

East Lindsey District Council
The Hub
Mareham Road
Horncastle
Lincolnshire
LN9 6PH

26 April 2024

To Whom it May Concern,

Re: Full Planning Application for Change of Use from Paddock to Storage (Use Class B8) at Ashby Road Business Park, Spilsby, PE23 5DW.

I write on behalf of my client, Hawkes Ltd, to apply for full planning permission for the following description of development at Ashby Road Business Park, Spilsby, PE23 5DW:

"Change of Use from Paddock to Storage (Use Class B8)".

The following documents have been submitted in support of the application:

- Application form, duly signed and completed;
- Covering Letter;
- Site Location Plan (ref. 001); and,
- Proposed Site Plan (ref. 002).

The requisite application fee has been paid via the Planning Portal upon submission of the application.

The remainder of this covering letter provides details of the application site and the context behind the application, before providing a case in support of the application.

Site Context.

The application site measures approximately 732 sq.m and is located within Ashby Road Business Park. It comprises former vacant grassland that has been lightly covered with crushed rock in January 2021.

The application site is located to the eastern side of Ashby Road and is bounded by residential uses to the north, east and west, and the wider business park to the south.

Figure 1 provides an aerial image of the application site and the submitted Site Location Plan details the full extent of the site for planning purposes.



Figure 1 – Aerial Image of Application Site.

The Site is located to the northern part of Spilsby; identified as a Town under Policy SP1 of the East Lindsey Local Plan. Spilsby is identified as a town in recognition that it provides a range of services and facilities catering for its own needs and those of nearby smaller villages. In the context of East Lindsey, towns are the highest tier in the hierarchy of settlement.

Spilsby is located 12 miles west of Skegness and 15 miles north of Boston. The main north south route is the A16, which is located on the west side of the town, and the main east/ west route is the A158, which is a mile north of the town. Spilsby is located on the edge of the Lincolnshire Wolds and adjoins the village of Hundleby, west of the A16.

Planning History.

The site's lawful planning status is a grass paddock, approved as part of planning permission ref. S/165/00056/16. This application was for the change of use of part of existing paddock to provide a hardstanding to use for the storage of machinery and ancillary goods in connection with existing engineering works, granted on 08 March 2016. The approved site layout plan is provided at Appendix A.

Since this planning permission was granted, the remainder of the paddock (and the current application site) has been cleared and lightly covered in crushed rock with the intention of using this for additional storage land in connection with the wider Ashby Road Business Park. Recently, East Lindsey Planning Enforcement wrote to Hawkes Ltd advising of the lawful planning status of

the site, which has resulted in the submission of this application, prior to it being used for storage purposes. Figure 2 provides an image illustrating the site as it currently exists.



Figure 2 – Photograph of the Existing Site.

Proposed Development.

This application seeks full planning permission for the change of use of the paddock land to storage (Use Class B8).

The site is proposed to be covered further in crushed rock to form a surface suitable for storage uses. The site would be used for the storage of machinery, vehicles and goods associated with Ashby Road Business Park.

No further changes are proposed. It should be noted that all existing site boundaries between the site and neighbouring residential properties, comprising of a mixture of wooden and palisade fencing, will be retained as existing.

The submitted Proposed Site Plan illustrates the proposals.

Planning Policy Considerations.

Statutory Development Plan.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan comprises of the East Lindsey Local Plan (adopted 2018), including the Core Strategy and the Settlement Proposals Development Plan Document; and any made Neighbourhood Plans.

Relevant policies of the East Lindsey Local Plan (2018) are as follows:

- SP1 – A Sustainable Pattern of Places
- SP2 – Sustainable Development;
- SP10 – Design;
- SP13 – Inland Employment;
- SP16 – Inland Flood Risk; and,
- SP22 – Transport and Accessibility.

Other Material Considerations.

National Planning Policy Framework (2023).

National policy is set out within the National Planning Policy Framework (NPPF) 2023 which forms a material consideration in planning decisions.

The Revised Framework was published in December 2023 and sets out the Government’s planning policies for England and how these are expected to be applied. Paragraph 3 confirms the Framework should be read as a whole.

The Framework contains policies to guide both plan making and individual planning decisions to ensure the planning system contributes towards the achievement of sustainable development. Paragraph 7 confirms that the prose of the planning system is to contribute towards the achievement of sustainable development, including the provision of homes.

Paragraph 8 recognises that achieving sustainable development requires the planning system to have three overarching objectives: an economic, social and environmental objective. These objectives are interdependent and need to be pursued in mutually supportive ways, to secure net gains across each of the different objectives. Notwithstanding this, there is no requirement to fulfil all three objectives to an equal extent and gains over one or two objectives can outweigh harm to the other objectives. The three objectives of the planning system are defined as follows:

- an economic objective – 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;
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

- an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Paragraph 9 states that planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

Paragraph 11 confirms that a presumption in favour of sustainable development is at the heart of the NPPF and for planning applications this means proposals for development conforming to the Development Plan should be approved without delay.

In the case of this development proposal, the sections of the NPPF that are most relevant are:

- Section 2: Achieving Sustainable Development;
- Section 4: Decision-making;
- Section 6: Building a strong, competitive economy;
- Section 8: Promoting healthy and safe communities;
- Section 9: Promoting sustainable transport;
- Section 11: Making effective use of land;
- Section 12: Achieving well-designed places; and,
- Section 14: Meeting the challenge of climate change, flooding and coastal change.

Planning Practice Guidance (PPG).

The PPG provides more detailed guidance to support and assist the interpretation and implementation of policies contained within the NPPF.

Planning Assessment.

The key material considerations in the case of the proposed development are whether the proposed development is acceptable in principle, and the impact upon the character and appearance of the locality.

Principle of Development.

The application seeks full planning permission for the change of use of paddock land to storage (Use Class B8). As the site has existed, it has been vacant land part of the wider business park.

The application site forms part of Ashby Road Business Park which is long-standing employment site used for uses across classes E(g), B2 and B8. As such, the proposed change of use would bring the use of the land in line with the remainder of the business park.

Policy SP13 relates to inland employment and seeks to achieve sustainable economic development within East Lindsey District. It confirms the Council will support growth and diversification of the

local economy. In part, Policy SP13 seeks to safeguard existing employment sites for employment development within use classes B1, B2 and B8, however it is noted this relates solely to allocated employment sites. Despite this, the aim of the policy to provide continued support for the use of employment sites for B1 (now E(g)), B2 and B8 uses, provides general support for the proposed development.

The requirement for additional storage space at Ashby Road Business Park on this unused land is indicative of the business park needing to grow and diversify. Paragraph 85 of the NPPF states that planning decisions should help to create conditions in which businesses can invest, expand and adapt. It continues to state that 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. Accordingly, the expansion of the business park by changing the use of this vacant land from paddock to storage to allow for the growth and diversification of the business would be supported by the NPPF.

Overall, the site is considered to be suitable for the proposed use and would contribute towards achieving sustainable economic development whilst supporting local employment. Accordingly, the development is acceptable in principle.

Impacts to the Character and Appearance of the Surrounding Area.

The site is located within the Ashby Road Business Park, an existing and long-established employment site which accommodates numerous business and industrial uses. The change of use of this vacant paddock land for storage would ensure the new use of the site reflects the existing use of the wider business park and accordingly, reflect the long-established character and appearance of the locality.

In terms of impacts to the wider surrounding area, as shown on the submitted Site Layout Plan, the site is surrounded by existing hedgerows which are located outside of the site and therefore remain untouched by these proposals. Similarly, existing boundary treatments between the site and neighbouring properties would be retained. As such, the proposed development would not adversely impact the wider locality.

Biodiversity Net Gain.

As discussed above, the site was covered in crushed rock in January 2021, therefore the paddock has seen habitat degradation since 30/01/2020; the date in which the Environment Bill entered Parliament.

As such, the site's habitat value today is nil given that it is covered in crushed rock, however, the small sites metric has been completed for the site on the basis of how the site stood on 30/01/2020; which is modified grassland with a value of 0.293 habitat units. The loss of 0.293 habitat units and a gain of 10% will be subject to discussion with the Council during the course of the application process.

Other Considerations.

The proposals will not have any impact upon the local highway network through any increased vehicular trips to and from the site as the land will be used in conjunction with the existing business park for storage purposes only.

Whilst the proposals include the creation of hardstanding, the proposals use porous rock to ensure rainfall continues to run into the ground and soakaway to avoid any adverse flooding and drainage impacts.

Conclusions.

This covering letter has been prepared in support of a full planning application for the change of use from paddock to storage (Use Class B8) at Ashby Road Business Park, Spilsby, PE23 5DW.

The Application Site is a sustainable location for development and is considered to be suitable for the proposed use given the wider use of the Ashby Road Business Park for employment uses, including B8 uses. The proposed change of use would allow for the growth and diversification of the business park and contribute towards economic development. Accordingly, the development would meet the aims of Policy SP13 and Section 6 of the NPPF which seeks to build a strong and competitive economy by supporting sustainable economic development.

This letter confirms that the development can be accommodated on-site without any unacceptable adverse impacts upon the character and appearance of the locality, residential amenity, transport and highways or drainage.

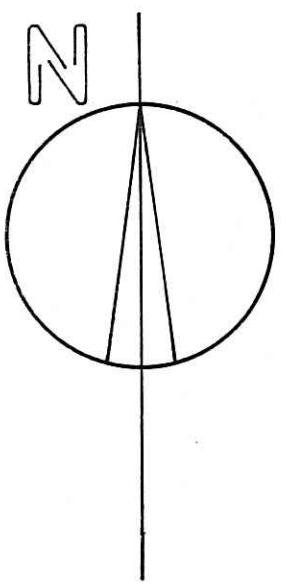
Based on the above, and those other matters considered in this statement, it is considered that the proposed development accords with the Development Plan and there are no material considerations to indicate otherwise. The Local Planning Authority is therefore respectfully requested to approve the application without delay.

Yours faithfully,

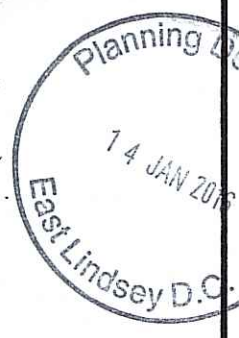
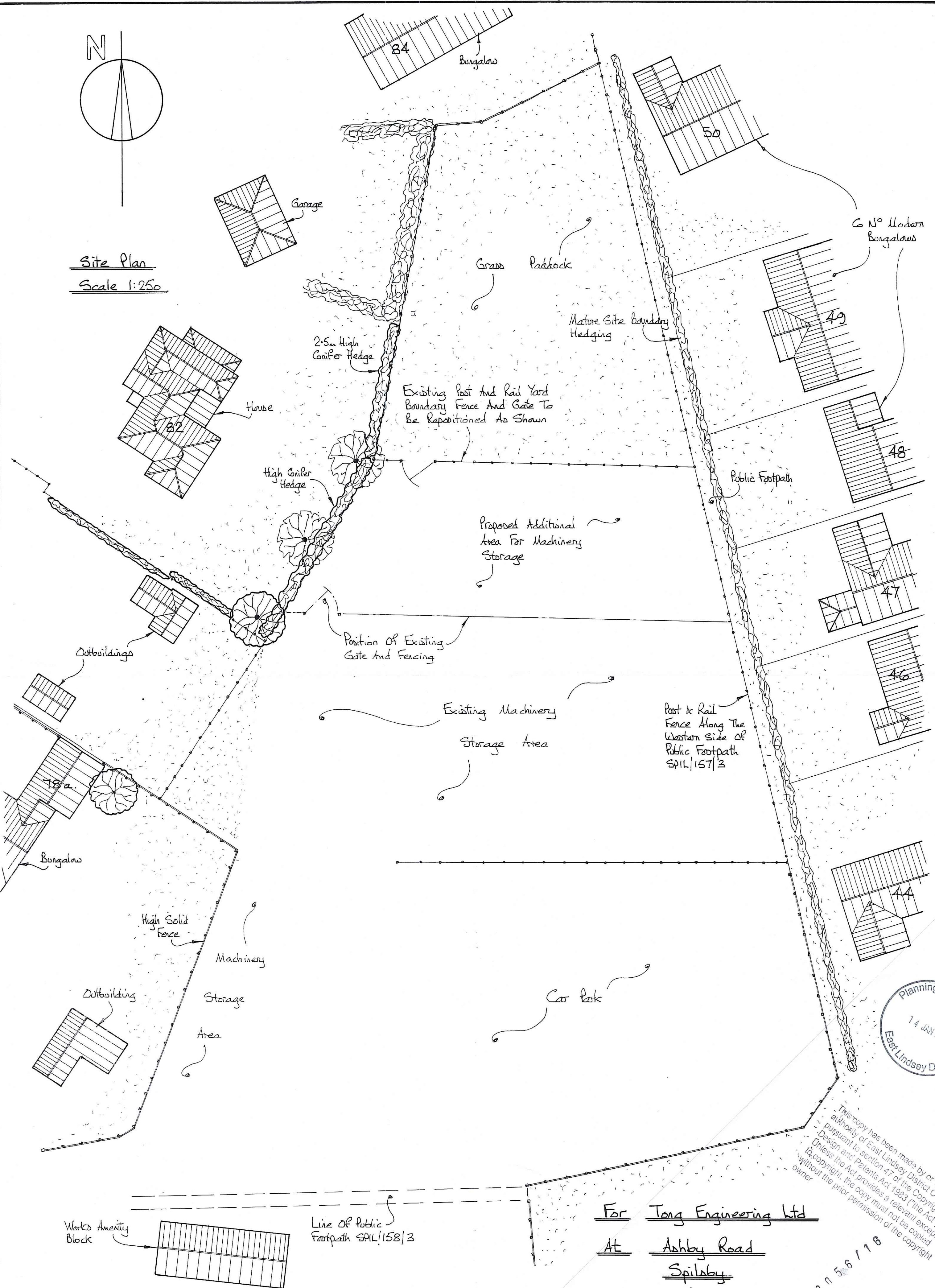
Ben Gibson MRTPI
BG Planning

Appendix A

Approved Site Layout Plan – Planning Permission ref. S/165/00056/16.



Site Plan
Scale 1:250



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