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Design & Access Statement

Former New Bridge Inn site
West Pinchbeck. PE11 3NF



Proposed village store & community cafe
with holiday accommodation above

Applicant : Sheard Enterprises Ltd

March 2017

Ref:D&A.106-01

Design

The Process

Assessment

Physical Context;

West Pinchbeck is a typical fenland village, located along the A151 between the towns of Spalding and Bourne.

The site itself lies at the junction between Slipe Drove and the A151 within the Defined Settlement Boundary of Inset Map No 60 of the soon to be adopted South East Lincolnshire Local Plan. The proposed development will develop a brownfield site that was previously occupied by the New Bridge Inn, which has since been demolished. SHLP 2006 Policy SG1 supports the *effective use of unused, underused or derelict land and buildings within defined settlement limits* and sustainable development where *the quality of life for residents is unimpaired or enhanced*

Image reproduced from Google



The National Grid Reference of the central point of the site is TF200244

The character of the immediate local area is predominantly residential with some commercial uses, the most notable of which is to the north west of the site between the river Glen & A151, as it turns westerly. Both Dozens Bank and Edinburgh Walk are residential in nature with a mix of single and two storey homes.

View across to Edinburgh Walk from the northeast of the site



View south along Dozens Bank from the northeast of the site



The site has well defined boundaries. It is separated from the existing residential properties to the east and south by the A151 & Slipe Drove respectively.
The northern boundary of the site is defined by the River Glen, while to the west a shallow drainage ditch separates the site from an open field containing mature trees & what appears to be a concrete pillbox. Beyond this open field, in between the river & Slipe Drove, is the Pinchbeck Fen Slipe Nature Reserve.

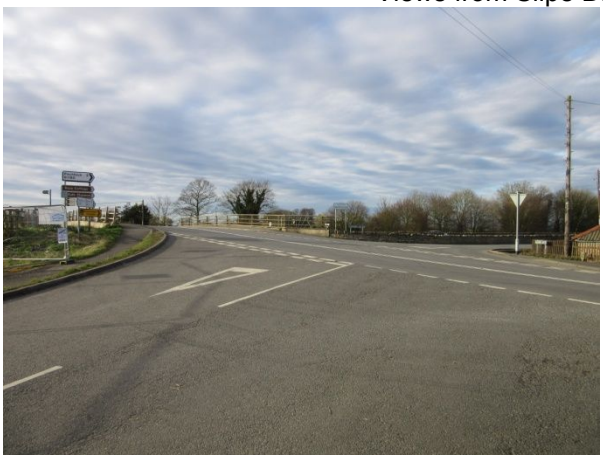
The River Glen & nature reserve are identified on the aforementioned South East Lincolnshire Local Plan as 'local wildlife' and 'recreation open space'.
The other feature of note within the vicinity is the boating slipway & moorings on the opposite side of the River Glen which were no doubt part of the Environment Agencies Fen Waterways Link Project improvements.

View from Slipe Drove looking northwest across the site



The derelict site looks relatively flat with abrupt inclines to the north eastern edges where the site meets the public footpath, the gradient of which increases in height to approximately 1.5m above the site at its northern most point. This is to meet the incline of the A151 where it crosses the River Glen.

Views from Slipe Drove onto the A151





There is good access to the site via Slipe Drove directly off the A151 with excellent visibility in both directions at the junction.
The existing site entrance for the former New Bridge Inn has an extensive length of dropped kerb with an additional section to the south of the site which could also be utilised.
There is a telephone call box & letter box half way along the public footpath that runs along the majority of the south eastern boundary of the site.

Social Context;

With a local population of approximately over 1,100 people the local community would benefit greatly from a village store with community cafe in a very convenient location, providing a much needed facility in the area.

The proposed development would be a community asset & become a hub for social activities and rural community networking. Shops and Cafes are the beating heart of village life and without them the most vulnerable in our rural communities such as the elderly and people without access to transport can become increasingly isolated.
The local community would I'm sure welcome such development on a currently unused & derelict site.

Economic Context;

A village store & community cafe with holiday accommodation would first and foremost create jobs for local people in the village.
The overnight tourist accommodation above would help sustain the viability of the shop & cafe below, making use of the immediate river & nature reserve surroundings for activities such as fishing, boating, bird watching, walking etc as well as serving as a base for the tourist attractions of the wider Lincolnshire area. In turn this extra tourism would bring in more trade to other businesses in the community such as the nearby nurseries and equestrian centre.

The applicant has a passionate desire to develop the site with a view to creating a viable concern providing a building of mixed use which will not only be a successful local business for themselves but provide a much needed asset for the community.

Policy Context;

Policies that effect and shape the development of the site:

The National Planning Policy Framework 2012
Section 3. Supporting a prosperous rural economy
Paragraph 28

The South Holland Local Plan July 2006
Policy SG1 - General Sustainable Development
Policy SG14 - Design and Layout of New Development
Policy SG15 - New Development: Facilities For Road Users, Pedestrians And Cyclists
Policy SG16 - Parking Standards in New Development
Policy SG17 - Protection of Residential Amenity
Policy SG18 - Landscaping of New Development
Policy EC8 - Small Scale Retail Development
Policy LT4 - The Fens Waterways Link

Involvement

Due to the scale of the proposed development and the firm belief that only a positive outcome would come from it, we felt it was not necessary to consult local community groups.

Once initial concept designs/draft proposals had been agreed upon, South Holland District Council planning department were consulted through the pre application advice service (ref:PE-00085-17)
The response was positive and further advice/suggestions were given that have been taken on board and incorporated in the design evolution & progression of the scheme. One of the suggestions taken on board was to increase the size of the shop area in relation to the rest of the development.

As part of the pre application advice from SHDC it was suggested a highways consultation would also be worthwhile, the details of which will be covered in the Access section of this statement.

Evaluation

Taking into consideration all the information gathered in the site assessment & involvement stages the schemes design parameters began to take shape and the feasibility/concept ideas could now be explored.

The sites prominent and convenient positioning lends itself to a local & easily accessible service facility along with good passing trade opportunities due to the well used A151. As described in the physical assessment the site already has good access points from its previous use and Highways were satisfied there would be no issues arising from the development. It was therefore felt the layout should utilise either the existing site entrance or the alternative section of dropped kerb (or both) due to the sites only real constraints being the telephone & letter box positions, along with the sharp increase in gradient at the north eastern edges.

At the initial design stage the idea was to provide a shop & cafe facility only. However during the site analysis process and on reflection of the sites & surrounding areas opportunities, namely the nature reserve, river & other local tourist attractions, it soon became apparent the economic benefit to both the proposed scheme and the surrounding businesses a tourist accommodation element would provide. Having a good mix of uses would also give the development the best chance of becoming a successful and sustainable place to the benefit of all.

An obvious opportunity for the site from an economical point of view would be to try and utilise its prominent position in relation to passing trade on the A151. Therefore initial design ideas should involve mirroring the previous buildings position on the site.

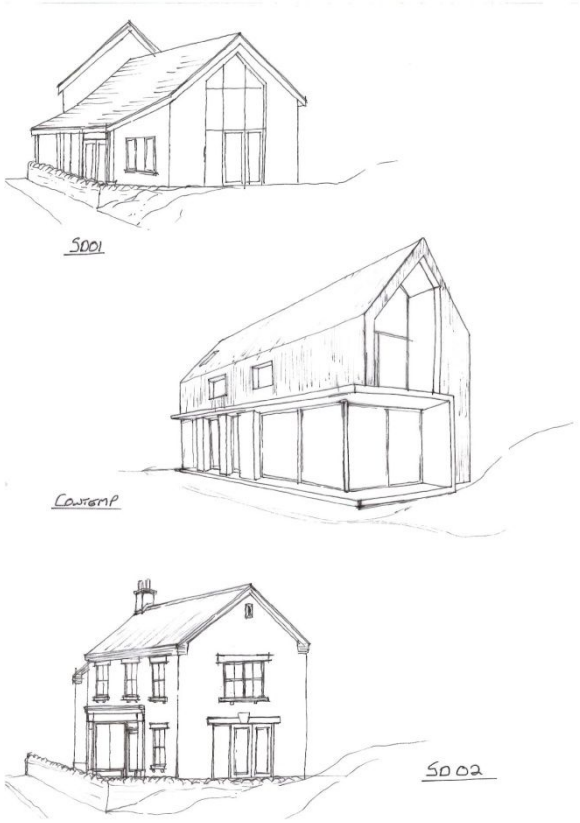
In addition to this it was agreed upon that the building itself should be designed so as to be able to be constructed in a way to allow for any future change of uses & could be easily adapted, should the need arise, to meet any possible economic or social challenges in the buildings lifetime. It should be able to provide accessible services and facilities now and in the future in order to be an ongoing sustainable & viable concern.

Design





Ideally to maximise kerb appeal opportunities from passing trade, early design discussions & ideas were based on the building being positioned in a similar way to the previous New Bridge Inn public house ie following the back edge of the public footpath to the north east of the site. It was appreciated early on in the process however that the levels involved may have been a problem and therefore cause access issues. It was decided to first explore this avenue for initial design ideas however to see if there were other issues & which could be overcome.





Initial concept sketches tabled included;

- A raised single storey traditional farm shop type building attached to stepped level (to combat the slope) terraced housing type units for the tourist accommodation.
- An angular, mainly timber clad contemporary building with large frameless glass walling.
- Traditional Victorian shop front building again attached to stepped terraced units.

These initial design ideas were trialled but discounted for various reasons such as security concerns, disabled access, limited site access due to existing site constraints, build complications, lack of overlooked amenity areas, noise issues, the buildings not being flexible & adaptable enough for future changes in their use and generally not fitting in with the context of the site & its surroundings.

These initial concept ideas helped inform the design settled upon for the final scheme presented in the planning application.

Use

The site will be used primarily as a village store with a community cafe on the ground floor with holiday accommodation on the first floor above. The site & building will be accessible to all.

The proposed uses of the site are justified based on Section 3 of the National Planning Policy Framework 2012 which supports a prosperous rural economy by

- *Supporting economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development.* The proposals will create jobs for local people in the village.

Stating policies should;

- *Support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors* The accommodation above would help bring tourists to the area for both the wealth of immediate natural attractions for various leisure activities and serving as a base for exploring the wider areas attractions. Surrounding businesses would also profit.
- *Promote the retention and development of local services and community facilities in villages, such as local shops, meeting places.* The local community would benefit greatly from a village store with community cafe in a very convenient location, as no such facilities currently exist. Providing a much needed facility in the area, the proposed development would be a community asset & become a hub for social activities and rural community networking.

Further to the tourist leisure activities referred to above, within the SHLP 2006 Policy LT4 - The Fens Waterways Link, it states that navigation hubs have been identified and *West Pinchbeck has been identified as a minor hub, with mooring for 10 boats, and washout facilities.* There is a boating slipway & moorings on the opposite side of the River Glen in close proximity. *The development of the Fens Waterways Link will also provide opportunity for other water based recreation and the promotion and development of tourism.* This reinforces the existing recreation activities of the River Glen and the potential for future tourism growth making use of the development.

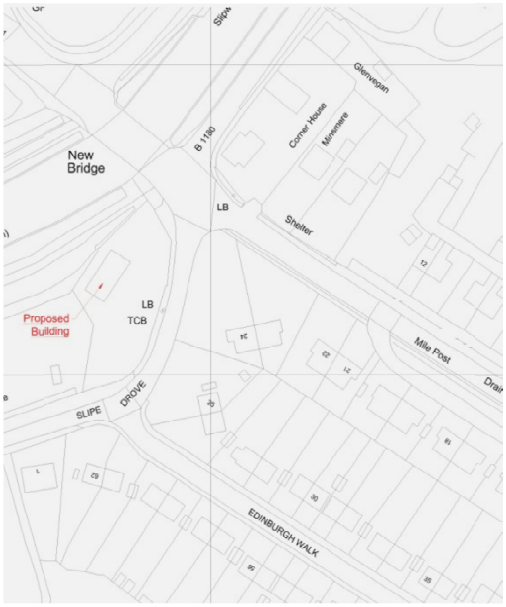
SHLP 2006 Policy EC8 supports small scale retail developments that *are of a scale to meet only the immediate needs of the local community.* The store & cafe areas are modestly sized with the building having a ground floor footprint of just over 112m2, it is of a suitable scale for its context.

Being of a suitable scale to meet the immediate needs of the local community, providing a much needed facility in the area, as well as providing tourist accommodation potentially creating more business for all, the building is a long term sustainable proposition.
As highlighted both national & local planning policies support such schemes.

Amount

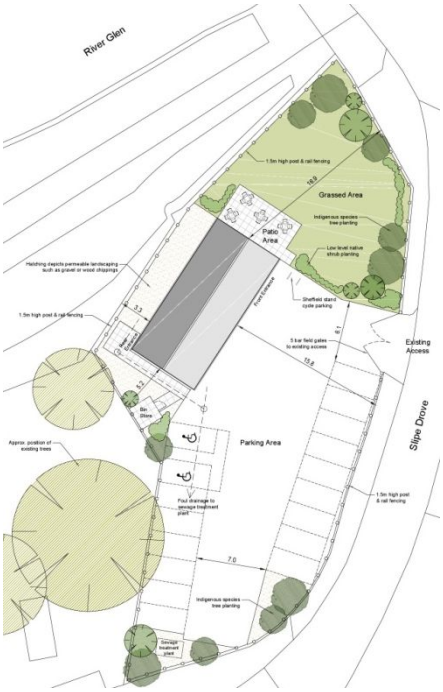
The building is to be two storey. The ground floor being used primarily as a village store with a community cafe & the first floor for tourist accommodation.

The ground floor internal areas are split approximately as;
Shop – 39m2
Cafe – 24m2
Kitchen & Disabled WC – 22m2



Modestly sized with a ground floor footprint of just over 112m2 this leaves plenty of room on the rest of the site for access, parking & a spacious amenity area. The footprint & plot/amenity proportions match in well with the nearby residential units, which are similar, particularly those directly opposite, as can be seen on this location plan. The building sits well in the site & compliments its surroundings.

Layout



This final layout, where the building was sited to the rear of the site, was settled upon for various reasons;
Security - both the open space area & car park are both well overlooked & surveyed
Disabled access - the site & building entrance levels can now be closer to existing & therefore accessible to all
Site access – the adequate & safe existing entrance can now be used & fully utilised
Build – to develop the site is much less complicated with fewer construction issues
Aesthetics the outlook from & towards the building is more attractive
Noise – the building is further from the A151
Use - the building can be of a simpler form and therefore be flexible & adaptable enough for future changes in its use
Context – the building, open space & parking areas fit in better with their surroundings
Amenity – Moving the building back protects residential amenity of the existing dwellings opposite - SHLP 2006 Policy SG17

The ground floor will be used primarily as a village store with a community cafe. Included on the ground floor for these uses will be a kitchen area and disabled unisex toilet. Immediately outside the cafe through glazed doors will be a patio area for extra tables overlooking a large open green space. A large area of hard standing to the front of the building will provide suitable parking & turning areas for users of the building as well as service vehicles. This will all provide level access around the outside & inside of the building along with disabled parking spaces.
The building will have a rear entrance that will serve as a staff & delivery entrance to the kitchen area as well as an entrance lobby to the holiday accommodation on the first floor. A lift will also be provided from this entrance lobby directly to a disabled double room providing accommodation for all. SHLP 2006 Policies SG14-18 were taken into consideration when designing the layout for the site.

Scale

The external dimensions of the two storey building are 15.4m x 7.3m equating to an overall gross floor area of 224.84m2.
The height is similar to those of the other two storey dwellings within the vicinity and the buildings elevational proportions including openings are designed to both mirror that of a traditional village store shop front while still fitting in with the surrounding housing styles.
The mass of the building is in keeping with neighbouring properties namely the semi-detatched two storey dwellings of Edinburgh Walk & Dozens Bank. The footprint is similar to those of the single storey semi-detatched dwellings of Dozens Bank, however even though it is two storeys the site positioning is such that it will not be overbearing.

The building is thought to be of a suitable scale to service the needs & size of the local community, while also within the recommendations of SHLP 2006 Policy EC8, as well as being able to remain an economically viable concern for its proposed & possible future uses.

Landscaping

The front car parking area will be hardstanding of some sort, most probably tarmacadam to be able to deal with the rigors of regular vehicle manoeuvres etc.
The less seen areas around the perimeter of the building & infill areas around the parking will be finished with a low maintenance permeable landscaping such as decorative gravel or wood bark chippings on a geotextile weed barrier matting.
All level pedestrian access paths, bin store & the patio areas will be slabbed giving easy access to all.
Fencing to the site will be typical of the area, Lincolnshire post & rail demarcating the plot but affording open views of the surroundings and attractive green spaces.
The main area of open space will be mainly laid to lawn for ease of maintenance & for the use of families using the facilities, with structural native tree & shrub planting to the outer edges to help frame the building within the site and provide attractive views of the site from the surrounding roads.
SHLP 2006 Policy SG18 was taken into consideration when designing landscaping for the site.

Appearance

Although the surrounding vernacular is fairly simple and modern with no real architectural features of any note, the building itself is designed to be architecturally simple yet include subtle traditional detailing to enhance the area slightly, such as segmental brick arches to openings & stone cills to windows.



The main shop entrance is designed to reflect that of a traditional shop frontage as seen in market towns all over the county. Various draft elevations were produced to get the proportions of the openings & shop frontage just right.
External materials for the building will consist of red multi facing bricks, 'Slate-like' concrete interlocking roof tiles, white UPVC doors & windows with black UPVC guttering & downpipes.
This palette of materials is to match in with the other properties in the area and designed to tie the building in with its surroundings following these materials through in the subtle architectural detailing to lift the area slightly.

Described in more detail under the previous headings the external hard & soft landscaping works, carefully thought out site layout proportions, elevational treatments & building scales are all carefully designed to reflect the surroundings. The site should blend in seamlessly with the neighbouring properties.
The sites overall appearance is designed to be inconspicuous while complementing and enhancing the area & not be attritional with it or try to stand out by creating a new landmark.

For the finalised design, having the building positioned to the back of the site allows both the finished exterior site levels along with building entrance levels to be closer to existing & therefore accessible to all.

Access

There is good existing access to the site via Slipe Drove directly off the A151 with excellent visibility in both directions at the junction.
The existing site entrance for the former New Bridge Inn has an extensive length of dropped kerb which is to be utilised within this scheme
The site is well serviced by public footpaths, one of which runs along the majority of the south eastern boundary of the site.
There is a main bus route running from Bourne to Spalding that regularly stops in the village. There is also a service that links the main village of Pinchbeck with all its facilities. The sheltered bus stop is situated within 50m of the site with public footpath access.

SHLP 2006 Policies SG14 & SG15 have been taken account of as regards movement within the site itself.
A large area of hard standing to the front of the building will provide suitable parking & turning areas for users of the building as well as service vehicles. This will all provide level access around the outside & inside of the building along with two disabled parking spaces, one for users of the disabled accommodation above & one for use of the store/cafe below.
The patio area overlooking the green space will be at the same threshold level as the cafe with a slabbed path linking to the hardstanding/parking area to the front of the building so this area can also be enjoyed by all.
The building will have a rear entrance that will serve as a staff & delivery entrance to the kitchen area as well as an entrance lobby to the holiday accommodation on the first floor. This will also provide a level entrance for use of the disabled accommodation above the store. A lift will also be provided from this entrance lobby directly to a disabled double room providing accommodation for all.

All approaches, access ramps, paving, entrances to the site & building will be in accordance with Approved Document M volume 2 – 2015

Parking Standards

Parking has been provided in accordance with SHLP 2006 Policy SG16 – Appendix 2;

Food Retail	1 space per 14 m2 gfa	**5 spaces**
Cafes	1 space per 5 m2 public dining area	**5 spaces**
Hotels	1 space per bedroom	**3 spaces**

In total 15 spaces have been provided along with an extra 2 disabled spaces (min 1 per 20 spaces) Therefore four more spaces have been provided than the recommended minimum within Policy SG16 to allow increased use of the facilities within summer months.

Cycle Parking

Food Retail	1 stand per 250 m^2 gfa	**1 spaces**

Two ‘Sheffield Stands’ have been provided giving 4 spaces in total

There is also enough hard standing area adjacent to the cycle stands to provide motorcycle parking. (min 1 per 20 car parking spaces)

Consultation

As part of the pre application advice from SHDC it was suggested a highways consultation would also be worthwhile, the details of which are as follows;

I do not see this proposal being likely to cause any capacity or safety problems on the local highway network and the close proximity of the site to the River Glen should provide opportunity to manage the surface water run-off – Lincolnshire County Council is also the Lead Local Flood Authority.
Regards,
Jon Sharpe
Principal Development Management Officer
LCC Directorate for Environment and Economy

Other Information

Flood Risk

The proposed development is within flood zone 3 (a) high probability, according to the Environment Agency's Flood Map for Planning (Rivers & Sea)

Reference has been made to the governments online Planning Practice Guidance's Table 2: Flood risk vulnerability classification.
The ground floors proposed use is classed as **Less Vulnerable.**
The first floors use is classed as **More Vulnerable**

With the fact that the less vulnerable use on the ground floor is the only one at any real risk in the event of flooding, according to Table 3 of the same guidance: Flood risk vulnerability and flood zone 'compatibility' - **Development is appropriate**

Also included in this planning application is a site specific flood risk assessment that was produced for a previous planning application for the site (Ref:H14-0062-12). As this application was for conversion to residential of the former public house, classed as 'more vulnerable' in the aforementioned Table 2, the new use for this application is of a better classification and therefore the previous flood risk is still relevant.