



South Holland District Council
Council Offices
Priory Road
Spalding
PE11 2XE

70099946
26 August 2022

Dear Sir/Madam,

**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
FULL PLANNING APPLICATION FOR RETENTION OF RETAIL POD (USE CLASS E(A))
SAINSBURY'S, HOLLAND MARKET, SPALDING, PE11 1RQ**

On behalf of Sainsbury's Supermarkets Ltd, please find enclosed a full planning application for the retention of an existing retail pod (Use Class E(a)) at the above Sainsbury's store which is located within Spalding town centre.

In addition to this cover letter, the following documents are submitted in support of the application:

- Application Form and Certificate;
- CIL Form; and
- Planning Drawing Pack prepared by Hadfield Cawkwell Davidson (HCD), including:
 - Site Location Plan (Ref: CHQ.16.11751-PL01A),
 - Existing Site Plan (Ref: CHQ.16.11751-PL02),
 - Proposed Site Plan (Ref: CHQ.16.11751-PL03A),
 - Existing / Proposed Site Plans (Ref: CHQ.16.11751-PL04A),
 - Existing and Proposed Elevations (Ref: CHQ.16.11751-PL06A), and
 - Proposed Pod Detail (Ref: CHQ.16.11751-PL05).

The required planning application fee of £234 has been paid online via the Planning Portal.

BACKGROUD AND THE PROPOSAL

Planning permission was granted at the site via appeal ref: APP/A2525/W/17/3171261 on 31 July 2017, following the refusal of planning application ref: H16-1056-16, for the following development:

"Installation of Timpson's pod within customer car park."

The appeal decision included a condition requiring the pod to be removed from the site within a period of five years from the date of the decision and the site restored to its former condition.

The five-year period expired on 31 July 2022, and therefore a new planning application is being submitted for the retention of the pod for a further five years.

The existing retail pod (Use Class E(a)), extends to 14.6sqm (GIA) / 17.7sqm (GEA). The accompanying planning drawings detail the location and design of the pod. The pod is operated by Timpson, who offer dry cleaning, key cutting, watch repair, engraving, and shoe repair services. It operates as a drop-off and collection point for products, which are serviced both on and off site.

Customers can choose to wait on site for products and services, or dependent on the type of service, they can call and collect them at a later date.

SITE CONTEXT

The application site (i.e., the existing Timpson pod) is located to the front of the Sainsburys within Holland Market which is located within the town centre. The pod is east facing, with c.5m of paving between the pod and a car park edge. The rear of the pod backs onto the exterior wall of the Sainsburys store entrance structure.

PLANNING POLICY

Local Development Plan

The local development plan for South Holland comprises the Southeast Lincolnshire Local Plan, a Joint Strategic Plan produced by South Holland District, Boston Borough, and Lincolnshire County Councils. The plan was adopted in March 2019.

As highlighted above the application site located within the defined town centre boundary of Spalding under Policy 24.

SOUTHEAST LINCOLNSHIRE LOCAL PLAN

Policy 2 states that development will be permitted provide that sustainable development considerations are met. The policy goes on to list specific considerations, including relationship to existing development, quality of design, and impact on neighbouring uses.

Policy 3 of the plan (Design of New Development) states that distinctive places should be created through the use of local styles and materials. The policy goes on to state that the landscape character of the location, creating a sense of place, and accessibility are key issues.

Policy 24 (The Retail Hierarchy) highlights that retail and other main town centre uses should be located in accordance with the following hierarchy, as defined on the Policies Map. It adds that the town centres of Boston and Spalding (as defined by the Town Centre Boundaries) will be the locational focus for the development of town centre uses; planning permission will be granted for retail, food and drink outlets, financial and professional services, leisure and tourist-related uses (Classes A1-A5, B1, D1 and D2) and residential development.

Policy 25 (Supporting the Vitality and Viability of Boston and Spalding Town Centres) states that Spalding town centre will continue to be the primary destinations for retail and that the Councils will promote appropriate opportunities to support and extend the offer of the town centres.

Policy 33 highlights a priority of protecting existing footpaths, cycle routes and public right of ways from development. Policy 36 (Vehicle and Cycle Parking) states that clear pedestrian routes should be provided for all users of development.

National Planning Policy Framework (NPPF) (2021)

Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development.

Paragraph 8 explains that achieving sustainable development means that the planning system has three overarching objectives; an economic objective, a social objective and an environmental objective. With regard to the economic objective, it states that it is to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

Paragraph 10 explains that, at the heart of the NPPF is a presumption in favour of sustainable development.

With regard to decision making, paragraph 38 states that local planning authorities should approach decisions on proposed development in a positive and creative way.

Paragraph 81 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Paragraph 86 states that planning decisions should support the role that town centres play at the heart of local communities by taking a positive approach to their growth, management and adaption. Paragraph 87 adds that local planning authorities should apply a sequential test to planning applications for main town centre uses, with the preference for them to be located in town centres.

Chapter 12 seeks to achieve well-designed places. Paragraph 130 states:

“Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

PLANNING CONSIDERATIONS

We consider that the key considerations of the proposal are the principle of the development; the design of the proposal and any potential impact on the character of the area; and highways. These are considered below.

The principle of development

The principle of the development is acceptable given the location of the existing pod at an established retail destination within Spalding town centre in accordance with both national and local planning policy.

Design and impact on the character of the area

The Timpson Pod is a discretely design retail unit of a modest size. The small unit is designed to appear subservient and ancillary to the much larger Sainsburys store. Therefore, the proposal respects the form and scale of the existing development and is sized in such a way to prevent overdevelopment or a cluttering of the environment. The units size mean that it forms a continuation of the stepped effect created by the architecture of the Sainsburys building.

The Pod is covered by a timber cladding and features an automatic sliding door. The materiality of the Pod is designed to match the colour palette of the area, in order to fit in to its setting subtly and appropriately. The external signage of the proposal advertises the services provided by the unit, while remaining unobtrusive. The signage is appropriate to the areas retail character and does not result in a cluttered effect.

Highways

The site is located adjacent to the entrance to a Sainsburys store and faces a large car park. In accordance with policy, the proposal retains a wide public paved space to the front of the store, with ample space for safe pedestrian movement. As a result, pedestrian access to adjacent developments would not be restricted, nor pedestrian circulation around the wider site.

CONCLUSIONS

In summary, this application seeks permission to retain the existing Timpson pod which is located in Spalding town centre and as such is in accordance with both national and local planning policy.

I trust the above and enclosed is sufficient to validate the application. In the meantime, please do not hesitate to contact me if you require any further information.

Yours faithfully



Fraser Dann
Principal Planner

Encl. As noted above.