

Our Ref: 14-0062
July 2016

Client: KFC GB LTD
DRIVE THRU (DT) RESTAURANT
LARCHWOOD AVENUE
HAVANT
BEDHAMPTON
HAMPSHIRE
PO9 3QW

**PLANNING APPLICATION FOR PROPOSED NEW KFC DRIVE/THRU RESTAURANT
WITH A3-A5 USE**

DESIGN AND ACCESS STATEMENT



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Fig 1

Aerial view of the proposal site in a wider context .

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Fig 2
Aerial view of the proposal site.

INTRODUCTION

The application site is located on Larchwood Avenue, south of the B2150 roundabout at the junction between Purbrook way and Hulbert Road. The site is a carpark located over two levels and is accessed via Larchwood ave, which is the main access road to the Retail industrial units which bound the site. Existing units include a large Asda superstore, Petrol station, McDonalds restaurant, Eaton aerospace systems and a variety of motor vehicle units.

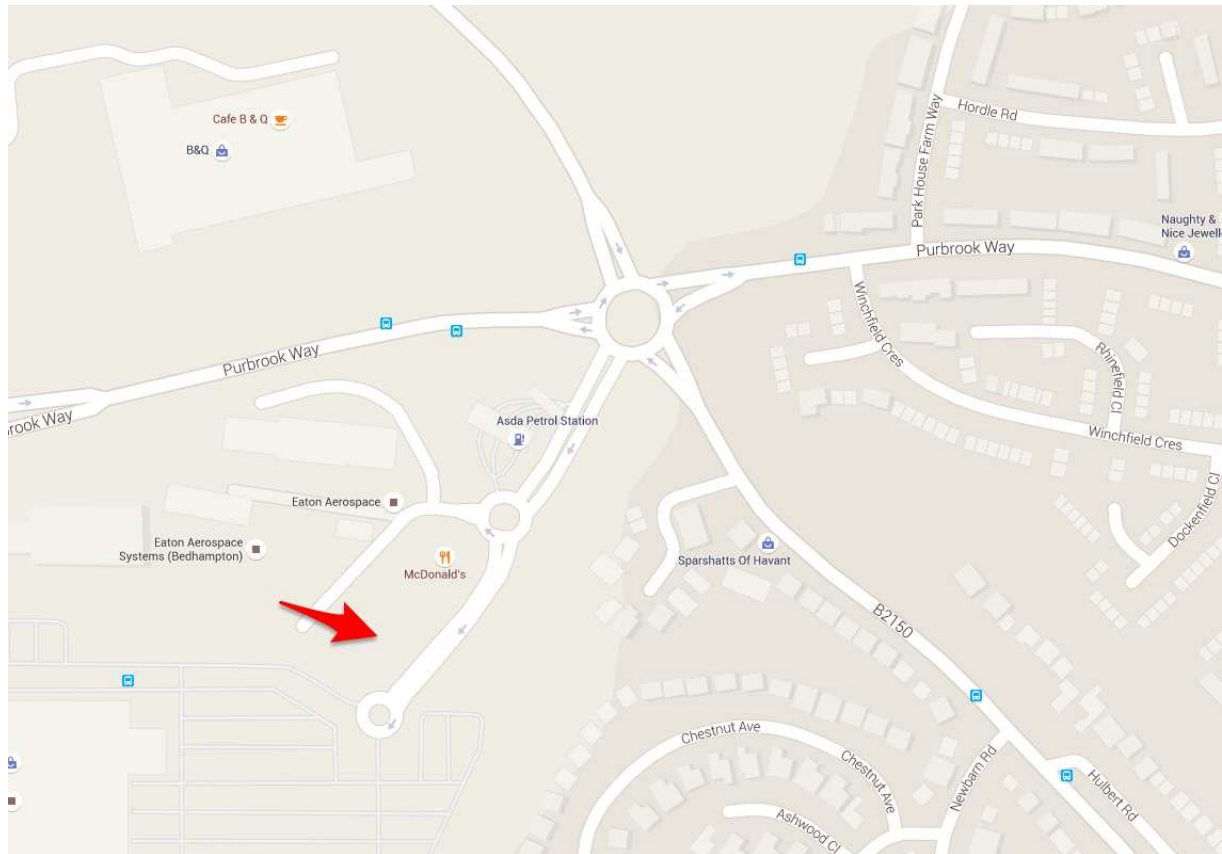


Fig 3

Location of application site on street map (see arrow).

SUMMARY OF PROPOSALS

This Design and Access Statement is in support of an application for the construction of a new KFC A3/A5 restaurant with takeaway and provision for a new drive-thru service, car park and alterations to the existing landscaping.

The full planning application relates to a site area of 2661.89sqm (.2661 hectares) which includes the carpark and areas of woodland which bound the site.

The Design and Access Statement Part A explains the architects design objectives behind the proposal. Part B of this Access Statement explains the architect's designs objectives relating to site access.

ASSESSMENT

SITE ANALYSIS

The existing site

The existing site is at present a car park over two levels accessed via Larchwood Avenue. The lower carpark is accessed via a mini roundabout which services the existing McDonalds restaurant although this was also a carpark previously.



Fig 4

The site access (left) which leads to the existing lower carpark site entrance.



Fig 5

The site entrance to the lower carpark as accessed from the mini roundabout.

The upper carpark is accessed via an existing ramp and the two areas are separated by a 1m approx retaining wall with hedge screening and accommodates some of the level change that exists between the B2150 roundabout at the north eastern end of the site and the Asda site at the south western end which is at the top of the hill and is approximately 7 metres higher.



Fig 6

The existing ramped access within the site which services the lower and upper sections of the carpark.



Fig 7

The existing gated access to the upper carpark, which is located further up Larchwood Avenue on the north western boundary.

An existing concrete retaining wall approx 3m high is located towards the rear of the proposal site.



Fig 8
Rear retaining wall.



Fig 9.
View from above the rear retaining wall looking back,
towards the proposal site, with the McDonalds restaurant in the background



Fig 10

Heavily Landscaped slopes exist on three boundaries.

A site investigation report by Crossfield Consulting accompanies this application and goes into more detail regarding the nature of the existing site.



Fig 11

Existing site plan (topographical survey).



Fig 12

Photo of the upper level of the existing site as viewed from the elevated section of Larchwood Avenue adjacent to the roundabout leading to the Asda Superstore - see photo below.



Fig 13

The arrow indicates the view from which figure 3 was taken.

SURROUNDING BUILDINGS



Fig 14
Street map.



Fig 15
view from Purbrook road looking towards the B&Q superstore and an aerial shot of the store -see insert. The superstore is screened from the main road by a boundary of large trees and grassed area and it's elevated location.



Fig 16

The McDonalds unit which is located in the site adjacent to the proposed KFC restaurant.



Fig 17

The Asda petrol station which is the first unit encountered when entering Larchwood Avenue from the B2150 roundabout.

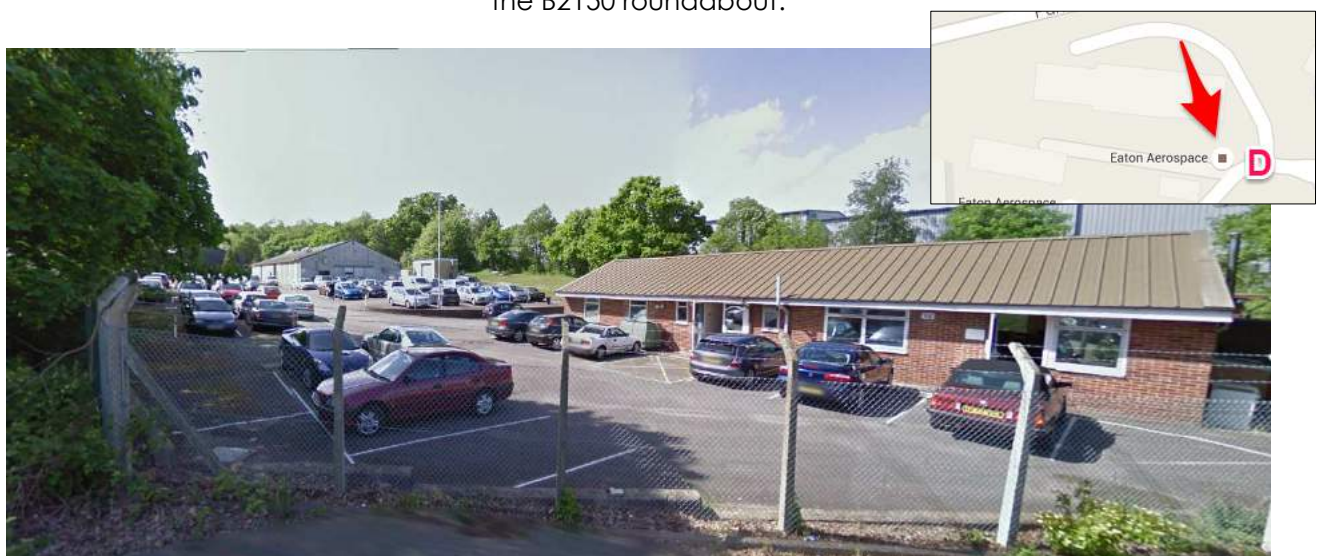


Fig 18

Eaton Aerospace located opposite the McDonalds unit and is a company which produces products for the aeronautical industry.



Fig 19

Located behind Eaton Aerospace are a number of motor vehicle units, which offer MOT services and also a spa and flooring specialist amongst others.



Fig 20

The Asda-Walmart superstore located at the top of Larchwood avenue and look s down over the other other retail industrial units in the surrounding area



Fig 21

Sparshatts of Havant a local car showroom is located on Willowdene Close which is one of the large residential developments close to the proposal site.



Fig 22

Larchwood Avenue, which links the lower industrial retail units along Larchwood Avenue with the Asda superstore at the top of the slope.



Fig 23

Chestnut Avenue, which is located to the east of the proposal site and is screened behind a large area of woodland.

LOCAL SERVICES

The proposal site is located within an area of Industrial and retail uses

Local Post Office – 1 mile east of the proposal site on Park Lane via Hubert Road

Nearest supermarket is the Asda Wal-mart superstore is located adjacent to the application site.

Doctors Surgery – 1.1 miles west of the proposal site on Crookhorn Lane.

ROAD INFRASTRUCTURE

As stated previously, the access roads to the site already exist although there will be the need for some minor changes to the internal layout and access and egress at the site.

FLOOD RISK

The site is not within a flood risk plane as indicated on the Environment agencies maps (See Figure 24).

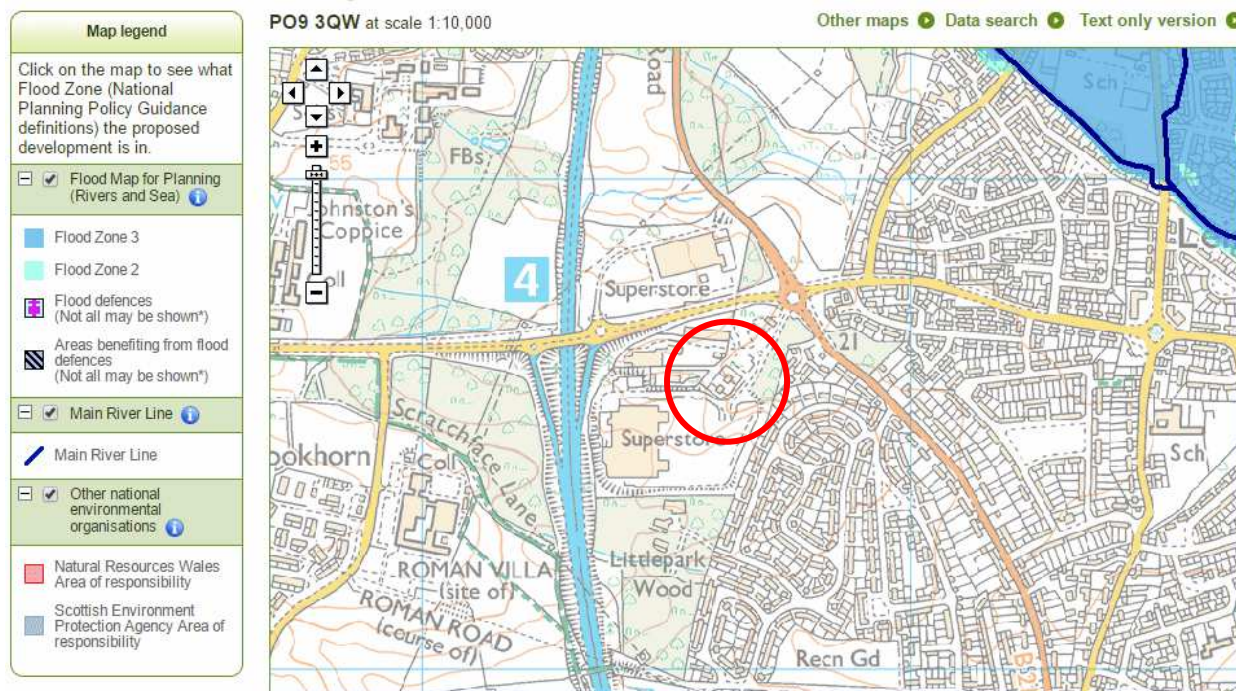


FIGURE 24
Landfill site plan.

LANDFILL SITES

The site is not within a landfill site as indicated on the Environment agencies maps (See Figure 25).

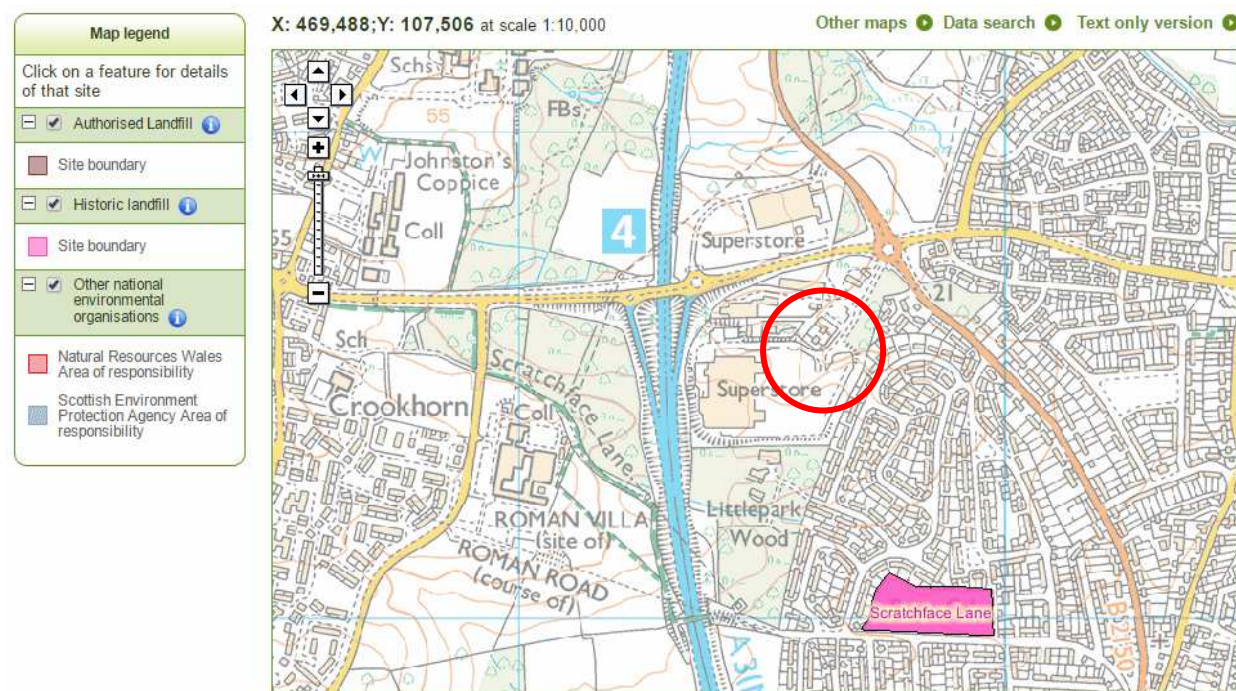


FIGURE 25
Landfill site plan.

STATUTORY AUTHORITY'S SERVICES

All statutory authority's services including water, telecommunications, gas and drainage are already available within the existing infrastructure road system and will be utilised as necessary.

EVALUATION

THE ORIENTATION OF THE BUILDING

Due to the size of the proposed restaurant and the nature of the existing site which is bounded by a large retaining wall to the rear and soft landscaping to the flanks, it was decided that the unit would be located with the rear yard area facing the retaining wall on the higher level of the site and the front of the unit located over the lower carpark, which would be raised to allow for a level

DESIGN CONCEPT

The Restaurant is based upon the latest KFC Drive thru model. This means that the site will have the most up to date unit available.

The existing site comprises of a number of issues that needed be to overcome from a design perspective most notably the change in ground levels across the site.

To lower the whole of the site would have required a number of boundary retaining walls to be constructed to pick up the level differences. This would have been prohibitive both from a financial perspective but also from a logistical one as the site is very tight, so excavation and land management would have been issue when forming the required retaining walls. Therefore the decision taken was to taken to raise the lower part of the site to accommodate the unit.

Site investigation provided the design team with details of the existing retaining walls and this information allowed the design team to propose a layout that utilises the upper levels, with some adaptations, thereby maintaining much of the existing landscaping and site levels and in doing so does not undermine the existing retaining walls.

The orientation of the unit meant that the front of the restaurant would be at a higher point than the pedestrian route and a series of ramps were introduced to allow for inclusive access along with a stepped route for able bodied customers.

The lower and upper carpark areas follow similar principles taken from the existing site layout with an adapted ramped area linking the two spaces. Road levels have been adapted to allow for new road surfaces and the levels have been designed with DDA and service requirements in mind.

There are some proposed alterations to the both the hard and soft landscaping, new kerbs, paving and drive through lane. Pedestrian routes have been accommodated with stepped access where necessary and level access to both the unit and routes to the building.

The design maximises the use of the site to accommodate the requirements of both KFC and its customers, providing the maximum carparking provision available whilst being sympathetic to the existing environment.

ACCOMODATION SCHEDULE

The proposed unit is single storey with an A3/A5 uses class. The external Gross area is 330.59sqm. With an GIA of 248.69sqm (not including he yard). The yard area is 51.35sqm. The customer car parking allocation is 24 spaces in total (including 2no. accessible customer spaces and 2no. grill bay spaces). There are also an additional 8no. Bicycle spaces.



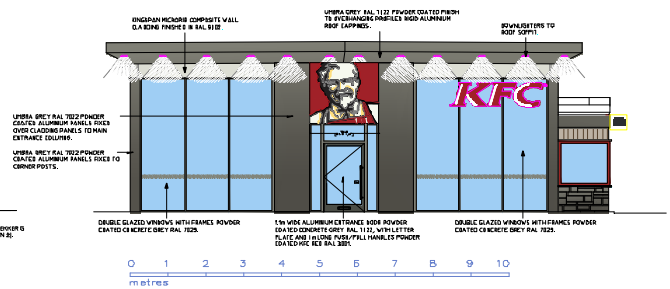
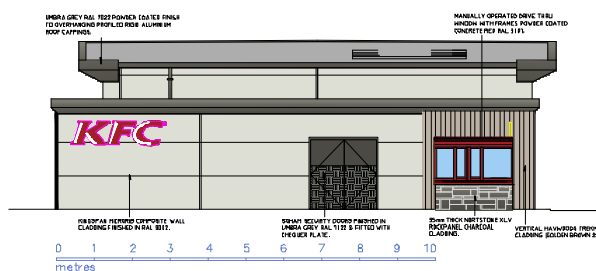
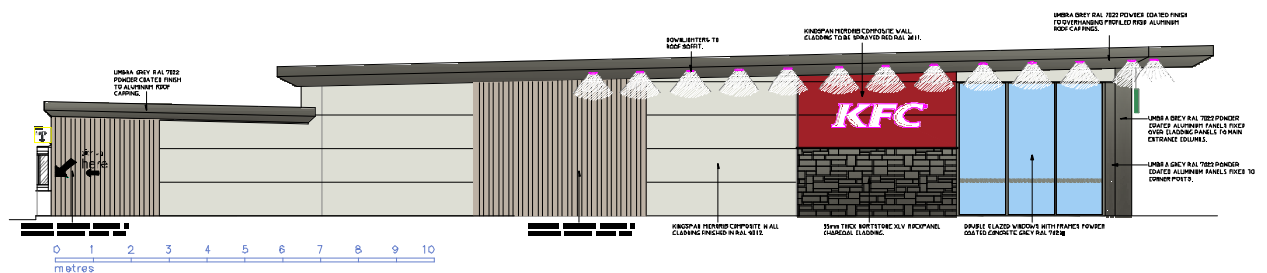
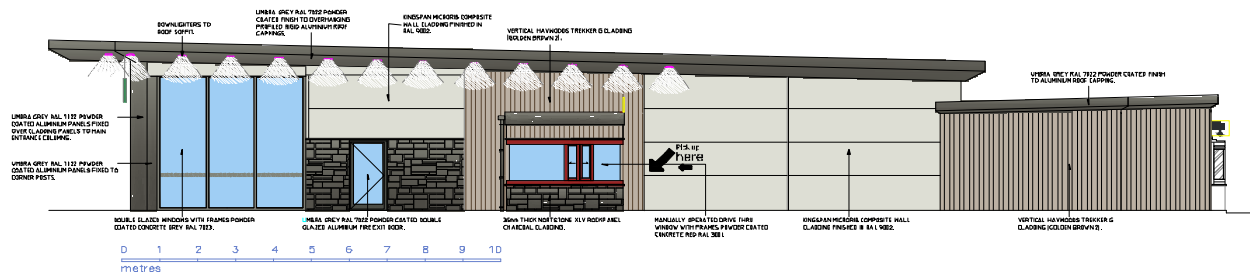


Fig 28
Proposed elevations

SCALE

The unit is located below a 3m retaining wall (and further banking above +5m overall) and is therefore shrouded from view on 3 sides taking into account the heavily landscaped flanks. As the site is raised the unit does sit elevated from the perspective of some of the units at the lower end of Larchwood Avenue, however as the unit is set back this will not impact upon the neighbouring site.

HARD AND SOFT LANDSCAPING

The existing landscaping will be remodelled to allow for the siting of the unit, paved areas and carparking spaces.

The unit will contain new kerbs and road finishes with new markings.

The plot will be turfed around the drive thru lane (to reduce Rodent Nesting) with areas of shrubs along the frontage.

The application is supported by an Arboricultural Impact Assessment which has surveyed all the trees which could be affected.

The structural engineers have provided a drainage strategy which takes into account levels that will be picked up within the hard landscaping scheme to allow for workable surface water drainage.



Fig 29

Hard landscaping Clockwise from top right, Picpave printed concrete for use on the DT lane, typical kerb edging, Bitumous wearing course (tarmac) for general road ways and Marshall's block pavers for use on the pedestrian pathway .



Fig 30

Small shrubs, which are proposed for some of the landscaped areas on the site Clockwise from top right Brachyglottis_ 'Sunshine' , bottom right :Symphoricarpos-chenaultii- 'Hancock' and left Lonicera 'maigreen' .

VEHICULAR SITE ACCESS

A Transport Assessment has been carried out in support of the planning application and this, outlines the issues relating to the use of the site by both pedestrians and vehicle users. The document takes into account prior comments from the Highways officer regarding inclusive site access

PEDESTRIAN AND CYCLE LINKS



Pedestrian access is available to the site with pavement access for visitors on foot. Comments from the Highways officer have been incorporated regarding Inclusive access to the unit which has resulted in the addition of ramps and proposed pedestrian routes from the main access roads. It is KFC policy to promote environmentally friendly transport to the site and therefore the company provide cycle racks within the scheme.

Fig 31
yout allows for a Sheffield bike stand for cycle parking.

SERVICING

The accompanying Transport Assessment includes a vehicle swept path analysis which indicates the movement of the delivery / refuse vehicles, servicing will take place within the site outside of peak periods. The Drive thru lane has been designed with the entrance to the lane road marked only with removable bollards to allow for vehicle manoeuvrability.

EXTERNAL LIGHTING

A lighting assessment has been carried out by **Litetask lighting design** and the report will include information regarding the type of illumination, fittings and the luminance levels across the site. Consideration will be made to avoid light spill into the neighbouring properties and areas.

ENVIROMENTAL NOISE

An Environmental Noise Survey has been undertaken the report is be submitted in support of this application and contains the results of their noise survey along with 'Drive thru' noise calculations and other information relating to noise emissions from the mechanical plant, carpark etc.

MECHANICAL VENTILATION

Ashworth UK have provided details of a mechanical ventilation system in accordance with the HVAC specification DW/172 for restaurant developments. This will require the supply and install of extract ventilation for the removal of fumes, smoke and vapours generated by cooking activity. An extract canopy will be used to mechanically extract all cooking odours and odour control equipment will be used to break down odour particles.

The proposed mechanical equipment will be housed in the rear yard and is therefore obscured from view. All fan equipment; ductwork and filter housings will be mounted and installed so as not to give rise to noise pollution.

MATERIALS

The superstructure external walls above dpc level comprises of insulated wall panels manufactured by kingspan insulated panels ltd (reference micro rib 100mm thick/ 1000mm panel size/ hps 200 finish/ colour hamlet, colour ral 9002) including all necessary 140mm wide panel support rails at vertical joints to support horizontal cladding, on cladding side rails, proprietary mitred corner panels, eaves/ verge/ soffit cladding, flashings, filler/ sealer strips, cover trims etc.

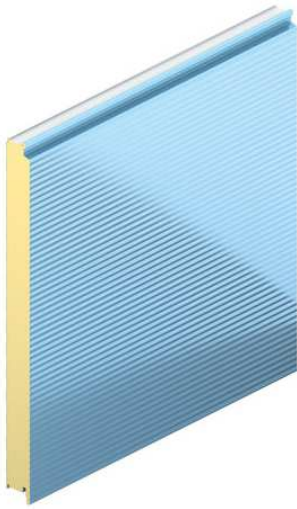


Fig 32

An example of the Kingspan external wall cladding indicating the ribbed effect (Left) and the proposed ral colour to be used (right).

Where indicated on the elevations (see fig 33) the cladding will consist of Havwoods H02162 vertical Trekker board 157x16mm in bronze. This is mechanically fixed to 80x17mm metal top hat section battens at 300mm centres fixed to side rails through Kingspan Benchmark Kerrier system comprising of 100mm insulated core cladding fixed to cold rolled side rails. The cladding is fitted in accordance with manufacturer's recommendations and details.



Fig 33

High street KFC restaurant with an example of the Trekker panelling (fascia boarding) that is proposed as feature cladding on the proposed DT restaurant.
Unlike this image, the cladding will be vertically fixed.

30mm thick vtec strata black textured wall panels (3270x1310mm), or equal other and approved, mechanically fixed in accordance with manufacturers recommendations to 80x17mm metal top hat section battens at 300mm centres fixed to side rails through Kingspan Benchmark kerrier system comprising of 100mm insulated core cladding fixed to cold rolled side rails. Cladding all fitted in accordance with suppliers recommendations and details.



Fig 34

Vtec Strata black textured wall panels.

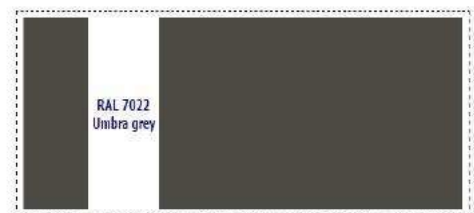


Fig 35

Umber grey ral 7022 powder coated aluminium pans fixed to 100mm Kingspan cladding panels to form entrance pilasters (Left). The proposed shopfront window and door frames to be finished in ral 7023 with the doors powder coated in ral 7022(Right).

SUSTAINABILITY STATEMENT

The proposal attempts to promote sustainability (where appropriate) through the following:

1. High Insulation standards and efficient natural ventilation systems.
- 2 Potential "secured by design" discussions with the local Police to be considered.
- 3 Efficient boiler systems to enhance heating and hot water control for the DT Restaurant.
- 4 Dual low flush sanitary appliances would be provided.

RECYCLING AND WASTE

Refuse and recycling areas have been provided. A waste management plan will also be produced. Waste cooking oil is collected separately and taken away by a specialist company. External litter bins and ash guards have also been provided around the site.



FIGURE 36

Litter bin, left and Ashguard, Right.

SAFER PLACES STATEMENT

Care has been taken to provide a site layout that 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 the safety of pedestrians walking to and from the unit.

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 any incidents, 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 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.

The building is designed to be secure with external Steel security doors to the Back of house areas. CCTV will also monitor any anti social behaviour in this area.

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.

EXTERNAL SIGNAGE

The proposed external signage scheme will 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. (See fig 37).



FIGURE 37
Typical site signage

SUMMARY

The design team have taken care to be sympathetic to the site and to the surrounding area. The client has consulted with the local authority regarding the proposals and various reports have been carried out to provide the design team with as much information as possible to produce a scheme that sits well within its surroundings and will become a welcome addition to the neighbourhood.

Detailed consideration of the planning policy context, and the proposals compliance with it, is provided in the planning statement which accompanies this application.

The proposed restaurant will provide a service for the surrounding area. Being situated within the local industrial/ retail area and opposite an existing McDonald's restaurant, the unit will also provide employment opportunities and will redevelop a site that is at present vacant.

The design team continue 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 buildings to complement the area.

PART B – ACCESS STATEMENT

INTRODUCTION

Full account has been taken in design for disabled and visually and aurally impaired persons to cater for a diverse society and create a user friendly building.

The Building Complies with Part M of the Building Regulations and the Disability Discrimination ACT (DDA) 2004.

SECTION 1 – TRAVEL TO THE 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 150m of the proposal site and buses 20, 37, 39 and 145 run along Purbrook Way and Hulbert Road every 10 - 20 mins.

The nearest train station, Bedhampton is 1.2 miles from the proposal site, approx 4 mins by car from the proposal site and 22 mins on foot. Further detail on the sites accessibility to public transport is provided in the Transport Statement

c) Walking and Cycling

Footpaths already exist along Larchwood Avenue, Purbrook way and Hulbert Road
There are no designated cycle paths in the area.

d) By car

When travelling by car to the proposed DT restaurant, there is a choice of using the take away facilities by way of the Drive Thru lane or using the designated parking areas.

Car parking spaces are provided with dropped kerbs where applicable for wheelchair access.

NOTE: The Transport statement looks extensively at matters relating to transport and Highways for the proposal site.

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 staff and customers to the unit are clearly highlighted.

b) Hard and Soft Landscape

The hard and soft landscaping is designed to DDA Compliance.

c) 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 DDA 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 service areas will be illuminated from the building and supplemented a site lighting scheme as designed by **Litetask lighting design**.

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 glazing. . Access way guarding is used at main entrances to avoid collisions and Also allow for the positioning of power assisted door controls.



Typical Entrance barrier

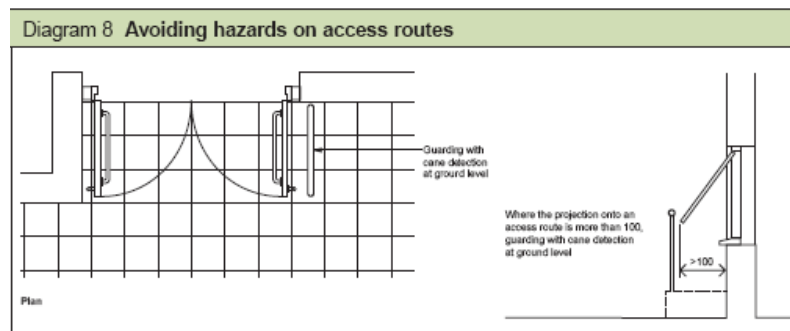


FIGURE 38

Typical barrier to Entrance doors

b) Walls

The external walls are brick construction with some areas of rendering to match the existing building

c) Internal Floor Surfaces

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 in a 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 to be 2400 x 4800mm in size and are located within with dropped kerbs to allow unimpeded access to the unit.

Waiting spaces are also provided should the orders for take away require a longer time for preparation.

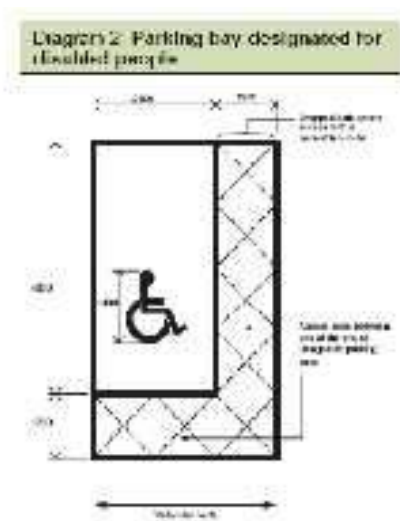


FIGURE 39

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

f) Step provision

There is no single step situation for Customers.

g) Ramped Access

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

h) 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.

General policy is to allow for power assisted doors with push button operation.

External secondary escape doors will open outwards onto a landing.

SECTION 4 – MEANS OF ESCAPE

a) Design for independent means of escape

On the ground floor, respective fire exits have been allocated around the proposed building to suit.

b) 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 agreement with the respective end-users. Should staff training be required, it would be covered by the end user and their own operational needs.

SECTION 5 – SIGNAGE AND WAY FINDING

a) Type and position of signs

A Signage strategy will be devised to assist in way finding. Once within the site demise, the respective main entrances are easily recognisable.

When within the building, toilets, escape signage etc will form part of the shell construction for the Proposed DT Restaurant.

Any special signage within the proposed restaurant areas, are to be provided legibly by the respective end users.

b) The Use if different 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.

c) The Layout of building

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

d) Internal Decoration

Contrasting colours will be used for doors, door frames, and access routes through the building to aid the visually impaired.

CONCLUSIONS

The proposal will make a positive contribution towards the regeneration of this area.

The proposal provides a functional and orderly building of a sufficient high quality that will compliment the existing retail locality.

The access statement is comprehensive and demonstrates that reasonable provision has been provided to cater for ease of accessibility and that identifies the design philosophy and approach to create a user friendly site and building.

This Access Statement records the designer's intention where appropriate in compliance with Part M and Disability Discrimination Act 2004, acting as a compendium to Building Control application.