DESIGN AND ACCESS STATEMENT

URBANEDGE
architecture / landscape / masterplanning

CRADGE BANK, SPALDING

Change of Use at 67a Cradge Bank Road, Spalding, PE11 3AF from C3 (Residential Garden) to B8 (Self-Store Container Yard)

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REVISIONS

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1.0 INTRODUCTION

This Design and Access Statement has been prepared by Urban Edge Architecture on behalf of R&R MILLS CONTRACTORS. This Statement accompanies a planning application for the change of use of the site north of Cradge Bank Road, Spalding, PE11 3AF from a residential garden (C3 Use) to a self-store container yard (B8 use). There is no conflict with any current planning policies.

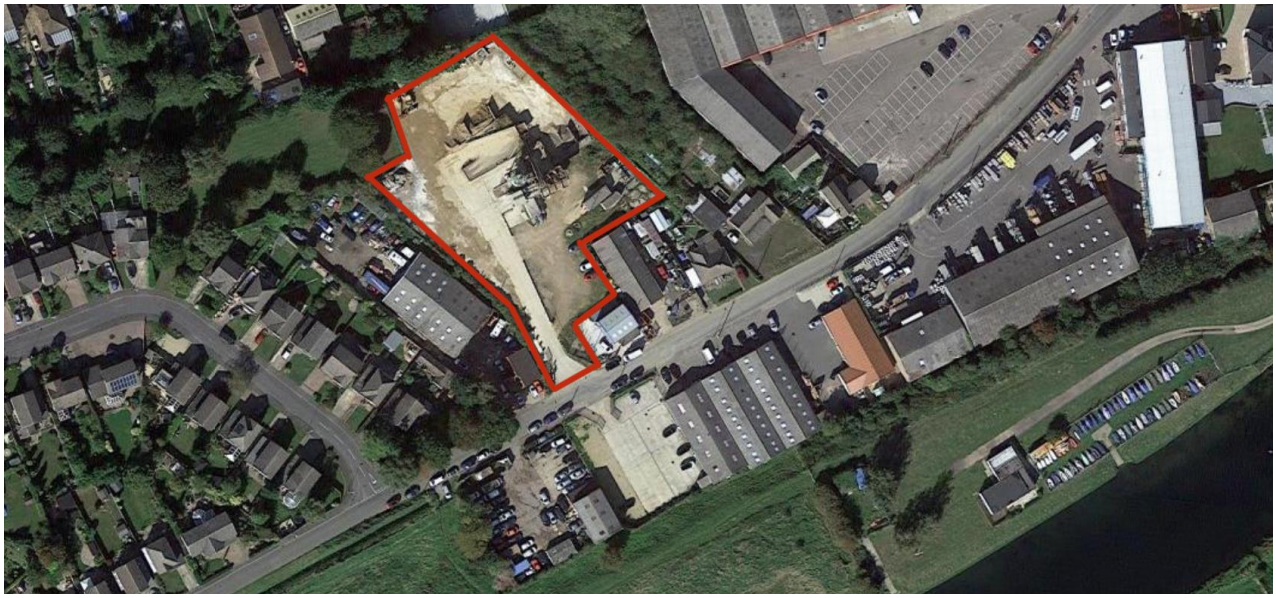


Image 01: Aerial view of site outlined in red – Google Maps

2.0 LOCATION, SITE AND CONTEXT

The site address 67a Cradge Bank Road, Spalding, PE11 3AF
The site area is approximately 0.3 acres (0.12 hectares)



Image 02: Site Access Point – As existing – Photo from Google Maps



Image 03: Photo of application site as it currently stands.

Site

The proposed development site can be accessed directly from the existing self-store container yard which is owned by the applicant. The site was previously used as a residential garden and the site is presently vacant. The site surface is currently compacted soil and is secured by a 1.75m high palisade perimeter fence. It is bounded on all sides by neighbouring properties and dense vegetation.

Context

The application site is located within South Holland District Council. It is situated to the south of Spalding Town Centre and close to the river Welland. It is located within the light industrial area of Cradge Bank which is comprised of mainly trade counter occupiers surrounded by residential areas. Cradge Bank is situated just off the B1173 which provides direct access into Spalding, 2 miles to the north. Also located a short distance from the site is the A16 which provides direct access to Peterborough, 18.8 miles to the south and to Boston, 16.4 miles to the north.

3.0 PROPOSALS

Proposal

The application is for the change of use of the site north of Cradge Bank Road, Spalding, PE11 3AF from a residential garden (C3 Use) to a self-store container yard (B8 use) with associated CCTV security installation.

Amount

The current site of 0.48 hectares is already an existing self-storage with at least 125 containers currently in occupation. The facility has only been open for a year so there is clearly a need in the area and the proposal seeks to extend the site by 0.12 hectares.

The indicative layout on the plan shows the proposed layout for 247 storage containers which will be available in three sizes. The self-storage containers are proposed to be let out to the general public. New CCTV is to be installed around the yard to provide for extra security with the existing and new 1.75m high palisade fence to provide continuous protection.

Layout
The associated plans show the indicative layout for the storage containers. The containers have been placed in rows alongside the perimeter of the site to maximise efficiency with wide circulation corridors ensuring safe and continuous access around the facility.

Scale
The containers will be 2.59m high with the precise dimensions indicated on the associated plans.

Landscaping
The ground is reasonably level and mainly comprised of crushed stone. The existing security fencing will be repaired where necessary in order to prevent trespassing and vandalism.

Appearance
The self-storage units will be new containers of a uniform condition and colour. There are three sizes measuring approx. 6m long by 2.4m wide, 3.5m long and 2.4m wide, and 2.5m long and 2.4m wide. They are all RAL 5010 gentian blue in colour. They have been arranged around the site in orderly rows with their positioning intended to stay as such for the duration of their use. They will have minimal to no impact on the surrounding properties as the top of the containers will only be slightly higher than the perimeter fencing. The containers will also have very little impact when viewed from Cradge Bank Road as again the perimeter fencing will mask the majority of these.

Each container will come with ventilators fitted to prevent the risk of condensation. Doors, sides and roofs are made of rust-resistant steel to ensure maximum in-service life and a low maintenance cost. Floors will be treated with marine ply. Locking bars, made of galvanized steel with lockable handles will be fitted, plus lock boxes to protect the locking mechanism for added security.

4.0 ACCESS

No further physical changes are proposed to the vehicular access of the site. The layout has been designed to allow for ease of movement, all surfaces will be accessible with people with disabilities. The levels throughout the site will enable access to current mobility standards from the public highway and internal areas.

The opening hours would be 0730 – 2030 (weekdays) and 0900 – 1900 (weekends and bank holidays) to allow as much flexibility for users to access their units. It is anticipated that approx. up to 5 normal sized cars/vans would access the site per day. Customers stay on average for 20 minutes with their vehicle next to their assigned storage unit. We do not anticipate any traffic congestion issues as any vehicle associated with the site will park, load, unload, pick up and drop off on the site itself and will not use the main access road other than for access. It is therefore anticipated that the proposal will not create any impact on any highway or public route, nor will it affect any existing amenity.

There is no long-term parking provision on the site. Provision for parking would be on a 'while you wait' basis adjacent to their assigned storage container. The circulation routes are wide enough to accommodate for this and therefore these parking arrangements are considered acceptable.

In general, there will be no industrial storage or hazardous substances permitted on site or within the containers, no heavy goods vehicles will be permitted on site and no dumping/disposal of rubbish will be permitted anywhere on the site.

5.0 FLOOD RISK STATEMENT

The application site is located within Flood Zone 2. The proposed change of use and subsequent use of the land for storage purposes will not introduce a new or increased risk to the application site or that of the adjoining properties. All the containers will rest on four feet located on each corner which effectively means that they are not resting directly onto the ground, but approximately 100mm higher, allowing for continuous ground permeability throughout.

6.0 CONCLUSION

This proposal will substantially improve the viability of the site and create a new secure facility for the area. Previous applications for residential use, by others, have been refused. Changing the development sites' use into a self-storage container yard will improve and add to the amenities available in the area, whilst not having an adverse impact on neighbouring amenities, or on the character of the commercially led area.

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