land. Grade 2 land is defined[3] as *"Land with minor limitations that affect crop yield, cultivations or harvesting. A wide range of agricultural and horticultural crops can usually be grown".* Whilst the Application would result in a loss of c. 18 hectares of land which could be used for agricultural purposes, this is not considered to be deemed significant as it falls below the 20-hectare threshold which requires local planning authorities to consult Natural England on all non-agricultural applications that result in the loss of the best and most versatile ('BMV') agricultural land. Accordingly, it is considered that the Application would not materially impact on agricultural production.
6		*Growth has got to happen somewhere and its better this side of town near the A16 than other development N of Spalding.*	No response required. Support is welcomed.

Table 6: Comments relating to location and principle of development

4.3.2. COMMENTS RELATING TO VISUAL AMENITY

RESPONDENT NO.	POSITION	COMMENTS	RESPONSE
3		*Visual objection. 18m high- industrial sight – right up residents houses- this will devalue our properties.*	Sensitivities around residential amenity and the potential impact of any building erected in the north-western corner of the Site are well understood and appreciated by the Applicant – particularly following comments made by a number of local residents living along Fen End Lane who attended the public consultation event held on 13 March 2023. Accordingly, the indicative layout has been through several rounds of revisions prior to the submission of the Application in order to ensure that, ultimately, a satisfactory relationship, in planning terms, can be demonstrated. Further commentary on the iterative design process is set out within the Design and Access Statement prepared by UMC Architects. In order to provide a neighbourly response and to ensure that the residential amenity of residents currently living on Fen End Lane is not materially harmed, the Application is supported by a Parameters Plan. The Parameters Plan (Drawing 22119-UMC-ZZZZ-SI-DR-A-0604-P02 - Parameters Plan) provides a mechanism to ensure that no buildings ae erected within 50 metres of the Site boundary in the north-western corner (adjacent to Fen End Lane) of the Site. This 50 metre 'no development zone' exceeds the 40 metre zone
4		*Concern of the visual impact of the 20m high structure in the flat environment. Despite many trees to the W and NW of the site they lack height to disguise or hide the structures.*	
9		*The main concern in my view is the site (mainly height!) of the proposed warehouses. They are monstrosities and, in my opinion, totally the wrong situation, they would be far better suited to an already industrial area instead of a blight on the countryside.*	

[3] Guidance: *Guide to assessing development proposals on agricultural land - Updated 5 February 2021 [online] Available from:* https://www.gov.uk/government/publications/agricultural-land-assess-proposals-for-development/guide-to-assessing-development-proposals-on-agricultural-land *(accessed 9 May 2023)*

			stipulated by condition no. 17 of Planning Application Reference H16-0009-14[4] which consented a mixed use development on the Site in October 2014. Moreover, it is proposed to restrict the height of any units proposed within 100 metres of the boundary to Fen End Lane to a 15 metres ridge height (above finished floor levels). Beyond this 100 metre zone, the remaining parcels of land will have a maximum ridge height of 21m above finished floor levels. The proposed scale parameters are detailed on the Parameters Plan. Notwithstanding the fact that the Application is made in outline form (with means of access to be considered) the submission of a Parameters Plan is accepted good practice and provides an effective development management tool to ensure that any subsequent application for the approval of reserved matters remain with the parameters considered as part of the parent outline planning permission.

Table 7: Comments relating to visual amenity

4.3.3. COMMENTS RELATING TO HIGHWAYS

RESPONDENT NO.	POSITION	COMMENTS	RESPONSE
2		*Access to the A16 is good.*	No response required.
8		*Access to site is on 60mph road – potential accident between fast moving traffic and slow turning lorries.*	Opportunities to reduce the speed limit on the B1173 are being discussed with Lincolnshire County Council (**LCC**). Should LCC be of the opinion that a reduction in the speed limit is necessary, the Applicant would be willing to discuss a financial contribution towards a Traffic Regulation Order.
10		*Improve the B1172 and B1173 junction in terms of active travel and vehicle travel.*	There is an opportunity to improve Public Bridleway (Spal/894/1) with new surfacing and low-level lighting, to encourage walking and cycling to and from the Site. Additional off-site pedestrian and cycling improvements are currently being discussed with LCC. Subject to the outcome of these discussions and any subsequent request made by LCC being held to be strictly in accordance with Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (**the CIL Regs**), the appropriate mechanism to secure any developer contribution would be through a planning obligation entered into pursuant to Section 106 of the Town and Country Planning Act 1990 (**TCPA**).
11		*Speed limit on B1173*	Opportunities to reduce the speed limit on the B1173 are being discussed with LCC. Should LCC be of the opinion that a reduction in the speed limit is necessary, the Applicant would be willing to discuss a financial contribution towards a Traffic Regulation Order.
13		*Concerns over safety of lorries pulling out onto B1173 (very slowly when loaded) and traffic coming along at 60 mph (which is the speed limit), because of a long-drawn-out bend on the road, visual awareness could be last minute, especially as the trees by the turn are young and will only get bigger.* *Also, traffic turning into Applegreen in the slip road can cause double row of traffic causing confusion if lorry pulling out at the same time.*	

Table 8: Comments relating to highways

[4] H16-0009-14 - 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 10 October 2014.

4.3.4. COMMENTS RELATING TO ACTIVE TRAVEL

RESPONDENT NO.	POSITION	COMMENTS	RESPONSE
1		*My hope is that you work closely with LCC and SHDC on Active travel. We want staff to walk or bike in, not drive unless absolutely necessary.*	Agree and support welcomed. The Proposed Development include improvements (resurfacing and low-level lighting) to the bridleway, which provides an attractive connection into the site for pedestrians and cyclists arriving from the north (which is likely to be the majority of pedestrians and cyclists, given the location of the site). Pedestrians would be able to access the Site from the roadside services on the other side of the B1173 Barrier bank using the existing footways and central refuge at the vehicular access.
5		*Enhancing the bridleway is and attractive idea and on the face of it will encourage active travel to the site. However, cyclists coming from Spalding will have to negotiate a short section of the B1173, which is fast and narrow. Local cyclists avoid the road if they can. To make the site safely accessible by bike, the stretch of B1173 from the 30mph signs to Fen End Lane or Burr Lane needs to have proper cycle infrastructure. Without it, the good work you're doing on the bridleway will be wasted because cyclists can't safely access it.*	Additional off-site pedestrian and cycling improvements are currently being discussed with LCC. Subject to the outcome of these discussions and any subsequent request made by LCC being held to be strictly in accordance with Regulation 122(2) of the CIL Regs, the appropriate mechanism to secure any developer contribution would be through a planning obligation entered into pursuant to Section 106 of the TCPA.
10		1. *Improvements to be bridleway to facilitate active travel access to the site (smooth surface, lighting, dedicated carriage crossing points.)* 2. *Implementation of the New River Cycleway (linked to above points)* 3. *Decent facilities on site for cyclists (slower, secure and covered cycle parking)* 4. *Consideration and implementation of guidance previsioned in the LTN 1/20 publication when designing the access infrastructure to the site.* 5. *Highways to consider active travel when undertaking design decisions and feasibility studies of the site.* 6. *Utilising this project as a starting point for implementing better active travel infrastructure in the area.* 7. *Improvements to the Burr Lane junction if this is going to be a route for active travel to the site.* 8. *Improve active travel access from B1173 (Cowbit Road) to the New Rover Cycle Way (or bridleway) if this is to be used.* 9. *Improve the B1172 and B1173 junction in terms of active travel and vehicle travel.*	The Proposed Development includes improvements to the bridleway which will provide an attractive connection into the Site for pedestrians and cyclists. There are also existing footpaths and central refuge to allow for safe crossing of the B1173. There are discussions with LCC regarding wider pedestrian and cycling improvements off-site. The SELLP requires the following minimum number of cycle parking spaces: • Space required for a secure cycle shelter for 40 to 50 cycles for each unit. *a) secure, covered, convenient storage for bicycles for employees should be provided close to an entrance to the building. Changing and shower facilities should be provided where possible; and* *b) secure, covered bicycle storage for visitors are located close to the main entrance to the building.* A total of 192 cycle parking spaces are shown on the indicative layout.
12		*As an alternative access for active travel, the New River Cycleway should be improved, labelled and provided with lower-level bollard lighting. Otherwise, one day some young pedestrian/cyclist is going to lose his/her life on Barrier Bank – which cannot otherwise be avoided between L. London Bridge and Burr/ Fen End Lane. Could S106 money provide this alternative cycle route, which would also serve KFC and other destinations? Pressure on LCC to reduce speed limit on Barrier Bank? Close Barrier Bank to monitored traffic, as an alternative? Good cycle parking needed – Sheffield stand – not too far from the buildings – Roofed over and showering facilities. Seek advice on active travel access from Peterborough who are experts in this matter!*	Additional off-site pedestrian and cycling improvements are currently being discussed with LCC. Subject to the outcome of these discussions and any subsequent request made by LCC being held to be strictly in accordance with Regulation 122(2) of the CIL Regs, the appropriate mechanism to secure any developer contribution would be through a planning obligation entered into pursuant to Section 106 of the TCPA.
16		***The Bridleway – Lighting and CCTV coverage*** *This issue has been raised on numerous occasions over the last 8-9 years. Originally a condition was placed on the original applications that lighting was to be installed prior to occupation of any building on the Applegreen site. To date this has never been complied with. The bridleway is currently used by pedestrians/cyclists, dog walkers and horses on a very regular/daily basis in the day and at night.* *This is a very dark area at night and would benefit from adequate lighting and CCTV monitoring to stop anti-social behaviour or the possibility of criminal activity (attack on persons/muggings)*	The Proposed Development includes improvements (resurfacing and low-level lighting) to the bridleway, which provides an attractive connection into the site for pedestrians and cyclists arriving from the north (which is likely to be the majority of pedestrians and cyclists, given the location of the Site). The proposed improvements are subject to ongoing discussions with the Council and Lincolnshire County Council. It is respectfully suggested that the specific nature of the improvements should be secured through a suitably worded planning condition, similar to the condition drafted below:

		I note your proposals want to use this bridleway to access the site for pedestrian and cyclists. Lighting and CCTV needs to be put in place as a matter of urgency prior to the occupations or start of work on the site.	*No development shall commence until a scheme of improvements to the public right of way within the site boundary (PRoW Spal/894/1) has been submitted to and approved in writing by the District Planning Authority. The approved scheme shall thereafter be implemented in accordance with the approved timing of the works.*

Table 9: Comments relating to active travel

4.3.5. COMMENTS RELATING TO DRAINAGE

RESPONDENT NO.	POSITION	COMMENTS	RESPONSE
3		*Drainage at the back of Fen End Lane.*	The discharge for the surface water drainage will be to the existing watercourse located adjacent or near to the Site – specific details are provided within the Flood Risk Assessment prepared by LIN Consulting. The introduction of any headwalls or works to the watercourse will need to consent of the Land Drainage Authority, as will agreement to the proposed discharge rate. In order to ensure compliance accordance with the Environment Agency Pollution Prevention Guidelines (**PPG3**), surface water run-off will be treated prior to discharge to watercourse. Run-off from hardstanding areas shall be treated through the use of filter drains and swales designed in accordance with current standards. Anglian Water are obligated to accept the foul flows from any development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Council grant planning permission. The Applicant submitted a Pre-Development Request to Anglian Water. Anglian Water's response dated 28 February 2023 sets out that the nearest practicable connection is to the 150mm diameter sewer at manhole 2100 in Fen End Lane at National Grid Reference NGR TF2429920144.
7		*The proposed site shows development over a drainage dyke that serves the existing properties in Fen End Lane which if it is not kept clear enables water to back up and flood the gardens.*	
11		*Drainage and sewage into existing system.*	
14		*Sewerage solutions and drainage. No straight answer to?*	
16		***Surface Water run off Dyke.*** *There is a Riparian Dyke that runs alongside the northern bund. This dyke has to be maintained as it is a run off from the Main road B1139 and if not maintained correctly it causes flooding in the gardens on Fen End Lane, this has happened on several occasion over the past couple of years. The area is prone to flooding. How do you propose to mitigate flooding and surface water run off other than settling ponds?* ***SEWERAGE/Fowl water*** *You propose to connect to the sewerage pipe already established in Fen End Lane. As resident we are concerned that the pipe is not suitable for any extra capacity. The Applegreen site uses a pumping system to clear their treatment plant and is flushed every 1-2 hour. This flushing through the system causes a back flush of methane gases that backs up through the sewage system and is expelled through the stack pipes and manhole covers on Properties within Fen End Lane, the smell is quite revolting. Anglian water has done their best over the years to resolve the issue, but it still persists. How do you propose to mitigate this?*	

Table 10: Comments relating to drainage

4.3.6. COMMENTS RELATING TO LIGHTING

RESPONDENT NO.	POSITION	COMMENTS	RESPONSE
3		*Lighting Objection*	The Lighting Impact Assessment report identifies the key design principles for minimising the effect of any proposed lighting and these should be implemented in any proposed external lighting design undertaken for this Site. By taking full advantage of the tight optical control of modern luminaries available, in conjunction with careful consideration of the colour temperature, mounting height, location and orientation of the luminaire, as well as
4		*Lighting needs to be sensitive to dark skies and spread light pollution. Given the flat nature of the environment the warehouses should not be an obtrusive blot on the landscape.*	

11		*Lights pollution from proposed warehouses*	correctly selecting the applicable lighting levels required, the potential adverse effects associated with light trespass, glare, and sky glow, experienced by surrounding receptors will be minimised to fall in line with the limits specified in the ILP Guidance Note. The ILP Guidance Note should be considered an industry-wide best-practice document with which adherence to it represents best practice for this development.

Table 11: Comments relating to lighting

4.3.7. COMMENTS RELATING TO NOISE

RESPONDENT NO.	POSITION	COMMENTS	RESPONSE
3		*Noise Objection* *Truck noise and fumes*	A noise impact assessment (**NIA**) for the purpose of establishing the potential impacts associated with the Proposed Development. This assessment starts with considering the principles set out in BS 4142:2014 *Methods for rating and assessing industrial and commercial sound*, by comparing the predicted noise levels from new sources associated with the Proposed Development, corrected for any particular characteristics (the Rating Level), with the existing background noise levels, as measured at locations representative of the nearby residential receptor locations. The NIA is carried out assuming a potential use of the units for food distribution or similar. This is a B8 use that incorporates a substantial allowance of chilling and cooling mechanical services plant, which has the potential to generate additional noise. This therefore represents a robust noise assessment approach, covering worst case noise scenario. Consideration has been given to the change in noise from increases in vehicle numbers on the public road network, resulting from operations of the Proposed Development. The increases are small and the increase in noise level is <0.5 dB, which is a negligible effect. Predictions of noise from activities arising as a result of the Proposed Development, show that the potential for significant adverse effects may arise during night operations unless suitable noise mitigation measures are included within the scheme. BS 4142 has been used as primary basis of the assessment with context relating to the Site, being considered in order to come to an overall conclusion on noise impact. In order to further reduce the noise levels for night operation, the following mitigation measures have been tested out in the noise model and are now recommended: • Installing a 2m high close boarded timber fence on top of the existing bunding just inside the northwest Site boundary • Upgrading the sound insulation of the west/north walls and roof of the nearest unit to NSR 1 to Rw 38 and 30 respectively. • A noise attenuation package of a combination of acoustic screening/acoustic louvres/silencers/acoustic lagging for each of the large mechanical plant zones to reduce sound power level from LwA 100dB to 90 dB. • Consideration of an extensive arrangement of effective acoustic bunding and barriers. Outline initial designs show these will be highly effective to the north and east in particular. These might comprise up to 8m total heights between the north facades of units close to the northern boundary of the site. Up to 5m high reducing to 3m on the north section of the eastern boundary (with the A16) and a barrier between the units on the west of the site at 6m in height increased from 5m after pre-application discussions with the Council's Lead Environmental Protection Officer.
4		*With additional vehicle movement both day and night it is inevitable that noise levels will increase.*	
8		*Noise – 24 hr?*	
11		*Noise and pollution form the HGV – effecting health issues*	
14		*Our concerns are the level of noise in the construction and what the units will be used for. Will they be use 24 hours are they going to be refrigerated units on all day and night.*	
16		***Operating hours**. I note that your want to operate this site 24/7. We have in place a couple of precedents currently set under planning application H16-0918-21, paragraph 15 and H16-0025-15, paragraph 18* *"No machinery shall be operated, no processes shall be carried out and no deliveries shall be taken at or despatched from the site outside the hours of 7am to 8pm Monday to Saturdays nor at any time on Sundays, Bank or public holidays."* *Reason: In the interests of the amenity of local residents. This condition is imposed in accordance with Policies 2, 3 and 30 of the Southeast Lincolnshire Local Plan 2019.* ***Both of the above conditions will rigorously be pursued by the residents of Fen End Lane in any future planning applications put forward in the interests of the amenity of local residents and in accordance with Policies 2, 3 and 30 of the South East Lincolnshire Local Plan 2019.*** ***Noise reduction from proposed site,** Application H16-0025-15, paragraph 20* *No Static HGV refrigerated units shall operate on Parcels A2,A3 & B5 (the current proposed site) other than by means of mains electric power supply.* *Reason: In the interests of the amenity of local residents. This condition is imposedin accordance with Policies 2, 3 and 30 of the South East Lincolnshire Local Plan 2019.*	

			These mitigation measures designed to deal specifically with noise during night-time operation will further reduce noise levels by 3-6 dB at critical locations. This is a large reduction. In conclusion, based upon an illustrative layout of 3 warehouse units and a recommended noise mitigation scheme, the levels of noise impact to these and other sensitive receptors will be 'low'. This is both for daytime and importantly night-time operation. This would therefore mean that with this typical arrangement adopted there would be no justification for the hours of operation to be restricted through a planning condition.

Table 12: Comments relating to noise

4.3.8. COMMENTS RELATING TO WILDLIFE AND ECOLOGY

RESPONDENT NO.	POSITION	COMMENTS	RESPONSE
4		*Mature trees with the potential to grow very tall would be needed to be planted.* *Provision for wildlife should be part of the application i.e. provision of as many varied environments as possible.*	Proposed landscaping measures around the margins of the Site as well as the provision of sustainable drainage systems (**SuDS**) features which will create species rich habitat and assist in achieving Biodiversity Net Gain objectives. Proposed landscape enhancements within the Site include: • Substantial shelter belt tree planting to the periphery of the Site; • Mixed native tree, shrub and hedgerow planting; • Areas of mixed wildflower and grassland; • Existing trees and vegetation retained, protected and enhanced; and, • Ecological enhancements through habitat creation and links into the local surrounding area. .
11		*Protection to wildlife.*	An Ecological Appraisal has been prepared by Allied Ecology and is submitted in support of the Application. An area of Priority Habitat 'Deciduous Woodland' and National Forest Inventory 'Broadleaved' woodland is identified at the north-west of the Site, albeit this habitat is to be fully retained and buffered as part of the Proposed Development. No records of any ancient, veteran or notable trees were returned from within or adjacent to the Site. Given the nature of the proposals, and the proposed retention of the Priority Habitat 'Deciduous Woodland' and National Forest Inventory 'Broadleaved' woodland, it is considered unlikely that any Priority Habitats, ancient woodland or any notable trees will be affected by the Proposed Development. No non-statutory designations are present within or adjacent to the Site boundary, with all such designations being well separated from the Site by existing development, access infrastructure, and open countryside. Given the nature and scale of the Proposed Development, and physical distance from all non-statutory designations, it is considered by Allied Ecology that these designations are unlikely to be affected. Cowbit Wash SSSI is located approximately 440m to the south-west of the Site, albeit it is considered by Allied Ecology that the Proposed Development will have no adverse effects on the geological interest of the SSSI, for which it is designated. All other designations are sufficiently separated from the Site such that no adverse impacts are predicted – as set out further within the Ecological Appraisal. To summarise, Allied Ecology conclude that subject to the recommended mitigation and safeguarding measures, it is considered that no significant harm to any habitats or faunal species of interest will occur as a result of the Proposed Development. Moreover, there are a number of opportunities to improve the Site for biodiversity, through implementation of the recommended enhancement measures.

Table 13: Comments relating to wildlife and ecology

4.3.9. OTHER COMMENTS MADE

RESPONDENT NO.	POSITION	COMMENTS	RESPONSE
3		*24 hour access – huge problem* *2x warehouses – pure greed*	A noise impact assessment (**NIA**) was undertaken to establish the potential impacts associated with the development. This assessment starts with considering the principles set out in BS 4142:2014 *Methods for rating and assessing industrial and commercial sound*, by comparing the predicted noise levels from new sources associated with the Proposed Development. Based upon an illustrative layout of the warehouse units, with yards purposely located to ensure effective screening by the buildings of yard generated noise, the levels of noise impact to these and other sensitive receptors will be 'low'. This is both for daytime and importantly night-time operation. This would therefore mean that with this typical arrangement adopted there would be no justification for the hours of operation to be restricted through a planning condition. Therefore by accessing Site 24 hours, there is shown there will no impact upon the local residents in relation to noise.
7		*This development is I am led to believe still outside of the Local Plan for development.*	Incorrect. The Site is identified as a Prestige Employment Site (PES) within Policy 7 and the Policies Map (Inset Map No 2) (Site Reference: SP002) of the SELLP. The Site forms part of a wider allocation referred to as "Lincs Gateway, Spalding". The SELLP allocation establishes that the principle of commercial development is acceptable on the Site. SELLP Policy states that development comprising either of the following uses will be considered acceptable in principle: • Offices; • General industrial; • Storage or distribution; • Restaurants and cafés; • Drinking establishments; • Hotels; The Proposed Development seeks to develop the Site in accordance with the Local Plan allocation – storage and distribution units are specifically referenced as being acceptable within SELLP Policy 7.
8		*What are the benefits for residents? – currently poor provision for mobile phones and broadband*	The Proposed Development will result in the Creation of new publicly accessible open space and amenity area to the west of Public Bridleway (Spal/894/1). This area of open space will connect directly to the Public Bridleway and is intended to provide seating and surfaced footways available for use by the wider community. The Proposed Development would give rise to demonstrable economic benefits – these include an anticipated employment generation of 862 full-time equivalent jobs once fully operational. Alongside this, there is likely to be a significant albeit unquantifiable amount of additional, indirect, employment opportunities which would be generated as a result of multiplier effects.
9		*Our properties on Burr Lane was purchased solely because of its rural position. House building is mostly inevitable but no one would expect the proposed plans. Residents are already organising mass protest. Another major concern to us in the effect on house prices in the locality. The whole thing is unbelievably disrespectful.*	As the Council will be aware, loss of property value is not a material consideration.
11		*Crossing at access exit for people crossing over the McDonalds and garage.*	There are ongoing discussion with LCC for improvements to the wider pedestrian network.

12		*Before the development is opened, people should be conditioned to getting there from Spalding by bicycle (or on foot). (This should have been done with the Johnson Hospital, but it has taken 14 years of dogged campaigning to create the cycle/pedestrian route!).*	The proposal offers many opportunities to improve the local and wider cycling and pedestrian networks. The proposals include improvements to the bridleway which will provide an attractive connection into the site for pedestrians and cyclists. There are also existing footpaths and central refuge to allow for safe crossing of the B1173. There are discussions with LCC regarding wider pedestrian and cycling improvements off-site. However, it is not reasonable to condition that the people can only access the site via these means.
15		*There have been numerous applications for this site but there are numerous issues that affect Residential amenities for those living in Fen End Lane. There are already precedents/conditions set for previous applications that will rigorously sort again for any new planning application, namely: operating hours, restriction on development within residential properties lines, noise, light, sewerage, flooding.*	The approach taken in determining a planning application involves a balancing exercise with the decision-maker not just determining simple questions of fact but also a series of planning judgments. In such circumstances, any conclusion reached on the acceptability of a set of proposals will be a matter of fact and planning judgment for the decision-maker in the particular circumstances of the case in hand. Each planning application is unique and must be considered on its own merits.
16		***BUFFER ZONE**. There is currently a 40 metre non development buffer zone in place to the rear of the properties that line the field and to the side of property of No 59. Application H16-0025-15, paragraph 18* *"No building shall be erected, or any other form of development shall take place within 40 metres of the boundary of any residential property in Fen End Lane".* *Reason: In the interests of the amenity of local residents. This condition is imposed in accordance with Policies 2, 3 and 30 of the South East Lincolnshire Local Plan 2019.* *I note you propose to put a settling pond in this area, currently this area is where the surface water soakaways from the Properties of Fen End lane drain off. You may not be aware of this!* *Another issue proposed regarding putting an earth Bund in this area. Any bund put into this area of any height to mitigate operating sounds from the proposed site would seriously affect winter sunlight (when the sun is lower in the sky) into our gardens and place shadows onto our houses, also there are power lines that run across the field/site. The area is also prone to flooding*.	Sensitivities around residential amenity and the potential impact of any building erected in the north-western corner of the Site are well understood and appreciated by the Applicant – particularly following comments made by a number of local residents living along Fen End Lane who attended the public consultation event held on 13 March 2023. Accordingly, the indicative layout has been through several rounds of revisions prior to the submission of the Application in order to ensure that, ultimately, a satisfactory relationship, in planning terms, can be demonstrated. Further commentary on the iterative design process is set out within the Design and Access Statement prepared by UMC Architects. In order to provide a neighbourly response and to ensure that the residential amenity of residents currently living on Fen End Lane is not materially harmed, the Application is supported by a Parameters Plan. The Parameters Plan (Drawing 22119-UMC-ZZZZ-SI-DR-A-0604-P02 - Parameters Plan) provides a mechanism to ensure that no buildings ae erected within 50 metres of the Site boundary in the north-western corner (adjacent to Fen End Lane) of the Site. This 50 metre 'no development zone' exceeds the 40 metre zone stipulated by condition no. 17 of Planning Application Reference H16-0009-14[5] which consented a mixed use development on the Site in October 2014. Moreover, it is proposed to restrict the height of any units proposed within 100 metres of the boundary to Fen End Lane to a 15 metres ridge height (above finished floor levels). Beyond this 100 metre zone, the remaining parcels of land will have a maximum ridge height of 21m above finished floor levels. The proposed scale parameters are detailed on the Parameters Plan. Notwithstanding the fact that the Application is made in outline form (with means of access to be considered) the submission of a Parameters Plan is accepted good practice and provides an effective development management tool to ensure that any subsequent application for the approval of reserved matters remain with the parameters considered as part of the parent outline planning permission.

Table 14: Other comments made

*Please note that all comments have been written as they appeared on the original documentation.

[5] H16-0009-14 - 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 10 October 2014.

4.3.10. OPTIONAL NAME AND ADDRESS

This question sought to establish the level of interest in the Application within the local community. A total of 12 respondents answered this question. Accounting for the 2 no. respondents who answered this question incorrectly by giving their email address instead of their street address and 2 who failed to provide a response, 75% of all who provided feedback to the consultation resided within Spalding demonstrating that it was primarily local residents who were interested in the proposal.

ANSWER	SETTLEMENT	NO. OF RESPONSES	% OF RESPONSES [6]
Fen End Lane	Spalding	5	41.67
Burr Lane	Spalding	1	8.33
Barrier Bank	Spalding	1	8.33
Cowbit Road	Spalding	1	8.33
Stonegate	Spalding	1	8.33
Cradge Bank	Spalding	1	8.33
Spalding Road	Spalding	1	8.33
Ladywood Road	Spalding	1	8.33

Table 15: Responses to Question 5

[6] % rounded to 2 decimal places.

5. CONCLUSIONS

The Statement of Community Involvement has demonstrated the extent to which the Application accords with both the NPPF, the statutory Development Plan for South Holland, and the measures outlined within the Council's *Statement of Community Involvement.*

The Applicant was keen to share the development proposals with the local community and key local stakeholders prior to submitting the Application. The Applicant wanted to explore the possibility of hosting an in-person consultation event as means of providing local residents with both an informed overview of the Proposed Development and ascertaining feedback from the community on their opinion of the proposals. The Applicant duly held discussions with representatives from Welland Yacht Club in relation to whether suitable space could be made available to ensure that they could accommodate potentially a large amount of people over the course of an afternoon and into the evening. These discussions were positive and following an inspection of the Welland Yacht it was concluded that an in-person consultation event could be held here. Accordingly, arrangements were finalised with the Welland Yacht Club was booked as a venue for an in-person consultation event on 13 March 2023. The venue also provided a central and easily accessible location within the village.

The consultation event itself provided an opportunity for residents to engage with the proposals and to further appreciate the considerations which had shaped their development. Notice boards and handouts were available offering an in-depth insight into the Proposed Development. Members of the project team were present to provide advice and to discuss matters of interest with the public.

The community consultation event was attended by a total of 40 no. individuals. A total of 16 no. responses were collected throughout the 21-day consultation period. Of which, 14 no. responses were received via paper feedback forms completed on the day of the consultation event, 1 no. responses were received via email, and 1 no. responses were received via the SurveyMonkey questionnaire.

Each individual comment received has been reviewed and considered. An appropriate response has been provided to each of these comments at Section 4 of this SCI.

The Applicant is therefore considered to have undertaken thorough and effective pre-application discussions with the local community. Several measures were taken to ensure that local residents were aware of both the Application and the consultation process, and various formats provided in which they could provide their thoughts and feedback to the Applicant. Consequently, it is felt that this consultation strategy was an inclusive process with afforded genuine opportunities for the local population to discuss their views with the project team and to submit their formal feedback regarding the Proposed Development. It is therefore considered that the Application is consistent with the Council's desire that the local community is consulted to *"allow early consideration of the fundamental issues relating to whether a particular proposal would be acceptable".*

LIST OF APPENDICES

Appendix 1: Leaflet Delivered 3 March 2023

Appendix 2: Community consultation website

Appendix 3: Consultation display boards

Appendix 4: Photographs taken at the 13 March 2023 consultation event

APPENDIX 1 – LEAFLET DELIVERED 3 MARCH 2023

What happens next?

We have a arranged a community drop-in session to be held 2pm - 7pm on Monday 13 March at Welland Yacht Club, River Bank, Spalding, PE11 3AA.

The proposals will be on display and Alcan Properties Limited's team will be available to answer any questions.

All information will be available to download as part of a digital consultation which will run from 13 March until 3 April. You can view larger copies of the images shown on this leaflet at any time on a dedicated consultation website which will launch on Monday 13th March.

This can be accessed via the QR code below or by visiting:

www.knightsplc.com/lincs-gateway-spalding

Residents will be consulted directly by South Holland District Council once a planning application is submitted.

Contact us by email:
james.rigby@knightsplc.com

Or by post: James Rigby, Knights, Olympic House, 995 Doddington Road, Lincoln, LN6 3SE.

Paper copies of materials available on request.

Knights

Proposed development at Lincs Gateway, Spalding

We want to hear from you - invitation to attend community consultation event

Dear Resident

We are writing to you on behalf of Alcan Properties Limited who are developing proposals for the construction of 750,000 square feet of storage and distribution floorspace on the edge of Spalding on land known as Lincs Gateway.

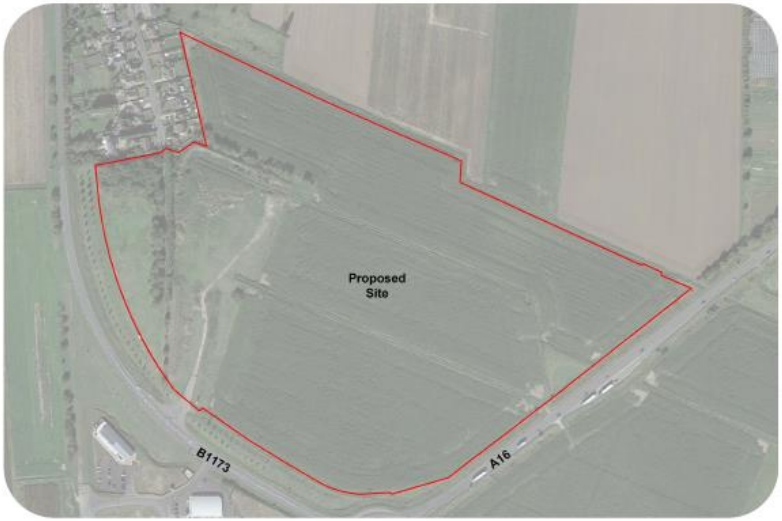
The proposals are for premium, energy-efficient warehouse and logistics facilities which aim to attract high-profile companies as end users.

While we have been working alongside South Holland District Council and Lincolnshire County Council in developing our scheme, we want to ensure that members of the community living closest to the site are provided with an opportunity to view the emerging proposals and provide feedback which will be given consideration by the wider design team.

We are keen to explain our plans and to hear the views of people and businesses local to the site, prior to submission of any application for planning permission, through a community consultation event to be held on **Monday 13 March** – details are provided at the back of this leaflet.

The Site

The site is located on the southern edge of Spalding, just over a mile south of the town centre. It is bounded by the B1173 to the south and A16 to the east, with residential development on Fen End Lane to the northwest. A location plan is provided **below** which shows the extent of the site edged in red.



Background

In policy terms, the site is identified as a Prestige Employment Site within the South East Lincolnshire Local Plan (2019) and referred to as "Lincs Gateway". The Local Plan allocation establishes that the principle of commercial development is acceptable on the site. The proposals seek to develop the site in accordance with the Local Plan allocation.

Knights

The Proposals

The proposals will provide much needed storage and distribution space and will generate significant employment opportunities for the local population during both the construction phase and once the units are occupied.

The aspiration is to deliver what are referred to as Grade-A facilities. Technology and innovation are increasingly important in the logistics sector and Grade-A facilities are built specifically to suit a modern supply chain. The units will utilise green design and energy efficiency technologies.

Vehicular access into the development would be via the existing adopted junction from the B1173. Pedestrian and cycle access to the site would be primarily from the existing bridleway from Fen End Lane with the proposals offering an opportunity to improve lighting and resurfacing. A concept plan of the proposals is provided **below**.



APPENDIX 2 – COMMUNITY CONSULTATION WEBSITE

Knights

COMPANY EXPERTISE SECTORS CAREERS NEWS CONTACT US

Proposed warehouse and logistics units at Lincs Gateway, Spalding

Home

Proposed development at Lincs Gateway, Spalding

We are working alongside Alcan Properties Limited who are developing proposals for the construction of 750,000 square feet of storage and distribution floorspace on the edge of Spalding on land known as Lincs Gateway.

The proposals are for premium, energy-efficient warehouse and logistics facilities which aim to attract high-profile companies as end users.

While we have been working alongside South Holland District Council and Lincolnshire County Council in developing our scheme, we want to ensure that members of the community living closest to the site are provided with an opportunity to view the emerging proposals and provide feedback which will be given consideration by the wider design team.

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Site details

The site located on the southern edge of Spalding, just over a mile south of the town centre. It is bounded by the B1173 to the south and A16 to the east, with residential development on Fen End Lane to the northwest.

A location plan is provided below which shows the extent of the site edged in red.



In policy terms, the site is identified as a Prestige Employment Site within the South East Lincolnshire Local Plan (2019) and referred to as 'Lincs Gateway'. The Local Plan allocation establishes that the principle of commercial development is acceptable on the site. The proposals seek to develop the site in accordance with the Local Plan allocation.

The proposal

Download more details

Your chance to comment on the proposal

If you have any queries in relation to this scheme then feel free to contact James Rigby.



APPENDIX 3 – CONSULTATION DISPLAY BOARDS

Proposed warehouse and logistics units at Lincs Gateway, Spalding

Welcome

Welcome to today's consultation event.

SCAN ME

Alcan Properties Limited are developing proposals for the construction of up to 750,000 square feet of storage and distribution floorspace on the edge of Spalding on land known as Lincs Gateway. The proposals are for premium, energy-efficient warehouse and logistics facilities which aim to attract high-profile companies as end users.

The aim of the event is to provide further information in relation to the proposed development as well as providing local residents with the opportunity to ask questions to the designers and technical specialists in attendance.

Members of the team will introduce themselves and will be positioned next to the information boards on display. Please feel free to read the information boards at your convenience and ask any questions to members of the team.

Name	Company	Role
Emma White	Alcan Properties	Prospective Developer
James Rigby	Knights	Planning Consultant
Chris Allwood	UMC Architects	Architect
Stuart O'Neil	LIN Consulting	Drainage Specialist
Daniel Moran	SLR Consulting	Highways Specialist
Andrew Corkill	Spectrum Acoustic Consultants	Noise and Acoustics Specialist

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SLR · SPECTRUM ACOUSTIC CONSULTANTS · umc architects · Knights

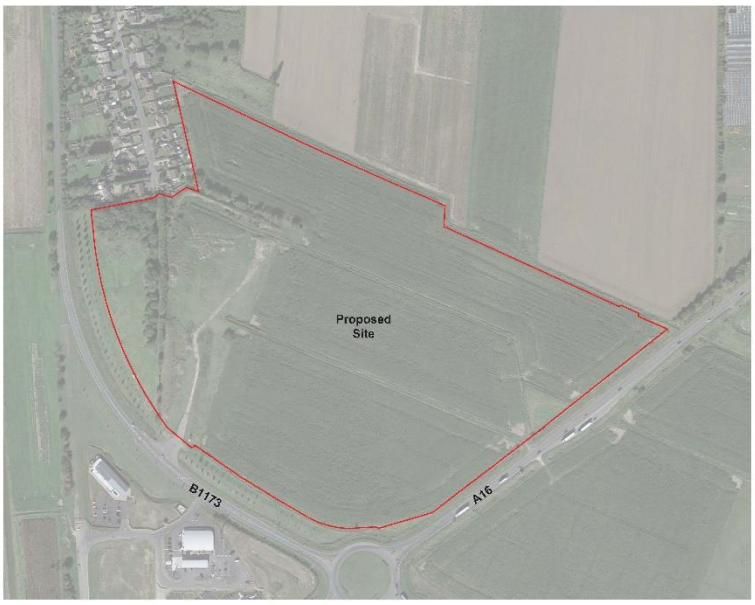
https://www.knightsplc.com/lincs-gateway-spalding

Proposed warehouse and logistics units at Lincs Gateway, Spalding

The Site

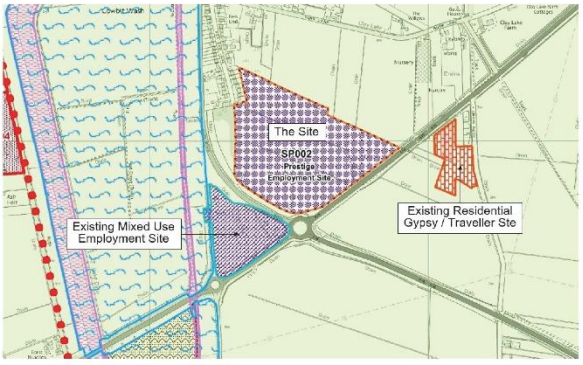
The site is located on the southern edge of Spalding, just over a mile south of the town centre. It is bounded by the B1173 to the south and A16 to the east, with residential development on Fen End Lane to the northwest.

The location plan provided to the right shows the extent of the site edged in red.



Site Planning Status and History

In policy terms, the site is identified as a Prestige Employment Site within the South East Lincolnshire Local Plan (2019) and referred to as "Lincs Gateway" (Site Reference: SP002). The Local Plan allocation establishes that the principle of commercial development is acceptable on the site. Policy 7 of the Local Plan states that development comprising any of the following uses will be considered acceptable in principle:



- Offices;
- General industrial;
- Storage or distribution;
- Restaurants and cafés;
- Drinking establishments;
- Hotels;

The proposals seek to develop the site in accordance with the Local Plan allocation – storage and distribution units are specifically referenced as being acceptable within Policy 7.

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Proposed warehouse and logistics units at Lincs Gateway, Spalding

The Proposed Development

The proposal will provide much needed storage and distribution space and will generate significant employment opportunities for the local population during both the construction phase and once the units are occupied.

It is the intention to submit an application for outline planning permission in the next couple of months. An outline planning application seeks to establish whether the principle of development is acceptable with more detailed considerations – such as the appearance and scale of any building – to be considered at a later date through an application for approval of reserved matters.

The aspiration is to deliver what are referred to as Grade-A facilities.

Technology and innovation are increasingly important in the logistics sector and Grade-A facilities are built specifically to suit a modern supply chain. The units will utilise green design and energy efficiency technologies.



Vehicular access into the development would be via the existing adopted junction from the B1173. Pedestrian and cycle access to the site would be primarily from the existing bridleway from Fen End Lane with the proposals offering an opportunity to improve this route through improved lighting and resurfacing.

Jobs and Economic Benefits

The logistics sector is changing. Increasingly, there is a variety of different activities which take place within large warehouse units – particularly those designed to Grade-A specification. These changes are being driven by technology with a broader employment base now typical.

The proposed units will include a significant amount of ancillary office and administrative space which will provide further employment opportunities.

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Proposed warehouse and logistics units at Lincs Gateway, Spalding

Key Development Principles

The proposals are underpinned by the following key development principles which aim to ensure that any development fully responds to the constraints and opportunities afforded to the site.

- Existing adopted junction from the B1173 to provide vehicular access into the site;
- Development blocks designed to have, where possible, an active frontage to the B1173 and A16 to create visual interest;
- Servicing and loading areas to be kept away from the northern elevation to protect residential amenity;
- Existing bund adjacent to Fen End Lane and the bridleway to be retained – it is recognised that this performs a key role in screening the site;
- Existing bridleway to be improved through resurfacing and low-level bollard lighting;
- Surface water drainage to incorporate a network of sustainable drainage systems ('SuDS') to include drainage channels and waterbodies with flows from the site controlled to the greenfield run-off rate.
- Additional landscaping provided around the margins of the site and the SuDS features to create species rich habitat and to achieve biodiversity net gain.
- Opportunities for active travel encouraged through new footpath and cycle links to the improved bridleway.



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Proposed warehouse and logistics units at Lincs Gateway, Spalding

Access Arrangements

The proposed development would use the existing site access on the B1173 Barrier Bank, which has a turning facility for right turning vehicles and is suitable for accommodating all vehicles that would access the site.

Vehicle and parking will be provided to meet, at least, the minimum standards set out in the Local Plan, ensuring that adequate provision is available.

The anticipated volume and profile of vehicle movements to and from the proposed development are likely to be less than those considered acceptable previously when South Holland District Council approved a scheme for 4 office buildings and 24 small industrial units in January 2022. Fewer total vehicle movements during the busiest periods on the local highway network (the morning and evening peak hours) are expected as a result of the proposed development being presented today.

A Transport Statement and Framework Travel Plan are currently being prepared to support the planning application:

- The Transport Statement will set out the transport issues associated with the proposed development, including a comparison of the vehicle movements forecast for the consented and proposed schemes; and
- A Framework Travel Plan will identify ways of reducing vehicle movements and will outline sustainable travel options available to staff (such as car sharing, walking, cycling, and bus services.



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Proposed warehouse and logistics units at Lincs Gateway, Spalding

Improvements to the Existing Bridleway

Pedestrian access to the site would be primarily from the existing bridleway from Fen End Lane. It is recognised that there is considerable scope to improve the year-round useability of the existing bridleway and we are keen to hear your thoughts on how this could be best achieved.



Green Design

Given that the planning application is to be submitted in outline form, we would expect specific design and energy efficient measures to be secured through suitably worded planning conditions. The aim to deliver Grade-A warehousing goes hand-in-hand with energy efficiency and the use of cutting-edge technologies.

Whilst further details will come forward as part of a future application for the approval of reserved matters, the units will utilise green design and energy efficiency technologies. It is envisaged that BREEAM certification at the 'Excellent' level will be achieved for each unit erected – this certification can be secured through a planning condition.

Drainage

Sustainable Drainage Systems ('SuDS') are a key feature of the surface water drainage strategy. SuDS features play a key role in managing flow rates from buildings and areas of hardstanding. In this instance, flows from the site will be restricted to a rate equivalent to the existing greenfield run-off rate.

A pre-development enquiry has been made to Anglian Water. Anglian Water have identified an appropriate point of connection to the existing public sewer which runs under Fen End Lane. Due to the level of the existing pipework and the flat nature of the development site, a pumped solution will be required, with a foul pumping station being located within the development area.

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Proposed warehouse and logistics units at Lincs Gateway, Spalding

Ongoing Technical Work

Further technical work is underway and a comprehensive suite of technical reports and documentation will be submitted in support of an application for planning permission.

Report	Contributor
Air Quality Assessment	Delta-Simons
Archaeology Assessment including Heritage Statement	Archaeological Project Services (APS)
Architectural Plans	UMC Architects
Ecological Assessment and Biodiversity Net Gain	Allied Ecology
Flood Risk Assessment and Drainage Statement	LIN Consulting
Phase I and II Geo-environmental Report	Eastwood & Partners
Landscape and Visual Impact Assessment	Influence
Lighting Assessment	Delta-Simons
Noise Impact Assessment	Spectrum Acoustic Consultants
Transport Assessment and Framework Travel Plan	SLR Consulting

What Happens Next?

While we have been working alongside South Holland District Council and Lincolnshire County Council in developing our scheme, we want to ensure that members of the community living closest to the site are provided with an opportunity to view the emerging proposals and provide feedback which will be given consideration by the wider design team.

Before leaving, please feel free to complete one of the comment sheets and place it in the boxes provided.

All the information displayed today will be available to download as part of a digital consultation which will run from 13 March until 3 April. You can view larger copies of the images shown on these information boards at any time on a dedicated consultation website which launches today.

This can be accessed via the QR code or by visiting: www.knightsplc.com/lincs-gateway-spalding

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SCAN ME

Contact Us



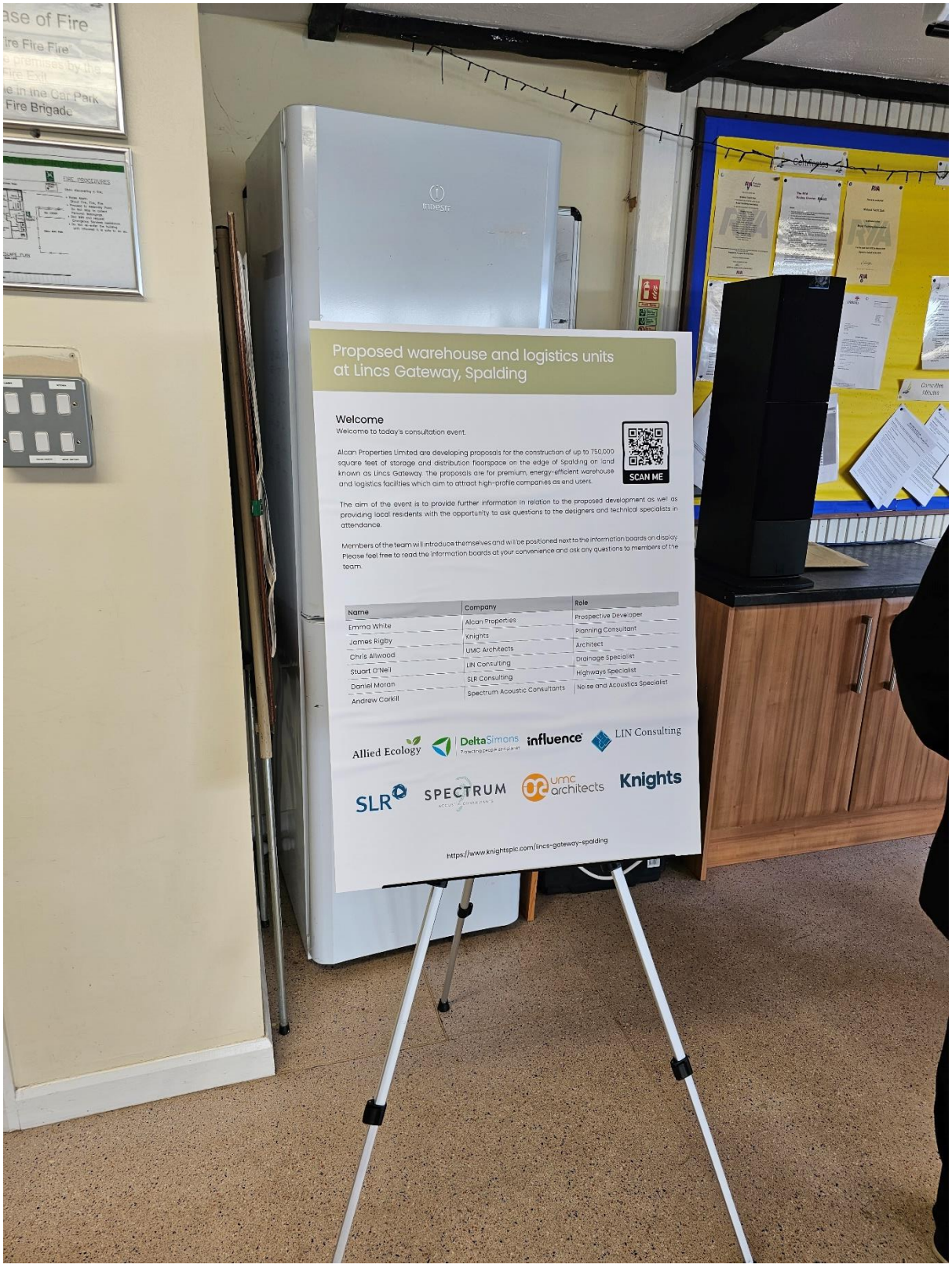
James Rigby
Senior Associate
T : 01522 563 516
M: 07790 137 135

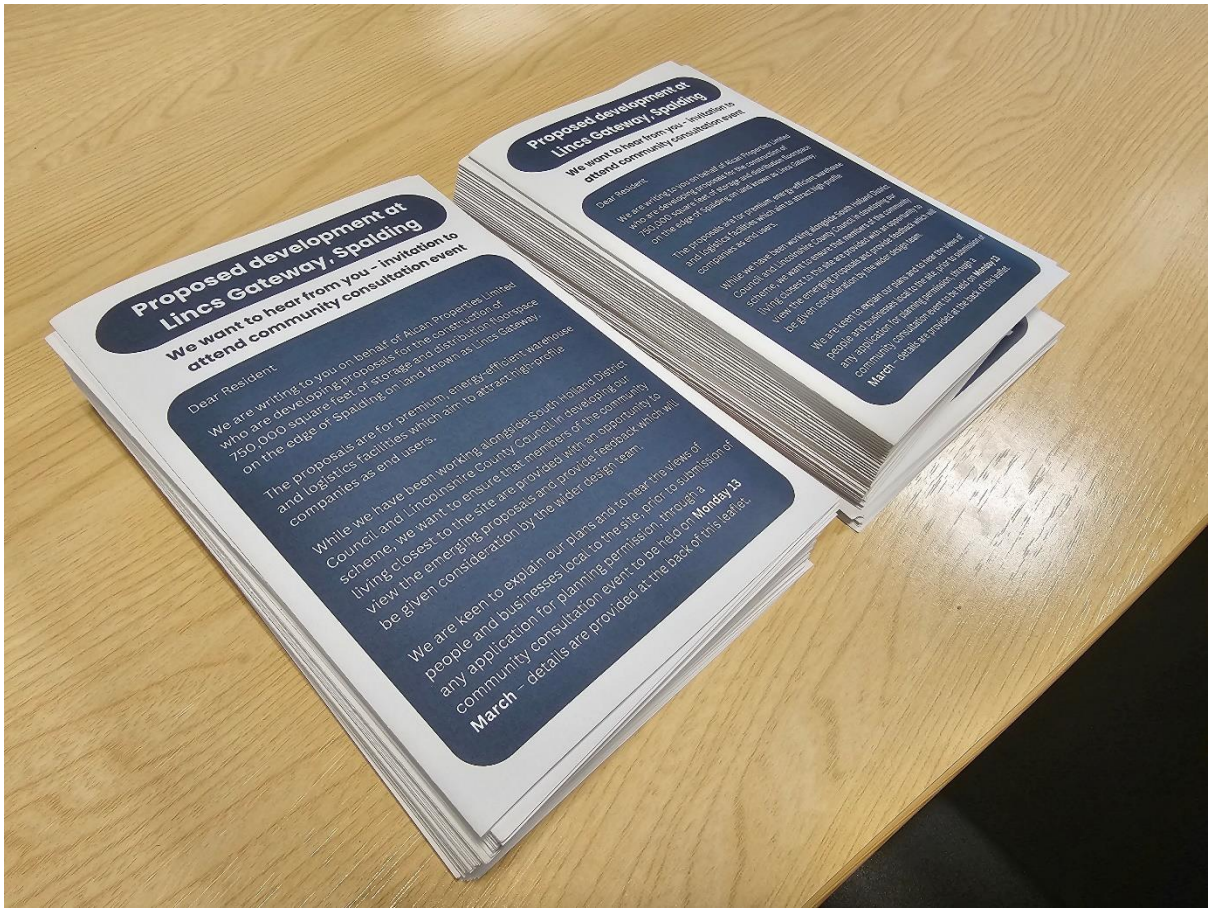
Contact us by email: james.rigby@knightsplc.com
Or by post: James Rigby, Knights, Olympic House, 995 Doddington Road, Lincoln, LN6 3SE

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APPENDIX 4 – PHOTOGRAPHS TAKEN AT THE 13 MARCH 2023 CONSULTATION EVENT


Proposed warehouse and logistics units at Lincs Gateway, Spalding
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The aim of the event is to provide further information in relation to the proposed development as well as providing local residents with the opportunity to ask questions to the designers and technical specialists in attendance.
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Name | Company | Role
Emma White | Alcan Properties | Prospective Developer
James Rigby | Knights | Planning Consultant
Chris Allwood | UMC Architects | Architect
Stuart O'Neil | LIN Consulting | Drainage Specialist
Daniel Moran | SLR Consulting | Highways Specialist
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Proposed development at Lincs Gateway, Spalding
We want to hear from you - invitation to attend community consultation event
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We are keen to explain our plans and to hear the views of people and businesses local to the site, prior to submission of any application for planning permission, through a community consultation event to be held on Monday 13 March – details are provided at the back of this leaflet.



Consultation
Event




Consultation
Event


In Case of Fire