

16.145.03

## **Design and Access Statement**

For

**Full application for a mixed-use development including a 240-bed hotel, 4 storey office, two hot food drive-thrus, a coffee drive thru, and a petrol filling station.**

At

**Frontier Park**

**Land adjacent to the M40**

**Junction 11**

**Banbury**

**OX16 3AD**

## **1.0 Introduction**

This statement accompanies a full planning application for a mixed use development at Frontier Park, adjacent to the M40 at J11, Banbury. The application seeks approval for a mixed-use development including a 240-bed hotel, 4 storey office, two hot food drive-thrus, a coffee drive thru, and a petrol filling station.

The application forms part of the wider Frontier Park development which has consent for B1, B2 and B8 uses which are currently under construction within the northern and central areas of the site. The site has allocated employment uses of B1(a) Offices (now Use Class E), B2 General Industrial, and B8 Storage and Distribution uses, with the intention of delivering economic and employment growth and investment supplemented by local infrastructure.

This statement should be read in conjunction with the following drawings prepared by Campbell Driver Partnership:

### Site drawings

- 16.145.03.301H – phase 3 site plan
- 16.145.03.302B – phase 3 site areas
- 16.145.03.303A – phase 1-3 site plan
- 16.145.03.304A – OS plan
- 16.145.03.305A – existing site plan
- 16.145.03.306A – ev canopy elevations

### Hotel drawings

- 16.145.03.400C – ground and first floor layouts
- 16.145.03.401C – first, second third, fourth and roof plans
- 16.145.03.402D – proposed elevations

### Office building drawings

- 16.145.03.501B – ground and first floor layouts
- 16.145.03.502B –second and roof plans
- 16.145.03.503B – proposed elevations 1 of 2
- 16.145.03.504B – proposed elevations 2 of 2

Coffee drive-thru drawings

16.145.03.601A – coffee drive-thru plan

16.145.03.602A – coffee drive-thru elevations

Hot food drive-thru unit A drawings

16.145.03.701A – hot food drive-thru unit A plan

16.145.03.702A – hot food drive-thru unit A elevations

Hot food drive-thru unit B drawings

16.145.03.801A – hot food drive-thru unit B plan

16.145.03.802A – hot food drive-thru unit B elevations

PFS drawings

16.145.03.901B – hot food drive-thru unit B plan

16.145.03.902C – hot food drive-thru unit B elevations

A full list of supplementary documents and reports is provided by PWA Planning.

## **1.0 Planning Policy**

A full list of planning policies influencing the proposals is included in the Planning Statement accompanying the application.

The National Planning Policy Framework(NPPF) sets out the governments planning policy for England and how it should be applied. The NPPF requires great importance to be attached to the design of the built environment and good design is a key aspect of sustainable development; the NPPF also advises that design is indivisible from good planning, and should contribute positively to making places better for people . The NPPF also states that planning should not tend to oppose architectural styles and particular tastes and should not stifle innovation. In preparing the scheme for the proposed development full regard to the NPPF has been had in respect of design.

The application conforms to the NPPF as the proposal seeks to promote economic development and facilitate sustainable economic growth by building an employment focused development, in a highly accessible location that will promote employment opportunities.

Regard has also been had to design policies contained within the Cherwell Local Plan Part 1 2015 and in particular Policy Banbury 15 Employment land north east of junction 11 and the specific design and place making principles of Policy ESD15.

A full planning policy overview is contained within the planning support statement.

### 3.0 Proposed Use

The planning application site is located at Junction 11 of the M40, north east of Banbury town centre. The site is situated immediately adjacent to the M40 and bounded by the A361 to the east. The site is identified as a Strategic Employment Site in the Cherwell Local Plan.

The proposal seeks to further develop the southern areas of this strategic site creating employment opportunities through a mixture of use classes. Given the transport links and proximity to the town of Banbury this will deliver a sustainable development as envisaged in Cherwell's Local Plan.

The client intends to introduce a form of their standard business model to the site, consisting of a petrol filling station and associated hydrogen fuel pump, electric vehicle charging points and jet washes. This is to be contained to the east of the site.

To the east, it is intended that 3No. food and beverage outlets are introduced consisting of 1No. coffee shop and drive-thru and 2No hot food restaurants with drive-thrus.

The southerly most areas of the site are to contain a 240 bedroom hotel, over 5 storeys with a 4 storey office building occupying the south-western boundary of the site, fronting the M40 slip road from the north.



Figure 1. Site wide masterplan of phases 1-3

## **4.0 Amount**

The application site represents 3.86 hectares of site-wide Frontier Park site of approximately 12.7 hectares.

The petrol filling station is of 10,000sq ft and contains 9 petrol filling pumps, 1 hydrogen fuel pump and 20 electric vehicle charging points. There is also capacity for HGV refuelling and 2No air jet lines for tyre pressure adjustment. The station contains 36 car parking spaces in addition to the 20No EV charging spaces.

The proposed drive-thru areas are as follows:

- Coffee drive-thru: 2,300 sqf
- Hot food drive-thru A – 2,300 sq ft
- Hot food drive-thru B – 3,585 sq ft

The proposed hotel is to contain 240 bedrooms over 5 storeys. At ground floor level, hotel accommodation will consist of a reception area and ancillary operation areas, kitchens, bar and lounge areas and a small gym. The hotel footprint occupies 19,600 sq ft and has 164 parking spaces, including disabled spaces.

To the west of the site sits a speculative office development with 50,000 sq ft of office space over 4 storeys. The premises is designed to be lettable in its entirety or split between multiple tenants, particularly over a two tenant per floor ratio. The offices have 111 car parking spaces including dedicated disabled bays.

## 6.0 Layout

The layout of the site is influenced through the requirements and practicalities of each building use while noting the visual implications and necessities of each unit.

The PFS and drive-thrus occupy a central position on the overall masterplan which permits easy access and egress for general use, without encouraging unnecessary vehicular movement through more static areas of the site. The low lying nature of these buildings also suits their positioning where adjacent boundary levels are particularly flat, allowing visual recognition from the A361 without the building becoming overbearing on the general topography.

The office building and hotel, meanwhile, are also positioned to allow visibility on approach, with the office building fronting the M40 slip road from the north and the hotel addressing the roundabout aspect of the M40's Junction 11. The hotel in particular, is positioned in a way that permits visibility for the visitor from the nearby junction and also rises to meet the considerable banking along the southern most boundary. Positioning the hotel and office building in this manner also assists in delineating sufficient parking areas in a central area to each, whilst alleviating the eastern boundary from unnecessary building mass, thereby leaving the site 'open' from its eastern aspect.

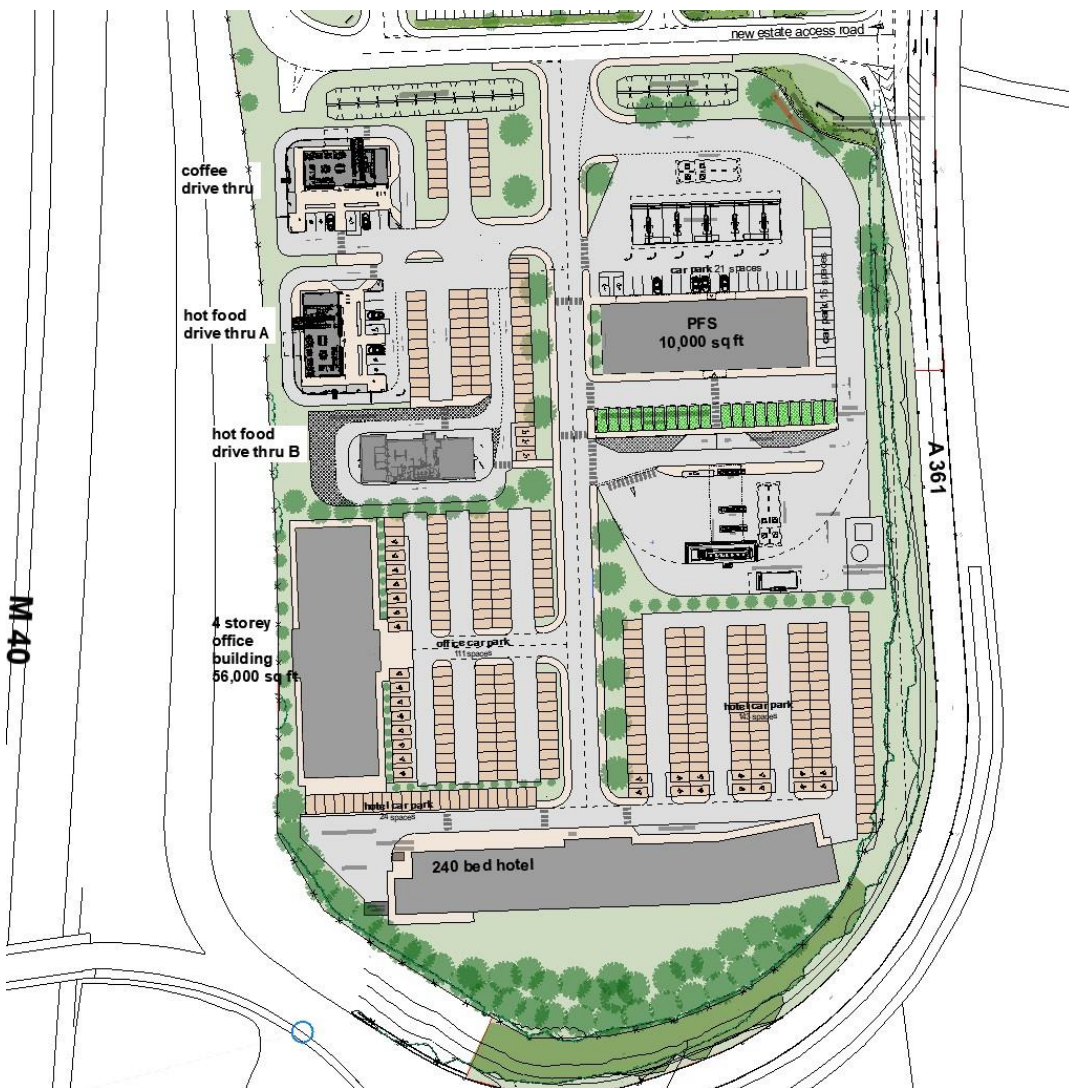


Figure 2. Proposed Site Plan

## 7.0 Appearance and Scale

Whilst the use classes of the application area differ from those industrial uses of the northern developments, the appearance of the proposed buildings are designed to consider the development as a whole, thereby providing a holistic and consistent appearance across Frontier park allowing it to be read as a single development.

The scale of the buildings are relative to their positioning on site and required levels of visibility and prominence all as discussed under '6.0 Layout.'

### PFS and drive thrus

The PFS and drive throughs are single storey buildings occupying a central location on site. They play an important role in breaking up the mass of the site with larger buildings to the north and south. The appearance of these buildings maintain the light to dark grey colour tones of the existing development, but also introduce a more natural touch of timber panelling more in-keeping with the human scale of the buildings and to provide a natural and welcoming feel to the central area where more pedestrian movement and activity is to be expected.

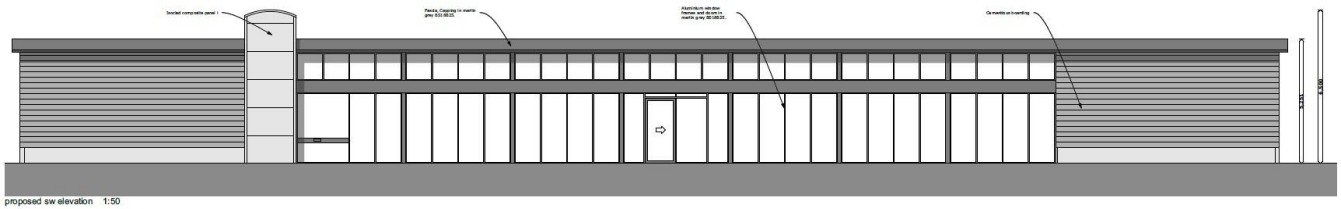


Figure 3. Typical PFS elevation

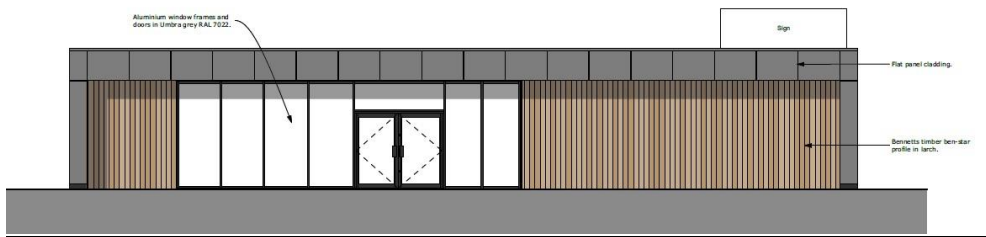


Figure 4. Typical drive-thru elevation



## Office building

The office building marries with the larger industrial buildings to north but on a much smaller scale. The graduating grey tones of cladding are used to break up the tone and mass of the principal elevations and will appear to make the uppermost part of the elevations seem lighter. Whilst the seemingly random nature of the window arrangements further punctures the elevation mass and adds variety and interest across the elevation length. The main entrance is highlighted by a contrasting dark façade and full height curtain walling at each floor level with a feature black entrance accentuating the ground floor entrance area. The ground floor walling is largely made up of glazing giving the sense of the upper floors floating above – this adds to a sense of lightness further diminishing the mass of the building.

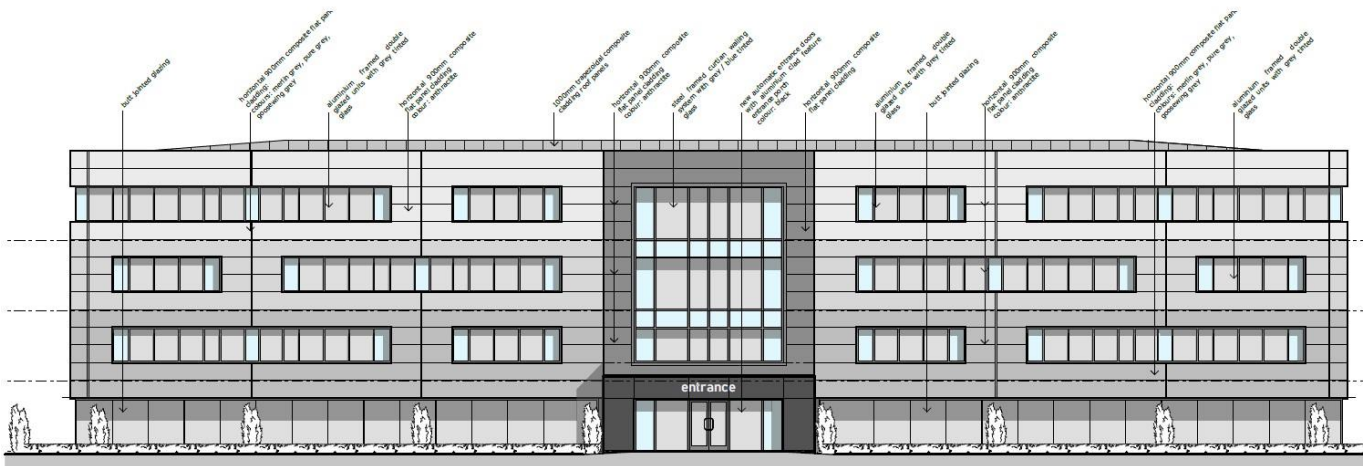


Figure 5. Principal Office building elevation

## Hotel building

The hotel building is largest in scale across the application development and as previously discussed is positioned closest to the J11 roundabout which sits at a higher topographical level. This ensures that the building mass is visually reduced due to the high laying nature of the adjacent topography and also that the building is still visible from the junction for visitors and passers by.

The material selection of the hotel looks to reflect similar tones of the adjacent building but leans to a lighter, more welcoming colour palette accentuated by a high-end finish in aluminium cassettes with a recessed shadow gap. The random variety of panel colours and sizes again adds visual interest along the length of the elevation, whilst a low level brick banding helps break up the height of the building whilst giving the proposal a 'base' and a sense of grounding upon the site.



Figure 6. Principal Hotel elevation

## **8.0 Landscaping**

Reference should be made to the supporting Landscape scheme prepared by DEP Landscape architects. Their proposals seek to create a naturalised landscape setting defining edges and boundaries and routes through the site by the use of quality planting and external materials.

In addition they have also undertaken a landscape visual impact assessment to identify the impact of the proposed development in the wider landscape setting.

As part of the clients commitment to sustainability, ecology assessments have also been undertaken which will inform the BREEAM Assessment and have been reinforced by a landscape proposal that supports and enhances bio diversity.

## **9.0 Sustainable Design principles**

Monte Blackburn Ltd is committed to ensuring the development employs best practice sustainable design principles and to this end the project will be registered as a BREEAM project with the aim of achieving 'Very Good.'

BREEAM project ratings review all measures, from ecology enhancement, sustainable drainage provision, life cycle costing to carbon efficient energy performance.

Best practice sustainable design principles will be achieved through the prioritisation of passive design principles including:

- Maximising levels of insulation to the external fabric
- Optimising levels of air tightness with the new structure
- Good practice junction detailing to reduce thermal bridging

In addition, particular consideration will be given to the use of efficient lighting systems and heating and cooling provision to ensure the most carbon and cost efficient system possible with energy efficient solutions/renewable energy sources fully assessed at detailed design stage.

Energy efficiency and renewable energy sources will be fully explored with the aim of achieving a minimum of 10% enhanced performance on current building regulations.

Also, in line with developing national aspirations to move toward more sustainable modes of transport, a high concentration of electric vehicle charging points (20) and Hydrogen fuel for HGVs will be available alongside more traditional forms of fossil fuel.

PV panels are to be utilised on the drive thru units and PFS whilst the electric vehicle charging canopies also house PV panels, with canopies orientated accordingly.

## 10 Access

Access to the application site is from the A361 to the east of the site via an access road already formed to serve the ongoing development of Phases 1 & 2 of Frontier Park.

Access within the site is organised along a central access road which acts as a site division between drive-thru and PFS areas, along access and vehicular circulation within each to be area to remain segregated. The access road stretches southerly forming east and west parking areas for the hotel and office building.

Car parking numbers for each site area are as follows:

### PFS

- 36 car parking spaces
- 20 ev parking spaces

### Drive-thrus

- 82 car parking spaces

### Offices

- 111 car parking spaces

### Hotel

- 167 car parking spaces

Within the development there is a 10% ratio for accessible spaces serving each building.

A detailed Transport Statement submitted with this application outlines the trip generation and accessibility in the wider context.

Inclusive access is achieved in all the buildings by the provision of level thresholds, accessible lifts where required and accessible amenities.

Accessible car parking is positioned adjacent to all entrances to each building.

The site has an incorporated pedestrian link from the near bus stops for ease of commute and to promote sustainability within the site. These footpaths are continued through the site to allow safe passage to each building and / or area with appropriate crossings at vehicular interaction points.