



Wakefield  
Manchester  
Milton Keynes  
Reading

Proposed Development  
Skimmingdish Lane  
Launton  
Bicester

ON BEHALF OF CREATED LIFE THREE BICESTER LTD

**15987-DAS01A DESIGN AND ACCESS STATEMENT**

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# 1.0 Introduction

This Design and Access Statement has been prepared by The Harris Partnership Ltd on behalf of Created Life Three (Bicester) Ltd in support of a full planning application on Skimmingdish Lane, Bicester.

The proposals are being developed by the applicant for Greggs plc. who wish to operate a small drive thru facility.

Greggs is a British bakery chain founded in 1939 and specialises in savoury products and sweet items.

The purpose of this statement is to describe the site and surroundings and the principles behind the design of the proposed development being submitted with the full planning application.

The Site forms part of wider allocation (Policy Bicester 11) which supports the principle of development at the Site, focussed on employment (former Use Class B1) generating uses.

This Design and Access Statement should be read in conjunction with the accompanying drawings and supporting documentation.

## 2.0 Physical Context

### **Location**

The application site is located to the north west of Bicester on vacant greenfield land to the east of the Launton Road Roundabout and fronting Charbridge Lane.

The overall planning application boundary is 1.18 hectares (2.92 acres) , although the area being physically developed is circa 0.24 hectares (0.60 acres) and is located in the north west corner.

The Site is bound to the east by agricultural fields and a tributary to the River Cherwell.

To the south is the 'floodplain' of the tributary before it runs under Skimmingdish Lane and the Bicester Business Park beyond.

Wyndham Hall Care Home is located to the north, sharing the same vehicular access as this application to the roundabout. Further to the north is the recently completed Link 9 Business Park, a major new distribution centre.

A public right of way (ref 272/15/20) is located to the east of the Site and provides access to the surrounding agricultural fields.

To the west, beyond Skimmingdish Lane is the main north Bicester residential area and there is a busy industrial estate to the south west.

### **Site Topography**

The site is more or less flat with little changes in level.

The majority of the site is in Flood Zone 3b with the exception of an area to the north west where the new development is proposed adjacent to the existing access.

The site has little ecological value, being composed of grassland and scrub with a small area of semi-natural woodland.

## 2.0 Physical Context



Image taken from Google Earth with the Extent of the Proposed Planning Application Outlined in Red



## 3.0 Site Images



**Image 1 - Google Street View Looking North from Charbridge Lane with the Care Home in the Background**



**Image 2 - Google Street View Looking East towards the Proposed Entrance to the Site**

## 3.0 Site Images

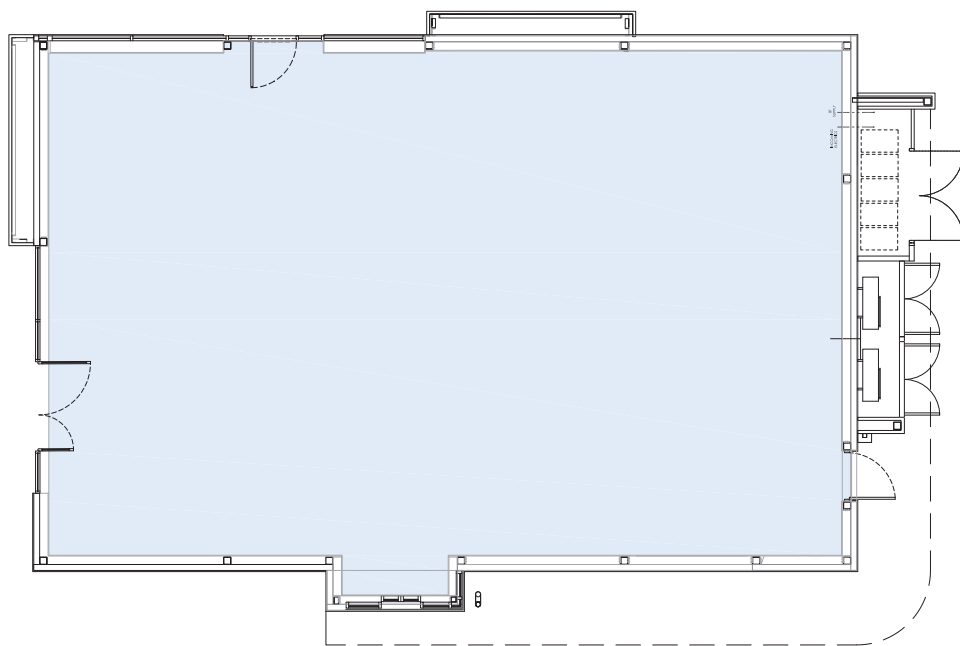


**Image 3 - Google Street View Looking North with the Care Home on the Left**



**Image 4 - Google Street View Looking East towards the Site from the Launton Road Roundabout**

## 4.0 Design



**Proposed General Arrangement Plan**

### **Use**

The proposal is for a drive-thru facility (Use Class E(a/b)) with associated access, parking and landscaping.

### **Amount**

The building is proposed to be single storey with a gross internal floor area (GIA) of 167.2sqm (1,800sqft).

The gross external area (GEA) is 187.8sqm

An extract of the proposed floor plan is shown in the image opposite.

28no. standard car parking spaces are proposed (5m x 2.5m)

2no. accessible car parking spaces are proposed (6m x 3.6m)

30no. Total vehicle parking

6no. secure cycle spaces are proposed under a covered cycle shelter.

The application site area is 1.18 hectares (2.92 acres).

The area of site being physically developed is 0.24 hectares (0.60 acres).



# 4.0 Design

## Layout

The site is accessed from the existing junction serving Wyndham Care Home, as shown in the proposed site plan opposite. The position of the new junction allows the existing brickwork structure to remain in place and has proved will not interfere with visibility.

The building has been proposed in a specific location within the site, avoiding the flood area identified within the Flood Zone 3b Map with just proposed external areas encroaching within it. The building is proposed to have a finished floor level of 69.75m AOD, as recommended in the flood risk assessment (FRA).

The car park has been designed to circulate freely and allow the Greggs delivery vehicle to manoeuvre and service within the car park without the need for any unnecessary reversing.

The drive thru lane has been designed with a particular queuing length to ensure there is very low risk of stacking back of cars which could cause an obstruction. The drive thru lane is also designed to be completely segregated from the proposed car park.

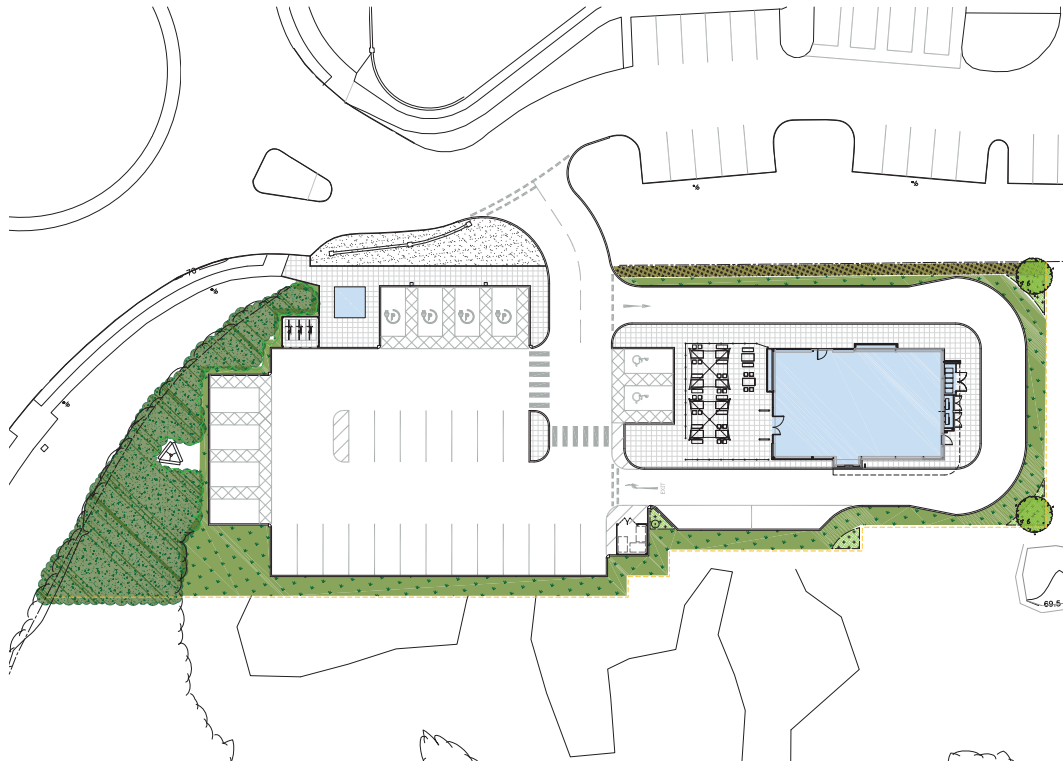
A large external seating area is provided (to Gregg's requirements) in front of the main entrance and faces south west. This provides an element of spatial hierarchy in terms of transition of space from outside to in and will provide some activity to the frontage.

The main customer entrance is visible from the main access approach, assisting navigation of the site to new visitors.

A new substation is proposed to be located as close to the incoming supply as possible, while being located far enough away from the building to negate the visual impact. It is also positioned behind the existing masonry wall structure which acts as a natural screen from the northern approach.

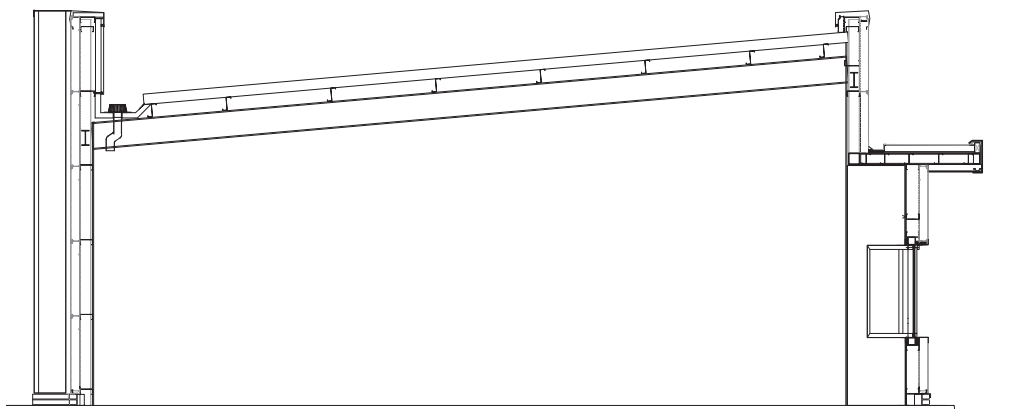
4no. electric vehicle (EV) charging bays are proposed, dependant upon a specialist electric vehicle charging company engaging in the operational responsibility and running of the facility. These are proposed as close to the existing electrical supply as possible. 4no. potential additional EV spaces have also been allocated in the south west side of the car park, all subject to cost and a suitable operator being appointed to manage them.

An indicative location for a totem sign has been shown on the proposed site plan, however this will be subject to a separate advertisement consent application by Greggs.



**Proposed Site Plan**

## 4.0 Design



**Proposed Cross Section**

### **Appearance and Scale**

In terms of external materials and compositional elements, the proposal is intended to respond to Greggs' design aspirations and requirements.

The building structure has been designed as a monopitch portal frame with a parapet wall.

The height of the building has been designed to accommodate Greggs' internal fit out requirements. This is shown on the proposed cross section drawing opposite.

The shopfront glazing and steel doors are proposed to be in Anthracite grey (RAL 7016).

The main body of the building is proposed to be in flat metal cladding in Anthracite grey (RAL 7016) with changes in colour to Cornflower blue (BS 18E53). This helps to break up the massing of the unit and is Greggs' corporate colour.

The drive thru collection point projects from the side elevation and is proposed in Cornflower blue in order to contrast with the Anthracite grey cladding behind and guide customers towards it.

A low level smooth facing brickwork plinth is proposed in blue, providing a robust finish to the base of the walls.

All tenant signage will be submitted as part of a separate advertisement consent application by Greggs.

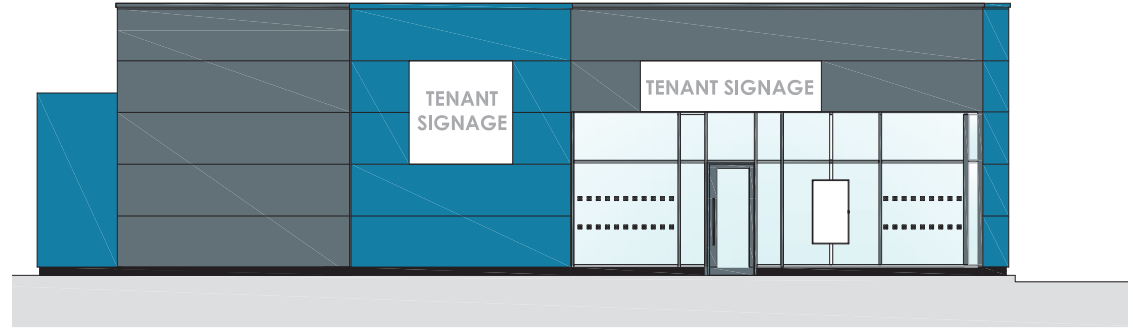
The proposed refuse store is to be in timber, details of which are all set out on the proposed refuse store details drawing submitted with this application.

The proposed cycle shelter is to be in Anthracite grey (RAL 7016) with a polycarbonate roof. All details for this are shown on the proposed cycle details drawing, again submitted with this application.

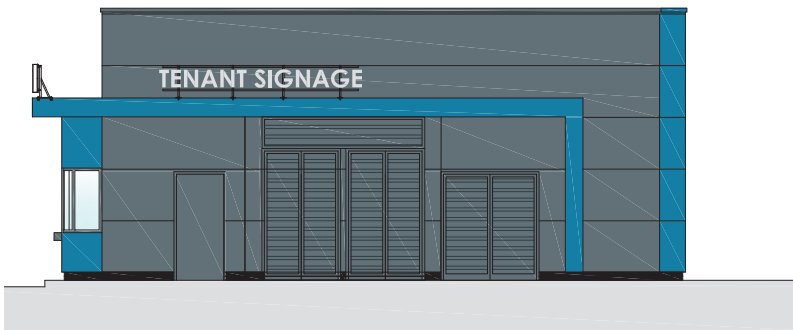
# 4.0 Design



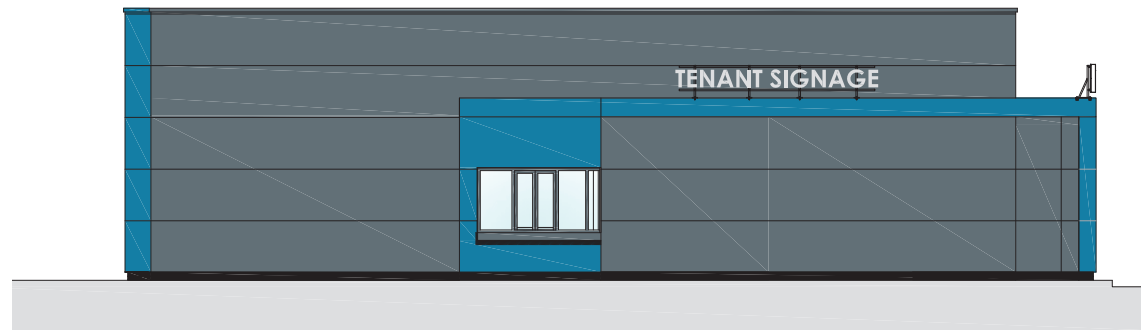
**Proposed South West Elevation**



**Proposed North West Elevation**

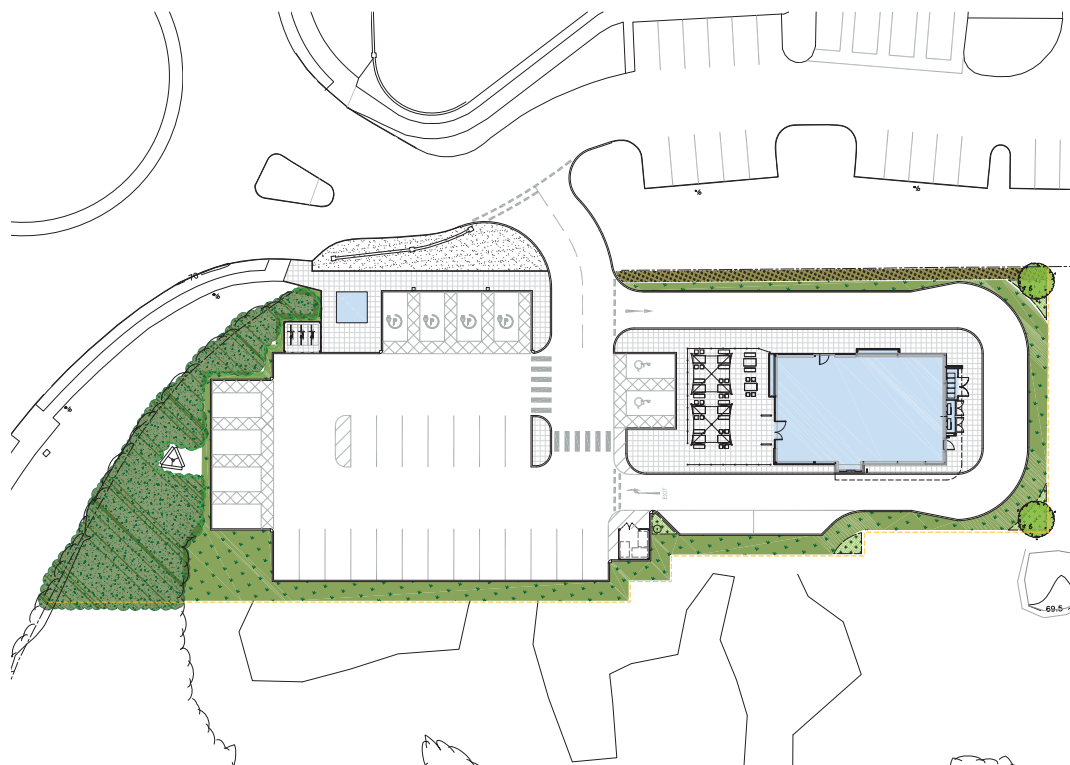


**Proposed North East Elevation**



**Proposed South East Elevation**

# 5.0 Landscaping



**Proposed Site Plan**

## **Soft Landscaping**

A detailed soft landscaping plan has been submitted with this planning application where full details can be found.

The soft landscaping has been provided around the perimeter of the site, as can be seen from the proposed site plan opposite. A nominal 2m wide band has been formulated around the site and will become the demise line of the end user where boundaries are not already established.

Mixed species native hedge planting is proposed along the north western boundary with the Care Home in order to provide an element of visual screening.

Ornamental shrub planting is proposed in strategic corners/sections of the site.

The existing shrubs/hedge to the boundary with Charbridge Lane is proposed to be retained and pruned.

Flowering lawn is proposed to the majority of the remaining soft landscaped areas.

Any non native trees are proposed to be removed along the boundaries.

## **Hard Landscaping**

The car park and drive thru lane is all proposed to be in black top tarmacadam with the parking bays, pedestrian crossing points and road markings all done in thermoplastic white lining. The accessible parking bays will be in thermoplastic yellow lining as per the standard regulations.

Pre-cast concrete paving is proposed around the perimeter of the building, to the external seating area and along the pedestrian route to the rear of the EV charging bays and around the proposed substation.



## 6.0 Access

### **Vehicular Access**

Vehicle access is proposed from the existing junction off the Launton Road Roundabout which currently provides access to Wyndham Hall Care Home.

A visibility splay drawing, submitted with this planning application, demonstrates the proposed access provides clear visibility to the highway.

An 11.025m long delivery vehicle is required to service the site by the end user. A track analysis drawing (submitted with this application) demonstrates this vehicle will be able to enter and exit the car park in forward gear out of customer opening hours.

Vehicle tracking drawings (also submitted with this application) show how three different size cars are able to easily access the proposed drive thru lane.

Refuse vehicles are able to enter and exit the car park in forward gear and service the proposed refuse enclosure.

### **Pedestrian Access**

A pedestrian access connection has been proposed from the highways in the far western corner of the site, offering access close to the pedestrian crossing adjacent to the roundabout. A safe, 2m wide, paved footpath is then provided to the side of the car park, leading customers/staff towards the main entrance via marked crossing points through the car park.

### **Cycle Access**

There is a dedicated cycleway along the western side of Skimmingdish Lane. 6no. cycle spaces are proposed to be provided under a covered cycle shelter. These are indicated on the proposed site plan, details of which are shown on a separate cycle details drawing, submitted with this planning application.

### **Inclusive Access**

The topography of the site does not present any issues with regards to mobility impaired users and 2no. accessible parking bays have been positioned in close proximity to the proposed entrances. The development has been designed to comply with the current Building Regulations - 'Access to and use of buildings – Approved Document M' and will be fully compliant with the Equality Act.



## 7.0 Sustainability

The development will aim to incorporate environmental considerations throughout the building as is practical, based on the following sustainability themes:

- Minimise Energy Use: the objective is to minimise energy needs in development by following a hierarchical approach to minimising energy use.
- Sustainable Building Materials: this theme covers a range of sustainability impacts including, minimising the energy required for producing and transporting building materials, using recycled material from local sources as far as possible and by choosing materials with a low embodied energy.
- Sustainable Construction: This theme covers the methods used during the construction phase to reduce disturbance and the impacts on the surrounding environment.
- Sustainable Transport and Accessibility: the objective is to minimise car usage and to encourage walking, cycling and the use of public transport.
- Waste Management: the amount of waste generated in the construction process is to be minimised following the national waste strategy: reduce, reuse, and recycle.
- Site Management: the objective is to ensure that the site is managed effectively to ensure that sustainability measures are implemented effectively.

Therefore the project will:-

- Comply with all Statutory Environmental Regulations;
- Ensure that all environmental matters are taken account of in any business decision;
- Ensure that any disturbance to the environment is kept to a minimum and that the quality of life of any local inhabitants is also respected;
- Endeavour to attain a reputation for effective environmental management;
- Attempt to maintain resources which are scarce or non-renewable;
- Attempt to stop the release of emissions or pollutants that may cause damage to the environment;
- Ensure that only suppliers and sub-contractors who have a high environmental regard are used;
- Ensure that due regard is taken so that the Health and Safety risks to both employees and communities are minimised;
- Undertake an ongoing procedure review of its operations in order to minimise the environmental effect of its operations;
- Be mindful of the responsibility to the environment.

## 8.0 Conclusion

The proposals are for a small drive thru Greggs facility with associated access, car parking, servicing and landscaping on Skimmingdish Lane, Launton, Bicester.

The site is located to the south of Wyndham Care Home with access from the east spur of the Launton Road Roundabout.

The proposals have been designed in close collaboration with Greggs and their design team in order that the proposals will provide the optimum design for their requirements.

The servicing drawing and the vehicle tracking for the drive thru lane prove the site works well in terms of vehicle operational requirements.

The site is easily accessible to all modes of transport and provides easy access within the site curtilage for all users.

The external construction material palette is based on the end users aspirations and commercial identity.

A fully detailed soft landscape plan has been submitted with this application.

A preliminary ecological appraisal has found the site to be of poor to moderate value in terms of biodiversity. The conclusions of the Biodiversity Assessment, submitted with this application, has indicated the development will result in a biodiversity net gain.

The nature and scale of the proposed development represents the only realistic means by which to support jobs on this part of the Use allocation as it is heavily constrained by its limited scale, relationship to the existing development and flood risk.

The unit will compliment and add to the attraction of the large quantum of employment floorspace in this area of Bicester.

