

Design & Access Statement



**Proposed Redevelopment of
Whaplode Petrol Filling Station
to provide
Improved convenience shopping facilities
at
High Road, Whaplode, PE12 6TJ**



Lincolnshire Co-operative Ltd

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1.0 The Applicant

Lincolnshire Co-operative Society

The Applicant is Lincolnshire Co-operative which is a co-operative organisation based in Lincolnshire that operates 71 food stores and over 100 other outlets in the county including Post offices, non food stores, pharmacies, funeral homes, coffee shops, travel branches and motor dealerships.

We recycle all our profits locally. We do this by sharing dividend with our members, investing in new and improved services and by giving grants and donations to local community groups, charities and schools.

We have been trading in Lincolnshire since 1861. As a co-operative business we follow a set of co-operative values and principles which make us very different from other types of businesses. These co-operative values are interpreted through our aims

Our Aims are:

- To provide the widest possible range of services for our members
- To maintain quality, value and ethical principles
- To build for the future by generating profits to develop our services, pay dividends to members and support our local communities
- To encourage customers to become members and to be involved in running their society
- To develop the skills our staff need, to help achieve our mission

One of the main differences of a co-operative business is that we are owned and controlled by our members. Every member has a £1 shareholding in the society and will therefore have one vote in the elections for the board of directors. Members can also attend our AGMs each year and use their vote for important issues.

As a co-operative, we are also committed to the ethical principles which are important to our members, such as Fairtrade and sourcing products locally.

Staff at Co-operative Stores are required to separate all waste cardboard and plastic from the general waste stream. These materials are then stored separately in metal roll cages. These cages are then returned to the distribution depot using the Society's own logistics network. Individual materials are then baled separately and collected by our nominated contractor who then ensures the material is reprocessed.



Lincolnshire Co-operative and Whaplode Service Station

The site has been operated as a Petrol Filling station with associated ancillary uses for over 50 years. The ancillary uses include a local convenience store and Post Office. The site has been operated by Lincolnshire Co-operative Ltd for many of those years.

The current facility was based on an industrial building design with a gross area of 155 square metres. This was extended in 2002 to provide a total of 211 square metres of buildings. As well as controlling petroleum sales the store stocks a limited range of convenience products, snacks, sandwiches.



Whilst Lincolnshire Co-operative has continued to invest in the location, the site layout and style of building require complete redevelopment in order for the completed project to reflect modern trading standards and statutory requirements.

2.0 Site

Topography

The application site is triangular in shape and is 1,650 square metres in area. There is a frontage of 67 metres to High Road to the North. The south boundary is shared with a number of properties, but of primary interest is the Whaplode Village Drain that runs along this boundary. This drain has been culverted and is the responsibility of the South Holland Internal Drainage Board. Application will be made separately for any part of the development that requires consent under the Board's Byelaws.

The site is nominally flat with level changes within the major part of the site of less than .5 metre. The south-west corner is the lowest part, being about 1 metre below the Main Road frontage.

A ground investigation and contamination report has been prepared and a copy is appended to the application.

Site context

The site is at the centre of High Road which runs through the northern part of the village. It forms part of the A151, a busy link road connecting Spalding and the A16 to the A17 to the east. Whaplode is 4 miles east of Spalding and 2 miles west of Holbeach. The population was slightly over 3500 in 2011.

The site is accessed by way of pedestrian and two existing vehicular access' from High Road. There is also a vehicular and pedestrian access from Malten Lane.

The western crossover is over 11 metres wide and leads to the petrol station and a small amount of parking. The eastern access is also over 11 metres wide. The entrance from Malten Lane is over 9 metres wide, but the road is very narrow and access is limited to cars and pedestrians.

The site is at the centre of the northern part of the village. Whilst the origins are based on the agricultural development of the Fens, the area was expanded in the latter half of the 20th century and is now predominantly residential. The form and proportion is consistent with traditional 20th century private and public domestic buildings with pitched roofs and masonry walls, although the finishes vary considerably from house to house. The majority of the buildings fronting High Road have front gardens or hardstandings with hedges, fences or walls.

A number of bus services operate in the area with bus stops adjacent to the site. Connections are available to Kings Lynn, Holbeach and Spalding.



Existing buildings

The buildings largely originate from the original development of the site and comprise pitched roofed structures of industrial origin, mainly clad in corrugated metal, with a variety of glazing styles. The buildings have been subject in the recent times to deterioration and alteration and now present an uncoordinated unappealing appearance.

No heritage assets have been identified within the application site and there is therefore no predicted impact from the proposed development.



3.0 Planning Policy

Petrol filling stations are defined as Sui Generis in the Town and Country Planning (use Classes) Order. This activity occupies the dominant position both in terms of area and turnover. It is not intended to change the use of the land and buildings forming the application site.

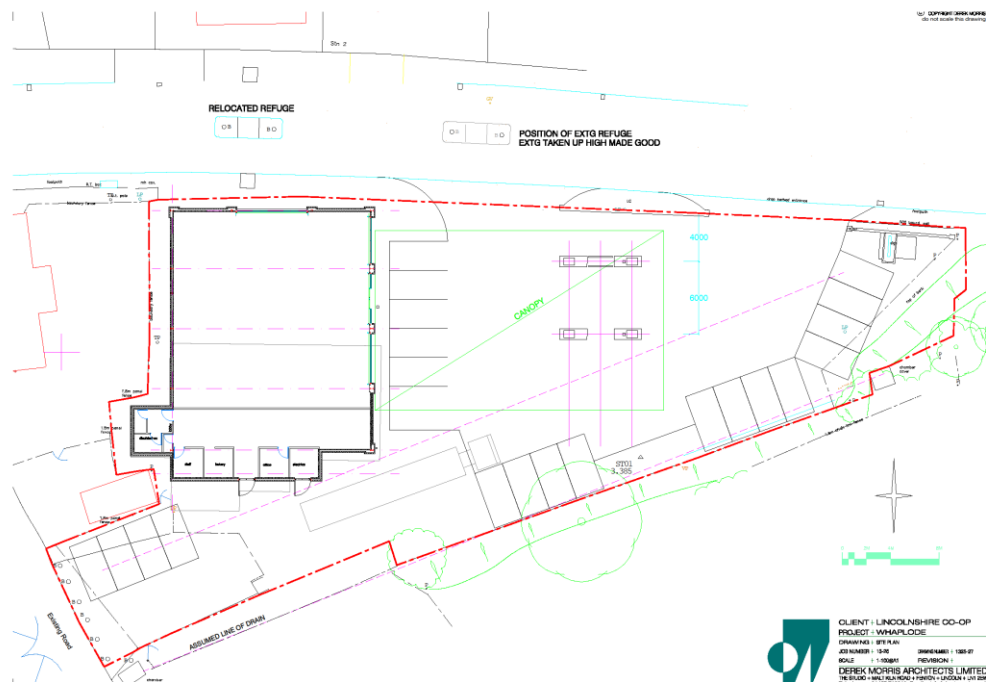
At present the sale of convenience goods sold from the kiosk contribute 28% of the turnover of the Petrol filling station. It is expected that on completion of the development sales of petroleum products will still contribute 60% of the turnover. The balance of 40% will consist of Convenience retailing ie. the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery. The figures are based on the ratio achieved at a similar site operated by the Society on Carholme Road, Lincoln.

The development will provide a local facility for the nearby residential areas for convenience shopping as well as the ongoing petroleum sales.

Provision is made for use by pedestrians and with provision for secure bicycle parking in excess of the required standards. The site is adjacent to Public Transport routes.

The scale, massing and design of the new building is appropriate to the character of the locality and creates a satisfactory physical and functional relationship to the adjoining buildings and streetscape. The boundary treatment remains and ensures appropriate privacy to the neighbouring properties.

The new building will be superior in terms of energy efficiency and security. There will be a reduced demand on the water supply and no increase in the disposal of foul and surface water.



4.0 Development process

The site was acquired by Lincolnshire Co-operative in 1996 and have they operated a Petrol filling station on the site continuously since the acquisition. The operation includes a small store which provides a very limited range of convenience goods.

1. Planning

There is no change of use associated with the development. Sales of petroleum products will continue to be the major activity. Car parking and loading provision exists within the site. Improvements will be made to the provision for the disabled and cyclists;

2. Availability

The site was owned by the Applicant and the current buildings are coming to the end of their useful life. The new building will enhance the energy efficiency and the security of the development;

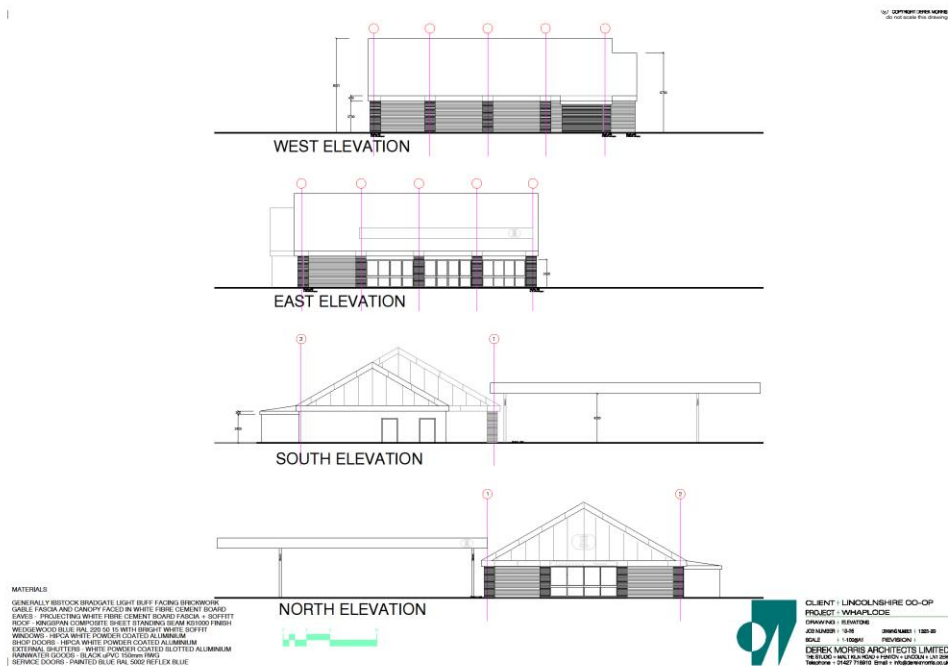
3. Sustainability

Pedestrian, cycle and vehicular access arrangements exist with connections to the local residential areas;

4. Suitability

The site is of a suitable size and form.

The proposed increase in the retail area of the kiosk will provide an improved convenience offering for the locality.



5.0 Design Principals

The options for changes to this site are severely constrained. The southern boundary abuts a culvetted South Holland internal Drainage Board drain. This requires a 9 metre strip on which permanent construction is forbidden.

The forecourt and the western access are to be remodelled. The eastern access remains unchanged. The access from Malten Lane remains restricted to pedestrian and staff car parking only. The western access is moved 20 metres to the east. To enable access and egress from this position for vehicles the pedestrian refuge in High Street is relocated. The proposal has been discussed with Lincolnshire County Council Highways Officers and has been subject to a successful Stage 2 Safety Audit.

This alteration has enabled the development of an appropriate convenience food store.

The canopy is raised slightly to comply with the latest regulations.

The location of the building respects the neighbouring properties and the restrictions imposed by the drain to the south.

Whilst the form of the building is simple the areas of glass on the north elevation and the strength of the detailing of the eaves and bargeboards will ensure a character and presence appropriate to the use of the building.

The return elevation to the east is single storey clad mainly in glass with buff brick articulated piers. The West elevation is hidden from view by fences and hedges and is clad in buff brick.

A blue black artificial slate roof is selected to be sympathetic to the surrounding buildings. It is laid over permanent insulated metal clad decking for maximum energy efficiency.

The car parking is to the side as is the service area. Cycle and disabled parking is provided.

The existing fencing to the west, south and east boundaries is retained.



6.0 Energy

In terms of net energy requirements, the proposed development represents a substantial improvement upon the existing buildings on the site, both in general aesthetic terms, but particularly in terms of efficiency. This has been achieved through using energy efficiency measures which are now used as standard in contemporary Lincolnshire Co-operative Stores. Insulation levels throughout will exceed the requirements of the Building Regulations Part L.

The use of glazing to north and east elevations will reduce the energy burden arising from artificial lighting in daylight hours. Artificial lighting constitutes the major part of electrical loading for a retail store. Energy saving solutions proposed include sales area trading lighting to be designed to allow lighting in areas where daylight can be used to be separately controlled. Manually control via a single switch to be set to switch off all lighting except the security lighting as soon as the store is closed.

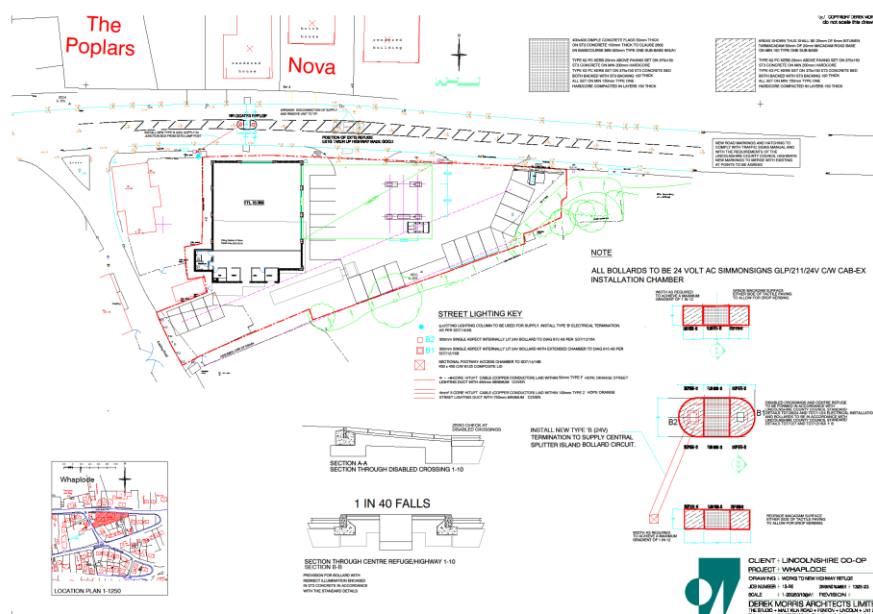
The construction of the proposed store can have a big impact on sustainability. During the process, we have considered the following:

Lean construction: The store has been designed around efficiency and ease of construction (aimed at responding to the Government's lead to drive the construction industry towards leaner, more efficient and sustainable construction) with a retail layout specially created for the form of the building.

Standard prefabricated composite components: employing prefabricated materials offers a number of advantages in the construction phase. High quality materials can be used that add to the overall visual presence of the building but without excessive onsite waste. Reduced on-site waste means that there will be less construction related movements of vehicles. Waste is managed more efficiently and can be sorted between recyclable waste and non-recyclable waste.

7.0 Highways

The access and servicing arrangements are improved. The car park will be laid out with demarked spaces and two disabled bays will be identified.



8.0 Acoustic impact

The Applicant has engaged consultants to establish the current acoustic conditions at the site boundaries.

The major sources of noise are the refrigeration plant and the delivery vehicles. The major daily delivery is carried by the Society's own vehicles. Deliveries will be restricted so that they take place during opening hours. No service vehicles will park on site. The service yard surface will be smooth to reduce the noise from trolley wheels and the area sheltered by walls on the boundary.

The new plant installation will be design and installed to ensure that visibly and acoustically ambient levels are not increased. The major part of the plant is enclosed in a plant room within the building. Those elements which are required to be mounted externally are sheltered behind timber fencing.

9.0 Archaeological impact

Archaeological investigations are being completed by Pre-Construct Archaeology which cover both site and buildings. Given the nature of the site and its uses it is not expected that any pre-construction investigation will be required.

10.0 Flood risk

The development is in a zone 3 flood risk area. A copy of the flood risk assessment is appended to the application. The application site is currently 90% covered in either buildings or hard surfaces. There will be no change to the current discharge from the site apart from replacement of the existing interceptor. The report concludes that the development will not increase the risk of flooding in the catchment area.

11.0 Designing out crime

The current building layout creates a number of areas unsupervised from the highway and several access points to the buildings. The new design will have no hidden areas and the points of access are either protected by perforated lath shutters or metal security doors. The shutters are designed to recess behind the fascia when open.

A CCTV system will be installed which will monitor the inside and outside of the building 24 hours a day.

12.0 Disabled facilities

Full disabled access is provided to all parts of the site and buildings. Dedicated parking spaces are provided adjacent to the entrance doors. Doors will be either fully automatic or operated by push button. High visibility markings are employed throughout as well as tactile paving at crossings.

13.0 Consultations

Consultations have taken place with the following:

Jon Sharpe Principal Development Management Officer

Lincolnshire County Council