

PLANNING STATEMENT INCORPORATING DESIGN & ACCESS STATEMENT

Proposed Demolition of Existing Industrial Unit and Construction of Two Replacement Industrial Units (Use Class B2)

Site Location

Unit 8, Baldock Industrial Estate
London Road
Baldock
Hertfordshire
SG7 6NG

Drawing References (As submitted with this application)

- Location Plan (site edged red) – Scale 1:1250 – BHT 200
- Proposed Site / Roof Plan – Scale 1:500 – BHT 200
- Proposed Plans and Elevations – Scale 1:100 – BHT 200
- Existing Plans & Elevations – Scale 1:100 - 73815-001
- BNG Metric

Supporting Information Incorporated Within This Document

This document has been prepared as a combined **Planning Statement and Design & Access Statement** and addresses the following matters in support of the planning application:

- Site context and planning background
- Description of the proposed development
- Design rationale, appearance and layout
- Access, movement and parking strategy
- Residential amenity considerations
- Drainage and surface water strategy (principle)
- Sustainability considerations
- Biodiversity Net Gain strategy (with metric to be submitted separately)
- Construction (Design and Management) Regulations 2015 – planning-stage considerations

1. Introduction

This Planning Statement has been prepared in support of a full planning application for the demolition of an existing industrial unit and the erection of two new industrial units (Use Class B2) at Unit 8, Baldock Industrial Estate, London Road, Baldock.

The application includes updated drawings showing the site location edged in red, proposed site layout and roof plan, elevations and associated details. The proposal represents a replacement and enhancement of existing employment floorspace within an established industrial estate.

2. Site Description and Context

The application site forms part of the established Baldock Industrial Estate on London Road. The surrounding area is characterised predominantly by employment uses, with residential properties located to the rear of the site, separated by existing boundary fencing.

The site is largely hard-surfaced, reflecting its long-standing industrial use, with a limited area of unmade ground toward the rear boundary. An existing industrial building occupies the site and is to be demolished as part of the proposals.

The location plan accompanying the application shows the site edged in red, whilst the proposed roof/site plan places the development in its immediate context within the wider industrial estate.

3. The Proposed Development

The proposals comprise:

- Demolition of the existing industrial building
- Construction of two new industrial units (Use Class B2)
- Ground floor industrial accommodation with first floor office space above
- On-site parking, access and servicing
- Retention of the existing rear boundary fence
- Introduction of native hedgerow planting along the rear boundary

Each unit is designed to operate independently in functional and regulatory terms, with its own access, WC facilities, fire compartmentation and means of escape.

4. Design & Access Statement

4.1 Design Approach

The design adopts a clear, contemporary industrial form appropriate to its setting within an established employment area. The building massing is simple and robust, avoiding unnecessary complexity whilst allowing for effective and flexible use.

Materials have been selected to reflect the industrial context and to articulate the building at human scale, including brick to the lower zones and lighter materials at upper levels to reduce visual weight.

4.2 Unit Subdivision and Structure

The building is arranged to provide two operationally independent units within a single coherent structure. The internal subdivision is positioned to optimise fire separation and acoustic performance.

The structural frame is designed as a shared and continuous system across the building, providing an efficient and robust solution typical of modern industrial development. This approach does not affect the independent use or operation of each unit and supports long-term adaptability.

4.3 Access and Movement

Vehicular and pedestrian access is taken from the existing industrial estate access arrangements. On-site parking is provided and clearly shown on the proposed plans. Servicing and pedestrian movement are logically arranged to ensure safe and efficient operation without conflict with neighbouring properties.

4.4 Residential Amenity

Residential properties lie to the rear of the site. The proposed development has been designed to respect nearby residential amenity through:

- Maintaining the existing separation distance between the new building and residential properties
- Retention of the existing rear boundary fence
- No windows or overlooking to the rear elevation.
- Introduction of native hedgerow planting to soften the boundary and provide additional screening

These measures ensure there will be no unacceptable loss of privacy or residential amenity.

5. Parking Provision, Access and Highways Considerations

5.1 Parking Strategy and Industrial Estate Context

Parking provision for the proposed development has been considered in the context of the long-established operation of the Baldock Industrial Estate, where parking, servicing and circulation function across the wider estate rather than being limited to individual units in isolation.

The proposal includes on-site parking spaces clearly shown on the submitted plans, providing convenient and legible parking associated with each unit. This provision is considered appropriate for the scale and nature of the proposed B2 use and reflects typical operational patterns for light and general industrial premises.

In addition to on-plot parking, the site benefits from its position within an established industrial estate with shared access roads, forecourts and circulation areas that have historically accommodated parking, manoeuvring and servicing associated with multiple units. This wider estate context forms an important part of how parking demand has been managed on the site historically and continues to do so.

5.2 Parking Standards and Policy Context

Parking provision has been considered against the Council's adopted parking guidance for non-residential development, which applies **maximum standards** rather than minimum requirements for employment uses. This approach allows flexibility to respond to local circumstances, accessibility and operational needs rather than enforcing a fixed quantum of on-plot parking.

The proposed level of parking is considered proportionate and sustainable, avoids over-provision, and reflects the established travel patterns typically associated with industrial uses on this estate.

5.3 Estate-Wide Rights and Deed Considerations

The Land Registry Title confirms that the site benefits from rights granted under historic estate transfers, including rights of access and use consistent with an industrial estate environment. These rights are not limited solely to the red-line application boundary but extend to shared estate roads and circulation areas.

There are no restrictive covenants within the title that limit parking, vehicle movements or servicing arrangements, nor are there provisions requiring all parking to be contained exclusively within the application site. The title documentation does not impose any restrictions on surface water drainage or access arrangements that would affect the proposed development.

This legal context supports the longstanding use of the wider estate in accommodating vehicle movements and parking associated with individual units and reinforces the acceptability of considering parking provision in a broader estate-wide context rather than as an entirely self-contained facility.

5.4 Access, Servicing and Highway Safety

Vehicular and pedestrian access will continue to be taken from the existing industrial estate access points onto London Road. No new access points are proposed, and there is no material change to the established highway arrangement.

Servicing areas are clearly shown on the submitted site layout and are arranged so that vehicles can operate safely and efficiently within the site and wider estate. The estate road network is already designed to accommodate industrial vehicle movements, and the proposals will not materially increase traffic generation beyond that associated with the lawful existing use of the site.

There are no visibility, safety or capacity concerns anticipated as a result of the proposals, and the development does not give rise to any requirement for off-site highway works.

5.5 Summary

The proposed parking and access arrangements:

- Provide appropriate on-site parking for the scale and use of the development
- Reflect the established operation of the wider industrial estate
- Comply with the objectives of the Council's parking guidance for employment uses
- Are supported by the legal rights and access arrangements contained within the site's title
- Do not give rise to highway safety or capacity concerns

The parking and highway arrangements are therefore considered acceptable in planning terms.

6. Drainage and Flood Risk

The site lies within an area of low flood risk. The proposal results in a modest increase in built footprint; however, the site is predominantly hard-surfaced in its existing condition.

Surface water drainage will be managed through on-site attenuation to ensure post-development runoff is no greater than existing rates. Infiltration drainage has been discounted due to site constraints, and attenuation is expected to be provided via a below-ground storage solution with controlled discharge.

Final drainage details will be designed and agreed with the Lead Local Flood Authority at detailed design stage.

7. Biodiversity Net Gain and Landscaping

The development is subject to mandatory Biodiversity Net Gain requirements. Given the predominantly hard-surfaced nature of the site, baseline ecological value is low.

To deliver biodiversity enhancement, the proposals include native hedgerow planting along the rear boundary, adjacent to the existing fence. The hedgerow will comprise selected native species suitable for managed growth and will be maintained at a height not exceeding approximately 2.0–2.5 metres to avoid future amenity issues.

This planting will:

- Improve biodiversity value
- Provide visual softening between commercial and residential uses
- Assist in achieving the required biodiversity uplift

A completed Biodiversity Net Gain Small Sites Metric spreadsheet will be submitted to accompany the application.

8. Sustainability Considerations

The proposals represent a sustainable form of development through:

- Re-use of established employment land
- Replacement of older industrial stock with modern, efficient buildings
- Compact building form reducing material use
- Consideration of drainage, biodiversity and neighbour amenity at design stage

Further sustainability measures will be considered at detailed design stage as part of the technical development of the scheme.

9. CDM 2015 Considerations

Health and safety matters relevant to the design have been considered in accordance with the Construction (Design and Management) Regulations 2015. Gaskell Architects have undertaken the role of Principal Designer for the planning stage only.

A Planning Stage Design Risk and Health & Safety Summary has been prepared to support continuity of CDM duties and will be passed to the Client and the Principal Designer appointed for subsequent stages.

10. Planning Balance and Conclusion

The proposed redevelopment will deliver modernised industrial accommodation within an established industrial estate, supporting local employment objectives and the efficient use of land.

The design responds positively to its context, safeguards residential amenity, and incorporates appropriate measures to address drainage, sustainability and biodiversity.

The proposal represents a modest and appropriate form of development and is considered acceptable in planning terms. Approval is therefore respectfully sought.