ASHLEY KING
DEVELOPMENTS

LINCS GATEWAY

Planning, Design & Access Statement

AUGUST 2021

Lincs Gateway Business Park, Spalding. Phase 2





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Introduction

1.1 This planning application is made by Ashley King Developments Ltd, 'The Applicant'. The application relates to land to the north-east of the B1173 and A16, on the southern edge of Spalding. The application is for 24no new business units and 4no office buildings.

1.2 The proposed development offers a new high quality business park, which would address a current need in the local area. This would generate new jobs, many of which would be drawn into the area from competing centres, whilst many others would otherwise have been lost as local businesses looked to move to other areas, where their needs would be better catered for.

1.3 The application site is intended to extend the Lincs Gateway development to north-east of the A1175 and A16. The business uses within this application are intended to support the business park as a whole, and to help make the site a successful location for business, and enhance Spalding's economy.

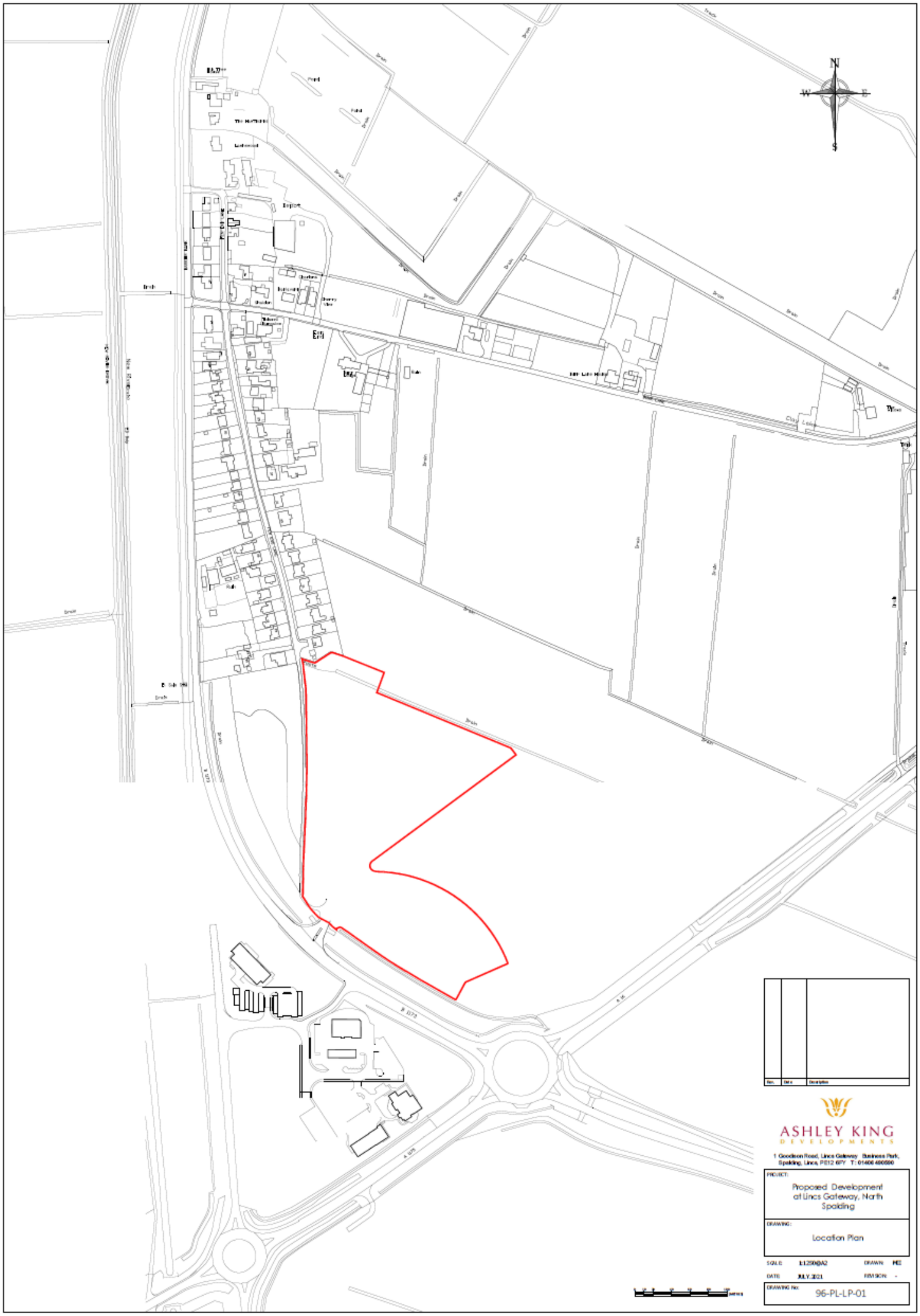
1.4 This is intended to be a development of high quality, which would have the potential to attract new businesses to the area, and help it to compete with other nearby areas to attract economic investment and growth. The business park is intended to help the local economy to develop and diversify over time. To help achieve this, light industrial units and office buildings are proposed in line with the previous outline planning approval H16-009-14. The proposals aim to build on the site's visible location at the "Gateway" to Spalding. It has a high profile in respect of passing traffic, and good accessibility.

1.4 This Planning application sets out details of the proposals for a new high quality business park at Lincs Gateway, Spalding.
Outline planning permission has already been granted for the proposed development, (now expired) H16-009-14 and this full application sets out matters of detailed design, relating to the following matters:

- Access routes within the site.
- The appearance of the proposed buildings, and the site as a whole.
- Details of the proposed landscaping including new planting.
- The layout of the proposed development, including the positioning of new buildings, roads and drainage infrastructure.
- The scale of the proposed buildings.

Site location




N
W
E
S
Drain
Pond
Depot
Cherry Tree
Elm
Ash
Oak
Tree
Hedge
Ditch
Track
Clay Lodge
B 1173
A 16
A 1073
Rail
Rail Line Hedge
Tennis Court
Sub Station
Gas Governor
Pylon
Electricity Pylon
Telephone Kiosk
Post Box
Bus Stop
Bus Shelter
Seat
Flag Pole
Gate
Fence
Wall
Building
Garage
Shed
Greenhouse
Conservatory
Porch
Chimney
Roof
Window
Door
Steps
Ramp
Kerb
Footpath
Road
Junction
Roundabout
Traffic Light
Street Light
Manhole
Inspection Chamber
Gully
Soakaway
Septic Tank
Oil Tank
Water Tank
Water Main
Gas Main
Electricity Cable
Telephone Cable
Fibre Optic Cable
Overhead Line
Underground Line
Boundary
Site Boundary
Red Line Boundary
Blue Line Boundary
Green Line Boundary
Yellow Line Boundary
Orange Line Boundary
Purple Line Boundary
Brown Line Boundary
Grey Line Boundary
Black Line Boundary
White Line Boundary
Key
Scale
Metres
Rev.
Date
Description
ASHLEY KING
DEVELOPMENTS
1 Goodison Road, Lincs Gateway Business Park, Spalding, Lincs, PE12 6FY T: 01406 490590
PROJECT:
Proposed Development at Lincs Gateway, North Spalding
DRAWING:
Location Plan
SCALE: 1:1250@A2
DRAWN: MS
DATE: JULY 2021
REVISION: -
DRAWING No:
96-PL-LP-01

Context Appraisal

The Site's Location

2.1 The application 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, and otherwise by agricultural land. To the west of the site is a public footpath, which would be unaltered by the proposed development.

2.2 The existing Lincs Gateway site itself was divided by the B1173, which was routed through it as part of the wider A1073 Spalding to Eye improvement scheme, in 2011. A highway access leading into the Phase 2 area of the site was constructed at the same time as the new road.

2.3 The application site, which lies to the north of the B1173, is referred to throughout this Statement as Phase 2.

2.4 The site's location at the southern edge of the town, and on the two main highway routes from Peterborough in the south and Stamford and the A1 in the west, makes it an ideal "gateway" location for Spalding. This was accepted by the Council when granting outline planning permission for the proposed business park. The report written at the time by Officers for the Planning Committee commented as follows: 'The site is considered a gateway location due to its location on the A16 and A1175 which means that the majority of road traffic approaching from the south and west is likely to pass it and be the first development that many travellers to Spalding will encounter. Its visibility and accessibility would be critical to attracting footloose businesses.'



Housing on Fen End Lane.



The public footpath to the

.



B1173, to the South and West of the site.

The Application Site

2.5 The site itself was previously in a combination of uses, which still have a bearing on its current appearance. It has historically been largely in agricultural use, although part of it was previously occupied by a building in B8 use. This building was destroyed by a fire in 2006, and has since been demolished. However, the site retains some elements of hard standing, and is in part previously developed land. Earth bunds within the site were constructed for the purpose of attenuating noise from the B8 use, and protecting the amenity of housing on Fen End Lane; it is proposed that these bunds should be extended/retained for enhanced noise attenuation and to protect the amenity of local housing. Historic maps indicate that this part of the site has also previously accommodated farm buildings.

Planning History

2.6 Outline planning permission was granted for the business park in relation to application H16-0009-14. The Council have since granted a further consent, reference H16-0025-15. The description of the approved development in both instances was as follows:

‘Proposed business park, hotel, public house/restaurant, offices, petrol filling station, restaurant/café with ancillary retail together with associated landscaping, access, highways, parking, drainage, utilities and services and infrastructure works.’

2.7 The outline planning application split the site into various parcels, within which different uses were proposed.

2.8 Site Section A (the application site) is to contain traditional employment generating uses, and the outline permission allows for general industrial building and office building uses within this area.



View of Site, taken from the existing highway access, the earth bunds visible to the left and in the distance.

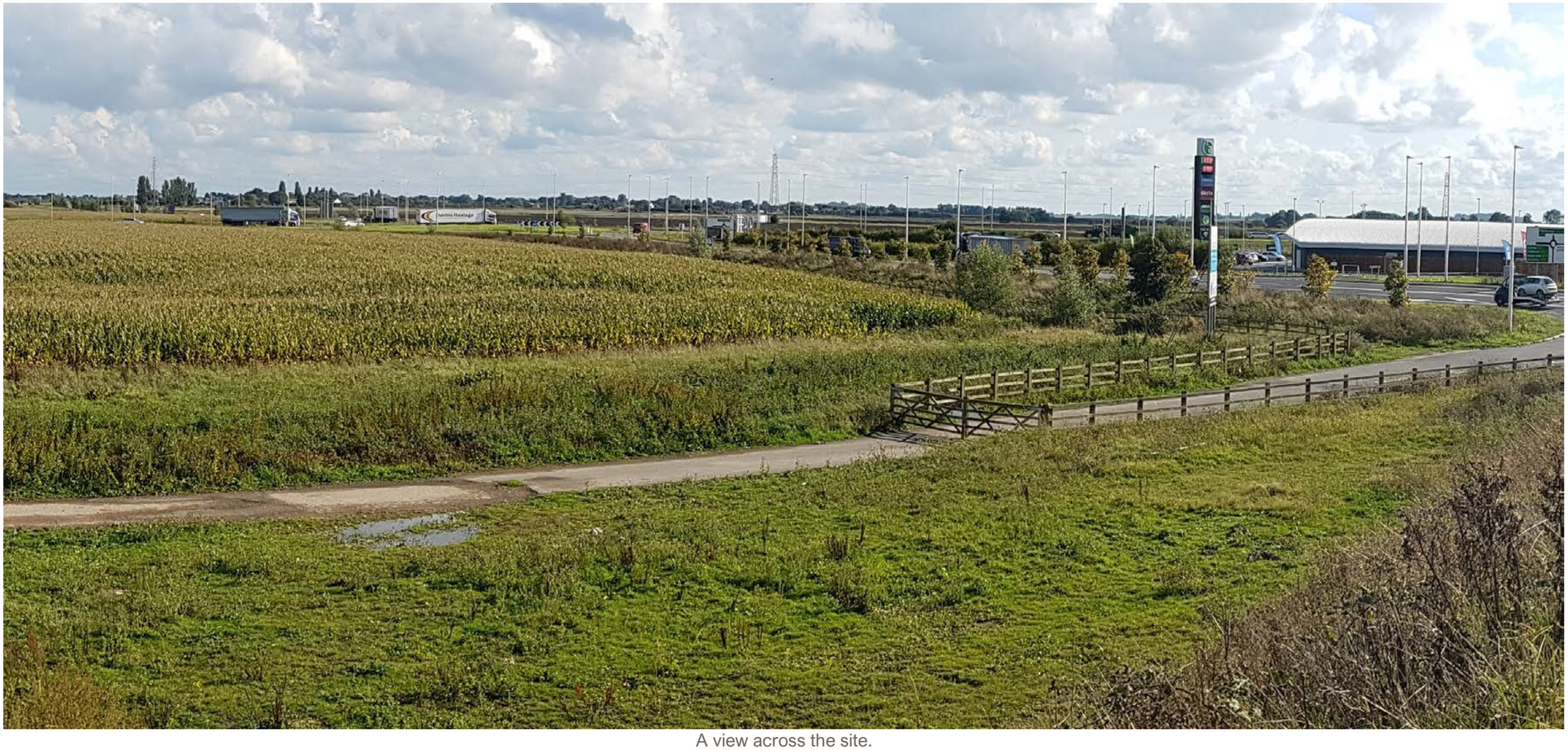


Aerial image dated August, 2016.



A view across the northern part of the site, Section A.





A view across the site.

Key Planning Considerations

The Principle of Development

3.1 The proposed development has already been approved in principle by the Council, in granting outline permission (H16-0009-14), and this has been amended by a S73 application. The report by Officers to the Council's planning committee concluded as follows:

'This is a major development with the potential to provide a significant number of jobs and provide a high-quality business park together with a range of supporting facilities to meet a form of commercial development which is not currently available in Spalding and which would also meet a demand for those facilities. Whilst it would involve the development of grade 2 agricultural land currently in food production, as significant proportion of the site is previously developed land and benefits from existing planning permissions. The "gateway" location is considered worthy of support, with potential impacts upon local residents able to be mitigated either through conditions or the proposed landscaped areas of the development. Thus, it is considered the presumption in favour of sustainable development should prevail and that there would not be any unacceptable effects which would merit refusal of the application.'

3.2 The Council has further demonstrated its support for the new business park in its emerging Local Plan. Policy 8 of the submission draft South East Lincolnshire Local Plan proposes to allocate the site as a 'Prestige Employment Site'. The supporting text to that policy states the following:

'The identification of five high profile 'prestige' sites will act as drivers for different parts of the economy, helping to diversify the economic base and attract high skilled and high-value employment to South East Lincolnshire.'

Meeting Local Employment Needs

3.3 We have noted the points above to explain why the Lincs Gateway development is important. The proposed development has always been envisaged as being something different to the employment locations which already exist in and around Spalding.

3.4 Independent consultants SQW were commissioned by Lincolnshire County Council to produce the *Lincolnshire Business Accommodation Stud*y, in 2009. This identified the need for further serviced employment land in Spalding, above that which is already available at other locations, such as the Wardentree Lane / Enterprise Park Estate. SQW also suggested that the new estate may need to be located to the south of the town, close to the A16. In granting planning consent for a business park at Lincs Gateway, the Council have recognised that it is not simply necessary to provide more employment land, it is also necessary to provide land which is of a different nature, and which can deliver a different type of employment.

3.5 SQW were appointed by Ashley King Developments to carry out independent analysis of the need for a business park at Lincs Gateway, the effects this would have on the local economy, and the benefits of including other uses within the site which would have a synergy with a business park, such as the hotel and conference / function centre.

3.6 Their report *Economic Case for the Proposed Lincs Gateway Business Park* (2013), accompanied the outline application. It concluded that a business park at Lincs Gateway would meet a need for new business accommodation in the area, which could not be met on alternative sites. The report cites the gateway location and the proposed high quality of the development as being key to its success. It also concludes that other established employment areas lack the visible and accessible location of the Lincs Gateway proposals, and that existing land availability is fragmented.

3.7 SQW conclude that the proposed business park at Lincs Gateway would bring the following benefits:

• It would help to attract new business to Spalding and to retain existing business within the town, which would otherwise be lost to competing centres such as Peterborough. This would be achieved by offering a different option, through a high-quality development, the benefit of the site's location, the availability of freehold serviced land, and the proximity of supporting uses such as the hotel and conference centre.

• The new businesses which can be attracted by a high-quality business park could include some which would be new to the area. By attracting businesses in sectors requiring professionally skilled workers, such as in financial and professional services, the business park can help to diversify the local work force. This would in turn help to reverse the current trend whereby many able young people, who have received a good education locally, then leave the area due to a shortage of jobs which would utilise their skills and pay appropriately.

• The application proposals also respond directly to SQW's findings, that there is a lack of good quality office accommodation, conference facilities and hotel accommodation within the town, and that these are all required to support local businesses.

3.8 The economic case report concludes as follows:

'…the Lincs Gateway Business Park can make a real contribution to the local economy in Spalding, based on providing choice in the market, and differentiation by quality and type of development. Over the next decade, the business park could bring between 500 and 1,000 new additional jobs into the town and safeguard other jobs that might otherwise be lost to the immediate area.'

3.9 In this context, it is clearly important that the site should deliver a different type of employment accommodation to that typically found on other employment sites in the area. The proposals presented by this application seek to ensure this would be provided, through the quality of the buildings and landscaped areas.

Importance of the Gateway Location

3.10 The site's location on the A16 and A1175 means that the majority of road traffic approaching from the south (Peterborough) and west (Stamford and the A1) is likely to pass it. It will be the first thing that many travellers to Spalding will encounter. As such, this is very much a "gateway" location. The site will have great visibility to passing trade, as well as being easily accessible, and these are both issues which are critical to the success of many footloose businesses.

3.11 SQW's Economic Case report considers the current business locations available in and around Spalding. Paragraph 32 of the report concludes that:

'We believe that Lincs Gateway Business Park will enable local growth through providing development opportunities of a type and quality that cannot be achieved elsewhere in the town.'

3.12 There are no alternative locations within the town which achieve this kind of visibility, or which could provide the same type of prestige employment site.
We believe that the application site therefore represents the best possible location for a high-quality business park in Spalding.

3.13 The proposals set out within this application have been formulated with regard to maximise the potential of the site's location.
The building designs make use of coloured materials to produce a recognisable landmark & the use of green space & landscaping are designed to soften the transition between the countryside and the Urban Boundary.

Design Response

Layout

4.1 The layout of this land parcel has been dictated in part by the presence of the adjacent bund, which runs along the north-western side of the site and is included in this application. The decision has been taken to extend & retain this bund, because of its ability to screen views of the development, and any noise which may be generated, and to protect the amenity of adjacent homes owners.

4.2 Ashley King Developments propose a high-quality business park, as originally envisaged in the outline application. The key element of the business park will be high quality new light commercial buildings and offices in a landscaped setting; the offices are to be located at the site's most prominent frontage, on land facing the roundabout on the A16 at the site's south-eastern edge. This roundabout is the first junction which motorists meet when travelling from Peterborough and Stamford to Spalding. This would create an attractive "Gateway" to the town, making good use of the site's location.

4.3 Office development would be provided along the road frontage with the B1173, and this would sit further back, behind a substantial belt of landscaping, which would also incorporate balancing ponds. This attractive landscaped area of grass, lakes and trees would front the highway, creating a campus aesthetic.

4.4 All buildings are shown on the application drawings as having largely open internal layouts. The floor plans of the buildings have been purposefully left largely open, to allow them to be sub-divided to meet the changing needs of their occupiers. Internal walls and partitions can be fitted and re-fitted within the buildings, to allow them to be occupied by differing numbers of businesses over time. It is envisaged that some of the smaller commercial buildings may be occupied by single companies, whilst the office buildings would be provided as a mixture of space for various end users, including serviced offices for small and start-up businesses. However, the way in which each building would be used may change over time, and it would not be fixed by this planning application, other than with regard to its use class.

4.5 The scale of the proposed commercial buildings are dictated by their function. They must be of a sufficient size to accommodate loading and deliveries from lorries, as well as the stacking of pallets within the building. The buildings have been designed so as to be as low as possible, at 7.26m (to ridge), so as to minimise its visibility within the local landscape. The scale of the building is consistent with the parameters set out for the rest of the site.

4.6 This layout also helps to accommodate a linkage between the site and the adjacent footpath, to allow employees and visitors to the business travelling from the town to access the site by the most direct route possible on foot.

4.7 Disabled car parking spaces and cycle parking are located close to the building's main entrance, for ease of use, and to encourage people to cycle to the site.


N
W
E
S
A1175
A1175
NEW ROAD
NEW ROAD
LINE OF EXISTING DRAIN
KEY
Application Site Boundary
Adjacent Land in Applicants Ownership
ASHLEY KING
DEVELOPMENTS
Proposed Development at Lincs Gateway, North Spalding
Site Layout Colour
96-PL-SL-02



Northern Boundary Planting
SuDS Features
North-Western Open Space
Internal Access Roads
SECTION B-BB : Typical Section Through Southern Boundary
SECTION A-AA : Typical Section Through Internal Access Road
SECTION C-CC : Typical Section Through Gateway Wetland Area
Gateway Landscaping
NEW ROAD
BUND
B1173
LINE OF EXISTING TREES
Building 1
ASHLEY KING
DEVELOPMENTS
Revision Date
By
Description
Project
Lincolnshire Gateway Project, Spalding
Title
Landscape Strategy
Client
Ashley King Developments
Scale @ Size
Date
Drawing Number
Drawn
Checked
Revision



Commercial Block View

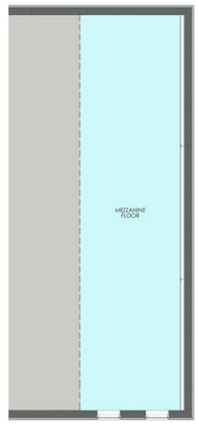
LINCS GATEWAY

Lincs Gateway, Spalding Phase 2

ASHLEY KING
DEVELOPMENTS



GROUND FLOOR PLAN



MEZZANINE FLOOR PLAN

ASHLEY KING DEVELOPMENTS

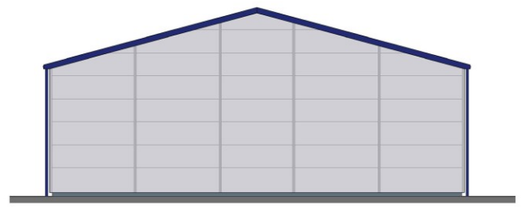
LINCS GATEWAY

Lincs Gateway, Spalding Phase 2

BLOCK A



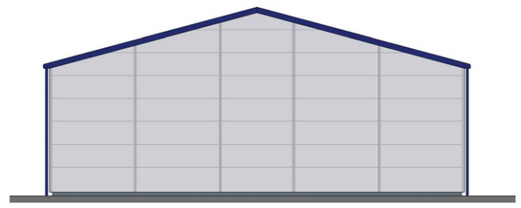
REAR ELEVATION



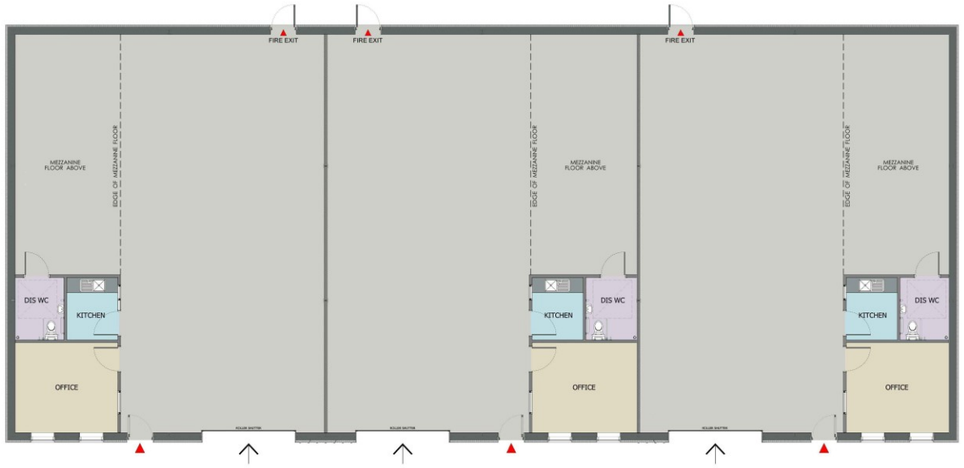
SIDE ELEVATION



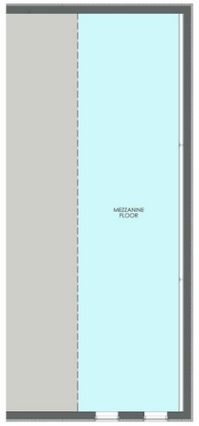
FRONT ELEVATION



SIDE ELEVATION



GROUND FLOOR PLAN



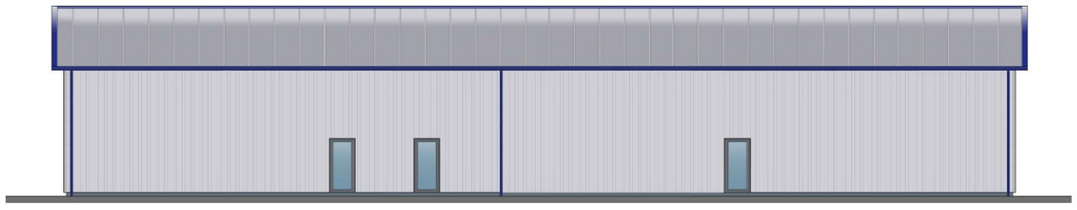
MEZZANINE FLOOR PLAN

ASHLEY KING DEVELOPMENTS

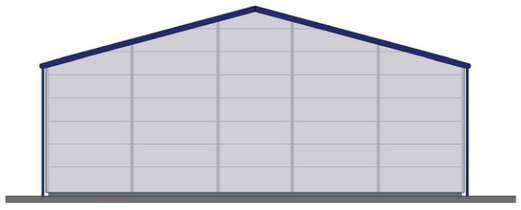
LINCS GATEWAY

Lincs Gateway, Spalding Phase 2

BLOCK B1



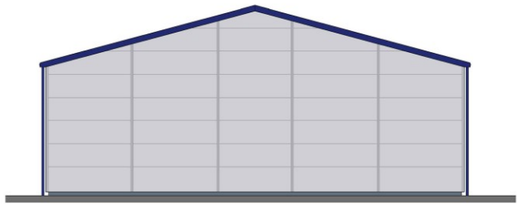
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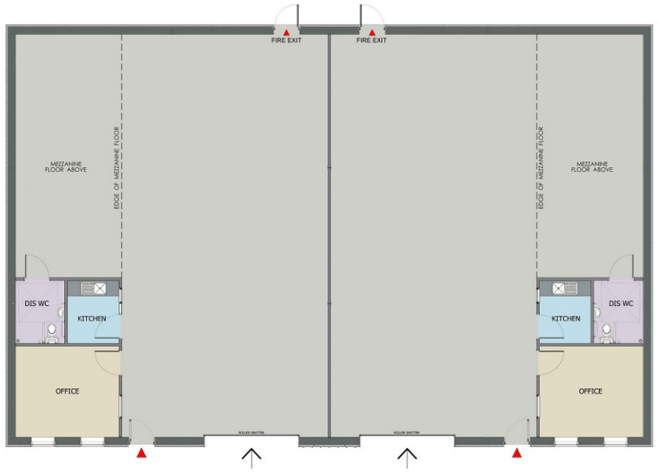
SIDE ELEVATION



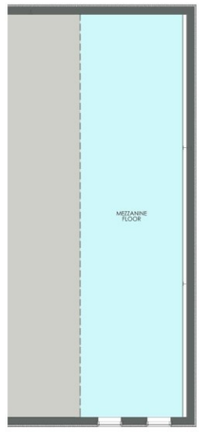
FRONT ELEVATION



SIDE ELEVATION



GROUND FLOOR PLAN



MEZZANINE FLOOR PLAN

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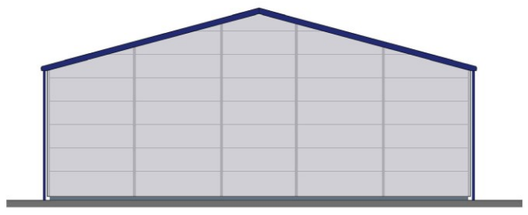
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Lincs Gateway, Spalding Phase 2

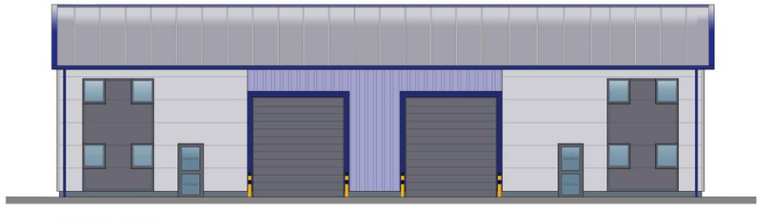
BLOCK C1



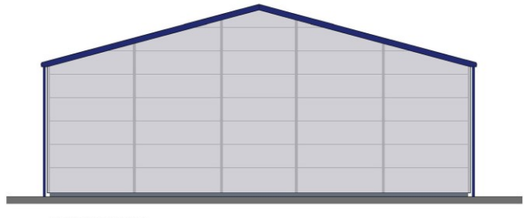
REAR ELEVATION



SIDE ELEVATION



FRONT ELEVATION



SIDE ELEVATION

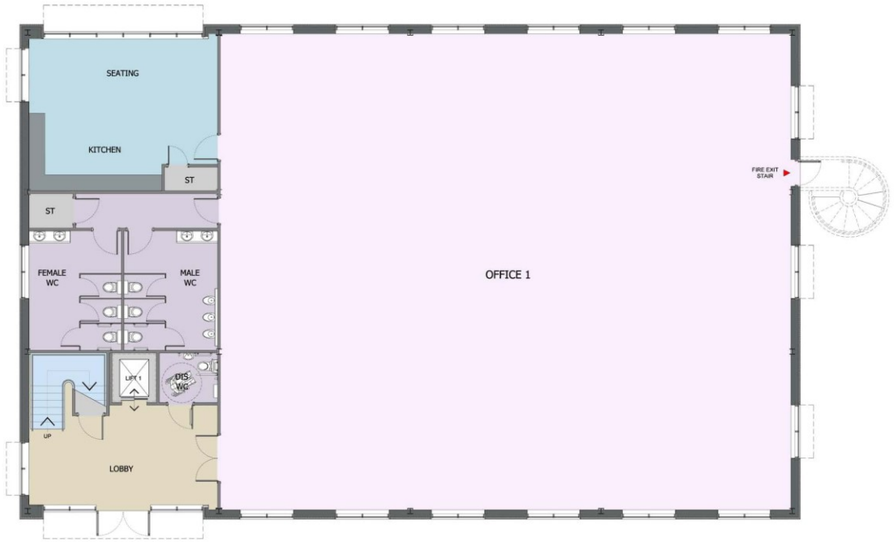


Office Block View

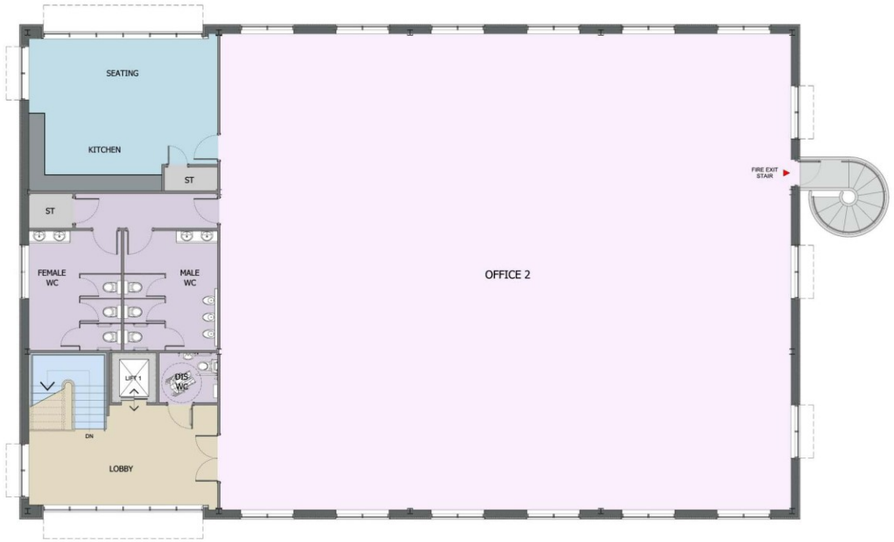
LINCS GATEWAY

Lincs Gateway, Spalding Phase 2

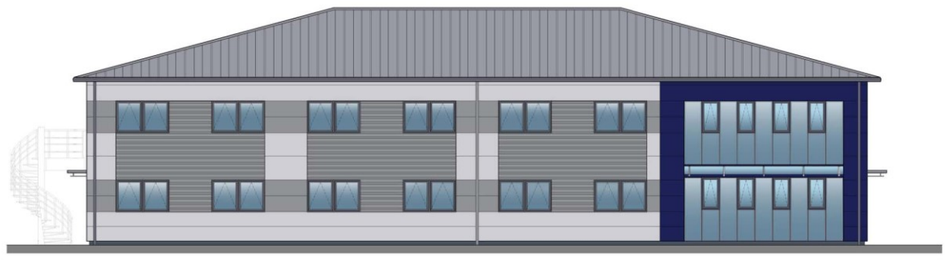
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GROUND FLOOR PLAN



FIRST FLOOR PLAN



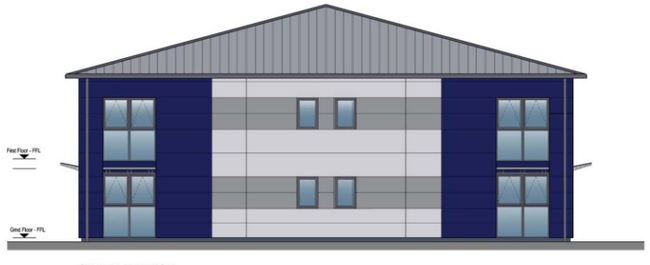
REAR ELEVATION



SIDE ELEVATION



FRONT ELEVATION



SIDE ELEVATION

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LINCS GATEWAY

Lincs Gateway, Spalding Phase 2

BUILDING 1-4

Accessibility

(Was included within the approved outline/application and reserved matters.

Highway access

5.1 Access into the site would be via the new Spalding to Eye link road, the B1173 as it passes the site. Access to the Site would be via an existing adopted junction, which has capacity to accommodate all of the projected vehicle movements associated with the proposed development.

5.2 The application proposals are easily accessible from the local highway network, which is of a high quality and has a good level of capacity. A Transport Assessment concludes that the proposed development would have a non-material impact on the highway network, and that any effect would be barely perceptible on the wider network.

Pedestrian access

5.3 Pedestrian access to the site would be primarily from the existing footpath from Fen End Lane, which runs along the western edge of Site. It would provide a route from the town into the new development. The route of the path would also be provided with new lighting, to help improve its safety at dusk and after dark.

5.4 Within the site, this application now sets out highway, pedestrian and cycle access routes. The highway access has been designed to
Accommodate HGVs, such as those which would be expected to visit the E(g)(iii) buildings.

5.7 Within the site, pedestrian footpaths would be provided close to the internal roads, and next to large swales and a boulevard of trees; this has been done to provide a more pleasant environment, and more direct walking routes.

Inclusive access

5.8 All buildings within the site would be designed to meet building regulations, including the requirements to be wheelchair accessible. Where detailed layouts are proposed for land parcels, care has been taken to ensure that wheelchair access will be possible, meeting the requirements of building regulations.

Public footpath which runs along

the site’s western boundary.





The end of the public footpath peters out as it joins the highway land, and a new connection would be provided to join the footpath leading into the site



The existing pedestrian crossing between the two parts of the site.