DARLING ASSOCIATES
ARCHITECTS

Site 3 Drive Thru Proposal

Design and Access Statement

Jacobs Douwe Egberts, Ruscote Avenue, Banbury, OX16 2QU

November 2021
Revision C

1 Introduction

1.1 Summary

This Design and Access Statement has been prepared by Darling Associates on behalf of Paloma Capital to accompany a planning submission for the redevelopment of the existing employee car park at Jacobs Douwe Egberts on Ruscote Avenue, Banbury.

The proposal comprises of the erection of a drive-thru café within Use Class E; together with associated car parking, servicing and access; landscaping and all associated works.

This application is submitted concurrently and is linked with two further applications, one on the existing JDE car park which adjoins this site (Site 4- van storage facility) and the second for the erection of a surface car park to provide replacement employee parking for JDE (Site 2- Replacement Car Park Application) on JDE land to the north, which is to provide replacement car parking following the demolition of an existing vacant office building.

1.2 Project Team

PROJECT TEAM:

APPLICANT: PALOMA CAPITAL

DEVELOPMENT MANAGER: GRAFTONGATE INVESTMENTS

EMPLOYERS AGENT, PROJECT MANAGER& QS : TRINITY

PLANNING CONSULTANT: JLL

ARCHITECT: DARLING ASSOCIATES

CIVIL & STRUCTURAL ENGINEER: PRP CONSULTING ENGINEERS & SURVEYORS

M&E ENGINEER: HALLIGAN CONSULTING ENGINEERS

LANDSCAPING ARCHITECT: BARRY CHINN ASSOCIATES LTD

LANDSCAPING CONTRACTOR: WHITING LANDSCAPE LTD

TREE AND WOODLAND CONSULTANCY: BB TREES LTD

TRANSPORT PLANNING CONSULTANT: DAVID TUCKER ASSOCIATES

AIR QUALITY & NOISE CONSULTANTS: VANGUARDIA

ECOLOGY & BIODIVERSITY: RPS ECOLOGY

2 Site Analysis

2.1 Site Location

01: Cherwell within Oxfordshire

02: Banbury within Cherwell Council

03: The Application Site within Banbury

The application site (Site 3) is located circa 1 mile north east of Banbury Town Centre and currently forms part of the wider Jacob Douwe Egberts (JDE) site, located on Ruscote Avenue. It is an established industrial area, with excellent vehicular connections to the M40, via Hennef Way.

The site itself, currently forms part of an underutilised car park with 345 spaces, providing employee parking for JDE. It comprises an area of hard standing with spaces demarcated and access taken directly from Ruscote Avenue. The site is secured with perimeter fencing and a controlled entrance barrier, and there are a number of mature trees on the boundaries.

To the east of the site is a former JDE warehouse (Site 1) which has recently been refurbished and is being actively marketed, and to the northeast, is the main JDE site. The area to the north is predominantly industrial in nature, albeit with an Aldi supermarket located directly opposite. To the south and southwest of the site is residential, characterised by 2 storey semi-detached houses with a pedestrian footpath located along the southwestern boundary and a cemetery to the southeast.

2.2 Existing Site Photographs

01: View Looking South along Ruscote Avenue

02: View looking Southeast from Ruscote Avenue

03: View of the existing site entrance

04: View looking East on Ruscote Avenue

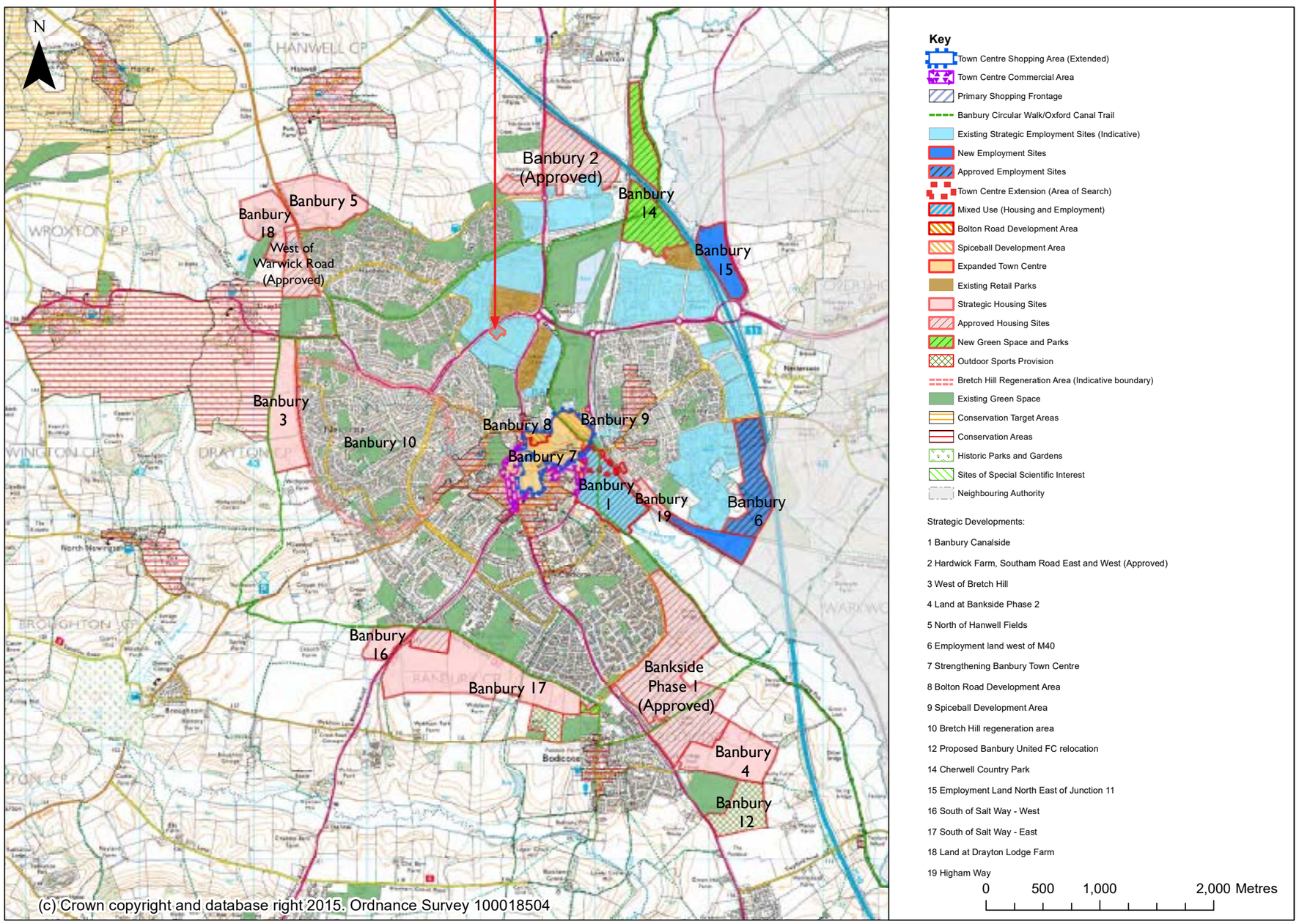
05: View Looking East from Nursery Drive

06: View Looking North from Nursery Drive

2.3 Planning Policy

Development Site

5.3 Key Policies Map: Banbury



Cherwell local Plan 2011-2031 Part 1

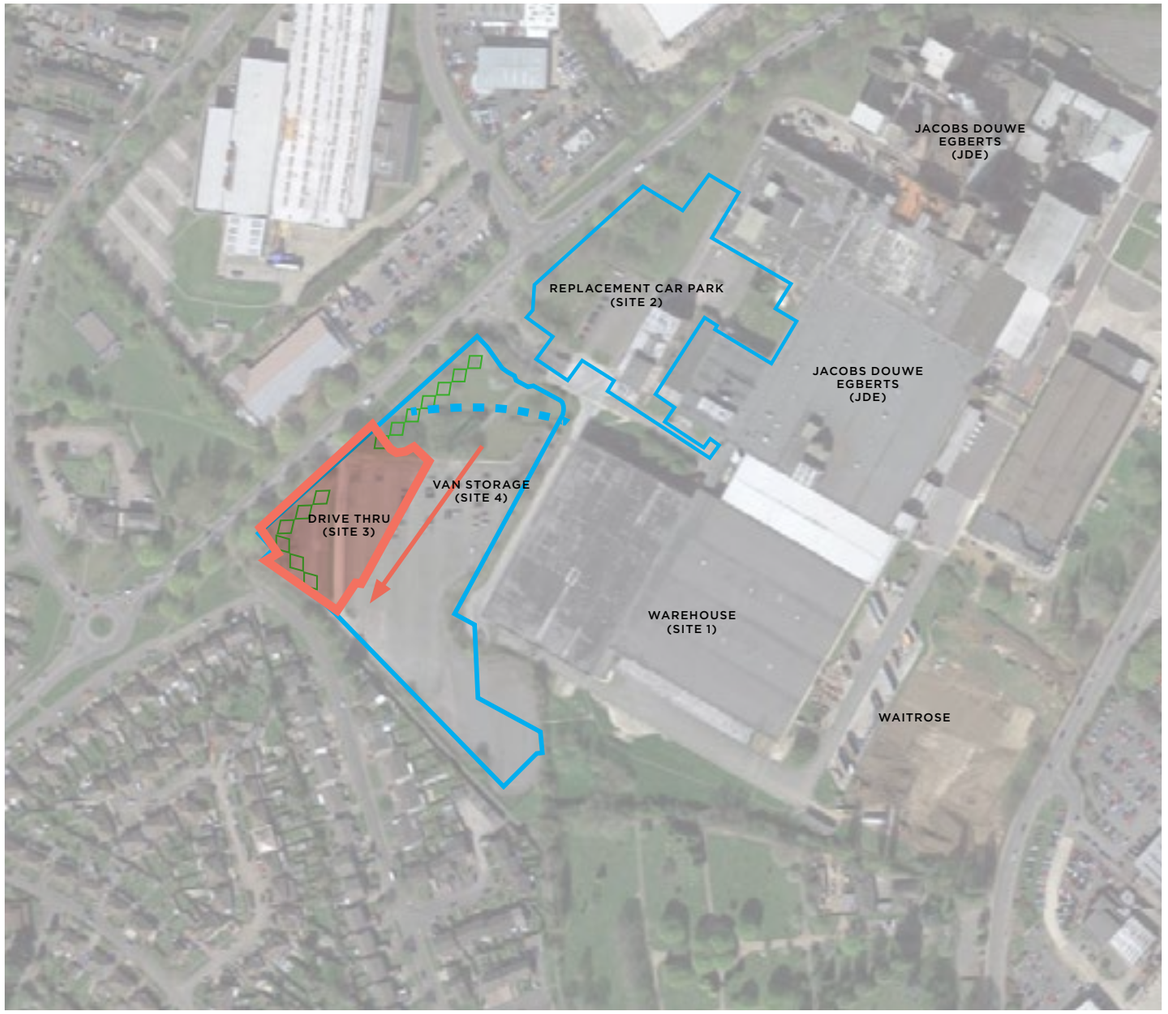
The site falls within Cherwell District Council, where the Development Plan comprises the Cherwell Local Plan 2011-2031 Part 1 (2015) & Saved Policies from the 1996 Cherwell Local Plan.

The Plan to the left is an extract from the Local Plan Policies Map, which designates the application site as an Existing Strategic Employment Site (policy SLE1) where employment function should be retained.

The proposals have been developed with consideration to the design policies within the Local Plan, including policies SLE4, ESD10, ESD15 and C28 and meet the following criteria:

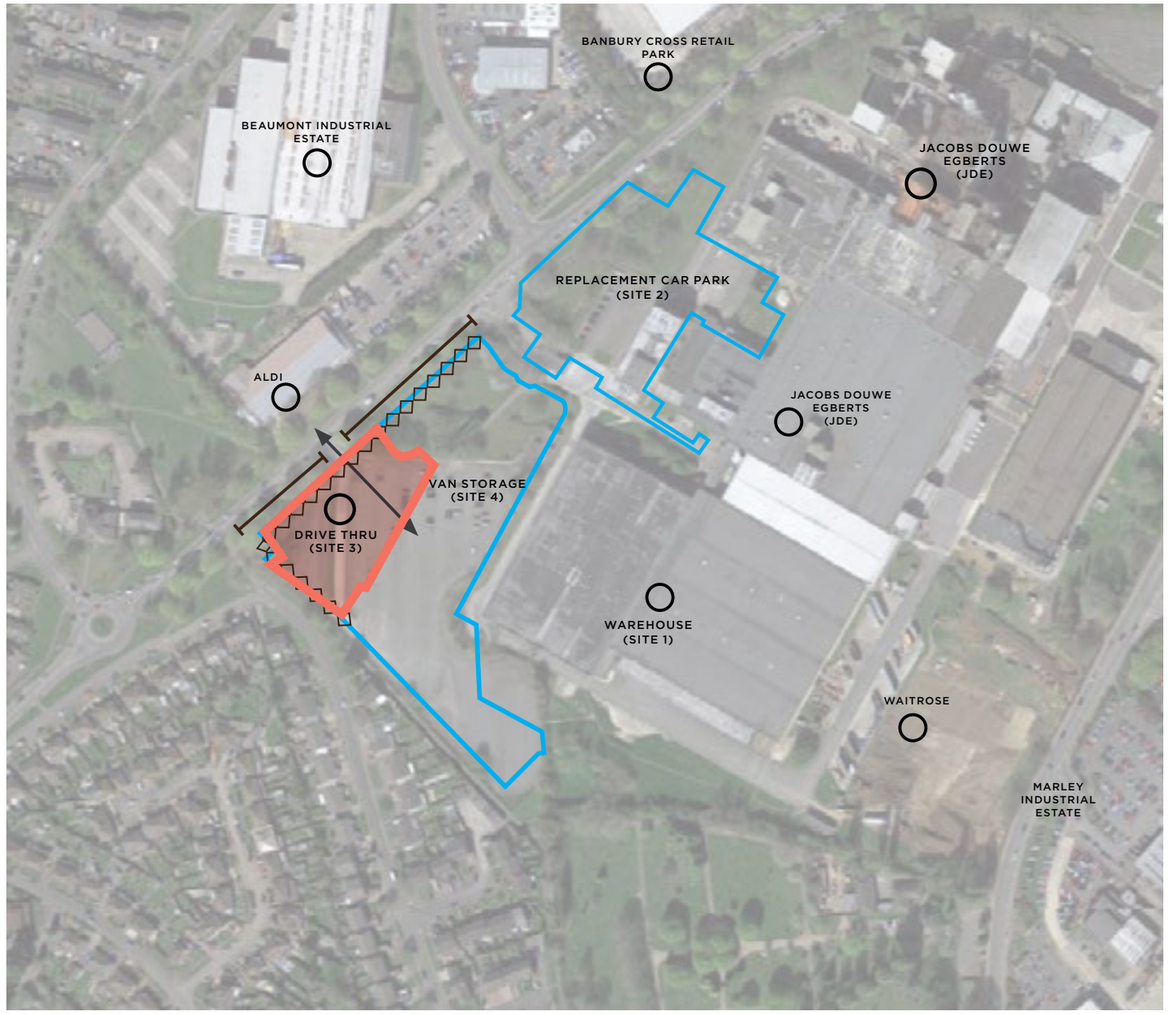
- Are within the built up limits of the settlement
- They will be outside of the Green Belt
- Make efficient use of previously-developed land
- Make efficient use of existing and underused premises, increasing the intensity of uses
- Have good access, or can be made to have good access, by public transport and other sustainable modes
- Meet high design standards, using sustainable construction, are of an appropriate scale and respect the character of its surroundings
- Do not have an adverse effect on surrounding land uses, residents, or the historic and natural environment.

2.4 Site Opportunities and Constraints



01: Site Constraints

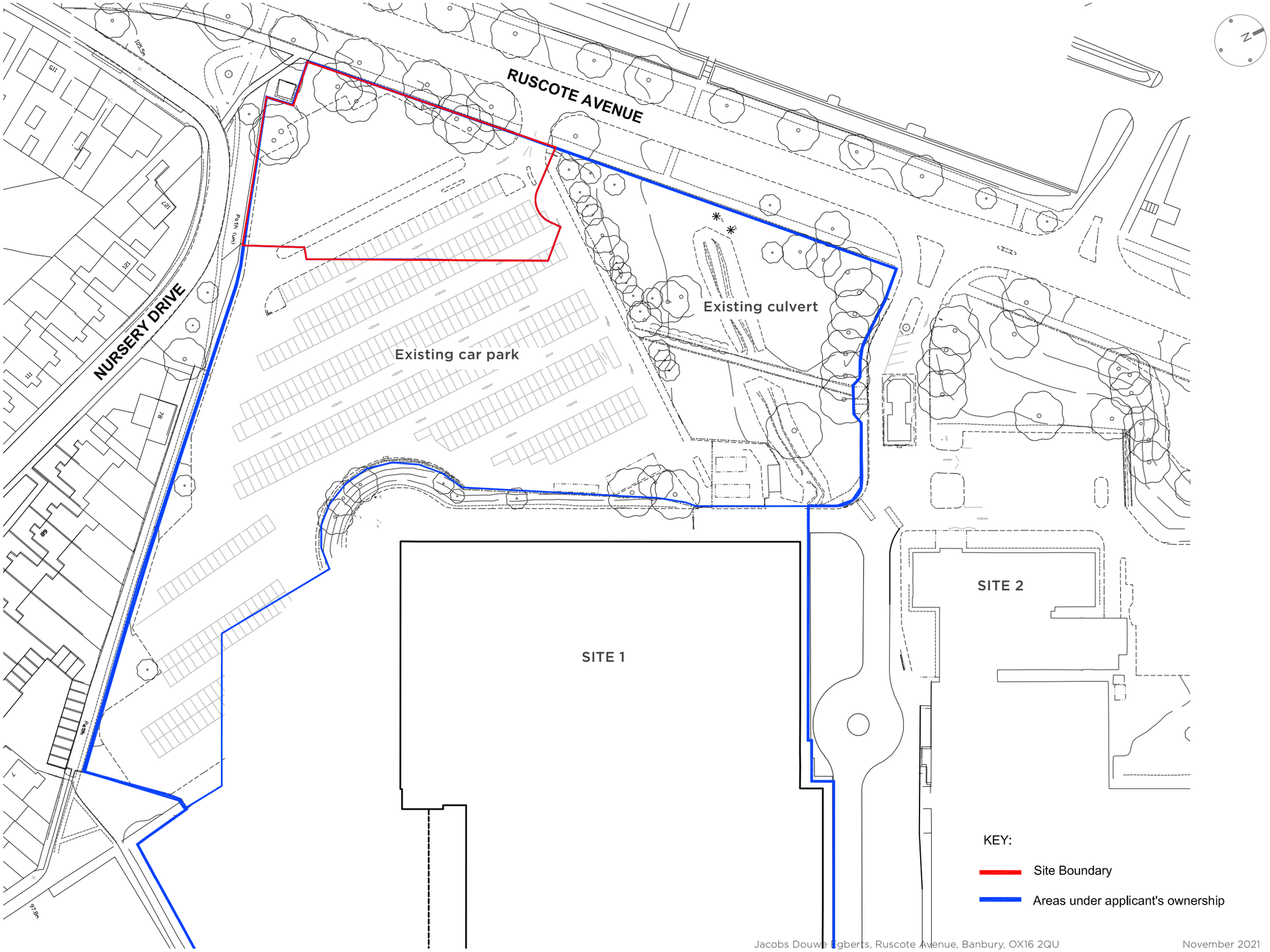
- Sensitive Boundary treatment to the neighbouring residential area and public footpath
- Sloping site needs careful consideration
- Culvert
- Tree constraints



02: Site Opportunities:

- Prominent existing entrance to the site
- Potential for pedestrian access
- Excellent frontage to Ruscote Avenue
- Employment opportunities across the site and surrounding areas
- Opportunity to reuse existing brownfield site

2.5 Existing Site Plan



3 Design Proposal

3.1 Introduction

pavilion style drive thru Cafe unit

Providing new landscaping

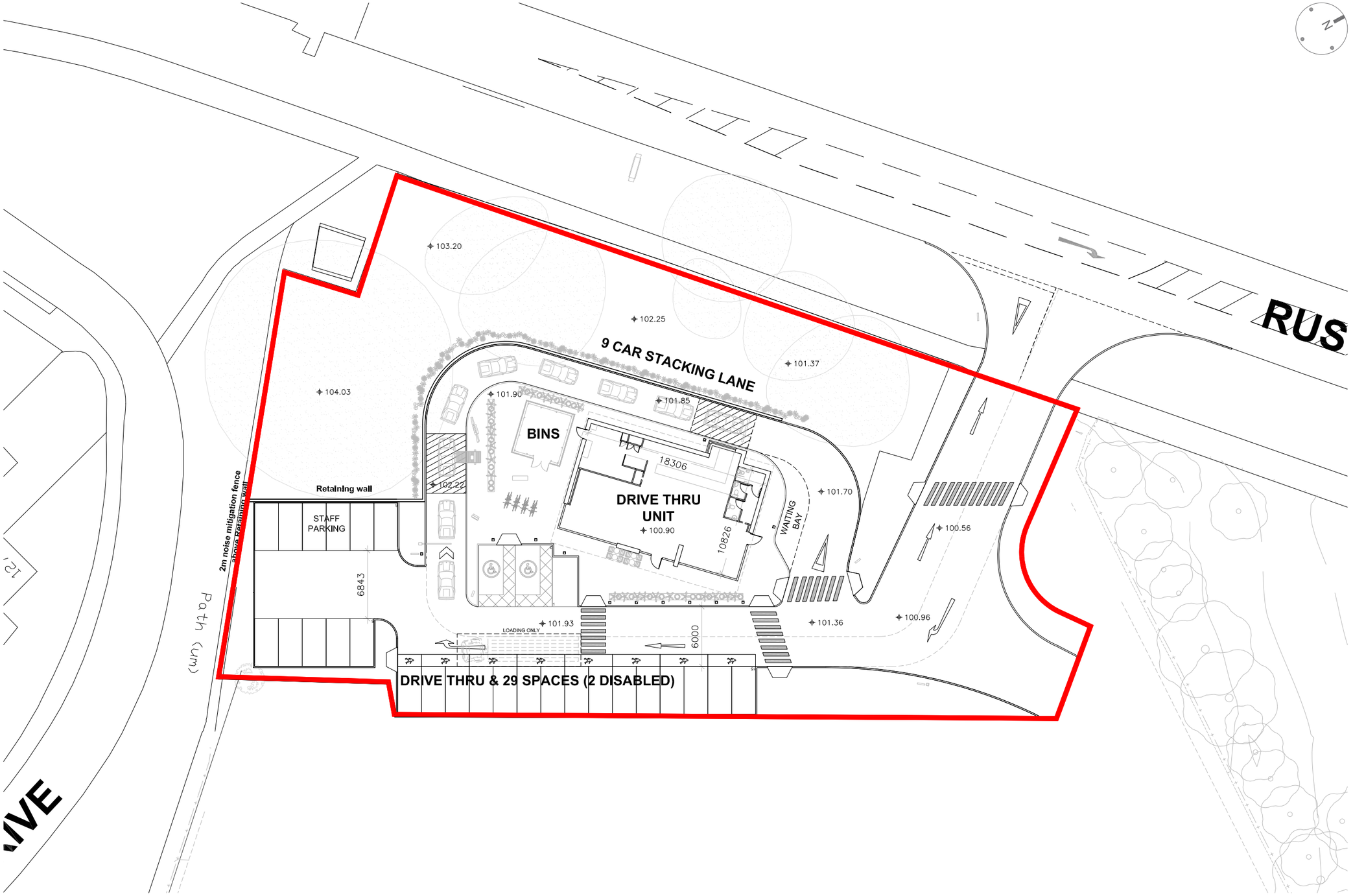
Erection of a drive-thru café within Use Class E; together with associated car
parking, servicing and access; landscaping and all associated work

A Starbucks Drive-Thru Café falling within use Class E (total GIA: 204m2)

As well as suitable infrastructure in terms of access, parking, service and delivery and new landscaping.

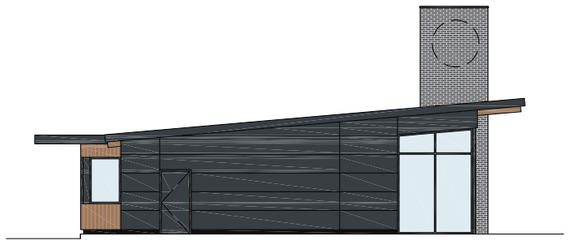
The scheme also provides a total of 30 car parking spaces (28 standard and 2 disabled) and cycle parking.

3.2 Proposed Site Plan



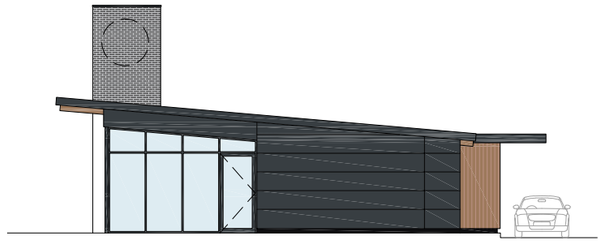
3.3 Drive Thru Unit

01: Drive Thru Unit East Elevation



02: Drive Thru Unit South Elevation

03: Drive Thru Unit West Elevation



04: Drive Thru Unit North Elevation

The Drive Thru Unit is a pavilion style unit fronting Ruscote Avenue. The design consists of a low angled roof, exposed rafters, metal cladding and areas of curtain wall glazing.

The finishes have been designed to be long-lasting and low maintenance with a significant amount of recycled content to be used.

The cladding will be high-quality powder coated black panels orientated horizontally. The predominant trim, plinth and glazing frame colour will match the black used on the cladding panels, but the fascia will be a dark grey colour.

The exposed timber rafters will provide a warm accent colour that is used again on portions of the facade and on the bin store. A further accent material is the use of grey brick slips for the signage totem.

The unit overhang is facing away from Ruscote Avenue so as to create a partially covered seating area inward to the site.

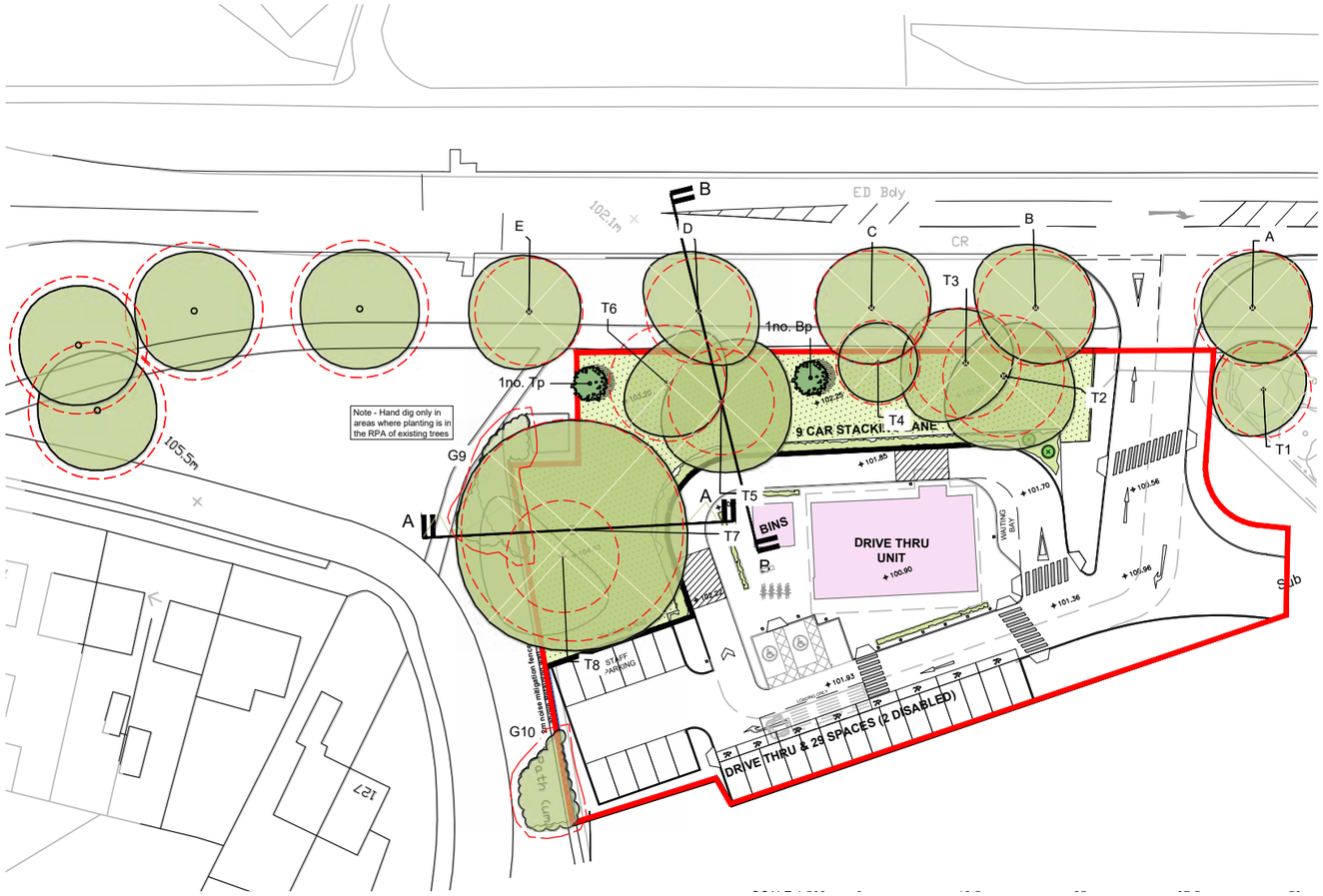
The finishes for this unit will follow the tenant's specification.

3.4 Proposed Landscaping

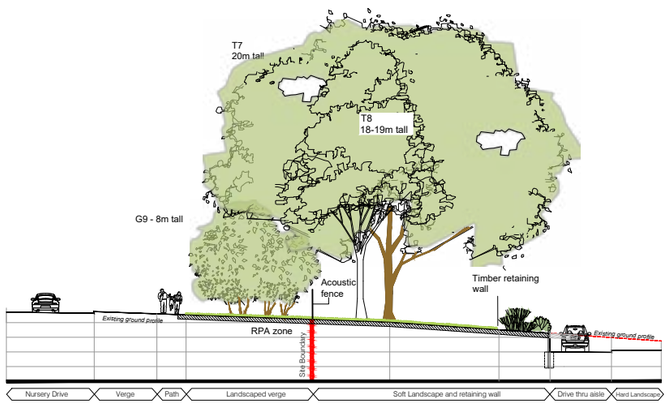
Existing perimeter trees

Proposed New Trees

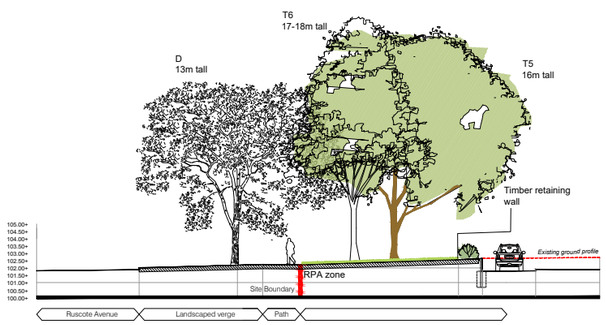
Sustainable material retaining wall



Proposed Landscaping Plan



Proposed Landscaping Section AA



Proposed Landscaping Section BB

Notwithstanding the proposed building and necessary infrastructure, the site comprises existing and landscaped green areas on the north and northern part of the western boundary. Based on an extensive arboricultural analysis, valuable trees were identified for retention creating a buffer zone between Ruscote Avenue and the new development.

The landscape proposal has been prepared which defines and complement the existing vegetation. Proposed heavy standard trees will infill the gaps in the existing vegetation making this a densely populated frontage with a biodiverse mix of trees. Protecting the trees and roots in relation to the level adjustments required preserving the original ground level by use of retaining walls.

These will be designed with a timber finish to provide an improved landscaped area. Proposed appliances (e.g. light fittings) will be specified to have little to no effect on any wildlife inhabiting the site, and on neighbouring properties.

KEY

EXISTING TREES AND HEDGEROWS TO BE RETAINED
REFER TO THE BB TREES LTD PRE DEVELOPMENT TREE SURVEY FOR DETAIL (BCA Drawing 1953/19/02)

ROOT PROTECTION ZONE: Area of hatching around protected trees indicates the minimum Root Protection Area required in accordance with the Tree and Woodland Consultancy Pre Development Tree Survey dated July 2021 .

EXTRA HEAVY STANDARD TREES
18-20cm stem girth
4.5-6.5m height
1.8-2.1m clear stem
Rootballed
Double staked

Bp Betula pendula
Tp Tilia platyphyllos

PROPOSED SPECIMEN SHRUBS
(300mm depth of topsoil)

Species	Supply Size	Pot Size
Amelanchier canadensis	900-1200mm	15L
Mahonia x media 'Winter sun'	900-1200mm	15L

PROPOSED ORNAMENTAL GROUND COVER SHRUB PLANTING
(*300mm depth of topsoil*)
Ultimate plant height is below 1m.

3.5 Traffic and Circulation

Bollards for pedestrian safety

Planters for pedestrian safety

The drive thru and its arrangement follows tenant requirements, with main vehicle routes separated from main pedestrian routes.

The proposal provides circulation for all types of users on the site including cars, bicycles and pedestrians. There are 29 car parking spaces proposed (including 2 disabled spaces) and 8 spaces for bicycles.

Designated pedestrian access will be alongside the entry road into the site from Ruscote Avenue. Level access is provided via ramped access and designated crossing points around the site. For pedestrian safety, bollards are placed adjacent to the seating area of the Drive Thru unit and around the crossing island just east of the Drive Thru.

To reduce the potential noise impact on the residents of Nursery Drive, special design consideration has been given to the southern site boundary. A solid acoustic fence will provide noise mitigation for the car park areas and high-density planting is proposed to separate the units from the back of the Nursery Drive houses, as recommended in the noise assessment.

Dedicated pedestrian routes

Acoustic fencing

3.6 Access

Tactile Paving

Covered bicycle storage spaces

As detailed in previous sections of this document, the site is accessible by various modes of transport including: cars, public transport, cycling, and walking, with vehicular and pedestrian traffic split for safety. The main access is to remain as existing off Ruscote Avenue and the nearest bus stops are located only 5 minutes walking distance from the development.

To serve users with disabilities, designated parking spaces will be arranged in close proximity to the unit. Tactile paving and other signage will be introduced to provide way-finding for visually impaired or disabled visitors.

Pedestrian access into the site will be adjacent to the vehicle entrance, directly connected with the footway alongside Ruscote Avenue. This entrance will serve pedestrian, cyclist, and wheelchair users. Ramps and crossings are to be introduced to manage the level differences across the site and between the units. Level-access will be provided to enable obstruction-free routes for all visitors.

Crossing points

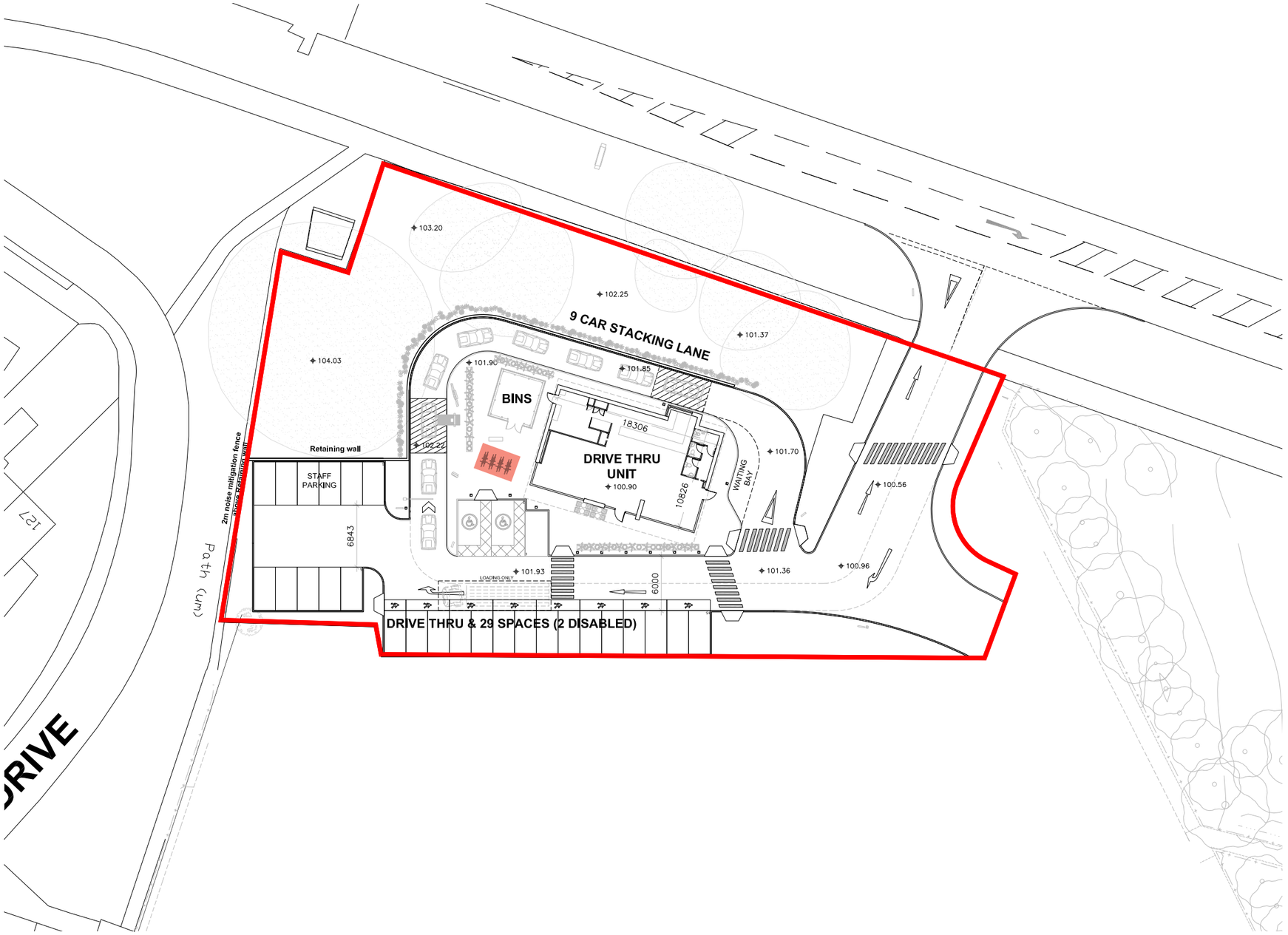
Designated disabled parking spaces

Covered bicycle shelters will be provided on site to encourage more sustainable transport and to provide secure, more easily accessible storage areas for bikes

The vehicle accessible surfaces will be finished with tarmac and interlaced with concrete brick paving for pedestrian footways. Pavements, yards and roads will be balanced with soft landscaping areas which will be located on both ends of the terrace of units.

The site will also be equipped with an external defibrillator for easy access in an emergency.

3.7 Cycle Storage



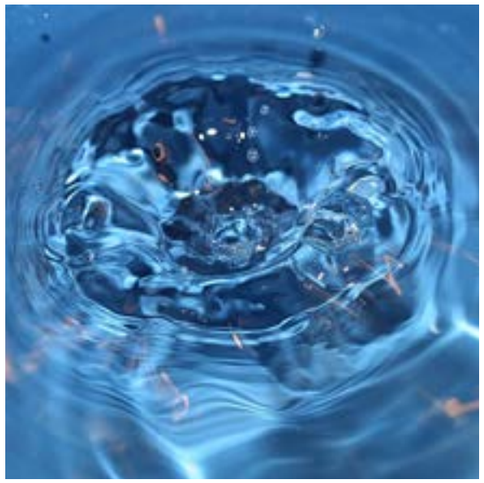
The site has capacity for 8 bicycles, in the areas highlighted on the adjacent plan. These areas have covered bicycle storage racks, which will provide shelter during rainy weather.

This will encourage alternative means of transport to the site for visitors and those employed in the units, reducing the overall environmental impact.

Bicycle Storage

3.8 Sustainability



The proposed scheme has been designed to be highly sustainable, and through the process of detailed design, will meet the requirements of the Council's current policy, promoting sustainable development within the Borough.

A number of measures have been incorporated that reduce construction and resource wastage during and after construction:

- Flexible design that can be adapted to different requirements and maintained with minimal use of resources
- Use of established construction methods
- Economical design that makes use of standardised components within a highly efficient layout
- Site Waste Management Strategy

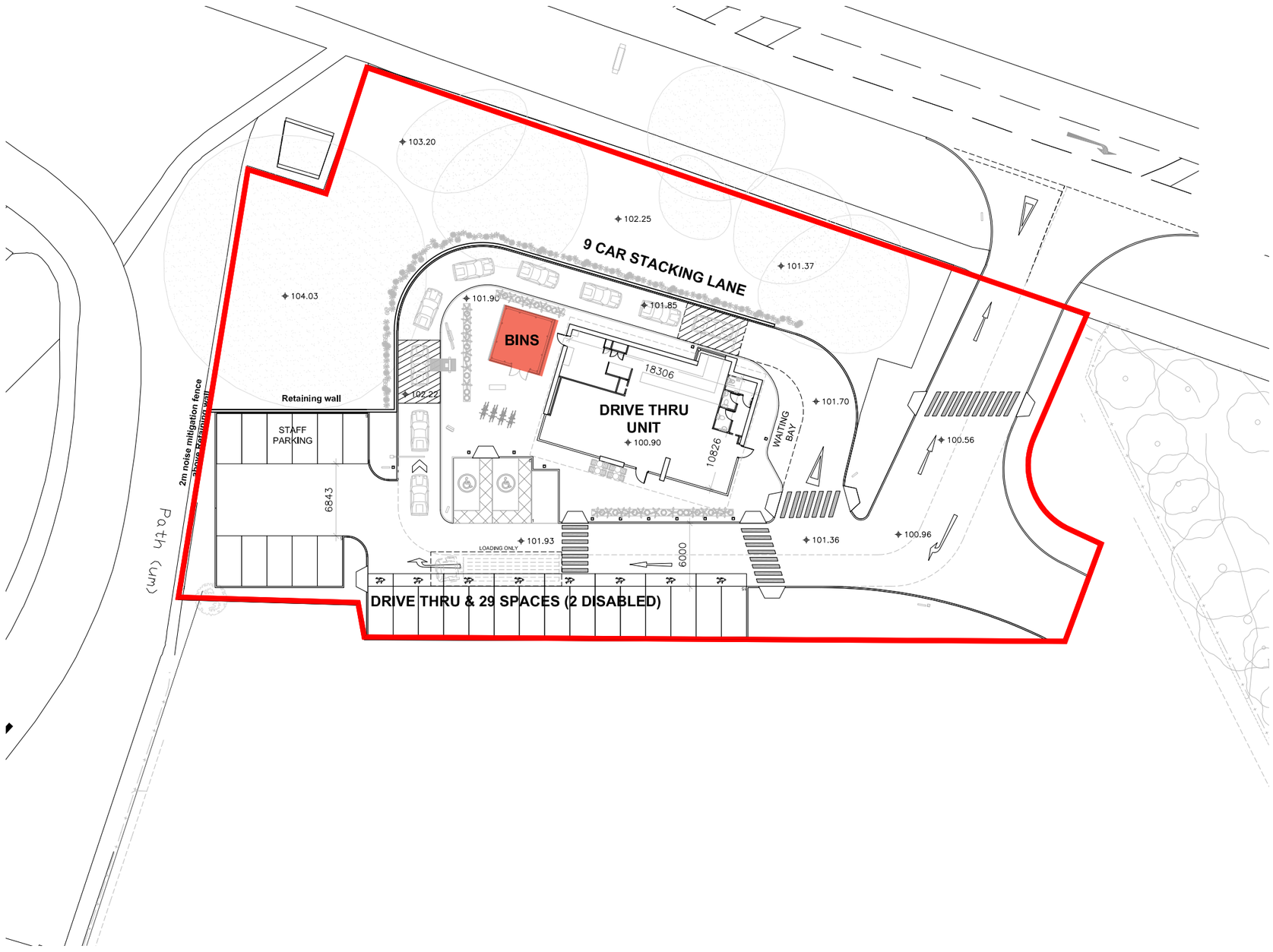
The design methodology has also endeavoured to reduce the energy needs of the proposal over its lifetime with:

- Highly efficient building services
- Energy efficient lighting
- High performance glazing and low air leakage
- Improved U-Value of external envelope
- 10% roof-lighting to supplement internal lighting

This planning application is supported by extensive environmental and sustainability reports including: Biodiversity Survey and Report, Air Quality Assessment, Transport Assessment, Energy and Sustainability Statement, Arboricultural Report, and Noise Impact Assessment, to ensure the development not only has a low impact on the natural environment, but enhances it.

By meeting the latest building regulations, the proposed development would be more sustainable than traditional structures of this type.

3.9 Waste Management



The proposed development includes provision for the storage of refuse for in a secure designated bin store prior to refuse collection.

The tenant is to have a waste management strategy in place that encourages recycling, and because of the use of the units, the total amount of waste generated should not be extensive.

Refuse storage

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London
1 Greencoat Row
Victoria
London, UK
SW1P 1PQ

www.darlingassociates.net
mail@darlingassociates.net
+44 (0) 20 7630 0500
@DAArchitectsUK
@darlingassociates