

DESIGN AND ACCESS STATEMENT

**LAND TO THE SOUTH OF JAMES ROAD, NORTH OF A16,
CROWLAND**

PREPARED ON BEHALF OF RECHARGE ROADSIDE SERVICES LTD

JANUARY 2021

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1. INTRODUCTION

- 1.1. This Design & Access Statement has been prepared on behalf of Recharge Roadside Services Ltd in support of a planning application for a proposed roadside services and recharge centre, comprising eight pump petrol filling station and six HGV pumps with canopies, service building including retail (118m²), sandwich servery (58m²) drive thru coffee shop (169m²), restaurant/café (120m²) and toilets/shower facilities; two electric charging points; HGV parking area (61 spaces) new vehicular access/egress, security fencing, parking and landscaping.
- 1.2. The purpose of the Design & Access Statement is to explain how design and access principles and development requirements have shaped the proposal. The Statement sets out the design process, a baseline assessment of the site and surroundings, and outlines relevant design and access planning policies. It reviews the design principles and addresses issues of use, amount, layout, scale, landscaping, appearance and access.
- 1.3. This Statement has been prepared in accordance with guidance on Design and Access Statements, as set out within Planning Practice Guidance and which specifically advises:

A Design and Access Statement must:

- a) explain the design principles and concepts that have been applied to the proposed development; and
- b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

2. EXISTING SITE

- 2.1. This section sets out a brief description of the site, looking in further detail at the site's key characteristics and context.

Site Description and Surrounding Land Uses

- 2.2. The application site is situated to the north east of the A16/James Road/Peterborough Road roundabout, to the south of Crowland. The site itself covers an area of approx. 1.37 ha and is currently part of an agricultural field. The site is relatively flat, sitting at a lower level than James Road and the A16.
- 2.3. The site sits on the southern edge of Crowland, just outside the settlement boundary. The character of the surrounding area comprises predominantly residential development but there is also a coach depot opposite the site on the west side of James Road. There is an also scrap yard to the immediate north of the site. To the east and north of the site is similar open countryside in the form of agricultural fields.
- 2.4. The section of the A16 most relevant to the proposed development is from Peterborough to Spalding, comprising a total distance of approximately 15 miles. The site is approximately 5 miles from Peterborough and 10 miles from Spalding. The A16 connects directly to the A47 and then the A1 at the junction to the north of Wansford, approximately 14 miles south west of Crowland and 8 miles west of Peterborough.
- 2.5. The site is within Flood Zone 3. The site is not within a conservation area or in the immediate proximity of any listed buildings.
- 2.6. **Figure 1** below shows the position of the site within the context of Crowland and the immediate surrounding areas.

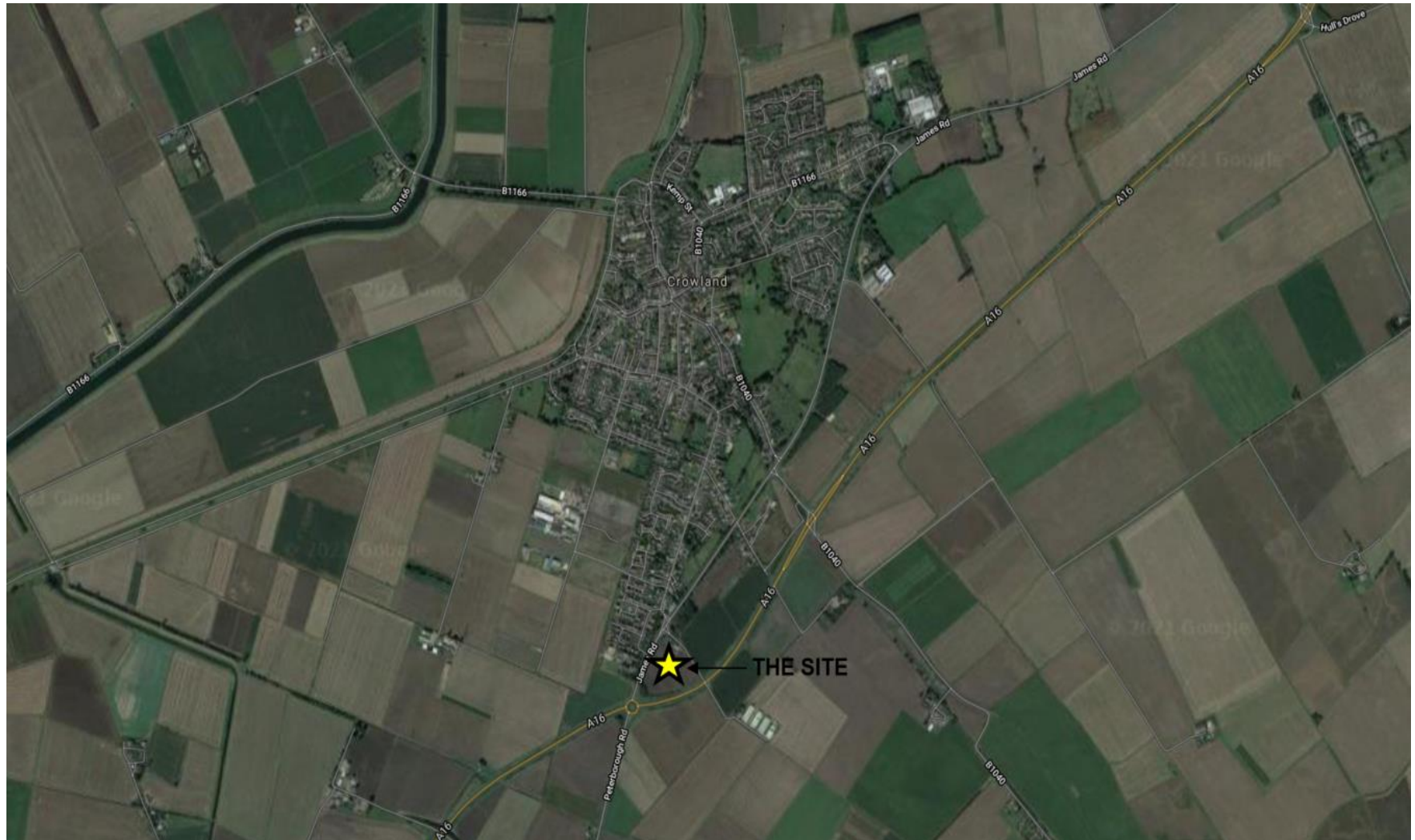


Figure 1 – Aerial View of Site

Access

Key Characteristics of Site and Wider Context

2.7. The following are identified as key characteristics of the application site and its wider context and have influenced the development proposals:

- Rural edge location,
- Site situated at junction of A16, a busy strategic route, in close proximity to roundabout
- Located to immediate south of Crowland built up area
- Topography – relationship with; A16; built up area of Crowland and level changes between site and the surrounding roads
- Position of trees/vegetation to the immediate south west boundary of the site.
- Potential for pedestrian access to the site connecting the services to the residents of Crowland
- Open countryside to the south/west/east

2.8. Figure 2 below is extracts of the adopted proposals map and shows the relationship of the site to Crowland.

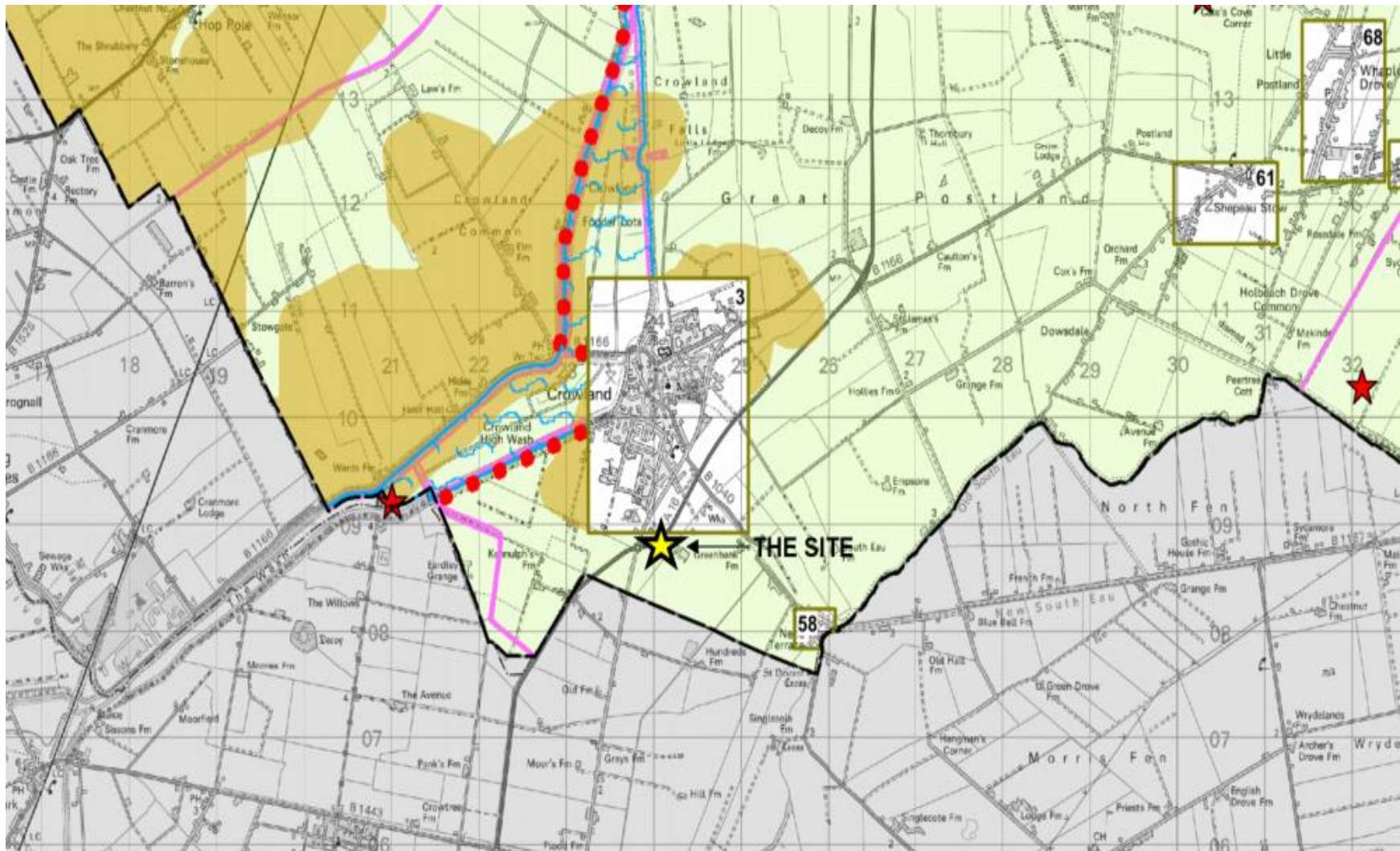




Figure 2 – Proposals Map Extracts

3. PLANNING CONTEXT

Local Planning Policy

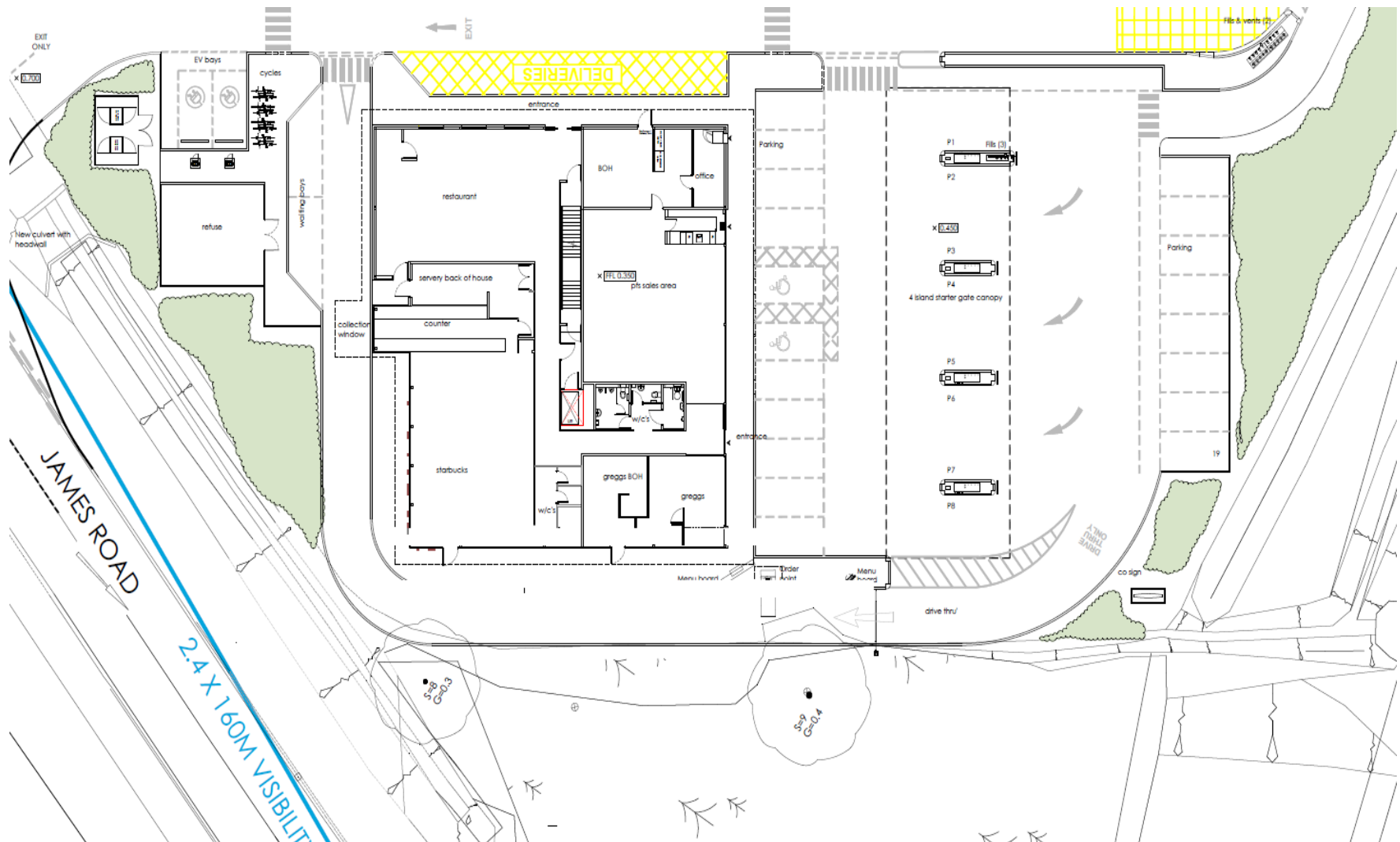
South East Lincolnshire Local Plan (2019)

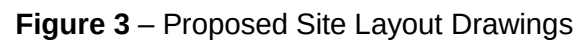
- 3.1. Policy 1 sets out the spatial strategy and settlement hierarchy by providing guidance on where development is to be directed.
- 3.2. Policy 2 relates to sustainable development principles and requires new development to be of a high quality design whilst also preserving and enhancing the boroughs assets and natural resources.
- 3.3. Policy 3 deals with design and requires all development to create distinctive places through the use of high quality and inclusive design and layout and, where appropriate, make innovative use of local traditional styles and materials.
- 3.4. Policy 4 relates to managing flood risk within the borough and requires development over 1 hectare in size to demonstrate that surface water from the development can be managed and will not increase the risk of flooding off site. It also imposes the Sequential and Exception Tests where required.
- 3.5. Policy 24 deals with the retail hierarchy and sets out the areas of the borough in which retail and main town centre uses should be located.
- 3.6. Policy 28 relates to the natural environment and requires development to be appropriate to the landscape character type within which it is situated and contribute to its conservation, enhancement or restoration, or the creation of appropriate new features.

- 3.7. Policy 30 relates to Pollution and sets out the forms of pollution that must be managed and mitigated as part of new development so as to protect health and safety of the public, the amenities of the area and the natural, historic and built environment.
- 3.8. Policy 31 states that all development proposals will be required to demonstrate that the consequences of current climate change has been addressed, minimised and mitigated.
- 3.9. Policy 36 sets out the vehicle and cycle parking strategy for the borough, it states that parking for employees and visitors should be integral to the design and form of all new development.

4. THE PROPOSED DEVELOPMENT

- 4.1. The development proposal comprises the construction of a proposed roadside services and recharge centre, comprising eight pump petrol filling station and six HGV pumps with canopies, service building including retail (118m²), sandwich servery (58m²) drive thru coffee shop (169m²), restaurant/café (120m²) and toilets/shower facilities; two electric charging points; HGV parking area (61 spaces) new vehicular access/egress, security fencing, parking and landscaping.
- 4.2. As identified on the Proposed Layout Plan below the proposed roadside services and recharge centre will comprise the following elements:
- Petrol Filling Station comprising x8 pumps for cars, x6 pumps for HGVs, a canopy, and an ancillary convenience store extending to 118m² (gross internal area);
 - Two electric vehicle charging points. The development will however have the infrastructure to enable the ability to expand the number of vehicle charging points as demand increases.
 - A drive thru coffee shop at 169m² (gross internal area);
 - A restaurant area 120m² (gross internal area);
 - A sandwich servery 58m² (gross internal area)
 - Showers/toilets
 - HGV Lorry Park (61 spaces)
 - 31 car parking spaces
- 4.3. The development is proposed to be accessed via a left turn only off the A16. Egress will be a priority junction onto James Road





5. DESIGN PROCESS

Why this Site?

- 5.1. The key reasons why this site is considered appropriate for roadside services development and HGV parking are:
- Located adjacent to the A16, with immediate access available via a safe existing roundabout junction
 - Adjacent to settlement of Crowland
 - Appropriately located along the A16 corridor to respond to the requirement for additional capacity for services for HGV drivers
 - The site's context in respect of built development to the immediate north and partially natural screening afforded by a trees/vegetation to the south west, limit the potential of visual intrusion from the proposed development.
- 5.2. Figure 4 below shows the position of existing petrol filling stations and roadside services along the relevant part of the A16 corridor.

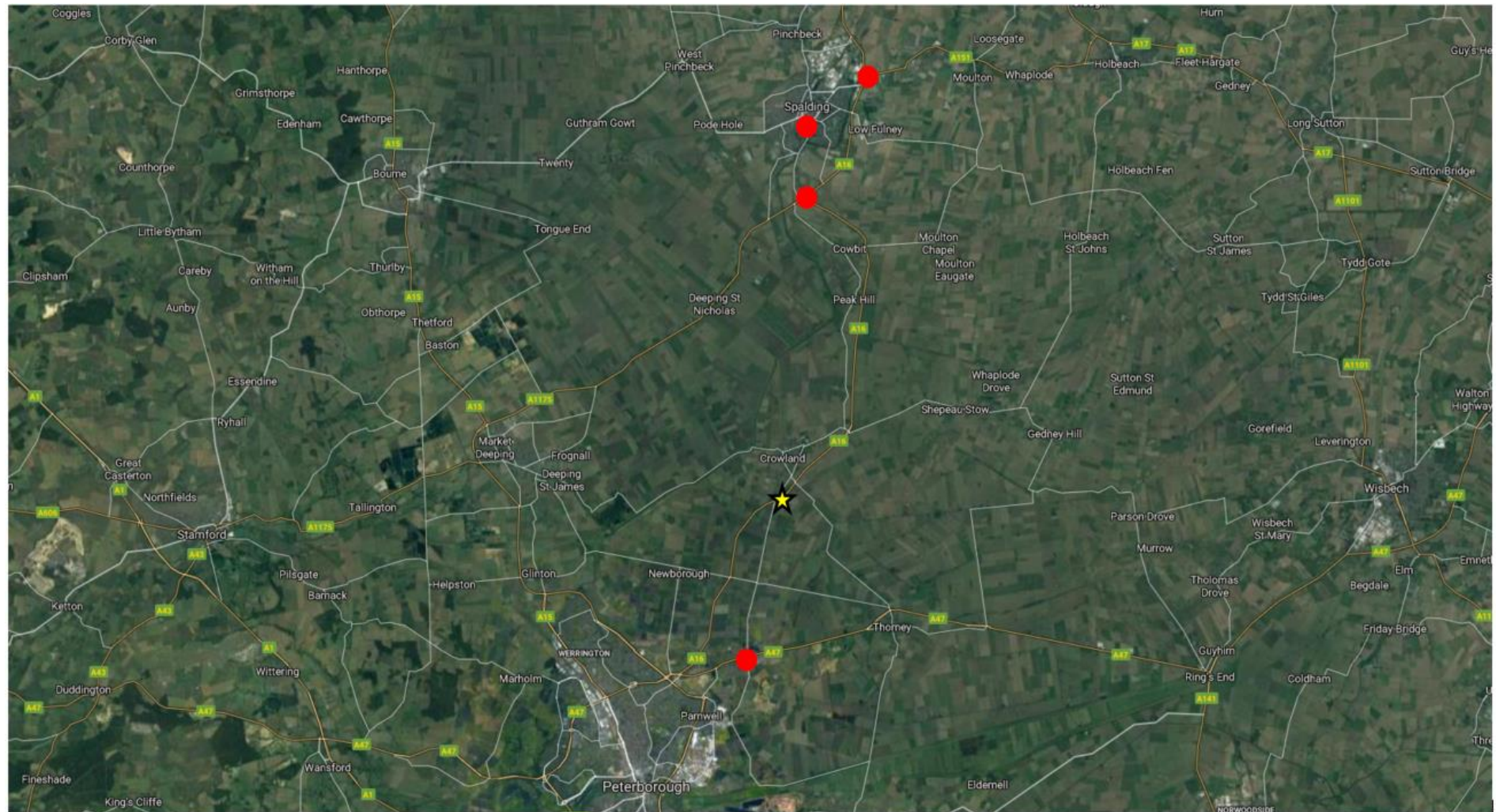


Figure 4 – Existing Petrol Stations

Key Design Principles and Concepts

- Ensuring development maintains low profile in scale to respect rural edge location
- Utilise off-site tree planting in layout of development to minimise impact of development
- Create a spacious layout that allows gaps between buildings and structures
- Use of strong quality materials
- Provide space for attractive landscaping to assist in softening and integrating development.
- Deliver a development that is adaptable to future change
- Incorporate sustainable drainage system

- 5.3. This section considers the details of the proposed development in terms of its use, amount, layout, scale, appearance and access arrangements.

Use

- 5.4. The proposed development is a roadside services and recharge centre, comprising a petrol filling station (Sui Generis), service building including retail, coffee shop, restaurant/café (all Class E) and toilets/shower facilities. The development places a strong emphasis on providing sufficient facilities for HGV drivers and electric charging facilities for vehicles with two charging points proposed from the outset and the capacity to increase as demand grows.

Amount

- 5.5. The total floorspace provided within the roadside services building and is 637m² gross internal area.

- 5.6. A total of 19 customer car parking spaces including 2 disabled spaces and two electric vehicle charging spaces. 12 staff parking spaces are also provided along with 61 HGV parking spaces.

Layout

- 5.7. The layout has been informed by a desire to access the site from the A16 and to ensure that the facilities on the site are appropriately spaced. In the context of the whole site the amount of building coverage including the canopy structure is modest and is laid out in a way that is sensitive to the rural edge setting.
- 5.8. The main building is positioned to the south of the site, with the principal elevation facing south east. The building is proposed in this location to limit its visual intrusion and to enable the maximise benefit from the trees/vegetation to the immediate south west. The position of the building means that when viewed from the A16 itself the built development will sit in a context of the foreground to the settlement of Crowland. The siting of built development balances the need to ensure that it is not 'detached' from the urban edge of Crowland to the north but not unduly prominent in the context of open countryside.
- 5.9. The HGV parking occupies the northern part of the site and is proposed to be offset from the James Road boundary to soften the impact and to assist in providing satisfactory amenity relationships.

Scale

- 5.10. A key design influence is maintaining low profile development that has a scale appropriate to its rural edge setting . The main building and associated structures have been kept to a very modest height in order to successfully assimilate into the wider landscape.



- Simple contemporary form – the buildings are modest in scale and sit comfortably on the site.
- Gentle curved roof that softens form of building and provides visual interest
- Use of quality and sympathetic materials – a combination of glazing, composite cladding and cedar cladding provide an attractive material palette.



Figure 6 – Service Station Elevations

MATERIALS SCHEDULE

- ① Insulated composite roof sheet. Kingspan KS1000 CR
Colour: Moonstone RAL: 7035
- ② Insulated composite vertical wall cladding panels and flashings. Finish to be exposed Mirco rib cladding:
External face to be 0.63 grade Colour: Silver Grey RAL 9006.
- ③ First Floor Louvres - Aluminium RAL Silver Grey 9006
- ④ Roof fascias PPC aluminium.
Colour: RAL 7016 Anthracite grey
- ⑤ Shopfront and automatic entrance door, PPC aluminium.
Colour: RAL 7016 Anthracite grey
- ⑥ Steel security and delivery doors & frames.
Colour: RAL 7016 Anthracite grey & RAL 9006 Silver Grey
- ⑦ Rain water goods.
Colour: RAL 7016 Anthracite grey
- ⑧ 3 No. courses of engineering bricks - Blue
- ⑨ Cedral Wall Cladding - Pewter Smooth (C54) 186mm wide RAL 270 40 15
- ⑩ Drive Thru Canopy - RAL Moonstone 7035
- ⑪ Solid Panels to shopfront - RAL Silver Grey 9016

Landscaping

- 5.12. The proposed layout allows for significant areas of landscaping on the south east and north west boundaries of the site. This 'on-site' landscaping will complement the trees/vegetation to the south west and the existing wide highway verges of both the A16 and James Road.

6. ACCESS

- 6.1. A new vehicular access, left in only is proposed from the A16. Any vehicles approaching the development from the north along the A16 will need to utilise the A16/James Road/Peterborough Road roundabout to the immediate south of the site. Both vehicles for the roadside services and HGVs will be limited to access only from the A16 but internally the site segregates the routes and allows HGVs to access the lorry park in the northern half of the development. Egress is onto James Road on a priority junction basis.
- 6.2. Within the site, dedicated two disabled spaces are proposed and these are situated close to the service station building for ease of accessibility. Disabled toilets are provided within close proximity to the entrance of the building which will be DDA compliant.
- 6.3. The proposed development includes a pedestrian footway to link the site to the existing built development of Crowland. An appropriate crossing point will be provided on James Road. The Transport Statement provides further detail on this.