Planning Design & Access Statement
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Former Jewsons Builders Merchants Site, Roman Bank, Spalding.

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KhouryArchitects

exciting space.

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1. - INTRODUCTION

This Design Statement has been prepared by Khoury Architects, and is provided in support of the proposal of a new build care and retirement accommodation development, situated on the former site of Jewsons Builders Merchants, Roman Bank, Spalding.

Initially Khoury Architects proceeded to undertake a detailed context analysis, to understand the complexities of the site, where appropriate we have included these within this document. This understanding of the site coupled with a detailed client brief has informed the design of the new building and landscape.

1.1 - Additional Information

This document is to be read in conjunction with the following drawings:

Location and Site Plan	184P01-001
Proposed Site Plan with Landscape & Ground Floor	184P01-002
Proposed Site Plan with First Level	184P01-003
Proposed Site Plan with Second Level	184P01-004
Proposed Site Plan with Roof Plan	184P01-005
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1.2 - Architects

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1.3 - Client Brief

Millhouse Group provided a detailed brief to Khoury Architects in order to ensure a considered and appropriate development. Both Khoury Architects and Millhouse visited site together prior to design works commencing. It was agreed that inclusion of local services and wider community enhancement was incredibly important. Other key site features which were important within the brief included an effective use of the site's dual aspects to Roman Bank and the River Welland and respect of the privacy and scale of the adjacent developments to the South and North site boundaries. The brief called for a care and retirement accommodation scheme that included a 88 ensuite room care facility and 30 separate retirement apartments.

The minimum size of each ensuite room is to be 24sqm. The care home is to have lounge, dining and amenity spaces in line with a modern, purpose built care facility. The adjacent retirement (over 55) apartments are to be a mix of one and two bed units. The apartments are to be of a size and specification in line with five star retirement living.

2. - SITE ASSESSMENT AND CONTEXT.

2.1 - Site Description and Photography

The site is located at the former Jewsons Builders Merchants site along Roman Bank, Spalding.
The site runs parallel to Roman Bank along a North South orientation.
The site is bordered along the Western boundary by the River Welland.
Fig 1 illustrates Roman Bank's location within the town.



Fig. 1 Site Location

The site is accessed off Roman Bank, with the majority of the site being at least 0.5m lower than the level of Roman Bank.

Roman Bank is accessed from Spalding town side from the A151 Holbeach Road, refer Fig. 2. The entire East boundary of the site fronts Roman Bank. The site sits between Westons Farm Supplies; a single storey rendered commercial unit (left of Fig.2) and Windmill Court; a 3 storey brick residential development (centre of Fig. 2).



Fig. 2 View of Roman Bank from A151.

To the Western boundary the site is bordered by the River Welland, refer Fig. 3.



Fig 3 View from West Marsh Road across River Welland and towards Western boundary of site.

The Western boundary fronts a pathway along the banks of the River Welland, refer Fig. 4.



Fig 4 View of River Welland pathway

The site is currently cleared for development, refer Fig. 5.



Fig 5 View across site towards North boundary and Windmill Court residential development

2.2 - Site Constraints and Opportunities

- Flood Risk – The site is within Flood Zone 3 of the Environment Agency plans – refer Appendix A Food Risk Assessment
- Dual aspect frontage: Roman Bank and the River Welland boundaries offer good frontage and multiple pedestrian and vehicular access
- Adjacent building mass: opportunity for multiple storey development
- Neighbouring commercial buildings without overlooking issues
- Location close to River Welland and opportunity to afford ease of access to Spalding town via the River taxi service
- Vacant site: Opportunity for development
- Juxtaposition of small and larger scale buildings along road: opportunity to develop large building
- Mix of architectural vernacular: Opportunity to develop new and strong vernacular
- Site locality has no purpose built care facility or provisions.
- Existing vehicular access points off Roman Bank - opportunity to utilise
- Site is a large vacant lot and development can bridge this gap in the street scene and link the town to adjacent new developments such as Windmill Court.

3. DESIGN PRINCIPLES

3.1 General strategy

The core principle of the project is place making, which aims to improve the quality of life for people who live and work in Spalding. A key element of place making is to ensure that the former site maintains the character and identity of the area, but also adds to it by introducing a distinctive architectural intervention.
The scheme will reinforce the existing street frontages and link isolated developments to the North to the town to the South.
The design looks to incorporate facilities for the wider community alongside private and secure spaces for development users.
Building is proposed along both the Roman Bank and River Welland boundaries in order to address the town's context and offer a very outward looking development. This approach affords the opportunity to create a central private amenity space for use by all occupants and users.

3.2 Site Layout

The proposed scheme will be situated in an attractive part of the town. The configuration of the buildings around the boundaries has been designed to produce an outward looking development and also create an internal garden that would be the heart of the development, whilst providing a secure, high quality environment.

3.3 Form and Massing

The scheme comprises of 3 blocks of accommodation.
Block 1 is an 88 bed care home that fronts both the River Welland and Roman Bank.
Block 2 is a block of 12 apartments that fronts the River Welland.
Block 3 is a block of 18 apartments that fronts Roman Bank.
Given the adjacency to the river and the fact the site is predominantly 0.5m below road level, it is proposed that site levels are raised by 0.7m above road level to overcome flooding issues. The proposed site level will be +5.20 AOD. The Environment Agency have requested the accommodation level to be 1 m above existing land. The scheme offers accommodation at a minimum 1.2m AOD.

The blocks are approximately the same height as each other and the new adjacent development, Windmill Court.
The blocks are articulated to create interest and aid architectural expression.

3.4 Typology

The scheme comprises a self-contained care home and two over 55 years of age apartment blocks. The care home houses all of the provisions associated with purpose built care and a quality environment for residents. All bedrooms are ensuite and are a minimum of 24sqm in size.
There are shops, hairdressers, library and lounge spaces throughout the care home aswell as a river side dining space. The dining space has both internal and external deck spaces.
The care home block houses a segregated commercial space that could offer a local Chantry or café space. A new River Taxi dock is proposed alongside the commercial space.
Blocks 1 and 2 are retirement apartment blocks. There are both 1 and 2 bed apartments within the blocks, 1 beds are 56sqm and 2 beds are 80sqm in size.

3.5 Inclusive access

The scheme has been designed to permit easy access for people with mobility difficulties and sensory impairments. All of the buildings will have lift access and level thresholds at all entrances. The shared amenity spaces will all be wheelchair accessible. The scheme also incorporates 3 designated blue badge car parking spaces.
The landscape design, including pathways and river taxi access, will ensure ease of access by avoiding changes of level and providing easy access for people with mobility difficulties and sensory impairments. The new River Taxi docking point comprises stair and lift access.
The raised ground floor level is accommodated by providing gentle sloping landscape and car park areas, all less than the maximum permissible pitches under building regulations.

3.6 Exclusive access

The care home social meeting areas have been designed strictly for resident and visitor access. These will be controlled by the reception area of the care operators at the ground floor entry point to the development.

3.7 Secured by design

The scheme will seek to achieve Secured by Design (SBD) accreditation.
Through the introduction of appropriate design features which facilitate natural surveillance, the aim is to create a sense of ownership and responsibility for every part of the development to eliminate any anti-social behaviour within the development. These design features include secure visible, open vehicle parking, adequate lighting of communal areas and the pathway, fostering a sense of ownership of the local environment, control of access to individual and common spaces, defensible space along ground floor bedroom windows, and landscape design supporting natural surveillance and safety. Elements such as cycle parking are controlled within the boundary.
The following installations would need to meet minimum SBD standards:
Lighting / CCTV
Locks / access controls
Laminated glazing (in selected areas only)
Doors
Vehicle bollards

3.8 Passive and Active surveillance

The most important aspect of the security strategy for the site is passive design, where all of the public spaces or publicly accessible private areas are sufficiently overlooked by residents / occupants on the site. The entrances and shared amenity spaces, including the courtyard will all be CCTV monitored by the on-site estate management team.

3.9 Landscape & Public realm

The main aspects of the landscape strategy are:

- Providing connections to the wider landscape, surrounding streets and community.
- Creating a private, central courtyard as a heart of the development.

To the South of the site a new car parking area is proposed off the existing vehicular access point. The intention is that this car park serves users of the care home and the wider community. Adjacent to the car park is the entrance to the care home, the commercial space and pedestrian access to the River Welland. A new docking point for the River Taxi is proposed at this end of the site. It is intended that the car park, commercial space and docking point be accessible to all.

The courtyard being the key element of landscape will act as a main communal space for the residents of both the care home and retirement apartments. With sheltered seating areas linked by curved paving and lawned areas the courtyard will become a unique recreation/amenity space for the residents.

3.10 Legibility

The proposed scheme will have clear language and hierarchy built on clarity of expression. The street elevations are set back from the pavement line by 1.5m to afford small private spaces beyond low level garden walls. The internal elevations facing the garden courtyard are more open to the private amenity spaces.
The two vehicular and pedestrian access points are different in character. The Southern car park is bounded by the commercial units and entrance to the largest building on site, the care home. As a result this area is highlighted with feature balconies and full height glass facades.
The northern car parks is more private and intended to primarily serve the apartment users, as such the entrance is far more subdued and domestic in scale.
The car park is accessed via a ramp which leads to its location below Block 3. Users can access the development through the use of a lift which brings them up to ground level
The River Welland facing facades are the most open and offer glazing and balcony features to all River facing rooms.
External areas will have their intended uses marked with distinct architectural treatments to assure legibility and quality of the design.

3.11 Adaptability and flexibility

Whilst the accommodation is carefully designed to cater for the specific intended uses, the nature of the design and construction will allow for future adaptability and change to make it as sustainable as possible.
The new buildings will be constructed with a regular structural grid that would allow future internal reconfiguration. The buildings would therefore lend themselves to convert to other residential-type uses.

3.12 Architectural Language and Materials

The architectural language of the building reflects the internal planning modules. On the Roman Bank and River Welland elevations the individual rooms are paired together and expressed as either brick, glass or projecting timber clad gable features.
All care home rooms and habitable rooms of apartments feature Juliette or deck balconies.
The internal ‘courtyard garden’ elevations have simpler architectural language which is again derived from the internal planning of modules and circulation spaces. These facades are still animated with open balconies and timber clad gable features. The open balconies give those with Juliette balconies to their rooms a facility for sitting outside whilst remaining at same level as their room.
The Welland River facing façade is very open and representative of water side living, with numerous decked balconies and expanses of glass.
The buildings are predominantly brick to reflect the area context. The brick is animated with the projecting timber clad gable and balcony features. These features offer a reference to the agricultural heritage of the area and provide an attractive aesthetic. The adoption of gables and pitched roofs in contrast to the predominantly Georgian context of the town centre was decided upon due to the dilution of the Georgian context towards the town’s periphery.

4. Sustainable Design

4.1- Travel

Roman Bank itself is a quiet road used mainly for residential access. It is accessed by the busy A151 which serves as a major route into the town centre. The town centre location of the site ensures sustainable transport due to the easy and ready available link. Refer Appendix B Transport Assessment

4.1.1 Pedestrian movement

One of the principle aims of the scheme is to enhance pedestrian movement and create connections to the surrounding areas.
The proposed development will not only bring a new River Taxi docking point to the local community, but it will also open up connection from the local residential areas to Spalding town centre. A managed walkway along the Southern boundary is proposed to link the surrounding area to the new taxi dock.
There will be 2 access points onto the site; both of them will provide dedicated pedestrian routes.

4.1.2 Vehicular movement

The public transport proposals of the proposed development are the provision of a new River Taxi docking point. There are excellent existing public transport provisions in close proximity to the site both along the A151 and in the town centre.

Parking provision

Our core principle was to promote sustainability and reduce car ownership of residents and staff alike. We have thus provided 35 car parking spaces for the entire development, 16 above ground and 19 underground. Traffic generation of retirement and care homes is particularly low and coupled with an intention to promote sustainable modes of transport leads to a low density of car parking provision and a number of bicycle storage areas. Refer Apendix B Transport Assessment

Proposed Vehicular Access and servicing/ deliveries

Access is off Roman Bank at two points. At the southern point ambulance and service vehicle access is proposed alongside car access. The secondary proposed access is for the underground parking and pedestrian access into the courtyard garden.

Parking assessment

Refer Appendix B, Transport Assessment

4.1.3 Public transport movement

Cycle Network

The proposal will facilitate 18 bikes racks located around the site. These will be contained in secure areas with good surveillance. These will be used by staff and visitors who live within 5km of the site, to encourage greater cycle use.

Bus Network

There are no bus stops along Roman Bank.

The nearest bus stop to the site is along the A151, opposite Queens Road. It is served by the 49, 100, 505, IT1 and S36 services.

Rail Services

The station serving the site would be Spalding Railway Station located within the town centre, approximately, 1 mile away.

4.2- Energy Production and Saving

Saving energy by not wasting it in the first place is the approach taken on this sustainable development. In this way, huge energy improvements [and, hence carbon emission reductions] have been achieved without recourse to complicated and expensive technologies. Whilst there are many options and a need to carry out detailed design calculations during the SAP procedure, the actions on this development have been to:

1. Achieve the highest insulation levels for the building fabric. Ensuring that air permeability is very low unless controllable. All air gaps carefully closed and insulated over.
2. The provision of gas fuel as the primary thermal energy source.
3. Create highly efficient and thermally insulated Hot Water storage with interfaces [see 4. below] for future inclusion of Solar Panels as the technology improves.
4. Creation of suitable interface nodes/terminals on each energy using system such that when renewable technologies evolve further and become more efficient or commercially beneficial, they can be easily retrofitted or added with minimum disruption and conversion cost. Integrate into the designs interfaces which allow easily added technologies which become more economically viable over time, such as:
   a. PVs
   b. GSHPs
   c. Solar Water Heating
5. Contract with suitable Green Energy Suppliers.
6. Install smart metering with output data recording on all primary loads [Electric and Thermal] to measure how, where and when energy is being used.
7. Provision of water saving taps and WCs.
8. Inclusion of Rainwater Harvesting butts for landscaping irrigation.

5.0 Involvement and Pre planning Discussions

Khoury Achitects have met with David Grant of South Holland District Council on 19th May 2016.
David Grant was very supportive and made the following comments:

- Proposals exactly what is needed in Spalding, there is no purpose built care provision at present and it is badly needed as the converted premises on offer are not suitable
- He is not aware of any other application for new build care made to the Council
- The proposals made a nice use of open green space and amenity
- The proposals were of the right scale and form
- The Council would fully support an application for the scheme
- There is no parking requirement set by the Council
- The site is in Flood Zone 3 and the council have their own detailed flood risk plans available on their website,
- An Application ref. H16-0585-16 was submitted and accepted on the 20th of September 2016. ,

Advice

LCC Highways officer advice received regarding parking provision, refer High Level Highways Assessment Document.
Environment Agency requirement for raised ground floor levels 1m above ground level. Refer appendix A Design and Access Statement.
Environment Agency requirement for sequential Testing, refer Appendix A Design and Access Statement
12.01.17 - Phil Norman, planning manager at South Holland District Council advised the way to progress is to add a statement regarding sequential testing into the FRA, in simple terms stating, the entire area is Flood Zone 3 and there are thus no other sites. Whilst this is a simplistic explanation, he has said this is what others do, rather than create a huge Sequential test report. In his experience he finds that the EA will question whether such a statement satisfies the LA, to which the response would be yes.