LICHFIELDS

Design and Access Statement

Former Welland Hospital / Former Garage Site

Holbeach Road, Spalding



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1.0 Introduction

This design and access statement has been prepared by Lichfields to accompany a full planning application for the redevelopment of part of the former Welland Hospital / former garage site, Holbeach Road, Spalding. The proposals consist of the erection of a class A1 food store, new access, service yard, car parking, landscaping and associated works.

An outline application has also been submitted for redevelopment of sites to the east and west for residential use.

The purpose of this statement is to consider in detail the site and its surroundings together with the principles behind the design development for this site.



2.0 Site analysis

The proposals are based on a thorough assessment of the site's immediate and wider context, undertaken through desk-based research and site visit observations. The site is not allocated in the South Holland Local Plan (2006).

2.1 Site Context / Location

The site is currently a vacant plot of land comprising the former Welland Hospital Site and a former filling station / garage. Holbeach Road runs to the south of the site where a small convenience store and takeaway are located. The site is primarily bounded by residential properties. The original access to the Welland Hospital site was from the west off Roman Bank. The former filling station was accessed via Holbeach Road.

2.2 Site Description

The site is a vacant grassed plot with areas of hardstanding related to the former uses of the site. There are also a number of trees on the proposal site. In its prominent position the site is currently visually detrimental to the area.

2.3 Topography

The site gently falls from north to south.

2.4 Planning Policy Context

The statutory development plan for the site comprises of 'saved' policies contained within the South Holland Local Plan (2006, saved 2009). Of particular note is Policy SG14 – Design and Layout of New Development. This policy states:

"New development should be designed to ensure that it makes a positive contribution to the architectural and visual quality of its surroundings. It should normally respect the vernacular architecture of the area in which it is located although high quality contemporary design will be supported in appropriate contexts. In assessing the design and layout of new development the following matters will be taken into consideration:

1) local distinctiveness;

2) the choice of materials;

3) the historic pattern of development in the locality;

4) the relationship of the development to the character, form and scale of existing buildings nearby;

5) the scale, form and height of the proposed development;

6) architectural detailing;

7) the effect of the development on the amenity of nearby residents in terms of noise, smell, general disturbance, overlooking and loss of light;

8) planting and measures to promote biodiversity;

9) the layout of vehicular access, parking and manoeuvring facilities and the provision of facilities for cyclists and pedestrians;

10) the needs of disabled persons;

11) the use of sustainable materials and methods of construction;

12) measures to reduce the potential for crime and disorder.

Development that would have an adverse effect on the character and appearance of the locality, or which would prejudice the comprehensive development or redevelopment of an area, will not be permitted."

2.5 Existing site photographs



1. Convenience store and takeaway looking north from Holbeach Road



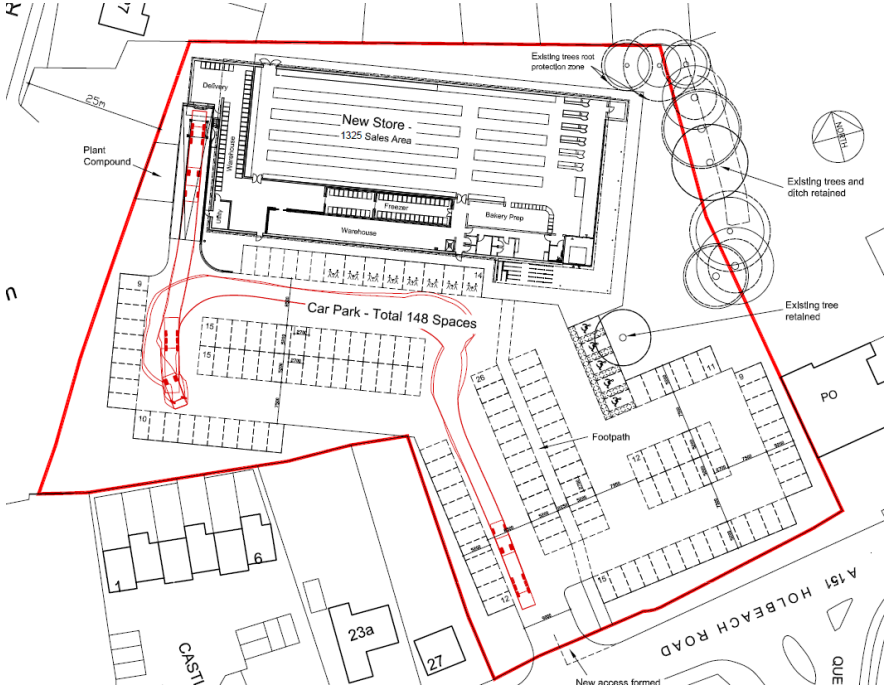
2. Former Welland Hospital entrance from Roman Bank



3. View of hardstanding looking east from Roman Bank



4. View of the site from Holbeach Road



Proposed Site Plan

3.0 Design

3.1 Use

The proposed new food store would be in class A1 use. The current site is vacant.

3.2 Amount

The proposed unit would provide 2,123 sqm (GIA) of class A1 floorspace. The proposal includes 148 parking spaces, five disabled parking spaces and eight family spaces.

3.3 Layout

The unit is proposed in the northern half of the site, with the southern half providing customer car parking. The servicing area is proposed in the north west of the site. Vehicular access, via Holbeach Road, is on the southern boundary of the site which also provides level pedestrian access. This layout has been chosen to make efficient use of the site, and allows for areas of landscaping around the site boundaries.

3.4 Scale

The proposed food store has an approximate maximum height of 6.5m and approximately 5.5m high at its lowest point, with a pitched roof sloping up from south to north.

3.5 Landscaping

The proposed landscaping is fully detailed on the Landscaping Plan (ref. 17-079-01), including details of the proposed planting, maintenance, materials, and species. Where possible trees and hedgerows have been retained and overall it should be considered the proposals enhance the site.

Four TPO trees are located on the site and these are to be retained and protected as part of the proposals.

A range of soft landscaping is proposed across the site. This includes wildflower meadows, bark mulch, turfed ground and shrub covered areas. The hard landscaping proposed includes grey concrete paving stones, anthracite block paving and tarmac. Timber board fencing and high timber knee rails are also proposed as boundary treatments.

3.6 Appearance

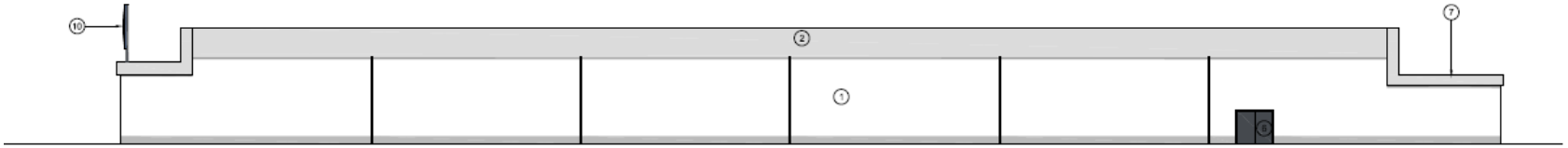
The proposal food store will provide a new unit to be occupied by Lidl. The fronting south east and south west elevations include glazed shopfronts, an entrance lobby, and automatic doors. The walls of the unit are to be rendered and painted white, with the plinth rendered and painted grey. The design has been carefully considered and is both functional and attractive. There is also additional soft landscaping around the carpark and the proposed food store.

In combination, the design and landscaping will add life and vitality to this vacant public facing plot.

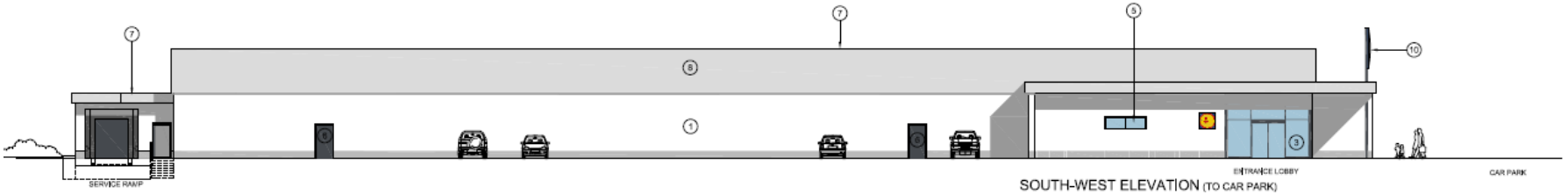
3.7 Sustainability

The proposal in combination with the proposed housing development on adjacent sites will create a new mixed use development with access being provided by foot, cycle, car or bus. This accessible development will encourage employment generation and increased retail choice in Spalding. The proposal site is also previously developed brownfield land.

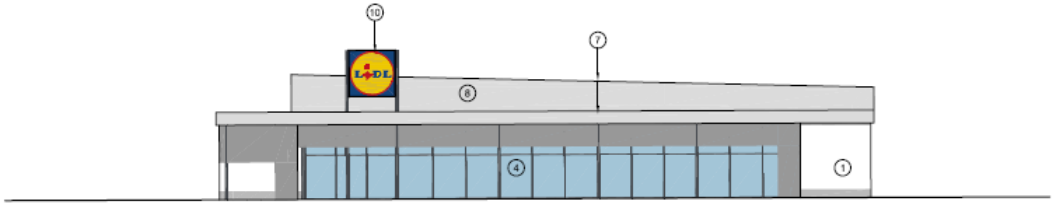
Lidl is committed to achieving low energy sustainable development through both the day-to-day running of its stores and designing sustainability initiatives within its buildings. As a group, Lidl operates a corporate environmental policy which represents a conscious effort to reduce carbon emissions through store design and operating procedures.



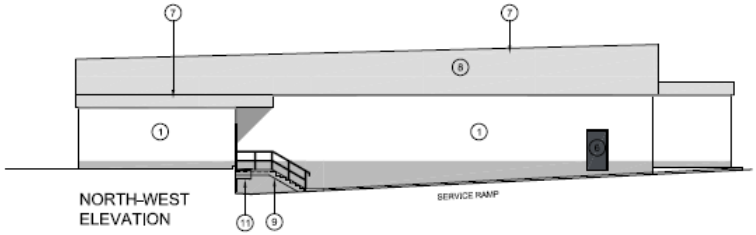
NORTH-EAST ELEVATION



SOUTH-WEST ELEVATION (TO CAR PARK)



SOUTH-EAST ELEVATION



NORTH-WEST ELEVATION

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4.0 Access

The philosophy and approach for the provision of the pedestrian access for the proposals is based upon inclusive design. The development proposals also provide appropriate parking and servicing arrangements. The site is accessible by a range of transport means and has provision for disabled parking in accordance with the South Holland Local Plan (2006). There is also an emphasis on protecting and enhancing cycle networks.

4.1 Vehicle access

The customer access point is proposed from Holbeach Road. This is the single access point for the proposed food store and therefore will also provide service access.

4.2 External pedestrian access

Level access to the entrance of the shop will be provided from Holbeach Road.

4.3 Entrance

The customer entrance will be provided with level access.

4.4 Cycle parking

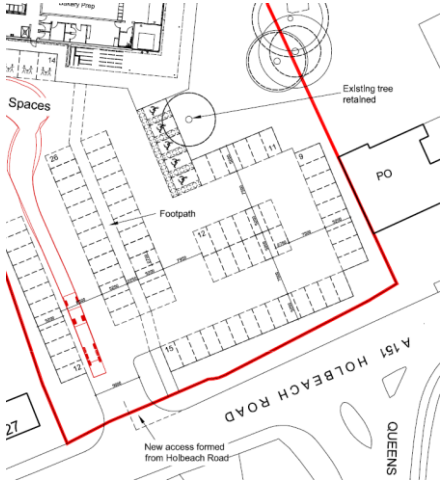
A total of 24 cycle parking spaces in the form of 12 Sheffield stands are proposed within the customer car park area close to the proposed entrance.

4.5 Accessible Parking Spaces

Accessible parking is provided on the southern half of the site. Step free access is provided from the car to the inside of the unit. Lidl are also committed to attracting customers from the local communities in which their stores are located and offer a free phone taxi service in each of their stores to assist those who have mobility difficulties in the vicinity of the store.

4.6 Public Transport

The westbound bus stop is located on the south side of Holbeach Road immediately adjacent to the site. The eastbound bus stop is located approximately 100m to the west of the proposed access. There is a local school bus service in addition to a further three bus services demonstrating the relatively good level of site accessibility by public transport. Spalding rail station is accessed via a short bus ride using Interconnect 505 and Into Town 1 bus service.



5.0 Schedule of drawings

Reference	Drawing
7277L/19	Location Plan
7277L-sk07	Proposed Site Plan
7277L-21	Proposed Floor Plan
7277L-22	Elevations
7227L-23	Proposed Roof Plan