

Planning Statement

Change of use to Retail Sale of Goods

39 Albert Street, Spalding

On behalf of One Stop Stores Limited

August 2024

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1 Introduction

- 1.1 This Planning Statement has been prepared by Ceres Property on behalf One Stop Stores Limited (“the applicant”) to support a full planning application for the following proposed development:

‘Change of use of part of the ground floor of the premises, to E(a) (Retail Sale of Goods), including alterations to the elevations and installation of new plant to the rear’.

- 1.2 This planning application follows the refusal of planning application H16-0323-24 in June 2024. The application was refused on two grounds. The first related to the lack of demonstration that the shop would provide for an underserved area and the second reason for refusal related to the potential impact on residential amenity in terms of noise and general disturbance. The full reasons for refusal are set out within section 2.
- 1.3 This Planning Statement demonstrates that the proposed development is in accordance with Policy 27 of the Local Plan, when considered as a whole.
- 1.4 In addition, this planning statement demonstrates that the proposed development will not give rise to any unacceptable adverse impacts on residential amenity in terms of noise and general disturbances.
- 1.5 Following the refusal of application H16-0323-24, the Applicant held a meeting with the case officer on the 5th July to discuss the refusal reasons. This planning statement has been prepared to address the reasons for refusal and to demonstrate that the proposed development is acceptable.
- 1.6 This statement provides context to the application and considers the proposed development in the context of the applicable planning policies and material considerations.
- 1.7 This statement is accompanied by existing and proposed plans, a Flood Risk Assessment, Design & Access Statement and Noise Impact Assessment.

2 The Site Context & Planning History

- 2.1 The site is located on Albert Street, in the north east of Spalding, Lincolnshire. Spalding is a market town. Spalding along with Boston are the principle and most sustainable settlements within South East Lincolnshire, where the majority of growth is focused.
- 2.2 The site comprises a former shop and storage building. The existing building is split into multiple use classes, including storage, class E and warehouse. Please refer to the Design & Access Statement, prepared by Calfordseaden for a full description of the existing buildings.
- 2.3 Only the west side of the building is occupied, which is used for Class E antiques and furniture sales. The other parts of the building are vacant.
- 2.4 The site is bound by residential dwellings to the south, east and west, and Albert Street to the north. The site is located in a residential-dominated area of Spalding. The site is not subject to any ecological or historical designations. The vast majority of Spalding is at high flood risk. According to the Government's Flood Risk Mapping Database, the site is located wholly in Flood Zone 3. This means that there is a high risk of fluvial or tidal flooding. Accounting for the existing use of the site, this is not considered to be a constraint to the proposed development. The site is at very low risk of surface water flooding. There are no Tree Preservation Orders on the site. No public right of way runs across or adjacent to the site.

Planning History

2.5 The site has been subject to multiple planning applications. The below table sets out the relevant planning history

Reference	Details	Decision Date
H16-1211-85	Pre-fabricated storage extension.	Approved 05.03.86
H16-0897-95	Extension to premises to form store	Approved 09.11.95
H16-0189-10	Erection of 3 pairs of semi-detached dwellings	Dismissed at appeal 30.09.10
H16-0174-12	Erection of pair of semi-detached houses	Approved 26.06.12
H16-0323-24	Change of use of part of the ground floor of the premises, to E(a) (Retail Sale of Goods), including alterations to the elevations and installation of new plant to the rear	Refused 06.06.24

2.6 Application H16-0323-24 was refused planning permission for the following reasons:

1. Policy 27 of the South East Lincolnshire Local Plan, 2019 states that individual local shops, leisure uses and services and small neighbourhood clusters of them which meet the day-to-day needs of nearby residents, without the need to use a car, will be protected. Proposed new shops in such circumstances, will be limited to a maximum 100 sqm (net) floor space, unless a qualitative need to remedy a geographical deficiency in the distribution of food shopping can be demonstrated, in which case units up to 500 sqm (net) floor space will be permitted. The proposed shop would exceed the 100sqm floor space restrictions outlined in Policy 27. In any event, Policy 27 also states that new convenience goods floor space should be provided within either a new Local Centre to serve a Sustainable Urban Extension or to provide for an underserved area. In this case, the site is not within a Sustainable Urban Extension and it has not been satisfactorily demonstrated that the shop would provide for an underserved area. Within a 1.5km radius is a supermarket, Spalding

town centre and several other smaller local shops, all of which could be reasonably accessed via residents in the Albert Street area. The proposal is therefore considered to be contrary to Policy 27 of the South East Lincolnshire Local Plan, 2019, and is unacceptable in principle. No evidence has been provided in support of the proposal that adequately demonstrates a qualitative need to remedy a geographical deficiency.

2. The proposal would, by virtue of the increased footfall and intensification of the use of the site, have an unacceptable impact upon residential amenity via noise and generally disturbance. The impacts of this would be exacerbated by the potential late opening hours of the store. The proposal is therefore considered to be contrary to Policies 2, 3 and 30 of the South East Lincolnshire Local Plan, 2019, as well as Section 12 of the National Planning Policy Framework, December 2023.
- 2.7 This statement provided additional justification on the need and compliance of the proposals with Policy 27 to address reason for refusal 1. In respect of reason for refusal 2, additional clarification is provided in relation to hours of opening of the proposed convenience shop.

3 The Proposals

3.1 This planning application seeks full planning permission or the following development:

'Change of use of part of the ground floor of the premises, to E(a) (Retail Sale of Goods), including alterations to the elevations and installation of new plant to the rear'.

3.2 The proposed development seeks to change of use to retail sale of goods to facilitate the occupation of the site by One Stop. The scope of the application and size of the proposed food store remains unchanged from the original application. However, additional information is provided in terms of the retail need for the food store in this location, along with clarification on the hours of opening. It is intended that the food store will operate as a convenience store to serve the local residents, with the vast majority of customers likely to be within a 10 minute walk/500 metres of the food store. It is proposed that the ground floor and far west of the building is used as class E(a). The storage areas for the convenience store is to be within the right hand side single storey buildings.

3.3 In order to enable the use of the building as a food sales store, minor alterations are required. The eastern part of the building is in disrepair and will be reconstructed. The new part of the building will match the existing building in term of scale, design and layout. Other minor alterations include new windows and doors.

3.4 The front of the building has space for vehicles to park off-street.

3.5 The following sections provides an overview of the development proposals. Additional details are illustrated on the proposed elevations plan.

Change of use

- 3.6 Part of the existing building has an extant consent A1 use class. In 2020, the Use Class Order update means that this is now considered use class E (Commercial, Business and Service). This part of the building is already within the use class that is required to convert the building into a One Stop shop. The part of the building that requires planning permission is the far west, which is currently used for storage. Planning Permission is sought for the change of use of this part of the building to class E(a) – shop other than for the sale of hot food.
- 3.7 The eastern wing of the building is used for warehouse and storage. It is not proposed that this use changes. Table 1 below provides a summary of the existing and proposed uses:

Use	Existing Quantum of floor space	Proposed Quantum of floor space	Increase/Decrease
Retail use class E(a) use class	81.5 square metres	131.3 square metres	Increase of 49.8 square metres
Storage and Distribution	102 square metres	102 square metres	No change
Storage only as approved under H16/089795	49.8 square metres	0	Decrease of 49.8 square metres

Table 1: Existing and Proposed Uses

- 3.8 As can be seen from the above table, only a small proportion of the development 49.8 square metres requires change of use. The remainder of the consent in terms of change of use could be implemented without the need to apply for planning permission.

Reconstruction of Eastern Wing

- 3.9 To facilitate the new shop, it is proposed that the eastern wing is demolished and reconstructed. This part of the building is in disrepair and not structurally sound for the proposed use

- 3.10 The eastern wing will be reconstructed to match the existing building in terms of design, appearance, scale and layout.

Minor alterations

- 3.11 As part of the proposals for the new shop, other minor alterations are required. These include alterations to existing windows and doors, new security Ram Bollards in the foreground and a new deliveries entrance.

New A/C Units

- 3.12 The proposals also include new Air Conditioning Units on the eastern wing. Four air conditioning units will be provided (units A, B, C and D). the location of the units are shown on the proposed rear elevation plan that accompanies this submission. The details of each unit is as follows:

Proposed Air Conditioning Units - Details

Unit A - Danfoss OP-MPAM005COP04G (Size h843mm x w1380mm x d480mm) : Noise - 55dB(A) @ 1m
Unit B - Fujitsu AOYG54KBTB (Size h998mm x w940mm x d320mm) : Noise - 59dB(A) @ 1m
Unit C - Fujitsu AOYG54KBTB (Size h998mm x w940mm x d320mm) : Noise - 59dB(A) @ 1m
Unit D - Fujitsu AOYG45KBTB (Size h998mm x w940mm x d320mm) : Noise - 57dB(A) @ 1m

4 Planning Policy and Material Considerations

- 4.1 This Section considers the provisions of the current Development Plan and other material considerations that are specifically relevant to the application.
- 4.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, determination must be made in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan

- 4.3 The Site is located within the administrative area South Holland District Council, and as such should be assessed against the policies that comprise the adopted development plan which include the South East Lincolnshire Local Plan 2011-2036 (Adopted March 2019).
- 4.4 The Adopted Local Plan policies considered most relevant to this planning application are listed below:
- Policy 1: Spatial Strategy
 - Policy 2: Development Management
 - Policy 3: Design of New Development
 - Policy 4: Approach to Flood Risk
 - Policy 7: Improving South East Lincolnshire's Employment and Portfolio
 - Policy 24: The Retail Hierarchy
 - Policy 27: Additional Retail Provision
 - Policy 30: Pollution
 - Policy 31: Climate Change and Renewable and Low Carbon Energy
 - Policy 36: Vehicle and Cycle Parking

Neighbourhood Plan

- 4.5 Spalding does not have a Neighbourhood Plan.

Material Planning Considerations

- 4.6 The National Planning Policy Framework ('NPPF') was introduced in March 2012 and was substantially revised in July 2018. It was then subject of a small number of revisions in February 2019, July 2021, September 2023 and most recently, December 2023. For the avoidance of doubt, references to the NPPF in this statement refer to the December 2023 published version.
- 4.7 The purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 defines sustainable development, which is economic, social and environmental in nature. There is a presumption in favour of sustainable development.
- 4.8 Paragraph 38 states that decision makers at every level should seek to approve applications for sustainable development where possible.
- 4.9 Paragraph 85 states that planning 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.
- 4.10 Planning decisions should enable the development of accessible services and community facilities, such as local shops (paragraph 88 part d).
- 4.11 Paragraph 115 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or if the relative cumulative impacts on the road network would be severe.
- 4.12 Planning decisions should promote and support the development of under-utilise land and buildings (paraph 124 part D).
- 4.13 Paragraph 135 states that planning decisions should be sympathetic to the local character and history of the surrounding build environment.

- 4.14 When determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.
- 4.15 Applications for some minor development and change of use should not be subject to the sequential or exceptions test.

National Planning Policy Framework Consultation

- 4.16 On 30 July 2024 the new government published a consultation on '*Proposed reforms to the National Planning Policy Framework and other changes to the planning system*' (the NPPF Consultation). The consultation sets out the government's commitment to improving prosperity through sustained economic growth and the role of the planning system in achieving this growth.
- 4.17 Whilst the new NPPF does not currently have any material planning weight, it indicates the government's commitment to economic growth.

5 PLANNING & FOOD RETAIL ASSESSMENT

5.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, determination must be made in accordance with the development plan unless material considerations indicate otherwise.

5.2 Based on the nature of the proposals, and the relevant planning policies and adopted guidance described above, the key planning issues relevant to the determination of this application are considered to be as follows:

- Principle of Development
- Design, Layout and Scale
- Access and Highways Implications
- Construction Management Measures
- Noise
- Resident Amenity

5.3 The above issues are considered in turn below.

Principle of Development

5.4 Local Plan policy 27 (Additional Retail Provision) is split into parts A, B and C. Part A relates to comparison goods, and is therefore not applicable to this application. Part B relates to convenience goods floor space, which is relevant to this application. Part C relates to local shops, which is relevant to this application. It is considered that the proposed development complies with this policy when considered as a whole. The existing building is currently used as a shop for the sales of antiques and furniture. Therefore, the principle of a shop in this location is already established.

Policy 27 Part B: Convenience Goods Floorspace

5.5 Policy 27 part B states the following.

There is no quantitative need for additional convenience goods floor space in the Local Plan area before 2021. There is expected to be a quantitative need for an additional 3,365 sqm (net) floor space by 2031. Such provision should be provided as small-scale units of up to 500 sqm (net) either within a new Local Centre to serve a Sustainable Urban Extension or to provide for an underserved area. Extensions which would take existing shops in these locations up to these sizes to improve their viability will be permitted.'

5.6 As part of Policy 27 a clear quantitative need for an additional 3,365 sqm convenience goods floorspace by 2031 has been identified within South- East Lincolnshire. The provision of this floorspace should be provided as small-scale units of up to 500 sqm to provide for a new Local Centre, Sustainable Urban Extension or an underserved area.

5.7 Spalding is identified as a Sub-Regional Centre, and as such a focus for growth on the Council's settlement hierarchy. Spalding is therefore a highly sustainable location for new development. Since the Adoption of the Local Plan in May 2019, it does not appear that any record has been undertaken to assess the uptake of new convenience store space within South East Lincolnshire or South Holland. The Local Plan sets out a need for additional 3,365 square metres of convenience goods. The applicants have undertaken their own review of new convenience store space using the South Holland District planning application search function. The applicants are aware of a new food store in Holbeach, to be operated by Aldi, approved under planning application H09 0884-23. However, otherwise from the information available it appears that there has been limited uptake in convenience store provision within the District.

5.8 It is therefore considered that the proposed development will support the aims and Policy 27 by providing some of the identified additional food retail floor space as identified within the Local Plan. It is considered that the provision of new food convenience floor space to meet the identified demand at District level should be given substantial weight in the planning balance.

- 5.9 The proposed development that this application relates to is the provision of a new One Stop convenience store. The development will result in a provision of 132 sqm retail floor space. This is below the threshold of 500 sqm as identified within part b of the policy. Considering the apparent identified need for additional convenience store floor space and the sustainable location of the site, it is considered that the proposed development complies with part B of policy 27 and it will provide an economic and social benefit of providing additional convenience store space to meet the identified demand. It is considered that this is an important material planning consideration in favour of the planning application.

Policy 27 Part C: Floorspace Threshold

- 5.10 Policy 27 part C states the following.

Individual local shops, leisure uses and services and small neighbourhood clusters of them which meet the day-to-day needs of nearby residents, without the need to use a car, will be protected. Proposed new shops in such circumstances, will be limited to a maximum 100 sqm (net) floor space, unless a qualitative need to remedy a geographical deficiency in the distribution of food shopping can be demonstrated, in which case units up to 500 sqm (net) floor space will be permitted. Extensions which would take existing local shops up to these sizes to improve their viability will be permitted, subject to the same demonstration of geographical deficiency for proposals over 100 sqm.

- 5.11 The proposed development seeks planning permission for the change of use of part of the existing building from storage to retail use. The total net floorspace of retail provision will be 131 sqm. This marginally exceeds the 100sqm threshold as set out within Policy 27 whereby an assessment is needed to demonstrate that the development is meeting an underserved need. It should be noted in this regard that it is only 49.8 square metres of the total of 131 that requires a change of use planning consent and the remainder could be implemented under permitted development. When considering the planning balance, it is an important consideration that if the shop was marginally smaller there would be no requirement to demonstrate an underserved need. However, in any case it is considered that the shop would clearly meet an underserved need.

- 5.12 To address the original reason for refusal the applicants have undertaken a qualitative need to remedy a geographical deficiency in the distribution of food shopping. Therefore, a Retail Assessment has been undertaken as part of this planning application. Appendix A provides a review of the existing food stores within a 500 metre. Appendix B provides a table of additional convenience stores within a 1km radius of the site. For a store of this size, from experience of other stores it is likely that the vast majority of customers will be within 500 metre walking distance to the site and will use the shop for buying essential goods such as milk and bread. There are only 2 open convenience store within 500 metre walk of the site, which is Londis, which is situated 400 metres to the north of the site and Spalding Express, which is a small store, with a limited offer approximately 200 metres to the west of the site. There are no convenience stores to the east and south- east of south of the site and it is considered that these areas of underserved use will significantly benefit from having an essential goods convenience store within walking distance. Residents to the south- east of Spalding currently have to walk up to 1 kilometre to their nearest convenience store and this shop will provide a convenient new store for them to access by foot. Between 500 metres to 1kilometre of the site there is an off- licence and Little Europe Groceries, both of which are situated on the edge of the town centre and serve a different geographical base to the proposed One Stop. Aldi, Iceland and Lidl are all situated within the town centre, with an additional Lidl almost a kilometre to the north of the site. They provide a market for those travelling to the town centre/undertaking their weekly shop and the proposed One Stop will meet a different need within a different location.
- 5.13 Overall, it is considered that there is a clear lack of sufficient food store provision in the eastern part of Spalding, which is the location of the proposed One Stop store that this application relates to. In this regard the proposed convenience store will provide a clear unmet need for residents to the west and south- west of the site.
- 5.14 In addition, when considering the acceptability of a convenience store in this location it is important that the very sustainable location of the site is considered. One of the key Policy criteria for consideration of Policy 27 is providing convenience store provision without the need to use a car. Paragraph 6.5.4 of the Adopted Local Plan, which provides the supporting text to Policy 27 is clear that Spalding Town Centre is compact in form and therefore that creates some challenges in

relation to provision of additional floor space for comparison goods within the centre. In this regard the convenience store is in sustainability terms ideally situated in terms of its proximity to the town centre and the underserved area of unmet need to the east of Spalding. It is very likely that the convenience store will be used by residents walking to and from the town centre from the east side of Spalding. This in turn will likely assist in terms of reducing trips in the motor car from residents in the east side of town to the largest food stores for the purchase of essential goods. Overall, this is a substantial environmental and social benefit of the proposed development.

5.15 Overall, it is considered that the proposals fully comply with Policy 27 of the Local Plan.

Under- Utilised Buildings

5.16 Local and National planning policy support the re- use of under-utilised buildings. Paragraph 124 (part d) of the NPPF states that planning decisions should promote and support the development of under-utilised buildings. The existing building is under-utilised and is in a poor state of repair. The proposed alterations to the existing building, including re- construction of the eastern part of the building and provision for new windows and doors, will result in substantial design improvements to the existing building. It will enable the long term investment and retention of the building, which is strongly supported by Paragraph 124 of the NPPF. This is an important material consideration in favour of the proposed development.

Design, Layout and Scale

5.17 Chapter 12 of the NPPF (Well-Designed and Beautiful Places) requires development to function well and add to the overall quality of the area, be sympathetic to the local character and history of the local area, establish or maintain a strong sense of place and create safe, inclusive and accessible places. Local Plan policy 3 (Design of New Development) sets out 15 design principles which must be complied with. New development should be of high quality and inclusive design.

- 5.18 The proposed development will result in the eastern wing being demolished and rebuilt, and minor alterations to the rest of the building. The eastern wing is currently not fit for purpose, and therefore will be replaced. The wing will be reconstructed to match the existing building in terms of material, design and scale. Further details regarding the design, layout and scale of the wing are set out within the accompanying Design and Access Statement.
- 5.19 The proposals involve the installation of four new Air Conditioning units. This is due to store refrigeration requirements. The positioning of these units are at the rear, screened by the proposed fencing. The plant will also be enclosed within acoustic enclosures. The air conditioning plant is of a standard design, replicating that located in many areas throughout the UK and is accepted as a necessary facility. The design solution for the air conditioning units is similar to existing installations nationwide and incorporates the latest Building Regulations and air handling standards respectively.
- 5.20 Some of the shopfronts shall be replicated in the provision of PET-G advertisement panels to improve the overall street scene appearance. Advertisement details shall be subject to a separate application for planning permission.
- 5.21 The layout and scale of the building is shown on the existing and proposed site plans. The change of use will not result in an increased height or massing. The entrance doors shall be replaced with a sliding entrance door to assist with access.
- 5.22 The design, layout and scale of the development proposal reflects the existing building, and surrounding environment. Therefore, the development proposals are in accordance with chapter 12 of the NPPF and Local Plan policy 3.

Access and Highways Implications

- 5.23 Chapter 9 of the NPPF (Promoting Sustainable Transport) states that it should be ensured that any significant impacts of the development on the transport network or highway safety should be cost effectively mitigated to acceptable degree. Paragraph 115 states 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 impacts on the road network would be severe. Local Plan policy 36 (Vehicle and Cycle Parking) requires all new development, including change of use, to provide vehicle and cycle parking.
- 5.24 The existing building is used for antiques and furniture sales, and so it is considered that the principle of a shop for the sale of goods is established and the development will therefore create no increased impact on the highway network. Additionally, the purpose of the One Stop shop is predominantly for the use of those living within a walkable distance. It is likely that those who will enter the shop via vehicles will have already been driving to a different destination and stop in the shop. Therefore, there will be no significant adverse increase in the number of vehicles on the local highway as a direct result of the development.
- 5.25 In terms of parking provision, there is a concrete area to the front of the existing building, currently use for vehicle parking. This will be sufficient for the One Stop shop. There are also adequate spaces for cycle parking outside the store.
- 5.26 The main access to the convenience store will be via the main entrance doors. The building is with level access. Facilities for goods delivery are provided by the separate entrance, located to the western part of the building.
- 5.27 The Highway Authority raised no objection to the previously submitted scheme. It was agreed that the space could adequately accommodate the required vehicle parking and be used by delivery vehicles to safely load and unload stock, reducing highway impact. This planning application relates to the same scheme, and it is therefore considered that there will be no highways implications.

- 5.28 The proposed development will not result in a significant adverse impact on the local highway network. There will be sufficient car and cycle parking provision. Therefore, the proposed development complies with NPPF chapter 9 and Local Plan policy 36.

Construction Management Measures

- 5.29 The development will result in the demolition and reconstruction of the eastern wing, and some minor alterations to the windows and doors of the building. This will result in construction works. Construction vehicles will be able to access the site via the existing entrance and use the car parking area to collect and deposit construction materials.
- 5.30 To avoid impact on the residential amenity of those living nearby, the applicants are happy to accept a suitably worded planning condition to control construction hours. The works will not require a large amount of construction vehicles, and so will have a low impact on the local highway. Additionally, due to the small scale nature of the works, the construction period will only cover a short amount of time.

Noise and Residential Amenity

- 5.31 Paragraph 180 part e of the NPPF requires that planning decisions ensure the prevention of new development contributing to, being put at unacceptable risk from, or being adversely affected by noise pollution. Local Plan policy 30 (Pollution) states that development proposals will not be permitted where they would lead to unacceptable adverse impacts upon noise, including vibration.
- 5.32 The use of the site as a shop will not result in any significant adverse noise impacts, due to the nature of the use. However, noise mitigation measures are provided to ensure that the proposed air conditioning units will not result in significant increased noise impacts for local residents. The air conditioning units will be screened with a fence, which will also act as a noise protection barrier, as well as being enclosed in acoustic enclosures. The noise output levels from the air conditioning equipment is displayed on the proposed Rear Elevation Plan.

- 5.33 The use of the building as a shop will not result in any significant adverse noise impacts on neighbouring residents. On the original application, the delegated report referenced concern in relation to the shop being open at night. To address this it is proposed that the shop has the following opening hours:
- **Monday- Sunday 0700- 2200**
- 5.34 The applicants are happy for the above opening hours to be restricted by way of a suitably worded planning condition
- 5.35 Measures are proposed to ensure that the proposed development will not give rise to crime or antisocial behaviour. During non-trading hours, the entrance door shall have a roller shutter for security reasons, and ram protection bollards to prevent antisocial behaviour at nighttime. All existing windows and doors (except the main entrance doors and delivery doors) shall be blocked up to improve security.
- 5.36 The proposed development will not result in an increased scale to the existing development, and therefore will have no impact on existing privacy, and daylight and sunlight levels for adjacent neighbours.
- 5.37 The proposed development will ensure that there will be no adverse impact on the amenity of nearby residents and is therefore compliant with Local Plan policy 3.

6 Conclusion

6.1 The applicant seeks full planning permission for the following proposed development.

'Change of use of part of the ground floor of the premises, to E(a) (Retail Sale of Goods), including alterations to the elevations and installation of new plant to the rear'.

6.2 It is the applicant's case that the proposed development fully complies with both Policy 27 and the development plan when considered as a whole. Compliance with the adopted policy is as follows:

- The development is clearly within an area of underserved need and the provision of a convenience store in this location will result in a reduction in car trips with residents to the east and south- east of Spalding needing to drive in the car to reach their nearest convenience store
- It is situated in a very sustainable location, with Spalding, which is one of the largest and most sustainable settlements in South- East Lincolnshire. It is likely that the shop will be well used by those walking to and from the town centre.
- The size of the shop at 131 square metres of convenience floor space falls within the thresholds of Policy 27 and only 49.5 square metres requires change of use planning consent
- The proposals will secure the long term retention and utilisation of the existing building on site, including substantial design improvements, which is strongly support by the NPPF
- The proposed development will bring additional employment into the town both permanent employees and during the construction works associated with the fit out and replacement of part of the existing building
- The hours of use have been clarified to ensure that the proposed development will have no unacceptable impact upon neighbouring residential amenity.

- 6.3 It is therefore clear that the proposal will result in substantial economic, social and environmental benefits and that it fully accords with Policy 27 and the development plan as a whole.
- 6.4 It is therefore clear that the proposal will result in substantial economic, social and environmental benefits and that it fully accords with Policy 27 and the development plan as a whole.
- 6.5 This planning statement has set out how the proposed development accords with local and national planning policy. It is therefore respectfully requested that the LPA grant full planning permission.

Appendix A– Overview of Convenience Stores within 500 metre Radius

Albert Street, Spalding
PE11 2LD

Site Location

500M from site

400M from site

300M from site

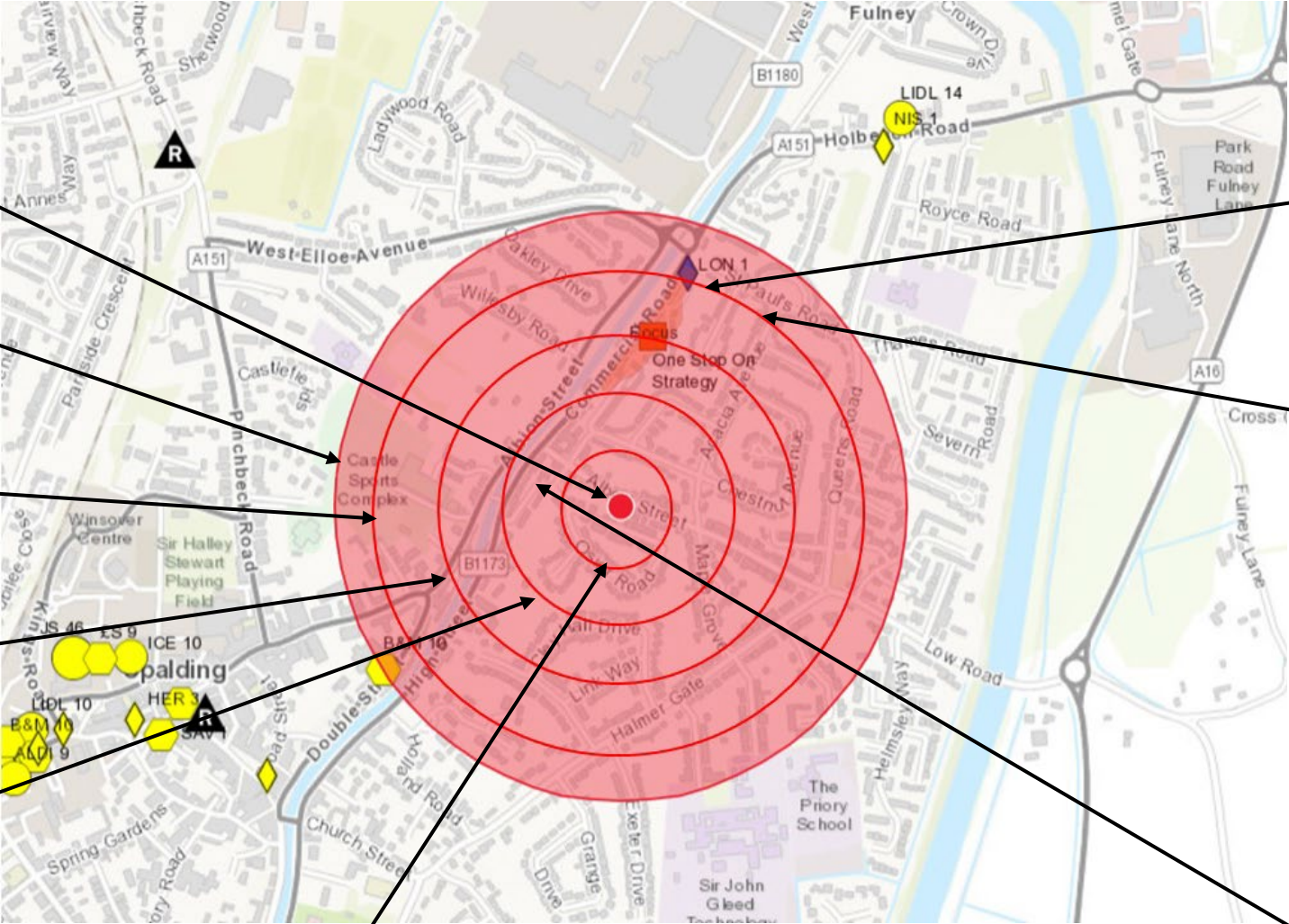
200M from site

100M from site

Londis

**Acacia Stores
(Closed)**

**Spalding
Express/Super
Sams**



Londis, 8 Holbeach Rd, Spalding PE11 2HG

- Size of unit - 350sqf
- Parking - None outside, some on street further down
- Offer - Lots of Eastern European products, Small range overall, No coffee machine but had milkshake & slush machine. Not much in terms of grocery/impulse. Had inpost & Evri
- Opening times - Mon-Sat 6am-10pm Sun - 6am - 9pm



Acacia Stores - 101 Acacia Ave, Spalding PE11 2LR

Was closed and being fit out inside, couldn't see what for but handwritten sign said 'Shop closed until further notice'



Spalding Express, 24 Commercial Road, Spalding, PE11 2HA

- Size of unit - 1035sqf
- Parking – 3 Layby spaces out front
- Small store with a limited offer



Appendix B- Overview of Convenience Stores within 1 Kilometre

Appendix B– Overview of Convenience Stores within 1

Kilometre

Table 1 – Existing Food Retail Store Provision within 1km of the site

Food Retail Store	Distance from Site	Details
Spalding Express (Previously named Super Sam)	321M	Convenience store – limited range of products. No car parking provision.
Acacia Stores	400M	Limited range of products. No parking spaces.
Londis	400M	Closed Down
Lajkonik Off-Licence	0.6 KM	Off-License store with a limited range of products to the south- west of the site towards town centre. Parking spaces are located outside of the storefront.
Little Europe Groceries	0.6 KM	Small convenience store to the south-west of the site near the town centre. No parking provision. Closes at 6pm Mondays-Thursdays and Saturdays. Closes 3pm Sundays. Opens 10am daily.
Spalding Market	0.8km	Small convenience store. Includes Evri collection. Parking bays outside of the shopfront.
Lidl	0.95km	Large supermarket store, with parking and InPost Locker.