

Fig 7 – Adjacent Bush tyres unit.



Fig 8 – Old location of bridal path, *(now relocated to north of the site)*.



Fig 9 – Gas inlet substation serving Food processing factory to be retained.



Fig10 – Aerial view of site.

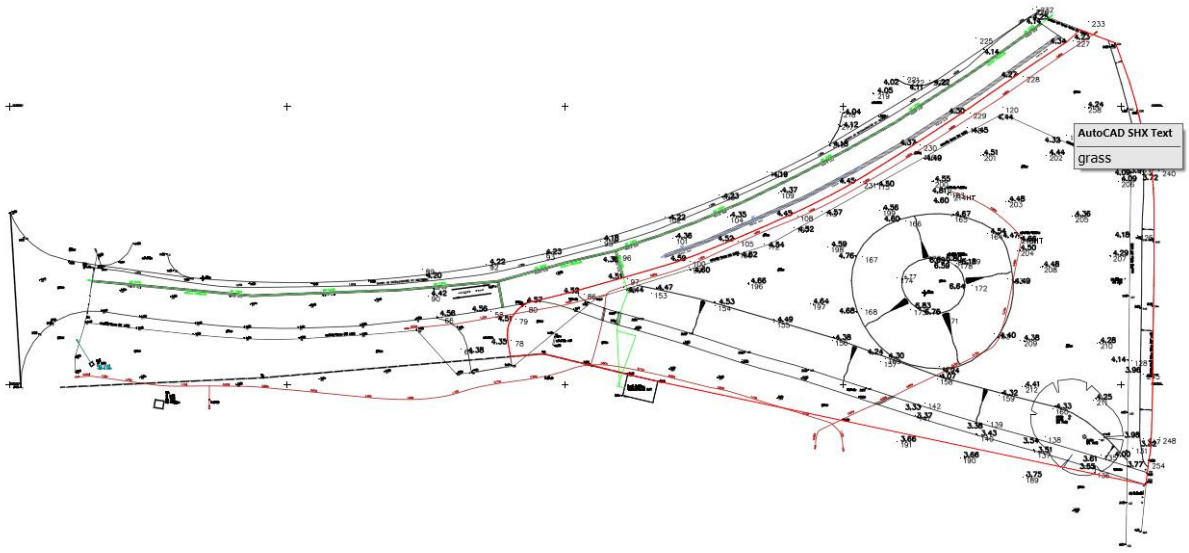


Fig11– Existing Site (Topographical plan).

SURROUNDING BUILDINGS.

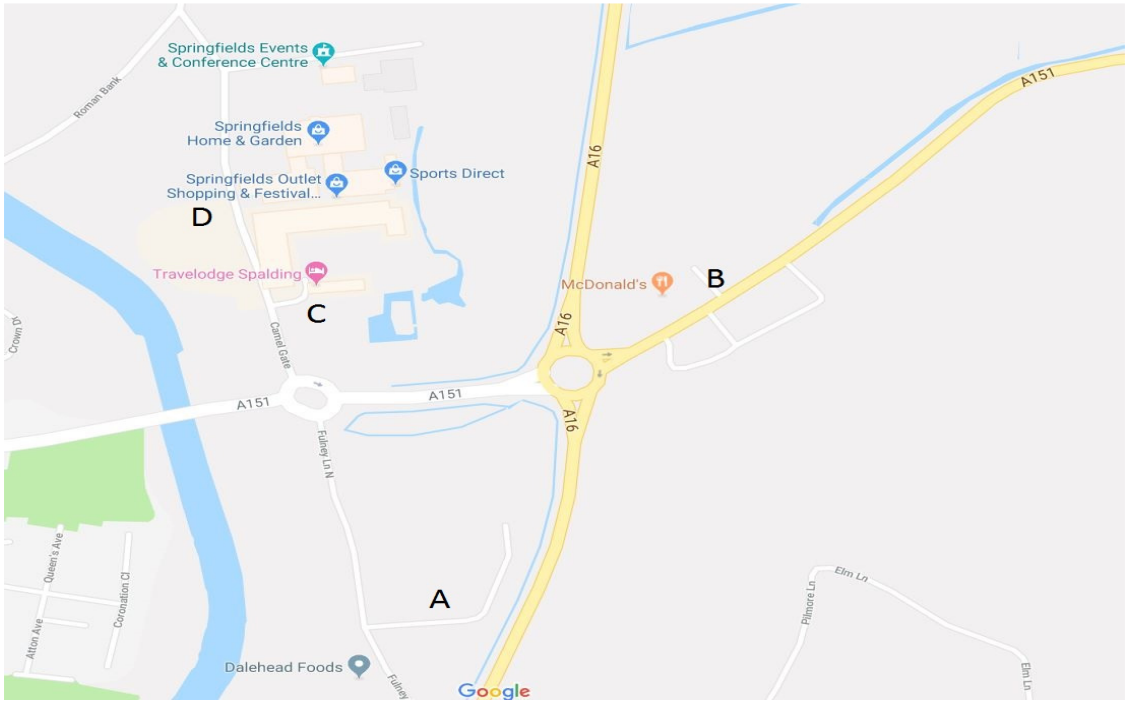


Fig12 – Street Map.



Fig13 – View A - Dalehead food factory.



Fig14 – View B - McDonalds.



Fig15 – View C - Premier Lodge.



Fig16 – View D – Springfield's.

ROAD INFRASTRUCTURE

As stated previously, the main access road onto the site if off the A151 Holebreach road which is off the A16 Boston Road both already exist. New road markings, directions and cross over on to the site will be required. This has been discussed with the local authority and the details of the discussions are outlined in the transport assessment plan.

STATUTORY AUTHORITY'S SERVICES

All statutory authority's services including water, telecommunications, gas and drainage are to be extended to the proposed site location. Searches have been carried out including UP power networks, National Grid and drainage by others.

THE ORIENTATION OF THE BUILDING

The drive thru Coffee shop restaurant is positioned to make the most of the sites location next to the main road and sits in a north south orientation to minimise the effect of any prevailing winds.

DESIGN CONCEPT

Emphasis has been put on the appearance of the Drive Thru Coffee shop in terms of the A16 Boston road frontage and the associated landscaping. The Coffee shop is of a steel portal frame construction and clad with a combination of Rendered block walls, Stained T&G timber boarding, Cotswold stone Signage feature, Central entrance, highlighted using coloured composite panels.

The introduction of natural vegetation to the boundary areas (including some new trees) all aid in softening the external appearance of the unit.

The remaining is finished with a hard and soft landscaping, new kerbs, paving and drive thru lanes. Pedestrian routes have been accommodated providing safe access to the site. Where necessary level changes, dropped kerbs, have been introduced to provide step free access.

The design maximises the use of the site providing the maximum car parking provision available whilst being sympathetic to the existing environment, and allowing future development if the climate allows.

ACCOMMODATION SCHEDULE

The proposed unit is single storey with an A3/A5 use class.
The external Gross area of the KFC drive thru unit is 180sqm with a GIA of 135sqm.

The customer parking allocation is 21spaces in total (including 2 No accessible customer spaces. (See site plan Fig 17)



Fig 17 – Proposed site plan of DT Coffee Shop unit.

VISUAL APPEARANCE

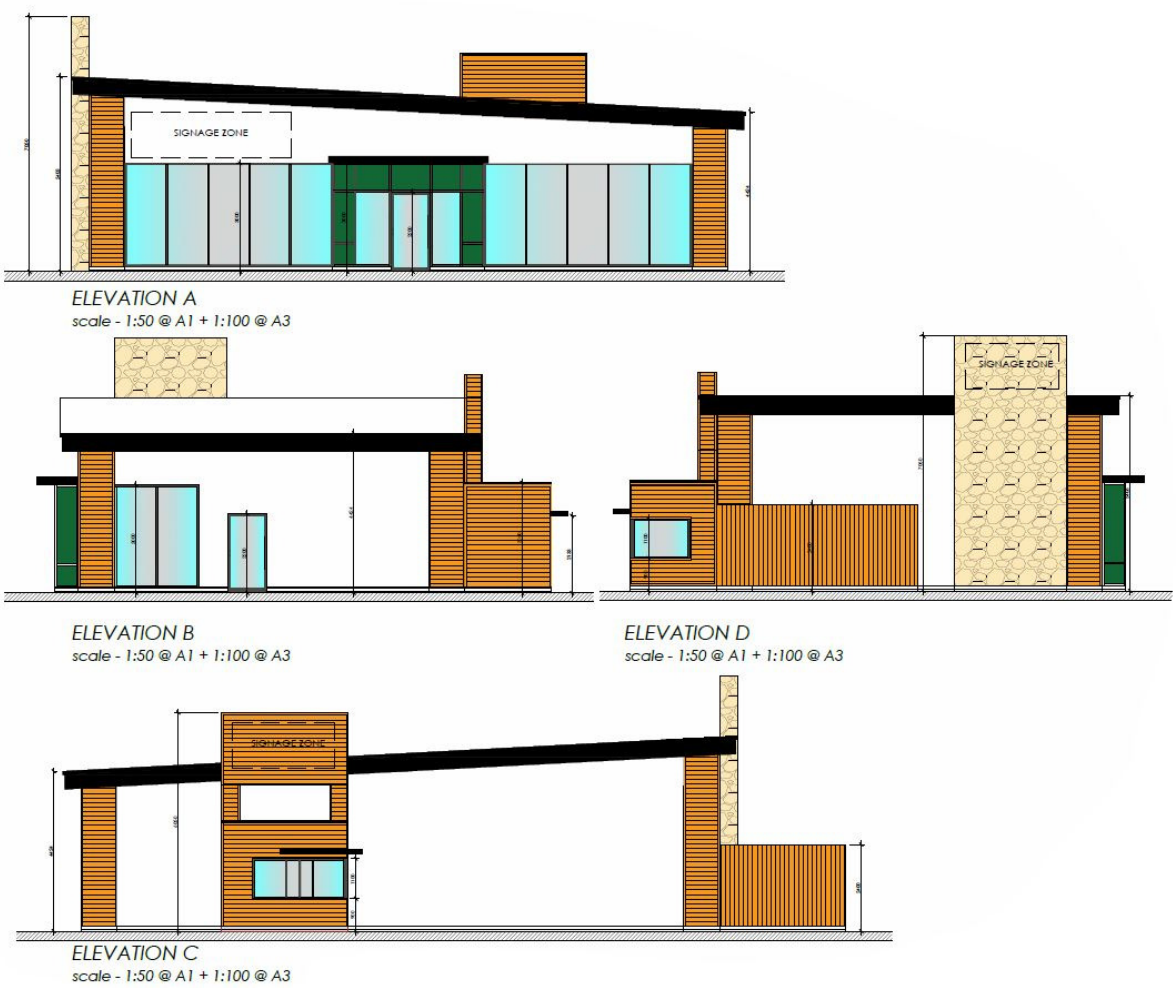


Fig 18 – Proposed elevations of DT Coffee Shop unit.

SCALE

The Coffee Shop unit is located at the front of the site on a north / south orientation parallel to but stepped back from the A16 Boston Road allowing full views from this road. The Coffee Shop is single storey and is therefore subservient in height to the neighbouring buildings some of which are double height. The site is bounded by a Bridal path to the North with Bush Tyres unit beyond, the A16 to the East, residential to the West and Dalehead Foods to the South.

HARD AND SOFT LANDSCAPING.

Following pre app discussions with the LA the aim is to keep the landscape proposals as simple as possible with low level vegetation to the North and East with the introduction of some trees on the East boundary.

Hard landscaping will be introduced on the site to allow for the positioning of the DT Coffee shop, paved area, drive thru road and car parking spaces.
The unit will contain new kerbs, and road finishes with new road markings and the plot will be re turfed around the boundaries.

A drainage strategy will be carried out by others and tied into the flood risk assessment strategy report requirements.

The application is also supported by a ground and site investigation report.



Fig 19 – Hard landscaping – Marshall brick pavers for pedestrian walkways, Picpave printed concrete for use in the DT lane, typical kerb edging, and Bitumous wearing course (tarmac)for general road ways.

VEHICULAR SITE ACCESS.

Due to the constraints of the site a right in and left out of the site is the only way to access the site. A new Bellmouth needs to be introduced to access the site from the shared spare lane which comes off Fulney Lane Nth.

PEDESTRIAN AND CYCLE LINKS.

Pedestrian crossing may need to be introduced on Fulney Lane Nth as they are not present. Similarly there is no controlled access of the Bridal path which crosses the A16 Boston Road. These may need to be discussed with the local authority.

Whilst the site is accessible by cycles there are no dedicated cycle paths around the area.

SERVICING

The access for the service vehicles has been provided by wide roads round the car park with areas of no kerbs to allow for manoeuvring.

EXTERNAL LIGHTING

A scheme for external lighting to the car park is to be produced and issued as part of the planning application.

MATERIALS FOR THE DRIVE THRU COFFEE SHOP

The external walls comprise of a simple colour palette as previously described.



Fig 20 – Cotswold stone signage feature walling.



Fig 21 – T+G feature walling.

Rendered block work cavity wall construction with feature T+G cladding to the corners of the building, DT pod and signage feature; Cotswold stone signage feature.
The customer entrance door is finished Ral 7023. The unit has large glazed aluminium windows to the customer seating area with 100x50mm aluminium frame in Ral 7022.



Fig 22 – Rendered blockwork walls cladding Ral 9003 colour sample.



Fig 23 – Umbra Grey Ral 7022 powder coated aluminium shopfront frames and Concrete grey Ral 7023 Entrance door.

DELIVERY AND SERVICING PLAN.

Refuse and recycling areas have been provided. A delivery and servicing plan will also be produced. The DT Coffee Shop will have there own strategy regarding Waste collection. External litter bins and ash guards will also been provided around the site.

EXTERNAL SIGNAGE.

The proposed external signage scheme will not form part of this application.
The external signage will assist the visitor in navigating the site and will also provide the unit with its corporate identity. The external signage will also act as advertising. Displaying the Restaurant food offer.

SUSTAINABILITY STATEMENT

The proposed scheme attempts to promote sustainability (where appropriate) through the following;

1. High insulation standards and efficient natural ventilation systems;
2. Air sourced heating;
3. Dual low flush sanitary appliances would be provided;

SAFER PLACES STATEMENT

Care has been taken to provide a site layout which is safe to use and easy to negotiate for both customers and staff.

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.
The site will be illuminated throughout for road safety and for safety of pedestrians walking to and from the site.

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.
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 an incident, so that these can be easily and efficiently dealt with in the correct manner.

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 signage will further reinforce this. The types of materials used around the site will provide the necessary delineation between the private and public land.

The building will be designed to be secure with external steel security doors to the rear. CCTV will also monitor any anti social behaviour in the area.

The site will be 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 sins 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.

SUMMARY

The design team have taken care to be sympathetic to the site and to the surrounding area and produce a scheme that sits well within the surroundings and will become a welcome addition to the neighbourhood.

Being situated within the commercial area, the proposed DT Coffee Shop will provide a much needed food service for the surrounding area while also providing employment opportunities and will develop a site that is at present vacant.

The design team continues to evaluate performance against targets and strive to improve design aspirations to further reduce their impact on the environment to create attractive, sustainable, safe and modern building to complement the area.

PART B – ACCESS STATEMENT

INTRODUCTION

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

SECTION 1 – TRAVEL TO SITE.

A) Taxis
Taxis' can access / egress from the site to suit the demands of both staff and customers.

B) Train + Bus Stops
Public transport is well provided for in the locality. There are bus stops locally within 100 meter of the proposed site and Buses 16s; 37; 37s; 49; 62; 100; 302; 505; 505 inter-connect; B13; C17; F42; F001; G53; G63; G78; G79; H43s; IT1; IT2; and K59, Which run every 15 minutes.
The nearest train station is Spalding 1 mile away from the proposed site, approximately 10mins by car and 20mins by foot. Buses from the station;

C) Walking and Cycling
Footpaths and on road cycling already exist around the site.

D) By Car
Site next to the A151 and A16 and the unit is well located and accessible. When travelling by car to the proposed Drive Thru Coffee Shop.
Disabled parking spaces are provided where dropped kerbs are adjacent to the bays for access to the unit.

SECTION 2 – BUILDING ENVIRONMENT.

a) Location and Orientation of Entrances.
The orientation of the entrance assists in easy recognition of the proposed building. The main entrances for the staff and customers to the unit are clearly highlighted.

b) Hard and Soft Landscaping.
The hard and soft landscaping is designed EA compliance.

c) Widths / Gradients to Footpaths
The width of footways to be a minimum of 1200mm, the gradients of the 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.

d) External lighting
The Car parking and services areas will be illuminated from the building. A lighting analysis will be required for the site.

SECTION 3 – BUILDING ACCESS

a) Doors
The entrance doors are to be fully glazed. The secondary escape doors are to match. Some glazing elements will require manifestation to assist in visual identification to avoid walking directly into the glass.

b) Walls
The external walls comprise of insulated cavity wall construction, and other forms of cladding.

c) Internal floor finishes.
The entrance floor surface will be textured entrance matting, with anti-slip ceramic flooring for the main restaurant.
The kitchen areas will be finished in anti-slip resin flooring or ceramic tiles.
The toilet areas will be finished in anti-slip ceramic flooring. All fixings or equipment to the walls will be contrasting in colour.

d) Main entrance.
A level approach is to be provided free from obstruction.

e) On site car parking and setting down.
The 2 No accessible car parking spaces are 2500 x 5000mm with additional 1200mm of hatching and are located with dropped kerbs adjacent to them to allow unimpeded access to the unit.
Note: All parking spaces are indicated as 2.5mx5.0m, waiting spaces are also provided should the orders for take away require time for preparation.

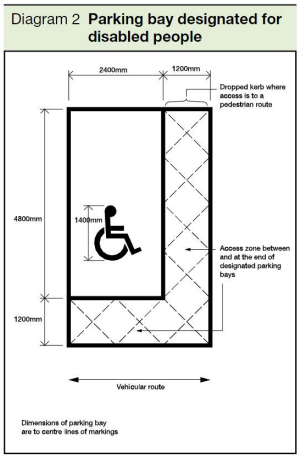


Fig 24 – Extract of AD Part M2 document showing the accessible parking Bay.

f) Movement within the building.
The building is arranged on a single storey with a level floor. There are demarcated walkways with contrasting tile types.

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

h) Door design
All external entrance/exit doors that are fully glazed will have manifestation so that they easily identifiable.
The door thresholds are to be level, otherwise to be no more than 15mm if raised. The door entry system are accessible to hard of hearing customers.

SECTION 4 – MEANS OF ESCAPE.

1) Design for independent means of escape.
Fire exits have been incorporated around the proposed building where required to meet the current fire regulations.

SECTION 5 – SIGN AND WAY FINDING

1) Type and Position of Signs.
Signing strategy will be devised to assist in way finding. Once on site the main entrance is easily recognisable. When within the building, toilets escape signage etc will form part of the shell internal design.

2) The use of different 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) The layout of buildings
The proposed building layout on the site is based on existing topographical levels so that it matches with the surrounding building.

CONCLUSION
The proposed will make a positive contribution towards redevelopment and regeneration of the area. The proposal provides practical buildings of high quality that will complement the commercial area.
This access statement is comprehensive and demonstrates that reasonable provision has been provided to cater for the ease of accessibility that identifies the design philosophy and access approach to create a user friendly site and building.
This access statement records the designers' intention where appropriate in compliance Equalities Act 2010 that could supplement later acting as a compendium to building control application.