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Design & Access Statement

Version 1



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1 Introduction

- 1.1** This design & access statement has been prepared to accompany the planning application at Kings Road, Spalding PE11 1QB.
- 1.2** The proposed scheme consists of the implementation of a drive thru coffee shop (Class E / Sui Generic use), vehicle and cycle parking (including EV charging), landscaping and associated development with a proposed Intelijet Carwash Unit.
- 1.3** This document is to be read in conjunction with all other documentation submitted as part of this planning application.
- 1.4** The proposed scheme makes better use of the site which was left unoccupied.
- 1.5** The proposed development seeks to produce employment opportunities within the locality.

2 Site Context

- 2.1** The property is sited in the East Midlands region of England. The postcode is within the Spalding Castle ward/electoral division, which is in the constituency of South Holland and The Deepings.
- 2.2** The site is not located within a conservation area and has Spalding Football Club, residential Buildings located within the buildings vicinity with a retail unit also close by.



Sainsbury's Petrol Station

Chatterton Water Tower

Spalding Town Football Club

2.3 The site occupies an area of approximately 2393.0m²

2.4 To the east of the site along Kings Road are a series of Residential buildings,

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2.5 To the South of the site along Kings Road is a Chatterton Water Tower, a Sainsbury's Petrol Station, further down south is a Sainsburys Super Store and a chain of Retail Buildings including Halfords and Poundstretcher.

3 Relevant Planning History

3.1 The South Holland District Council does not show any previous applications in relation to the proposed property.

4 Proposed Scheme

Use

- 4.1 The site is currently unoccupied and a none maintained surplus car park owned by the council.
- 4.2 The proposed scheme seeks to implement a Bocca Coffee Drive-Thru with associated car parking & EV charging spaces & landscaping and an Intelijet Car Wash Unit

Safer Places

- 4.3 Care has been taken to provide a site layout that is safe to use and easy to negotiate for both customers and staff.
- 4.4 All routes will be clearly sign posted for pedestrians, cyclists and drivers and the layout avoids areas of potential criminality with unimpeded views to all elevations.
- 4.5 The site will be illuminated throughout for road safety and for the safety of pedestrians walking to and from the unit.
- 4.6 CCTV will be used both internally and externally to discourage crime and vandalism and there will be a maintenance regime in place to keep the fittings in full working order.
- 4.7 CCTV monitors will be constantly in view of the staff and staff will be provided with the correct procedures to follow in the event of any incidents, so that these can be easily and efficiently dealt with in the correct manner.
- 4.8 The site boundary will be clearly defined so that the user will be fully aware of the boundaries between public and private spaces and the use of site signage will further reinforce this. The types of materials used around the site will provide the necessary delineation between the private and public land.
- 4.9 The building is designed to be secure with external steel security doors to the rear. CCTV will also monitor any anti-social behaviour in this area.
- 4.10 The site will be well maintained with frequent litter collections to maintain the appearance of the site. Landscaping will be kept in check with dead plants replaced and plants trimmed back to acceptable levels. The management will be charged with dealing with any signs of neglect on or around the unit which would give the impression of an uncared-for environment, which in itself may encourage criminal activity in or around the site.

5 Sustainability & Small-Scale Energy Statement

5.1 The proposed drive-thru has a GEA of 108.8m² and therefore falls below the local authority's policy target threshold. Nonetheless, the proposal attempts to promote sustainability (where appropriate) through the following:

- 1- High Insulation standards and efficient natural ventilation systems.
- 2- Heating & Cooling for the Bocca Coffee Drive Thru..
- 3- 8 No. Electrical vehicle charging points.

6 Site Access

- 6.1** Full account has been taken in design for disabled persons to cater for a diverse society and create a user-friendly building. The building complies with the Equalities Act 2010.

6.2 Travel to the Site

1- Taxis

A1 Spalding Taxis is situated 0.2 miles (4 minute walk) walking distance from site on Westlode Street south of the proposed site.

2- Train & Bus Stops

Public transport is well provided for in the locality. Spalding Bus Station is situated off Winfrey Avenue which is 0.1 mile (3 minute walk from the proposal site.

The nearest train station, Spalding Station is 0.2 miles (4 minute walk) from the proposal site.

3- Walking and Cycling

Footpaths and provision for cyclists exist along and off of Kings Road.

4- By car

The unit is well located and accessible. When travelling by car to the proposed Drive thru, there is a choice of using the take away facilities by way of the Drive Thru lane or using the designated parking areas.

Disabled car parking spaces are provided with dropped kerbs adjacent to the bays for access to the unit.

6.3 Building Environment

1- Location and Orientation of Entrances

The orientation of the entrance assists in easy recognition of the proposed building. The main entrance for staff and customers to the unit are clearly highlighted.

2- Hard and Soft Landscape

All tarmac is heavy duty with surrounding areas, block paving to all paved areas & landscaped with maintenance kept to a minimal.

3- Width / Gradients to Footways

The width of footways to be a minimum of 1200mm, the gradients of footways to be no steeper than 1 in 20 to EA Compliance within the site after disembarking from car parking areas. The fire escape door opening outwards will require a physical barrier protection and a landing (where levels dictate).

4- External Lighting

The car parking and service areas will be illuminated from the building. A lighting analysis will be undertaken.

5- Doors

The entrance doors are to be fully glazed. Some glazing elements will require manifestations to assist in visual identification to avoid walking directly into the glazing.

6- Walls

The external walls comprise of insulated wall panels, and other forms of cladding which are to be in accordance with latest building regulation requirements.

7- Internal Floor Surfaces

The entrance floor surface will be textured entrance matting, with timber flooring for the main sales floor areas.

The kitchen areas will be finished in vinyl.

The toilet areas will be finished in anti-slip vinyl or ceramic flooring. All fixings or equipment to the walls will be in a contrasting in colour.

8- Main Entrance

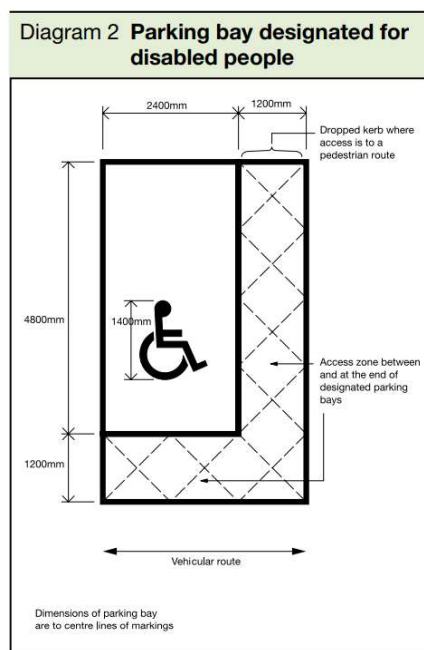
A level approach is to be provided free from obstruction.

9- On Site car parking and setting down

The 2 no. accessible car parking spaces are to be 2500 x 5000mm with additional 1200mm of hatching and are located within with dropped kerbs adjacent to them to allow unimpeded access to the units.

Note: All standard parking spaces are indicated as 2.5m X 5m a waiting area is also provided should the orders for take away require a longer time for preparation.

Extract of the Part M document showing the accessible parking bay.



10- Movement within the Building

The building is arranged on a single storey with a level floor. There are demarcated walkways with contrasting tile types

11- Ramped Access

Should ramp access be necessary, they would be 1 in 20 for a 10m going and 1 in 12 for a 5m going.

12- Door Design

All external entrance/exit doors that are fully glazed will have manifestation so that they are easily identifiable.

The door thresholds are to be level, otherwise to be no more than 15mm if raised.

The door entry systems are accessible to hard of hearing people.

6.4 MEANS OF ESCAPE

1- Design for Independent Means of Escape

On the ground floor, respective fire exits will be allocated around the proposed building to suit.

2- Provide Facilities for physical evacuation e.g. Places of Refuge, Staff Training and Audio-Visual Alarm System

An audio alarm system will be provided under the shell construction under agreement with the respective end-users. Should staff training be required then it would be covered under the end user and their own operational needs.

6.5 SIGN AND WAY FINDING

- 1- Type and Position of Signs:
Signage strategy will be devised to assist in way finding. Once within the site demise, the main entrance is easily recognisable.
Any special signage within the proposed drive thru restaurant areas, are to be provided legible to the respective end users.
- 2- Use of Tactile Materials:
The external site layout will include tactile materials and dropped kerbs to cater for wheelchair access so that it can be differentiated visually or felt physically.
- 3- Building Layout:
the proposed building layout on site is based on existing topographical levels so that it matches with the surroundings.

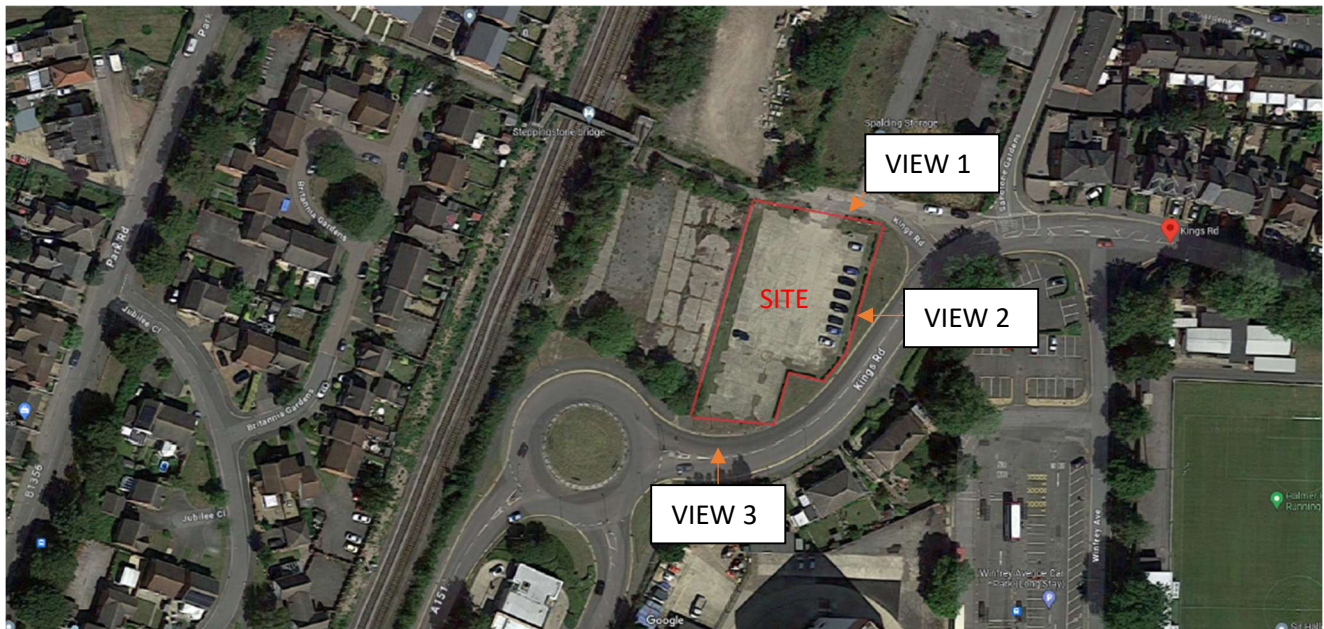
6.6 Delivery and Servicing Plan

Refuse areas have been provided. A delivery and servicing plan will also be produced. External litter bins and ash guards have also been provided around the site.

7 Conclusion

- 7.1** The design team have taken care to be sympathetic to the site and to the surrounding area and produce a scheme that is well sited within the surrounding context and will become a welcome addition to the neighbourhood.
- 7.2** The proposed drive-thru will provide a much-needed food/drink service for the surrounding area while also providing employment opportunities and will develop a site that is at present vacant.
- 7.3** The proposal will make a positive contribution towards the redevelopment and regeneration of this area. The proposal provides a practical building of high quality that will complement the surrounding context.
- 7.4** This statement demonstrates that reasonable provision has been provided to cater for accessibility & to create a user-friendly site and building.

8 Appendix A – Site Photographs



View 1



View 2



View 3



Aerial View

