adm Surveyors Ltd

DESIGN & ACCESS STATEMENT

PROJECT REF:	***1392***
ADDRESS:	***Former Liberal Club, 21 Lutterworth Road, Burbage, Leicestershire***
PROPOSAL:	***PROPOSED GROUND FLOOR ALTERATION AND CHANGE OF USE FROM LIBERAL CLUB TO CONVENIENCE STORE & ASSOCIATED PARKING***
DATE:	***23 April 2009***

SITE ANALYSIS

This section is a factual account of the existing site based on accurate survey work. Photographs have been used to show the sites characteristics and the context of surrounding development.

- *Existing features and characteristics Including those worthy of retention*

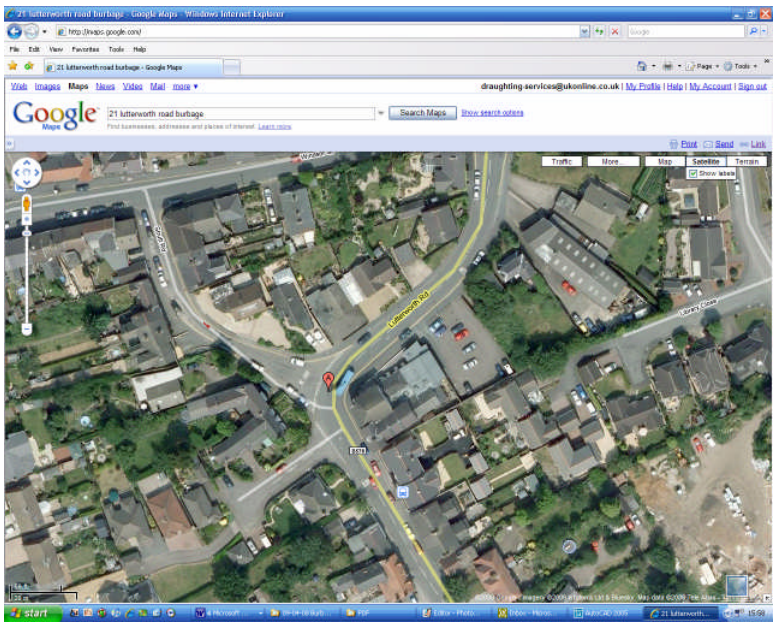
The main 2 storey building will remain unchanged however there is some demolition required, mainly the bay window, committee room and wc block along the elevation shown, this is to make space for an unloading area, see plans as proposed.



Currently many of the windows are boarded up to avoid vandalism, it is our intention to remove some of the windows in the single storey portion and brick up the openings, either to match the existing or painted with a color agreed with the local authority, replace the flat roof section and large fascia boards and extend the slate roof along the entire elevation to match the existing, (see proposed elevations for details).

The extended roof will have two benefits, firstly it will enable us to remove the 1970's style flat roof add on and secondly form a valley between the front roof and rear roof to allow location of any air conditioning units to be hidden from view and more importantly any sound will be muffled behind the two roofs.

- *The Adjacent built form is a mixture of residential and commercial. Next to the car park is a 2 storey dwelling currently up for sale and it is believed to have planning permission to convert into flats, further along the road is an MOT garage with a forecourt fronting Lutterworth Road. Opposite the site is are two bungalows set well back from road side, next to them are a pair of garages we presume belong to the two storey house on the corner. See below for aerial view.*



- *The view below shows the frontage along Lutterworth Road. Materials include red brick to the main two storey block, common bricks used on the flat roof single storey section, Slate roof tiles, with a red coping along the ridge and hip.*



- *The site has no current use and disabled access is currently not provided due to the slope of the site from right to left as can be seen in the picture above. The top of the blue brick indicates the current floor level, 150mm high at the two storey end and approx 750mm at the car park end. There is a large car park that is suitable for approx 12 cars due to its current layout being a central parking area with access from Lutterworth Road on either side of the lamp post.*

- *The raised floor level affords us the opportunity to utilize the height to form a suitable ramp enabling disabled access from the car park near the designated disabled parking bays to the proposed shop entrance (see proposed site layout).*

- *The existing property was formally used as a liberal club on the ground floor with function rooms to the first floor. Also contained within the building is a two storey dwelling previously provided for the landlord and is currently occupied, it is our intention to keep this dwelling unchanged and provide an amenity area and a parking space within the car park area for their sole use.*

IDENTIFIED DESIGN PRINCIPLES

This sets out the design objectives that the development is hoping to fulfill. Whilst the design of schemes will take account of market considerations, these will need to be balanced with the need to ensure good design principles and ultimately a quality development. The design principles will be informed by the information gathered through the site analysis in terms of the context for development and any identified constraints.

The design principles will therefore include:

- *Development objectives including accommodation/ floorspace requirements.*

The development objectives are to utilise a building currently vacant, changing the use from liberal club into a convenience store, our intention is to position the main shop front on the elevation facing the car park to maximise the existing layout (see below) without too much disruption to the existing street scene.



- *With reference to "**the Burbage community plan**" by granting permission to develop the site it will open up opportunities to improve the current street scene by utilising a building that is currently boarded up and unoccupied, encourage Spar (a well known national convenience store chain) to develop a brown field site whilst providing a much needed employment opportunity for the local community, points listed above meet with items listed in the Burbage community plan following items listed:*

Item 3: Preserving and Enhancing our Built Heritage. *New life in an old building.*
Item 4: Creating Employment Opportunities. *2 full time and 15 part time jobs.*
Item 5: Supporting Local Shops and Services.
Item 7: Improving the Environment and Protecting the Green Fields*. Reusing a brown field site.*
Item 8: Improving Community Safety. *Removal of boarded up windows and a potential playground for vandals, whilst providing a service to the community with safe parking facilities for all.*

- *The Impact on the neighbours amenity including noise, overlooking, loss of light and aspect will be minimised as no additional floor space is proposed (in fact 20 sq m of existing floor is being demolished), the street scene is to be improved by extending the existing hipped roof over the mass of flat roofs currently present. Adjacent neighbours will not suffer loss of light as they are far enough away to be unaffected. The aim of the shopfront on the car park elevation is to minimise noise and overlooking onto neighbouring properties.*

- *The Access possibilities for pedestrians, cyclists, wheelchairs/ pushchairs and motor vehicles (including service vehicles) have all been thought about and catered for, we have provided steps from the main road up to the main entrance, wheelchairs and pushchairs can use the ramp, cyclists can lock their bikes to the railings along the ramp without hindering access, a new layout in the car park allows for 3 extra bays making 15 parking bays total, 2 of which are for disabled users and 1 for the existing dwelling should it be required. Off street deliveries will be in a dedicated area along the side of the building thus making the corner around the front of the building safer as deliveries were made to that location when previously occupied.*

- *Our proposal's effect on the current highway and the impact on travel patterns have been thought out, including on site deliveries in a dedicated area along the side of the building (see proposed layout) thus making the corner around the front of the building safer as in the past dreymen delivered to the basement trap door in that location. A F Blakemore & Sons have scheduled deliveries to this site so as they are done before or after school runs, to limit the numbers of children using the site.*

- *Development design has been limited due to the existing buildings sloping ground levels, the materials to be used on the alterations will match the existing or be to LA approval, siting, scale and massing does not change in this instance.*

CREATE DESIGN SOLUTIONS

The Design Component:

This statement should explain the design principles and concepts that have been applied to particular aspects of the proposal – these are amount, layout, scale, landscaping and appearance of the development.

The process

The design process used in this development has come about by assessing the site's full context, including physical, social, and economic characteristics and relevant planning policies, from the start of the design process Hinckley Borough Council were informed and a meeting was set up to discuss the possibilities, the outcome was favourable and the advice given for us to was to discuss the options with Leicestershire highways department who were contacted and their advice was to avoid delivery vehicles reversing onto the site, this comment was addressed and an alternative option has been included in the eventual design.

Socially, the approval of this scheme will bring additional employment to the local area (approx 2 full time and 15 part time members of staff) regenerate a currently vacant, unused, boarded up brown field building which will provide a convenience store opening 7am to 11pm with ample parking.

The previous use of the building was a Liberal club and beverage deliveries took place at the roadside on an almost 90 degree corner to the south of the site. This not only meant a large curtain sided or similar vehicle was parked on Lutterworth Road causing a reduction of traffic movement, but also due to the cellar being located in the basement accessed through a trap door in the floor just inside the bar area required that the footpath would also be obstructed making it unpassable and possibly dangerous.

Parking for vehicles visiting the site was limited to 12 spaces on the existing carpark and due to the nature of a liberal club, time spent parked there would be measured in hours rather than minutes.

The existing building had limited or no access for the disabled members of the club.

Our carefully designed proposals have taken into consideration improvements on parking provision to 15 spaces including 2 designated disabled parking bays alongside a wheelchair friendly ramp up to the main shop entrance, an on site clearly designated delivery point allowing access and egress in a forward motion as shown on our drawing number 1392/05.

A F Blakemore and Sons are the company who organise the deliveries of stock to the convenience store and have made arrangements for the use of a Volvo 400 FM tractor unit and Class 1 trailor commonly described as a "short articulated vehicle", these have been designed to have a tighter turning circle than the average articulated vehicle due to the reduced length of approx 2m and single rear axle, (details can be found included in this statement) the vehicles reversing capabilities have been proven and recorded on the proposed site, footage of this can be found on the enclosed CD.

The vehicle has actually been tested on site between cones that indicated proposed parking bays and even though the part of the building to be demolished for extra space was still in place the vehicle managed to reverse with ease whilst not crossing onto any of the coned off areas.

As a result of this test AF Blakemores have decided to only use this vehicle for deliveries to this site, and to reduce the possibility of holding up traffic on Lutterworth Road have agreed to set time slots for deliveries which will avoid peak time traffic ie morning and afternoon school run times.

A copy of their letter is included in the application stating vehicle type, useage and frequency all of which will be highlighted in the drivers manifest page 35 of the A F Blakemore & Sons driver reference book (a copy is included in the rear of this statement).

Turning capabilities of the Volvo 400 FM with Class 1 "short trailer"

1.



2.



3.



Step by step snap shots of the above vehicle reversing into position on site.

4.



5.



6.



This type of vehicle has a tighter turning circle than that of an articulated vehicle.

7.



8.



9.



Cameras mounted on the rear of the trailer are viewed by the driver on a screen in the cab which enable safer reversing practices.

10.



11.



12.



This manoeuvre shown above in steps 1 to 12 was performed on the existing car park with the committee room and wc (proposed to be demolished) still in place. The vehicle was able to position itself almost parallel to the road whilst avoiding running into the cones positioned to mark out the layout of the proposed parking bays.

A video was taken of the manoeuvre and can be seen on the enclosed CD.

The eventual position of the Volvo 400 FM (shown below) was easily achieved on the site, and once the committee room and wc's have been demolished this will afford a more manageable turning area.



Final position of vehicle view along Lutterworth Road.



Final Position of vehicle view from existing car park.

This vehicle is being adopted by Spar for use on many sites as it has a greater load carrying capacity than a ridged lorry and a far tighter turning circle in both forward and reverse than an articulated lorry. This is due to the reduction of length of class 1 "short trailer" body by approx. 4m and a single axle to the rear instead of a standard 3.
(see details below).

As you can see by the effort made above rigorous processes of assessment, involvement, evaluation and design have been used in this statement and decisions made to locate the main entrance facing the carpark not only makes for good use of the existing buildings layout but also provides flow from the carpark whilst minimising any changes to the existing view from neighbouring properties. A standard shopfront was a requirement from the client and it was thought that any light cast out from this would be more acceptable over the carpark and not onto Lutterworth Road or dwellings opposite.

The building is currently unused and has been vacant and boarded up for some time now and will soon become an eyesore however our proposals aim to utilise and refurbish this building in the centre of burbage whilst keeping as much of its original character whilst converting the ground floor area into a convenience store and improving the parking and unloading provision, and more importantly road saftey in and around the site.

Use

The building has in the past had multiple functions, those being a partial domestic dwelling on ground and first floor once used by the licencee (this area will remain occupied), the liberal clubs bar and lounge on the ground floor and the function room on the first floor.

Our proposal retains the domestic dwelling unchanged other than provision of an additional recreational area and one parking space designated for use only by its occupants. The function room will be used as a staff room and store, wereas the ground floor will receive the most changes, mainly changing the bar area into a store and the lounge and pool area changed into a retail space.

The change of use from liberal club to store would cause less annoyance as the stage in the lounge regulary hosted bands and groups, the function room would probably have a disco and therefore on occasions would cause some noise, and although there would be some noise generated by the store it should be less than that of the existing use.

- *A justification of the use in terms of land use policies, but also how it has been informed by existing uses in the area. If the application is for a new house in a residential street, this will be straightforward. If it is for a new restaurant in a residential area, it will be much more complicated and the statement will need to show why the use would be acceptable.*

- *The statement should show that the applicant has understood the access needs of different uses and made sure the design will allow for inclusive access. Uses open to the public, such as shops, hospitals or hotels, must be accessible to everyone, and homes must be accessible for all visitors.*

Amount

Amount of Development proposed:
No additional floor space is to be added and 20 sq m is to be demolished to provide an on site unloading area (see proposed plans for details). Therefore issues such as the proposals appropriate density, could the neighbourhood's services support the amount of development planned and how much would be built on the site are in this case not applicable.

The application quite rightly relates to a specific site. But usage is not confined to site boundaries, and it is often the overall neighbourhood density that matters most in creating successful communities. So, for this development an explanation of how the amount of development planned will change the neighbourhood will only help by supporting local businesses giving the local community a choice of convenience store.

We can only surmise that a national company such as Spar will not be investing in a store without having undertaken their own studies into whether a store of this size can survive in an area such as Burbage.

Layout

In this statement I would like to explain that the building is existing and the spaces in and around the site have been designed to work together. Therefore the available developable space within the site is used and has a purpose, from additional parking bays and bin storage to areas of amenity and facilities for pushchairs and wheelchairs.

So, to explain why the main entrance is proposed to face the car park has been guided by the layout of the existing building as the lounge, pool room and bar area once stripped out would easily be converted into a convenience store, all works could take place on site, with strict rules on access and security being implemented easily using the car park for material storage, loading and unloading.

Also the changes in levels across the site require a ramp for access and the car park was the natural choice.

The demolition of the committee room etc enables deliveries to take place on site and away from the main entrance, with space provided for vehicles to enter and egress in the same direction which contributes to making the place safer.

Scale

It is our understanding that scale is described as height, width and length in relation to its surroundings and in answer to this intention to demolish the existing committee room and toilets to provide an off street unloading area for delivery vehicles, this actually reduces the floor area by 20 sq m, the only addition we intend to use is to extend the existing roof over the current flat roof areas which will not only improve the buildings front elevation but also replace the1970's style fascia with a style more in keeping with the building. .

Drawings of the existing building and proposals should be referenced to understand that the scale of this development remains unchanged apart from the new roof and therefore the relationship between existing buildings on or around the site will remain unchanged.

Landscaping

***Landscaping** is the hard and soft landscaping measures (i.e. boundary treatments, surfacing and planting). It should explain how the landscaping proposals would enhance the site and area.*

Currently there is little existing landscaping on the site, however repairs to the existing boundary wall and fence may be required and a private walled garden/recreational area is to be provided for the existing residents in the domestic dwelling (not part of this redevelopment). The bin store will be located in the far corner of the car park and surrounded by a hit and miss approximate height 1.8m.

Landscape design will only be possible in some areas i.e. at the edges of parking bays and is therefore very limited to low maintenance hardy shrubs, we are however open to discuss any requirements by the planning department to improve the schemes hard landscaping such as fence design, railing type and materials used around the site to make them attractive, useful and environmentally responsible whilst being safe for the needs of disabled or older people for example by using non slip materials and providing resting places on ramps.

Appearance

The appearance of the 2 storey building will remain unchanged and minimal alterations including some demolition and making good will affect the Lutterworth Road elevation, the main elevation change will be to the wall facing the car park which will be altered to receive a new shop front and disabled access ramp, our intention is to develop a convenience store with minimal disruption to the existing street scene.

Spar has taken unused buildings and re developed the sites into useful stores serving the local community, instead of derelict buildings left open to vandalism. Below are actual photographs of a development in Market Harborough (a few years old now) showing the site before and after the refurbishment.

BEFORE



A derelict petrol station vandalised by graffiti

AFTER



A refurbished modern shop serving the community

This shop was refurbished, refitted, brickwork painted, and low key lighting with down lights and baffles added to minimise the effect on neighbouring properties. Although this particular refurbishment style may not be appropriate in the burbage project, Spar is happy to amend a design to respect neighboring properties, after all they are their prospective clients.



Hit and miss fencing around delivery and bin areas

Proposed elevations show what the scheme would look like details are included in the application and set out in this statement. Materials may have not been finalised but as the statement suggest, we are happy to discuss a final range of materials for the site improve the final appearance.

Access

The Access Component:

Throughout this statements references have been made to various areas of access, to summarise the following areas have been addressed.

Pedestrian access:	*To the shop front via steps or disabled access ramp.*
Vehicular access:	*From Lutterworth Road, via a widened central crossover, to a car park containing 15 spaces, 2 of which are disabled and located at the end of the ramp.*
Delivery vehicle access:	*Addressing this issue has been quite complex, as comments from LCC Highways were quite strict that delivery vehicles would not be permitted to reverse off Lutterworth Road across the footpath onto the site. Through design and actual testing on site, we feel that a solution is achievable in using the vehicle described in previous sections and Spar have agreed in writing (letter included in statement) and confirmed by using Drivers Manifests to maintain the required access arrangements.*

In short we feel that all users will have equal and convenient access to the proposed development.

The access to the existing car park is via two footpath crossovers which are currently located either side of the existing lamp post, this design dictates the parking bay layout, by relocating the lamp post and forming the access centrally to the car park, we are not only able to increase the number of spaces but by redesign, are also able to provide ample area for delivery vehicles to drive into the site, manoeuvre into the unloading area, and drive off in a forward motion. This addresses the comments by LCC Highways department who stated the reason for entering and leaving the site in a forward motion was to maintain public safety when crossing the footpath.

Sight lines will also be improved as the proposed demolition of outbuildings widens the vehicles view along Lutterworth Road, combined with the new centralised access affords better view all round and therefore improving safety as requested.

As additional safety precaution, these vehicles have rear mounted cameras linked to a screen mounted in the cab for the driver to use in blind spot situations.

Areas on site will have signage or demarcation zones such as disabled symbols painted within the two bays with cross hatched zones surrounding. The proposed delivery area will be marked as a "no parking zone" our proposed site plan indicates all areas of marking.

It has been our intention to approach the access issue throughout the whole document, this should be apparent as we contacted the LCC Highways department directly after speaking to Hinckley Borough Council Planning department.