

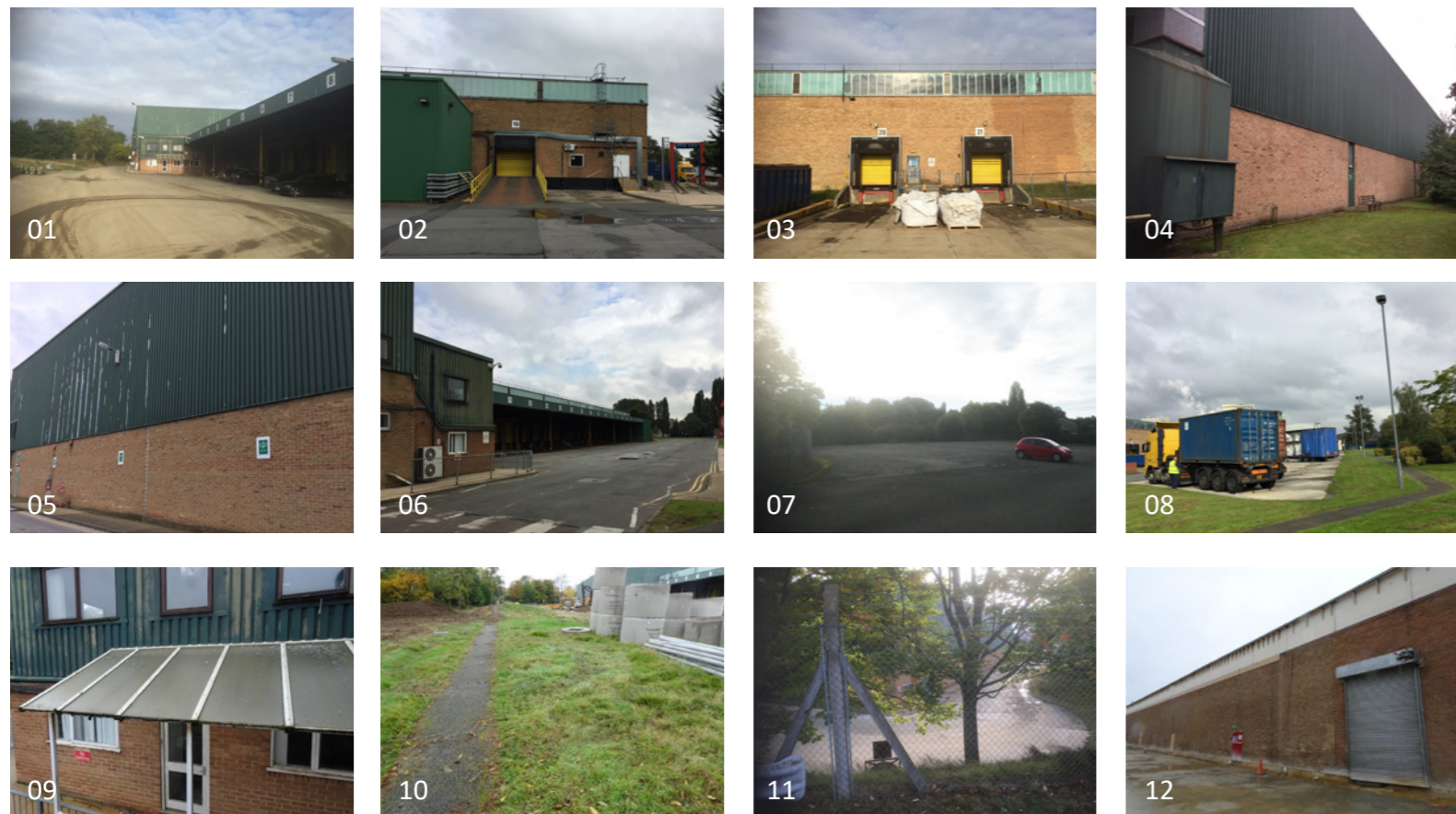
02 | Site Appraisal

2.6 Existing Site Photos: Building and Curtilage



These photographs concentrate on views around the Southern and Eastern boundaries of the site. Photograph 10 highlights the existing landscape buffer between the site and neighbouring residential properties.

Photograph 12 shows the extent of the north-east elevation that has been exposed due to the removal of the former link building to the JDE building to the north. Photograph 11 highlights the level change occurring between the site and car park, whilst photograph 07 shows the distance between the site and nearest residential properties.

Whilst all other photos document the current HGV parking arrangements, building fabric condition and ancillary structures condition.



Key Plan

-  Site Boundary
-  Demolished Link Building

02 | Site Appraisal

2.7 Existing Landscaping / Boundary Treatment

The existing site landscaping is predominantly level hard landscaping with shallow gradients. The site boundary conditions vary, towards the south-west mature landscaping in the form of trees and hedgerows separate the site from the neighbouring Southam Cemetery.

The car park serving the JDE building to the west is significantly raised in comparison to the proposed site, this will naturally aid the deflection and absorption of any limited acoustic and light pollution omitted from the site. This is further demonstrated on page 17.

There is currently a small amount of soft landscaping towards the north of site with hard landscaping forming the typical condition to the north-east of site in conjunction with the JDE building and the removal of the link building.

The east boundary is shielded from Southam Road by a new Waitrose development (indicated in green) helping to minimise the visual impact to the public realm.

2.8 Existing Vehicular & Pedestrian Movements

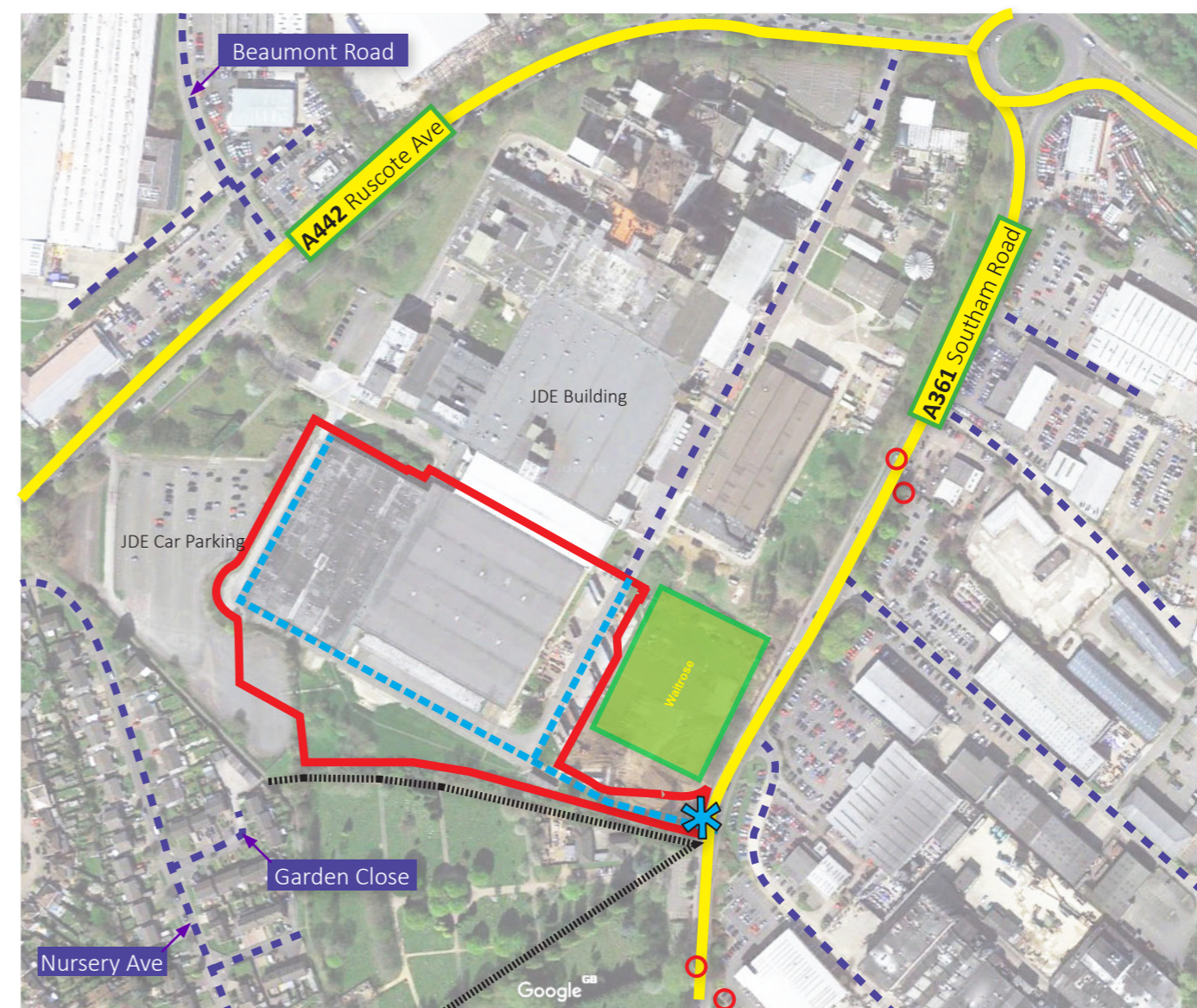
The site benefits from excellent vehicular connectivity in the form of the local road network linking the site with the east / west A361 and A422 roads and onto the north / south M40. The A361 also incorporates numerous existing local bus stops and the 502 and B4 Bus Route provides a public transportation link between Banbury to within 100m of the proposed site.

The adjacent drawing indicates the main existing vehicular routes in and around the site. The existing vehicular access into the site from Southam Road will be retained and altered to allow for improved pedestrian access. All vehicular, cycle and pedestrian movement through the site are practical with these links.












Currently there is limited pedestrian access into the site from Southam Road, with only a very narrow margin on the side of the road adjacent to the Waitrose plot. This was highlighted as unacceptable by a planning consultant during the pre-application process.

The area immediately to the south of the existing building is currently utilised as loading bays with an on-site footway and an area of green open space which rises southwards towards the boundary. The footway is clearly identifiable as a pedestrian route through the site.

The existing car parking is shared with JDE and is situated to the north-west of the site in an elevated area, accessed off Ruscott Avenue.



Existing Vehicular & Pedestrian Movements

- | | | | |
|---|--------------------------------------|---|---|
|  | Trunk road movements |  | Vehicular & Pedestrian access onto site |
|  | B-Roads and bus route connectivity |  | Waitrose Development |
|  | B-Roads Name labels |  | Other road routes |
|  | Existing on-site vehicular movements |  | Road Name labels |
|  | Bus stop |  | Site Boundary |
|  | Existing public Right of way | | |



03 | Site Evaluation & Scheme Development

3.1 Design Brief

Graftongate and Paloma Capital's primary objective is to regenerate the site to a high level of design with improved functionality, whilst contributing to employment within the local area.

Though the building is largely screened from the public realm by existing vegetation and level changes, Graftongate and Paloma Capital aim to achieve a cohesive design approach, and create a clean contemporary set of elevations with a feature office element to the prominent southern corner.

As our drawings demonstrate, it is anticipated that these proposals will have limited impact on the existing site and surrounding context. The building footprint will not change, and the internal alterations will result in only minor alterations which are evident externally.

Whilst currently residing in a state of dilapidation the building has been surveyed and is deemed structurally sound. It is therefore proposed that the building envelope is to be over-clad and re-roofed, to extend the building lifespan and bring the envelope performance towards current day requirements, whilst also providing a sustainable and more contemporary appearance to any potential tenants.

There are to be no additional dock loading doors or level access doors, functionality of the building will be increased through the inclusion of fully operational doors replacing the existing defective ones, therefore increasing the building's interface efficiency between itself and HGV's.

Functionality of the site as a whole will be increased through the optimisation of space to increase vehicle circulation and parking capacity for both user's cars and HGV's.

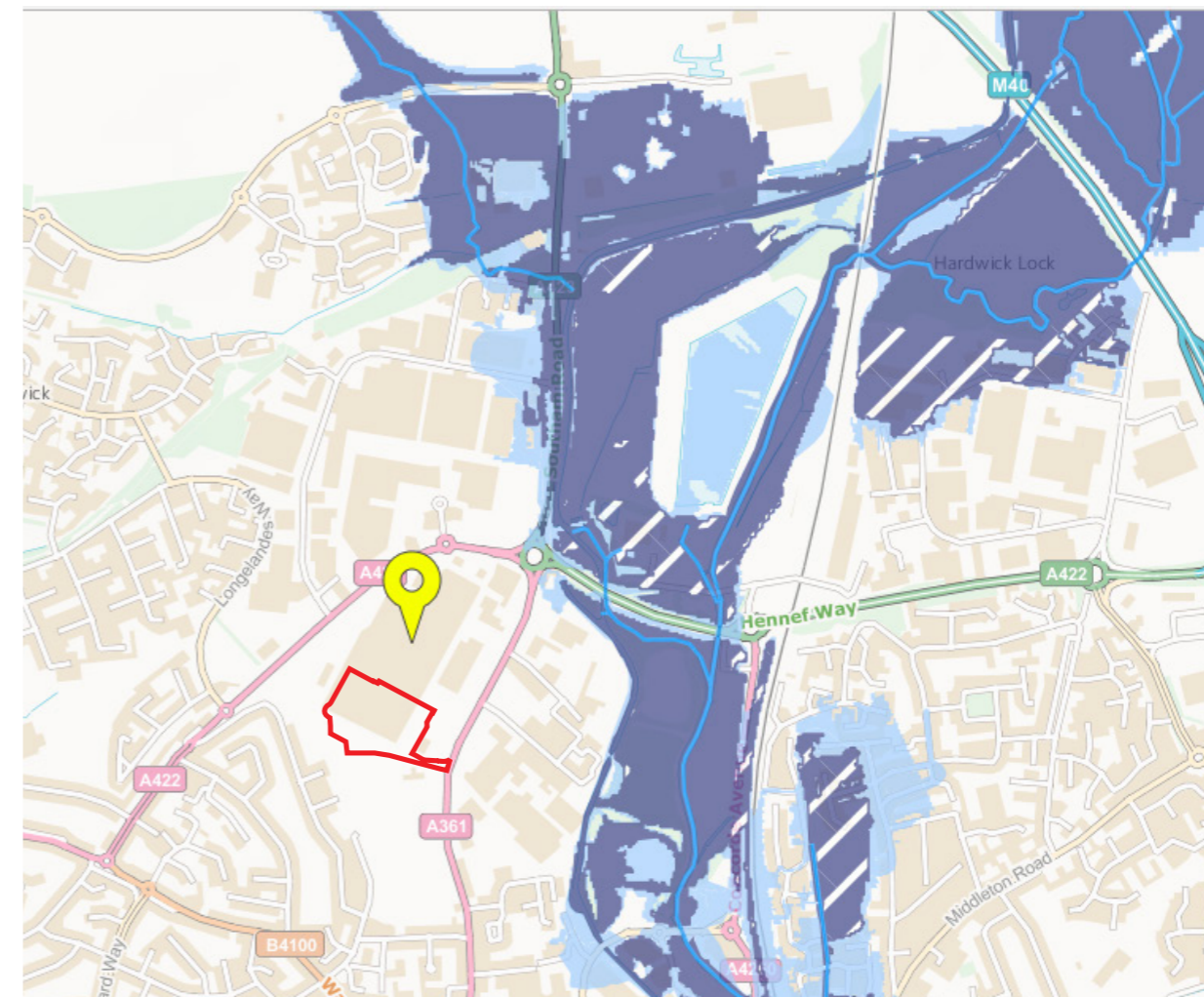
The site is surrounded to the north-west and east by thriving industrial and commercial units which help to provide jobs for the residential areas of Banbury. It is proposed that the development will contribute to the local economy by offering future jobs to the local residents in the surrounding areas.

3.2 Site Constraints & Opportunities

As the project aims to regenerate an existing building, the constraints and opportunities are largely associated with the existing utilities and structures already present on the site. There are no public rights of way across the site or tree protection orders in place.

3.3 Flood Risk

The site is located in flood zone 1, Flood Zone 1 is assessed by the Environmental Agency as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%). A Flood Risk Assessment has been carried out by T.R. Collier & Associates Limited and should be referred to in conjunction with this Design and Access Statement.



Flood Plan Extract

(Flood mapping located at <https://flood-map-for-planning.service.gov.uk/> on 14 Jun 2018)

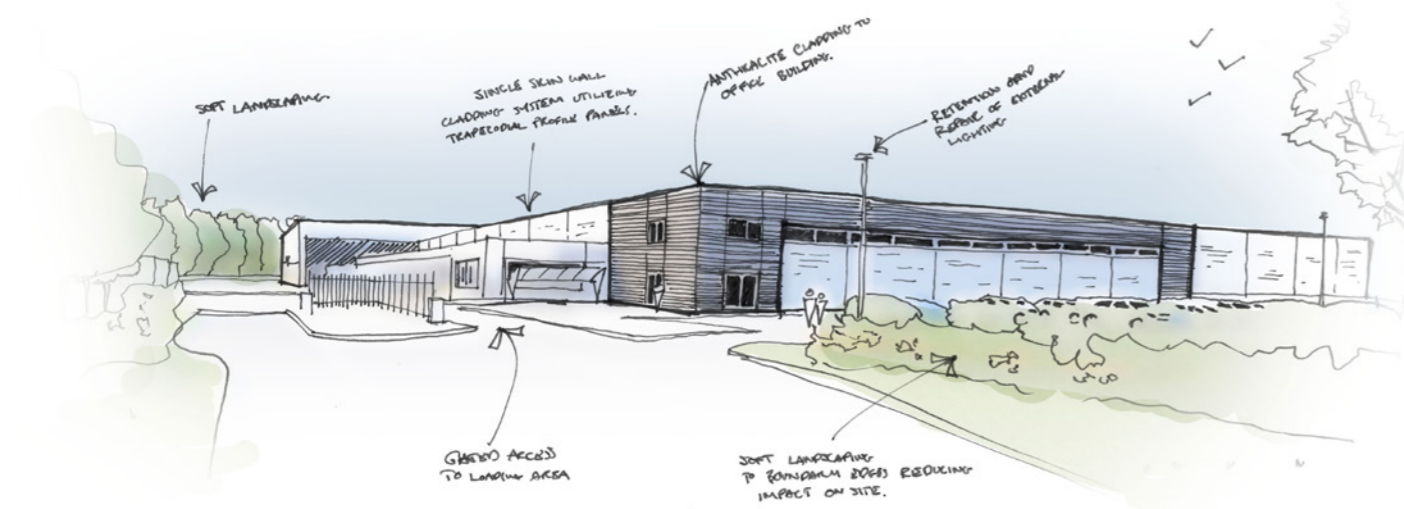
- Site Location
- Flood Zone 3
- Areas benefiting from flood defence
- Flood Zone 2
- Flood Zone 1
- Main River

03 | Site Evaluation & Scheme Development

3.4 Design Principles

Following the objectives of Graftongate and Paloma Capital coupled with the principles of the constraints and opportunities established previously, the following design principles were targeted within the design development of the project:

- Establish a high quality development in the local area.
- Contribute directly to creating safe, attractive spaces with high quality a building and landscape.
- Be responsive to the existing context in terms of built forms and land uses.
- Create a sustainable, well-designed building.
- The buildings and the site layout will fulfil a required level of security and operational functionality.



Concept Sketch of Proposed Scheme

3.5 Acoustic Strategy & Residential Amenity

It is believed that due to the level change of approximately 4m between the site and existing JDE car park, coupled with the distance between the residents on Nursery Drive and the site, there will be no detrimental effect to the amenity of residents either in terms of acoustic disruption or direct light pollution.

As Sections A and B show overleaf where the retaining wall is closer to the building this will help to deflect any limited operational sound away from the residential areas to the west. Where the retaining wall is further away from the building the distance to the nearest residential receptor is increased to over 100m.

In terms of visual impact on residents existing trees along the Western boundary of the existing JDE car park help to prevent adverse visual impact. It is also proposed that the re-cladding of the existing building will improve the visual appearance of the site.

Many of the properties along Nursery Drive are bungalow properties and do not have any direct relationship with the site.



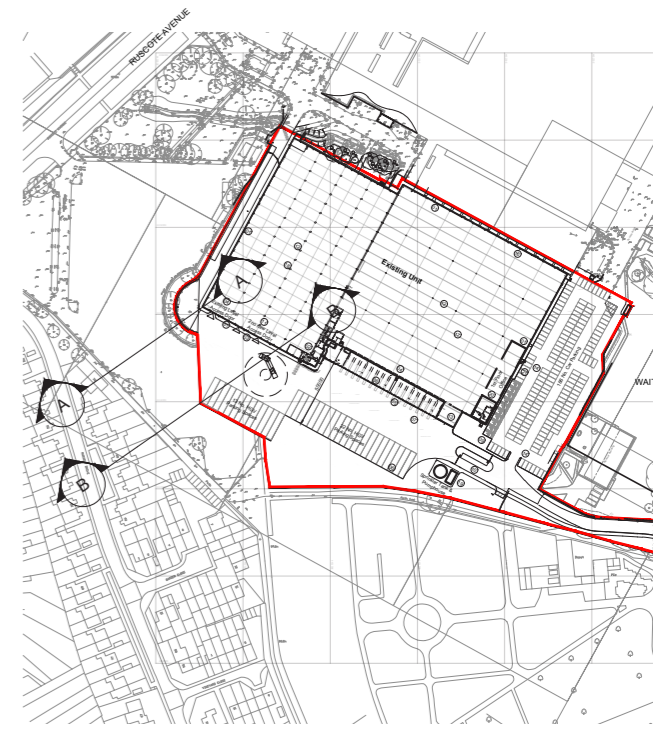
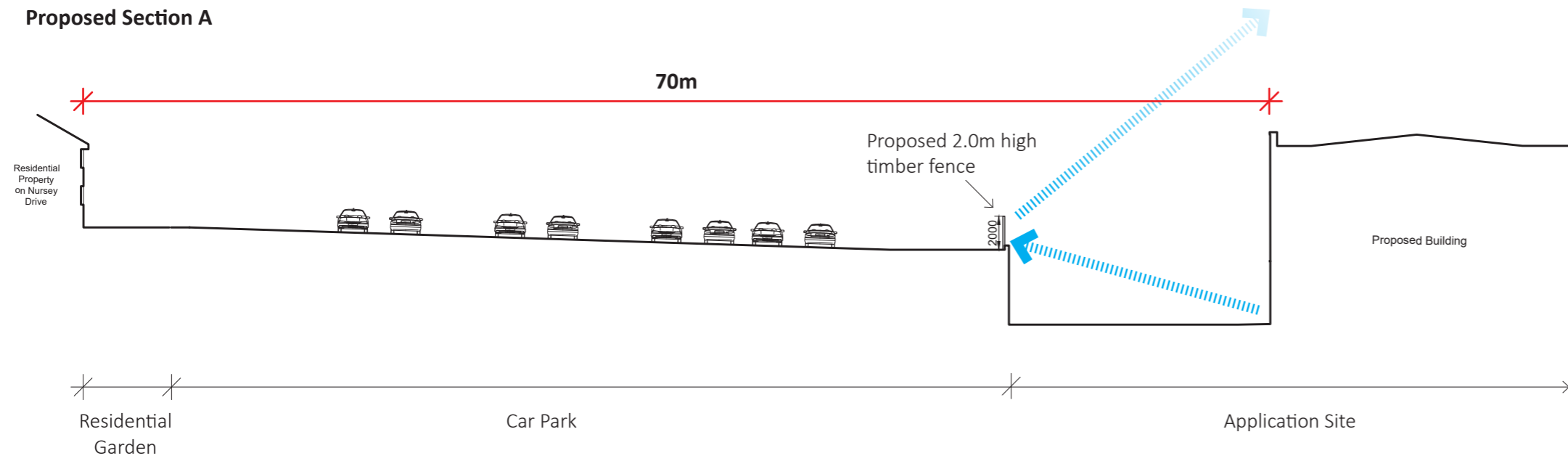
Residential Amenity Sketch

Key

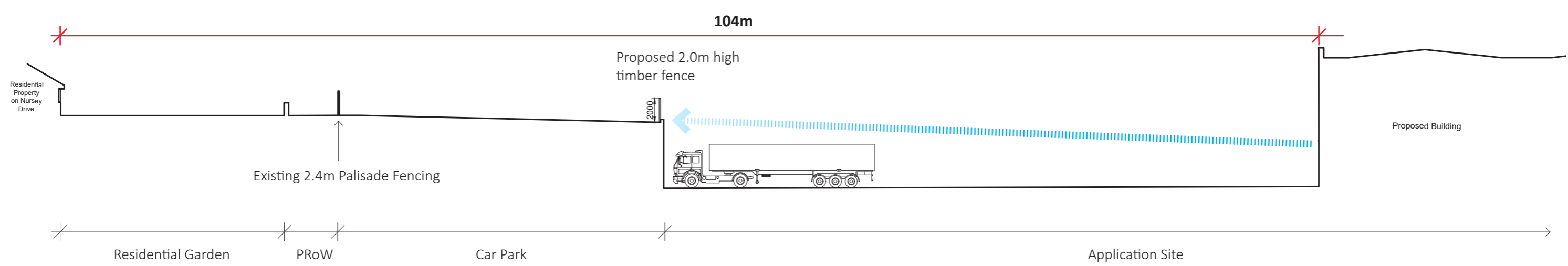
- Noise Dissipation
- Existing 2.4m high palisade fencing
- Existing Visual Barrier
- Proposed 2.0m high closed panel timber fencing
- Bungalow Dwelling
- 2 Storey Dwelling

03 | Site Evaluation & Scheme Development

Proposed Section A



Proposed Section B





04 | Design & Access

4.1 Proposed Use

The current planning use class for the building / site is B8 (Industrial Storage / Distribution), but the proposed usage is intended to expand to include B1 (Business / Offices) and B2 (General Industrial) to maximise the opportunities for the building / site being occupied, whilst remaining within a usage category well suited to the building, the overall site, and the site location.

Offices are located on the first floor, which is limited to the south-east corner of the east warehouse.

4.2 Proposed Amount

The building footprint will not change, and the internal alterations will result in only minor alterations which are evident externally, therefore there will be no alteration to the amount of building proposed.

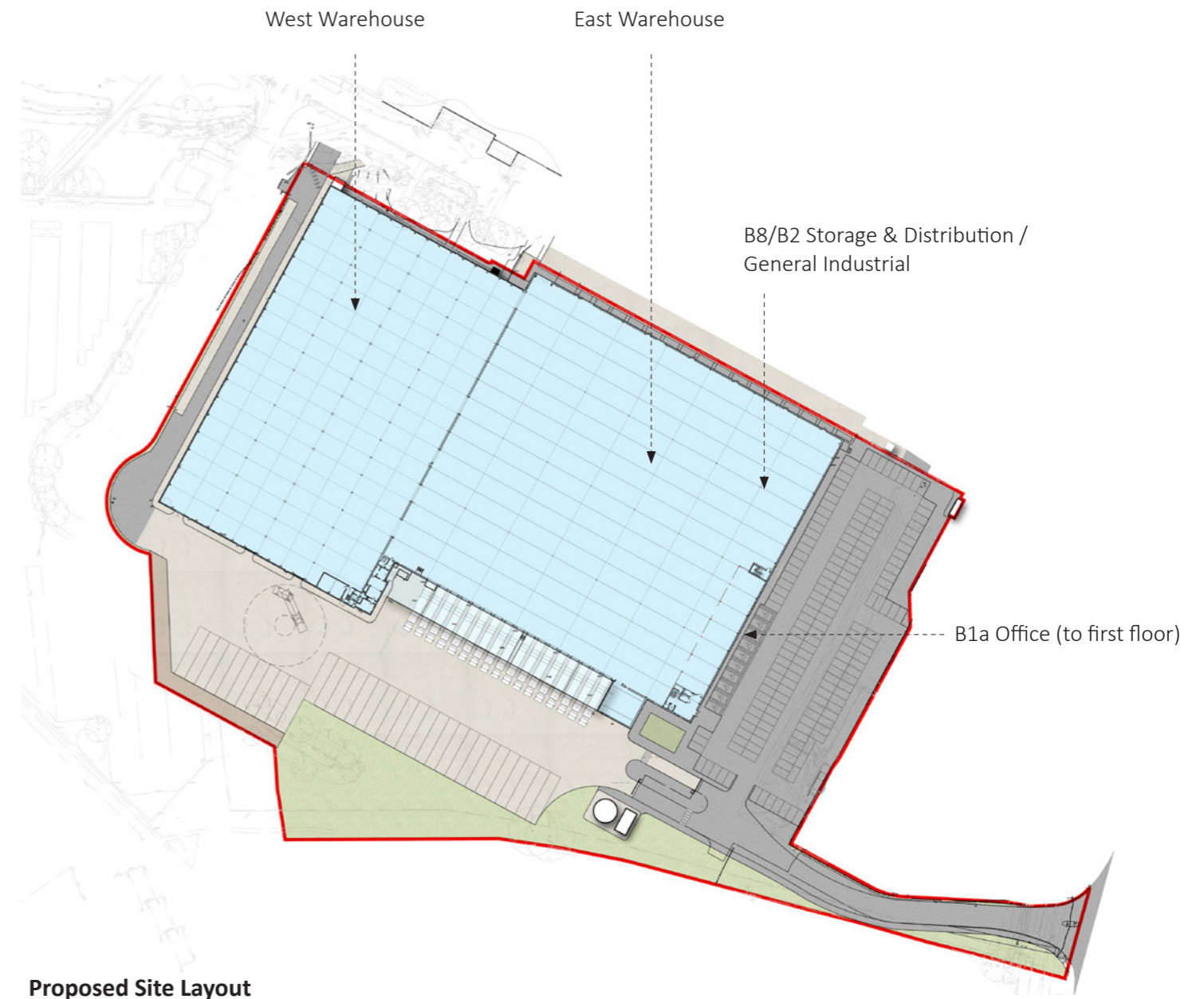
4.3 Proposed Layout & Car / HGV Parking Layout

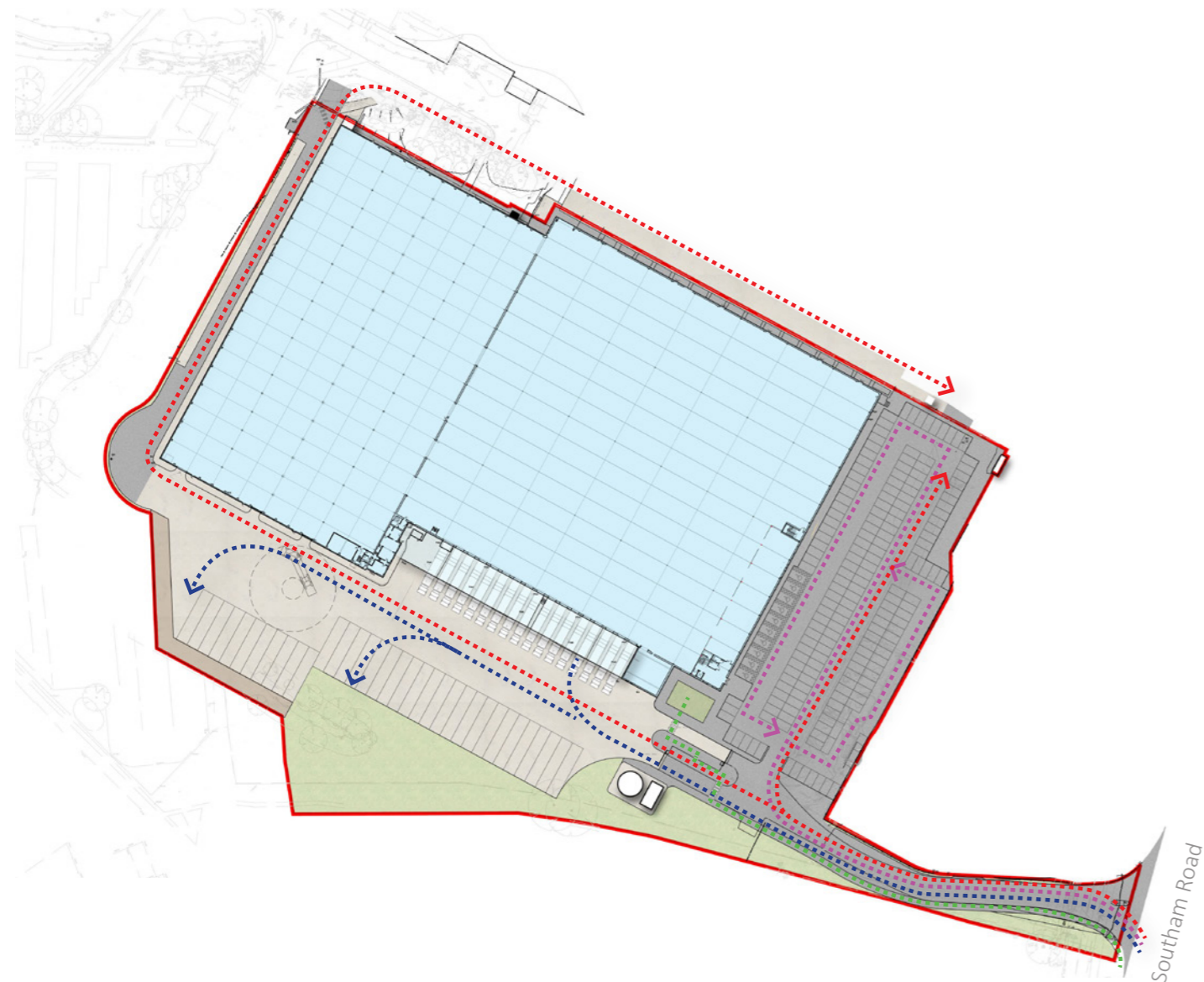
The site layout will not drastically change with most of the external works forming part of the hardscaping and landscape treatments. Some minor internal layout changes will occur including the addition of 3 links between the east and west warehouses to improve circulation efficiency.

The proposal pushes back the soft landscaping and footway located to the south of the building to provide parking for approximately 13 HGV's with associated turning area. The works will retain the southern most soft landscaping.

4.4 Proposed Scale & Massing

The physical scale and massing of the existing building will not be altered. The re-cladding works are anticipated as reducing the visual impact of the building, as the current green cladding and brickwork create a distinct visual barrier.





Proposed Vehicular & Pedestrian Movements Diagram

Key

- - - - -> Proposed HGV movements
- - - - -> Proposed car movements
- - - - -> Proposed footpath diversion
- - - - -> Proposed Emergency Vehicle Access

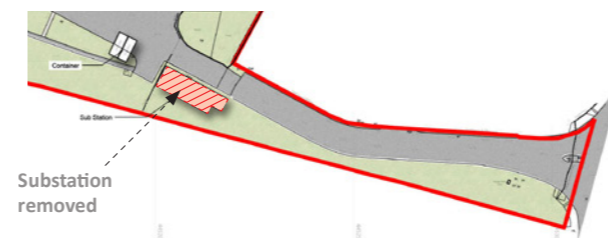
4.5 Proposed Vehicular & Pedestrian Movements

All site specific vehicles, including HGVs, cars and cycles will enter the site via the Southam Road with emergency service vehicles having access to the perimeter of the north east boundary via a gate in the north corner of the site. Tactile paving and dropped kerbs will be provided at all road junctions within the development, with further paving extending up to the main office entrances.

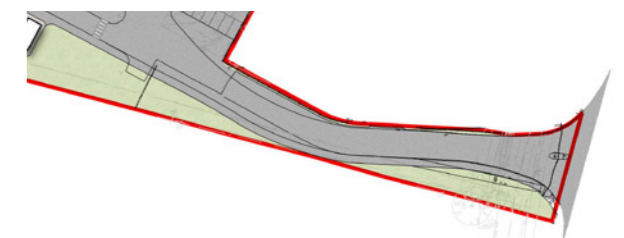
There is a footway that currently crosses the eastern end of the site. It directly crosses a large HGV parking area and would put pedestrians using the footpath in direct conflict with the HGVs parked or manoeuvring in that area. To avoid that conflict, to remove distractions for HGV drivers operating in the area and primarily to maintain an enjoyable experience for footway users, it will be necessary to realign the footway a small distance to the south-east as shown below.

The external layout and surfacing will be laid out to achieve accessibility for disabled occupants. All accessible car-parking bays will be located as close to the main entrance as possible in order to reduce travel distances, with cycle shelters providing security and protection for bicycles. All levels within car parks will (where possible) have a gradient of less than 1:20, enabling wheelchair access and ambulant disabled to access the site without difficulty. All accessible spaces will be designed in accordance with the recommendations of Approved Document M.

All entrances into the buildings will be “wheelchair friendly” level entry, with automatic or manual opening doors. The doors will meet all current Building Regulations Part M requirements. The force required to operate the doors will be below the maximum force recommended in the Building Regulations, and the effective opening width of each leaf will be designed to be more than 800mm.



Existing Pedestrian Access & Substation



Proposed Pedestrian Access

4.6 Proposed Pedestrian Access & Substation Removal

Currently there is limited pedestrian access into the site from Southam Road, with only a very narrow margin on the side of the road adjacent to the Waitrose plot. This was highlighted as unacceptable by a planning consultant during the pre-application process, and so an alternative pedestrian route has been proposed, which requires the realignment of the vehicle route, resulting in the above configuration. The new access which has been created off Southam Road also services the rear of the Waitrose supermarket, situated to the south east of the site.

There is an existing brick built, flat roofed substation situated at the top of the newly created access off Southam Road. The existing building will be removed as part of the overall site development. The building is of no architectural merit and its demolition will have a neutral impact on the visual amenity of the surrounding area. The landscaping around the areas surrounding the entrance are to be retained to ensure a soft approach and view into the site from Southam road.