SWANN EDWARDS ARCHITECTURE

DESIGN & ACCESS STATEMENT & DRAINAGE STRATEGY

PROPOSED FLEXIBLE USE BUILDING

AT

ELSOMS WAY
PINCHBECK
SPALDING

FOR

TFP VENTURES LTD

Job No. SE-1856 **Sept 2022**

Swann Edwards Architecture Limited - Registered in England & Wales No. 07943586.
Place of Business: Fen Road, Guyhirn, Wisbech, Cambs. PE13 4AA
t 01945 450694 **e** info@swannedwards.co.uk **w** www.swannedwards.co.uk
Registered Office: 22-26 King Street King's Lynn PE30 1HJ.

1.0 INTRODUCTION

This Design and Access Statement supports the Full Planning Application for the erection of a proposed flexible use (B1, B2, B8 and Sui Generous) development with associated offices, car parking and external yard at Elsoms Way Pinchbeck.

The site itself benefits from being located within an area of established commercial and industrial premises. In addition, the site benefits from being a short driving distance from the towns of Spalding and Kings Lynn and the city of Peterborough.

This area is identified in the South East Lincolnshire Local Plan as a Main Employment Area designated for this type of development which fully complies with Policy 7.

Along with the proposal the area exists of a mix of commercial, industrial, storage and community uses and this proposal is in keeping with the form and character and uses within the area. The proposal allows for ample parking and yard area for vehicles and turning. In addition, there is scope for future extension of the existing building if required.

The site benefits from having direct access on to Elsoms Way with sufficient space on site to allow vehicles to enter and leave in forward gear.

The site is located within Flood Zone 3 as defined on the Environment Agency's Flood Maps and a flood risk assessment and drainage strategy accompany the application.

The proposal should be seen as an efficient use of the site and complies fully with Local and National Planning Policies.

1.1 SITE CONTEXT

Location

The site itself benefits from being located within an area of established commercial and industrial premises. In addition, the site benefits from being a short driving distance from Pinchbeck and Spalding.

This area is identified in the South East Lincolnshire Local Plan as a Main Employment Area designated for this type of development which fully complies with Policy 7 and the NPPF.

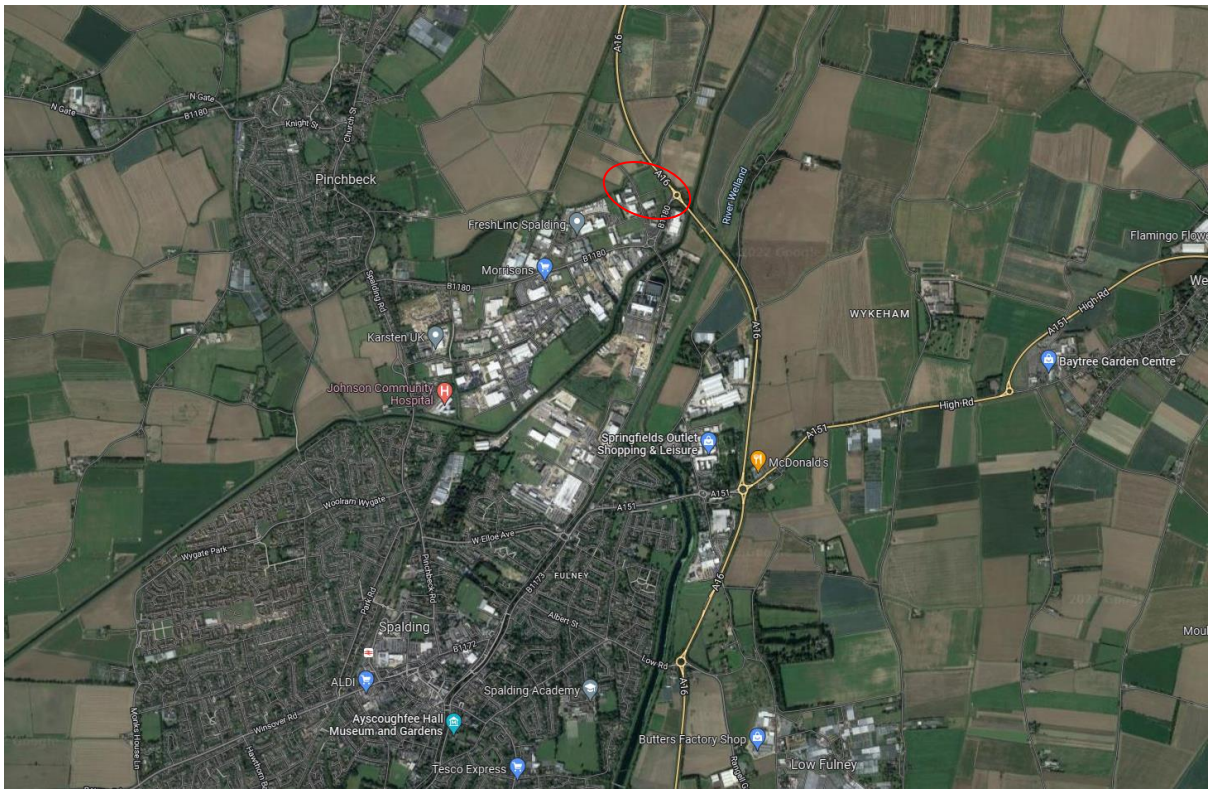


Figure 1: Digital Location Map (Courtesy of Google Maps)

2.0 DESIGN

2.1 USE & AMOUNT

The proposed level of accommodation, along with the proposed form and massing are conveyed on the accompanying drawings. The proposal seeks to deliver high quality flexible development in keeping with the form, character and uses in the area and as designated in the Local Plan. The unit is designed with ancillary office accommodation and sufficient height for an upper floor should the need evolve as well as to allow for storage. This flexibility is inherent within the submitted design as well as the potential for future extension to create a second phase of development if the need arises.

The proposal has an internal ground floor area of 2287m2 and the site will provide ample vehicle parking for a mix of vehicles and adequate access and turning for vehicles to enter and leave the site in a forward gear.

This level of development is considered to provide a quality scheme that is in keeping with the character of the area, whilst also meeting the Local Plan and NPPF requirements.

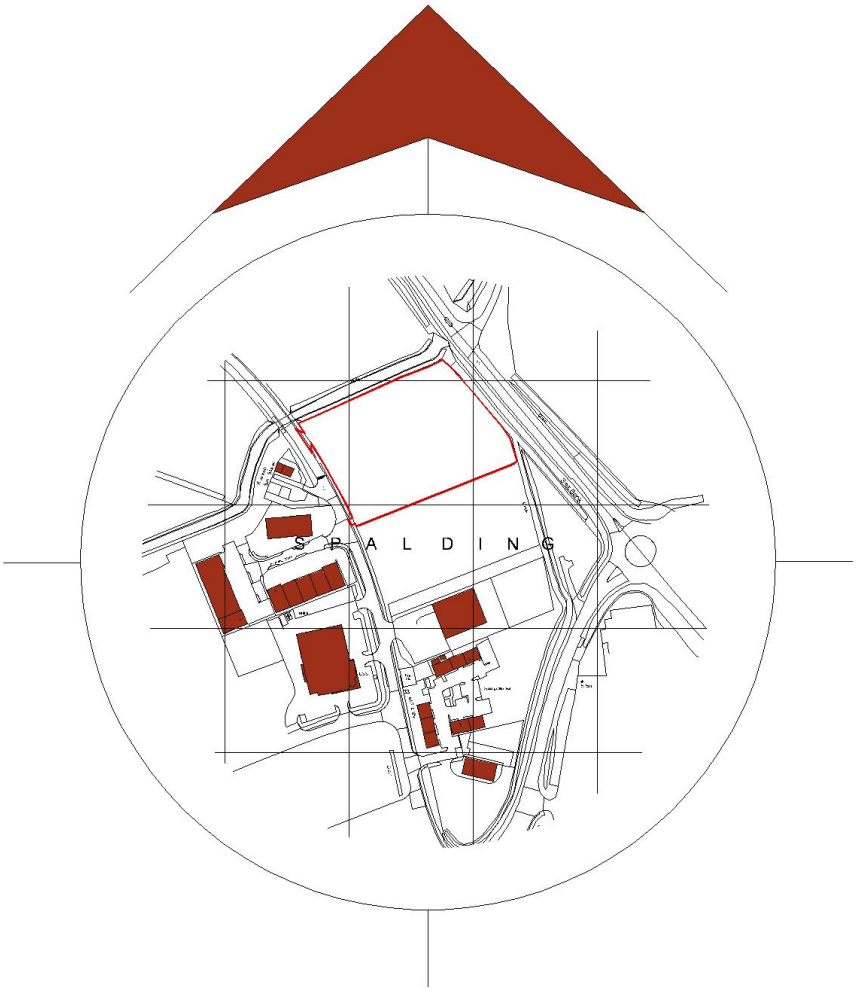


Figure 2: Location Plan

2.2 LAYOUT

The layout of this proposal has been largely governed by the nature of the site and its constraints. Blue Gowt Drain is to the North of the site and a 9m easement has been maintained from the shoulder of the drain to the yard, there are existing electrical services crossing the site and these have been avoided with the building being locate to the South. New vehicular accesses are provided to Elsoms Way to separate HGV and LGV access points and an attenuation basin is included to the East with discharge in to the drain network.

The proposed site arrangement allow for ample parking and flexibility to accommodate future growth of the site if required.

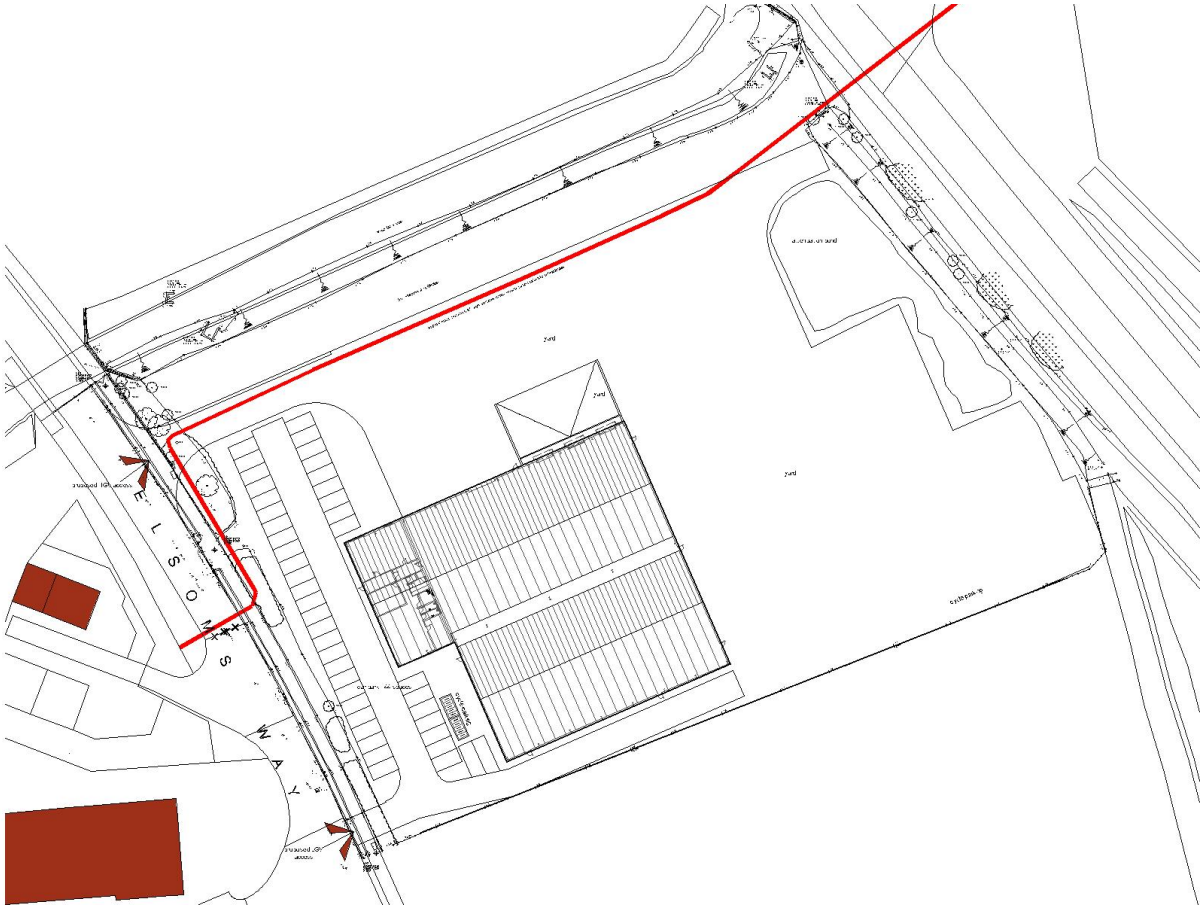


Figure 3: Site Plan

2.3 SCALE

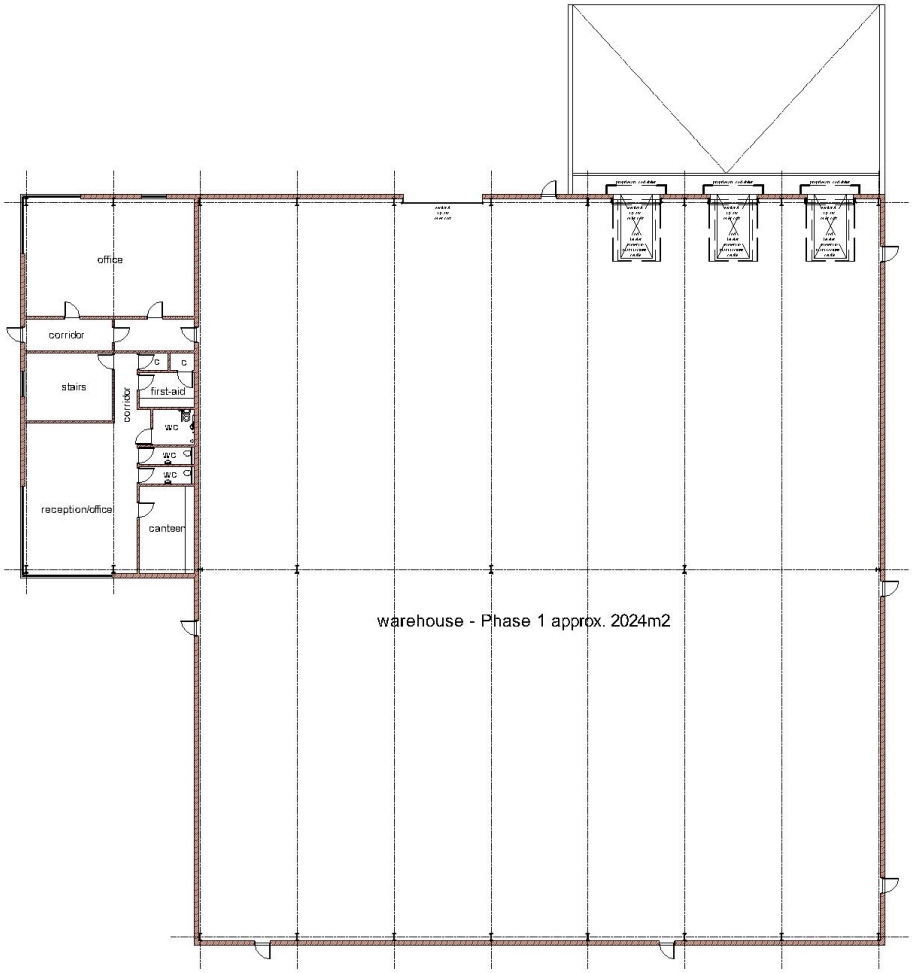


Figure 4: Phase 1 Ground Floor Plan

2.4 LANDSCAPE

The existing boundary treatment is to remain and the proposal will incorporate a concrete yard, permeable car park and attenuation basin with landscape strips and easements to the existing drains.

2.5 APPEARANCE

The proposed level of accommodation, along with the proposed form and massing are conveyed on the accompanying drawings.

The building is of a simple frame construction with a dual roof and corner glazing to the offices. The building will be finished in composite cladding and is consistent in appearance, sizes and scale to the surrounding buildings.

This level of development is considered to provide a quality scheme that is in keeping with the character of the area.

The materials for the proposal comprise of composite cladding as indicated on the drawings to be grey in colour. Windows and doors will comprise of insulated up and over doors and aluminium and steel personnel doors in grey.

It is intended that all services entering and exiting the building will be designed so they do not appear on the front elevation and are as un-obstructive as possible.

2.6 FLOOD RISK ASSESSMENT & DRAINAGE STRATEGY

The site sits within Flood Zone 3 of the Environment Agencies flood map.

A full flood risk assessment accompanies the application.

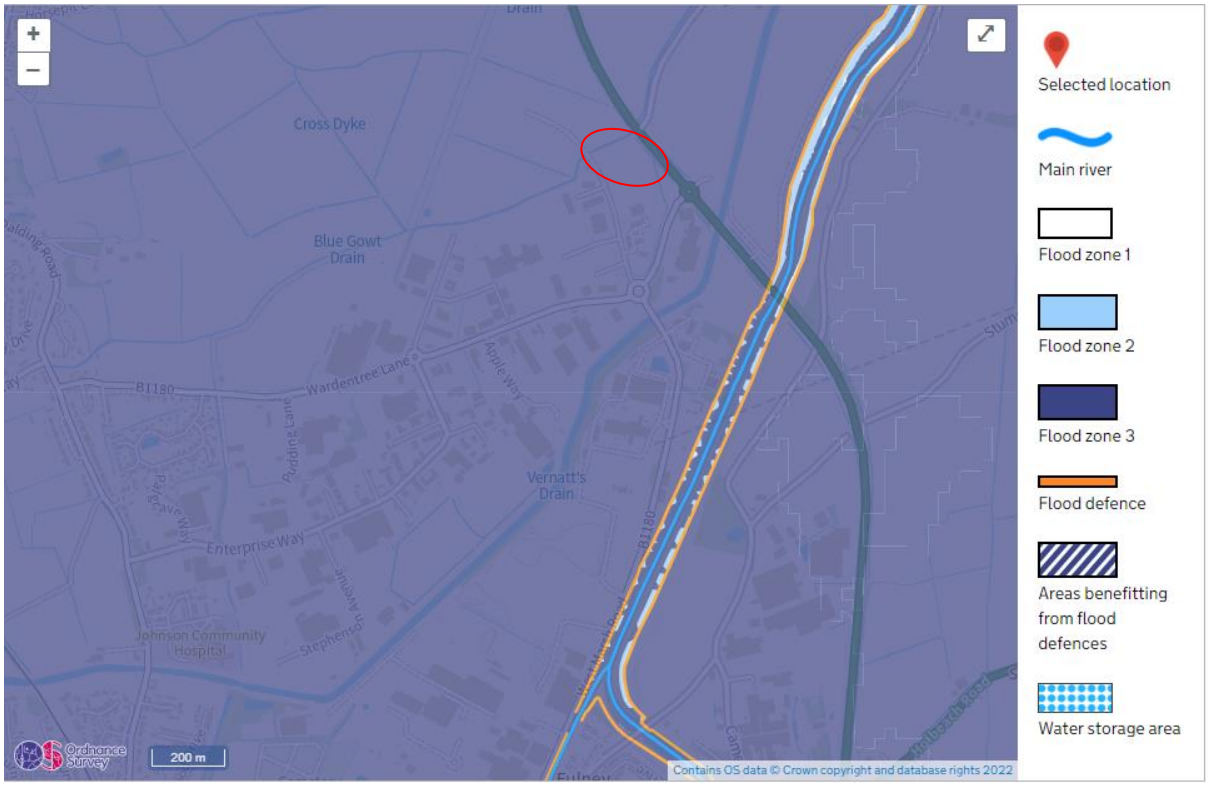


Figure 5: Extract from Flood Map for Planning

The proposed development comprises of roof area and hardstanding concrete covering approximately ¾ of the existing site with impermeable area. The drainage strategy for the site is to capture water from the service yard and pass through an interceptor following which the capture roofwater will also join the system. This volume will be attenuated with a mixed system of below ground cellular crates and open attenuation with discharge in to the IDB drain adjacent to the site at the rate consistent with adjacent sites. Full IDB consent will be sought prior to the commencement of the development. Foul drainage will connect to the public sewer.

ACCESS

2.7 VEHICLE & TRANSPORT LINKS

The site benefits being in close proximity to major transport facilities.

The site benefits from having direct access on to Elsoms Way with sufficient space on site to allow vehicles to enter and leave in forward gear.

The site itself benefits from being located within an area of established commercial and industrial premises.

2.8 SITE ACCESS

The topography of the site is generally level and will comply with Part 'M' of the Building Regulations. New Access Points are proposed on to Elsoms Way as detailed on the proposed drawings.

2.9 INCLUSIVE ACCESS

The close proximity of the road allows easy access for the Fire Brigade should the event of a fire take place and the site will be adequate for the use of a fire appliance to turn on site.