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ARCHITECTS

Site 2 Replacement Car Park

Design and Access Statement

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

September 2022

Revision C

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This Design and Access Statement has been prepared by Darling Associates on behalf of Jacobs Douwe Egberts (JDE) for the erection of a surface level Car Park at JDE on Ruscote Avenue, Banbury.

This document will set-out the methodology behind the design response, which has been focused on these core ideas:

- Demolition of existing vacant office building;
- Recladding of main entrance and reception;
- Surface level car park providing 215 car parking spaces (204 standard and 11 disabled) and 40 cycle parking spaces;
- New landscaping.

To note, this application forms part of a phased redevelopment of various parcels of JDE sites.

Site 1 is the change of use and refurbishment of the existing warehouse to the South East of the application site, which recently gained permission (planning ref: 18/01246/F).

The subject of this application: a surface car park for replacement parking, comprises **Site 2**.

Site 3 and 4 (to be submitted in due course) involves the redevelopment of the existing JDE car park, following the relocation of spaces in accordance with Site 2.

2.0 SITE ANALYSIS



01: Cherwell within Oxfordshire



02: Banbury within Cherwell Council



03: The Application Site within Banbury

The application site is located circa 1 mile north east of Banbury Town Centre and forms part of the wider Jacobs Douwe Egberts (JDE) site, located on Ruscote Avenue. It is currently underutilised, comprising a vacant office building with limited car parking for JDE and an area to the front which is laid to grass.

The site is well served by public transport, with bus connections into Banbury Town Centre and a dedicated cycle route adjacent to the site.

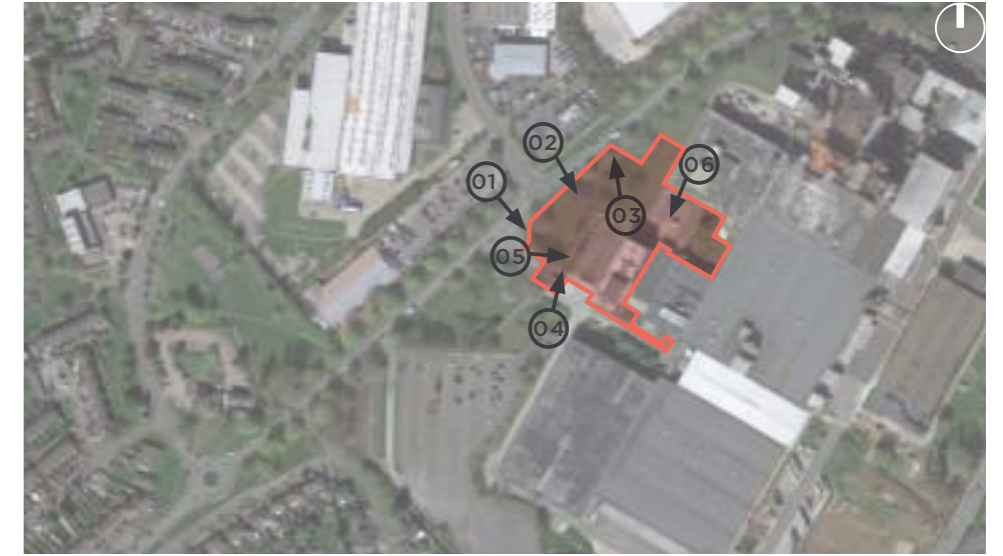
The neighbouring warehouse is under refurbishment by Paloma Capital as part of Site 1. The adjacent brownfield site to the south of the application site is part of Site 3. An application will be submitted separately for its redevelopment following the relocation of parking spaces to the surface level Car Park, the subject of this application, in Site 2.



01: View of the existing site entrance



02: View looking South East from Ruscote Avenue



03: View Looking West at existing car park



04: View looking North West on the existing Car Park and cycle storage

The majority of the existing site is occupied by a car park and a landscaped area on an elevated level. The parking is located adjacent to the main road, separated by a green embankment and trees on the perimeter of the application site. The vehicles accessing the car park pass the gatehouse and use the same route to exit, which currently blocks the gatehouse and causes congestion at the site entrance during peak times. The pedestrian access and circulation on the site is poor and requires multiple crossings of the ring road which is used by cars as well as delivery lorries. Currently, the Visitor Car Park provides approx.40 cycle storage spaces and 44 parking spaces. Additional car parking spaces for the employees are located in southern end of JDE factory site.



05: Main Office Block - View from site main entrance

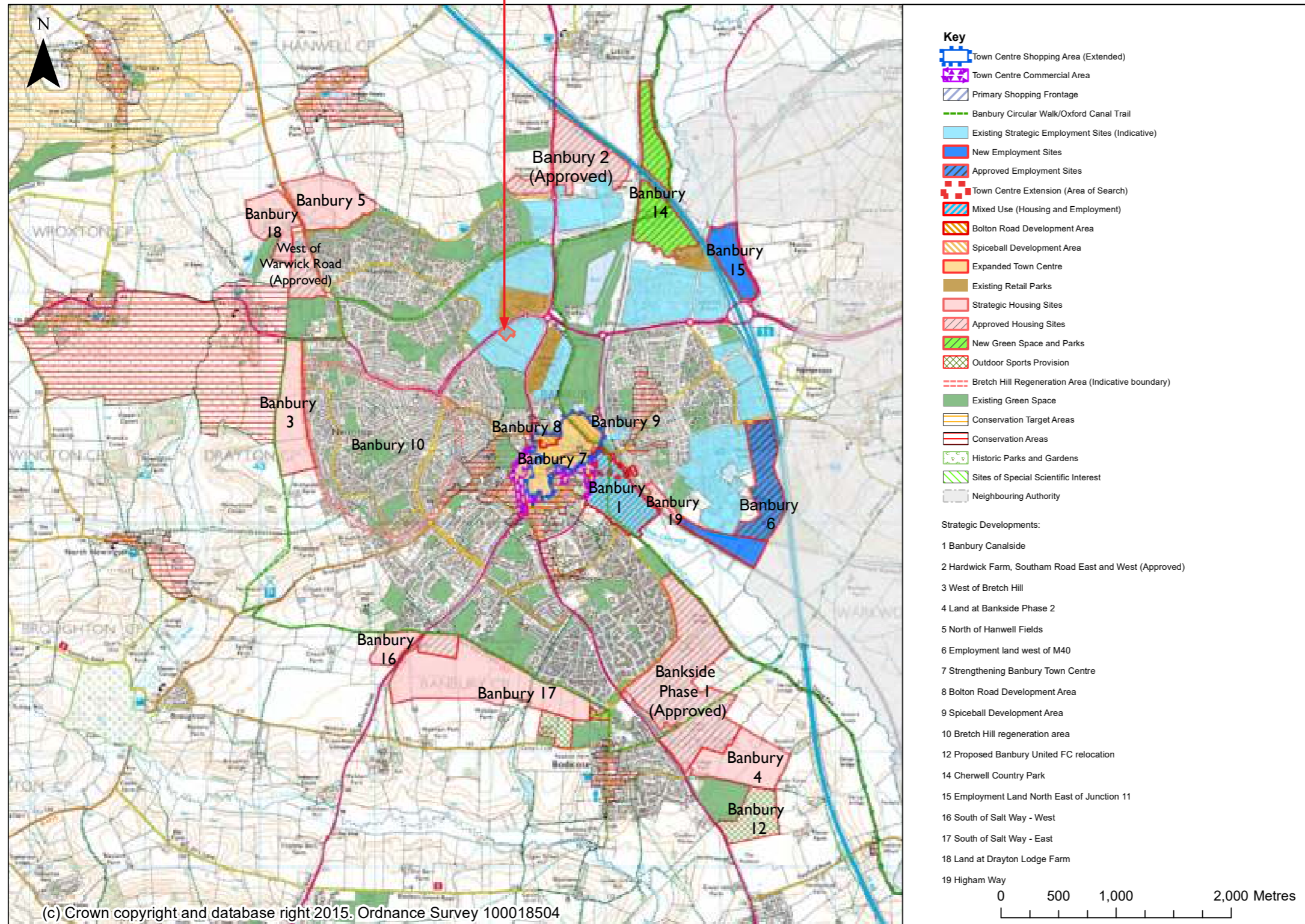


06: Main Office Block and Computer Suite - view from North-East

Main Office Block (MOB) became vacant in 2015 however the second, third and fourth floors became vacant much earlier in 2012. The building has a dated aesthetic which detracts from the appearance of the wider area, and can also no longer be put to beneficial use. The office floor area comprises 4,415sqm over 5 floors.

The Computer Suite, located at the rear of MOB is a one storey, flat-roof, brick building with white canopies. It is connected to the MOB by two link corridors and has a direct access to the service unit at the back. This building is also dated and unattractive with exposed services including AC units, fire mains and riser connections located on the outer face of the West Facade. The ground level differs alongside the building making it difficult to access. The Computer Suite is currently underutilised and mostly vacant.

Development Site 5.3 Key Policies Map: Banbury



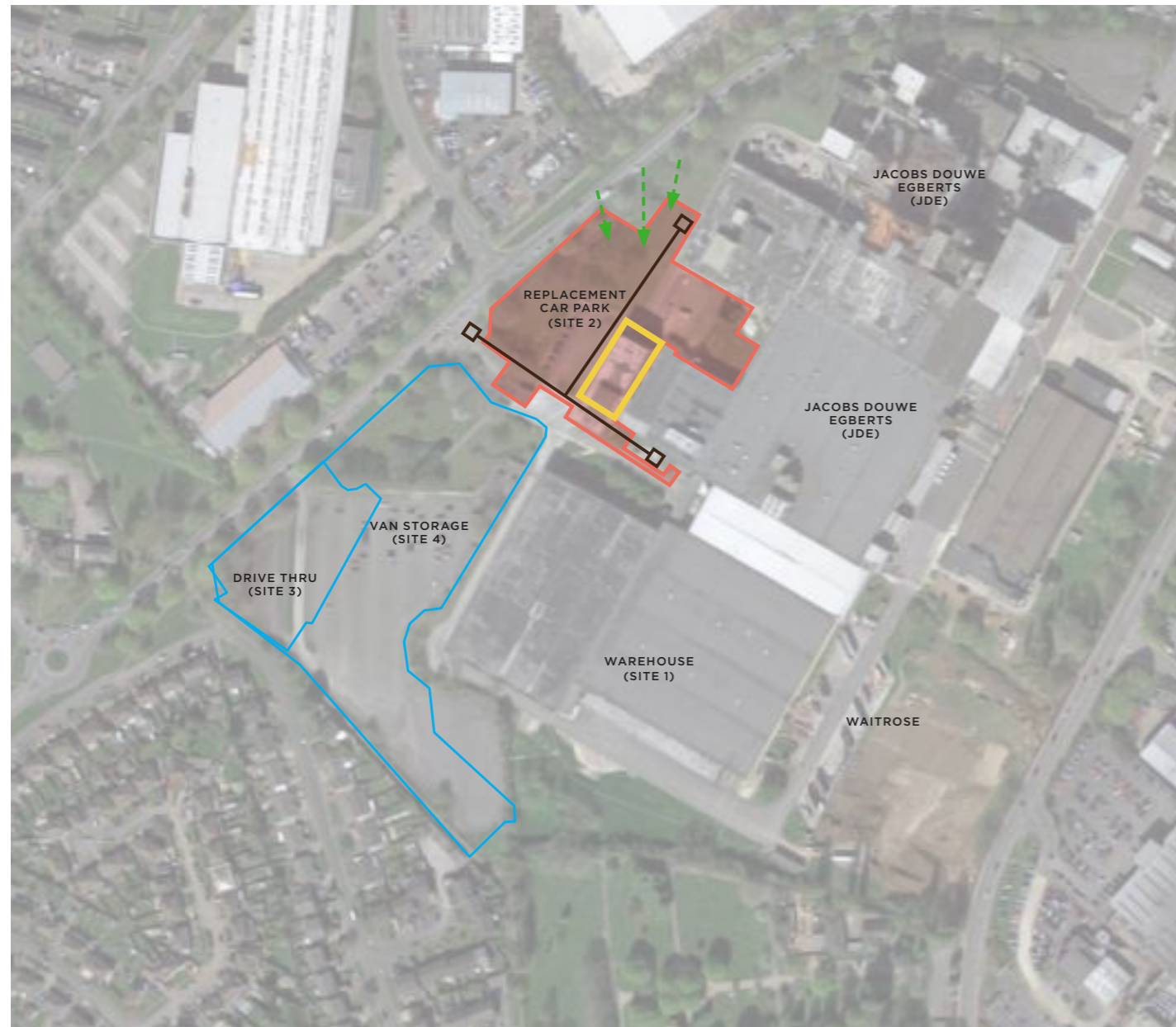
The site falls within Cherwell District Council, where the Development Plan comprises the Cherwell Local Plan 2011-2031 Part 1 (2015) & Saved Policies from the 1996 Cherwell Local Plan.

The Plan to the left is an extract of the Local Plan Policies Map, which designates the application site as an Existing Strategic Employment Site.




This application is to provide replacement car parking for JDE. It will be followed in due course by a further application for the redevelopment of the existing JDE car park site to the south, for an alternative development separate to JDE. As such, this surface car park application will not result in a net increase in parking for JDE and instead is required to facilitate the redevelopment of an underutilised car park.

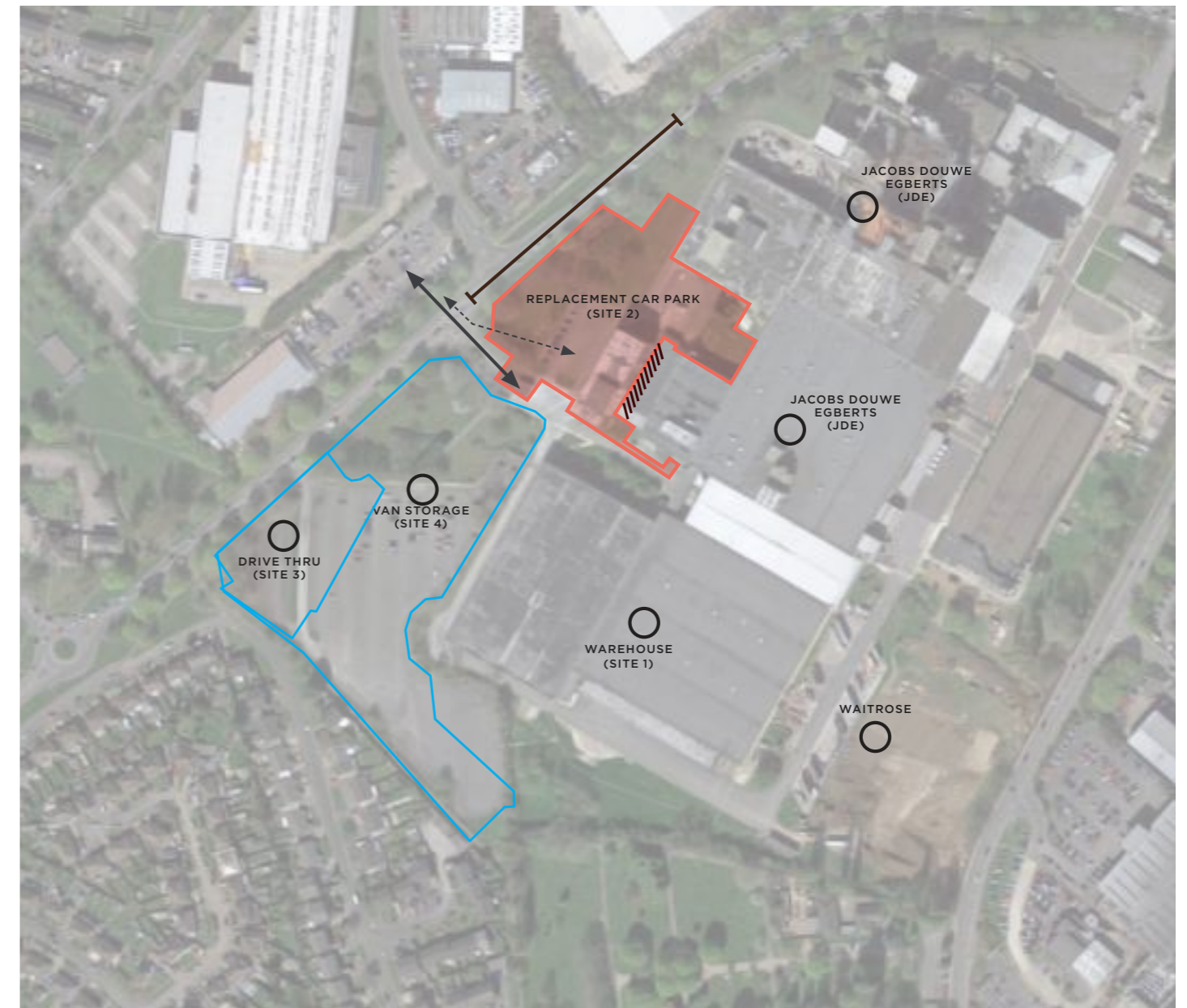
Development is in line with planning policy supporting the functioning of JDE factory which is a strategic employment site and one of the largest employers in Banbury.

The proposals have been developed with consideration to the design policies within the Local Plan, including policies ESD15 and C28.







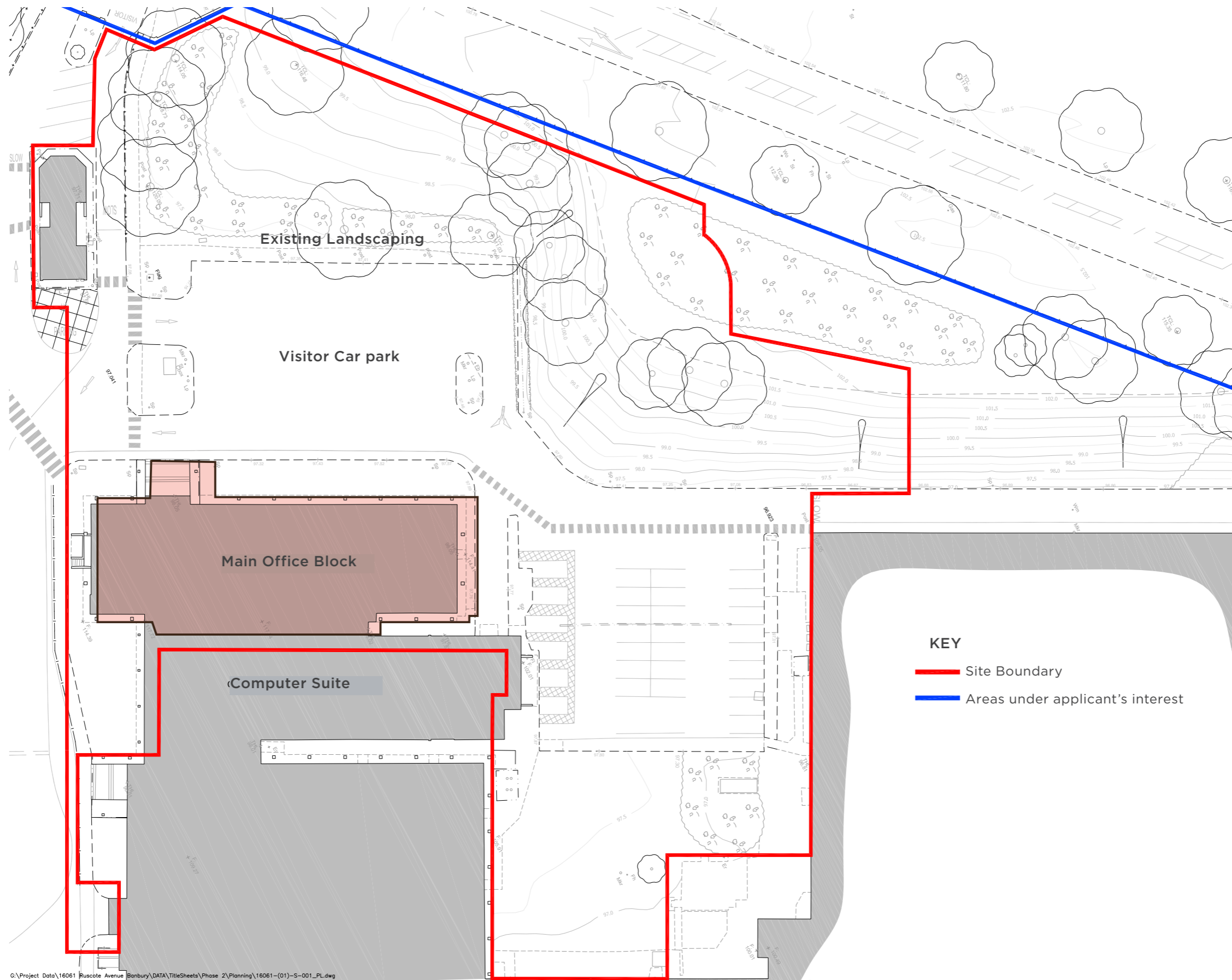
01: Site Constraints

-  Demolition works not to affect the factory operation
-  The sloping site needs design planning and will require some groundworks
-  Increased traffic to be integrated with the current site circulation



02: Site Opportunities:

-  Prominent existing entrance to the site
-  Retained green landscaped frontage to Ruscote Avenue
-  Pedestrian and cyclist entrance accessible from main road
-  New main entrance and re-clad facade of the building



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3.0 DESIGN PROPOSAL



01: Demolition of the existing Main Office Block

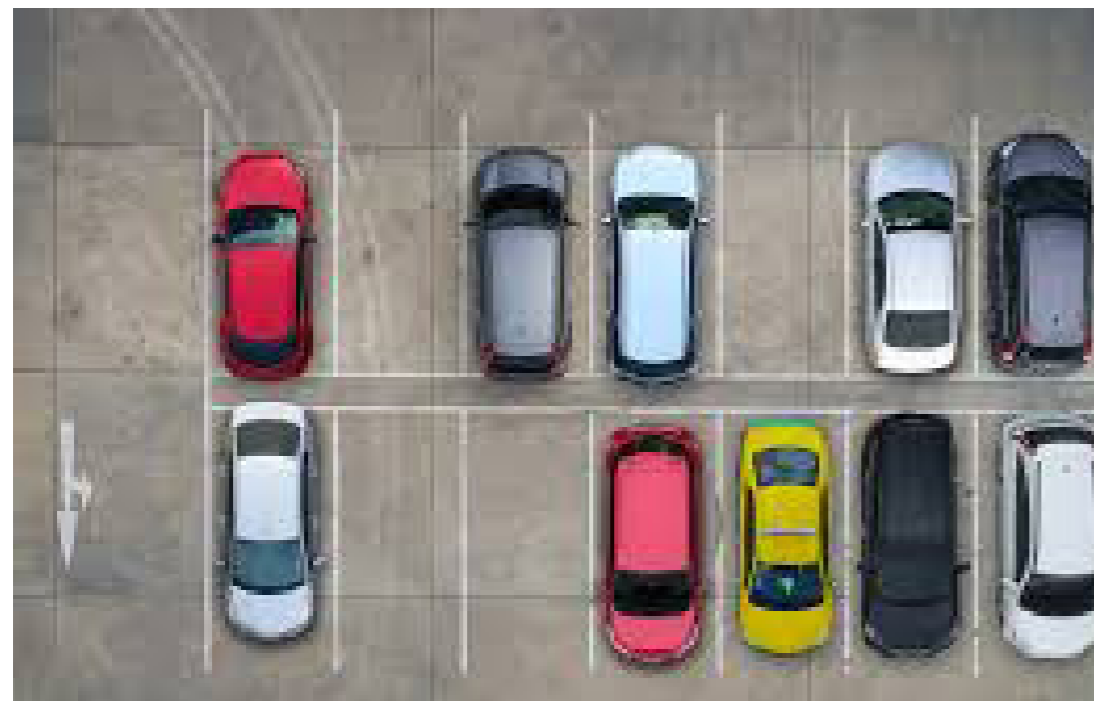


02: Recladding of Computer Suite facade

The proposal supported by this Design and Access Statement focuses on four main interventions:

- 1 Demolition of existing vacant Main Office Block (MOB).
- 2 New main entrance and reception of the Computer Suite, with external recladding.
- 3 Erection of a surface level car park to consolidate existing car parking situated in various locations on JDE site, providing an integrated scheme considerate of all traffic users.
- 4 New landscaping.

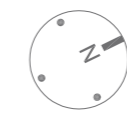
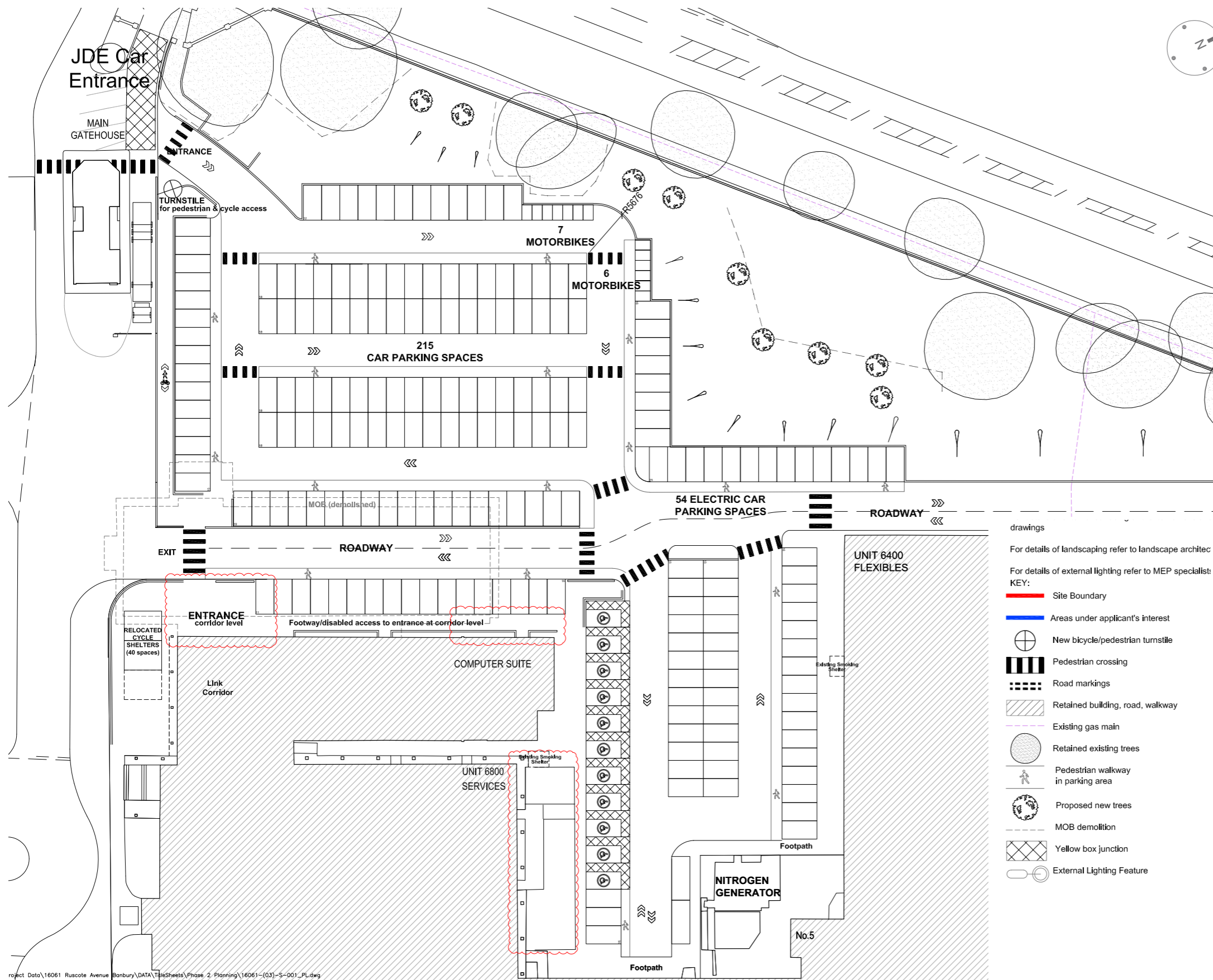
This section explains each of the above elements in more detail.



03: Erection of new surface level car park



04: Providing new landscaping



The Block Plan of the Site is located on the left and represents the proposed layout of the redevelopment of the JDE site (Site 2).

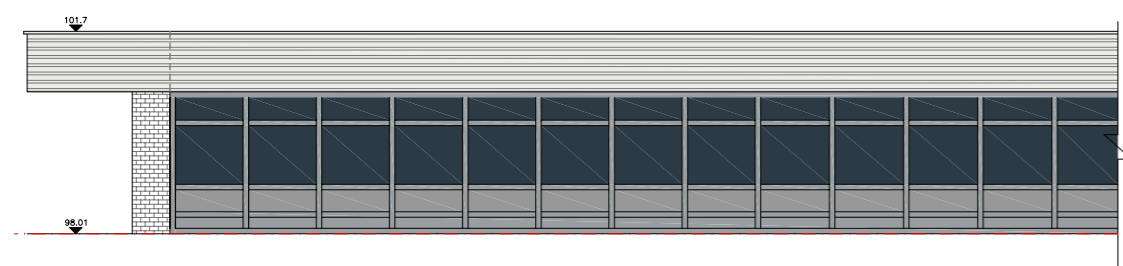
The grey dashed line on the plan indicates the footprint of the existing Main Office Block (MOB) which is to be demolished.

The removal of the MOB will allow for the creation of a new entrance area to the refurbished Computer Suite. The new frontage is indicated with a dashed red line. The building will be accessible via level access and further discussed under the "Access" section of this document.

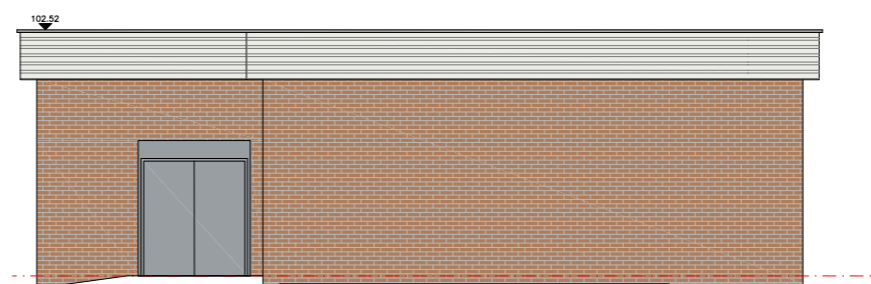
In terms of car parking, the proposals consolidate other JDE parking including facilities for cars, motorbikes and bicycles. Designated disabled parking is located on the right hand side of the Computer Suite to provide direct access to the new entrance. Provisions for electric car charging facilities will be located in front of the building. To increase the security of cyclists and pedestrians, safety measures like barriers, independent access and separate circulation routes are proposed and discussed overleaf.

A landscaped area is located to the Northern and North-Western boundary of the site. It comprises the existing embankment with retained trees, together with proposed and replacement planting to fill in any gaps within the retained trees (discussed in more detail later and in the accompanying landscaping plan).

- drawings
- For details of landscaping refer to landscape architect
 - For details of external lighting refer to MEP specialist
- KEY:
- Site Boundary
 - Areas under applicant's interest
 - New bicycle/pedestrian turnstile
 - Pedestrian crossing
 - Road markings
 - Retained building, road, walkway
 - Existing gas main
 - Retained existing trees
 - Pedestrian walkway in parking area
 - Proposed new trees
 - MOB demolition
 - Yellow box junction
 - External Lighting Feature



Computer Suite South Elevation

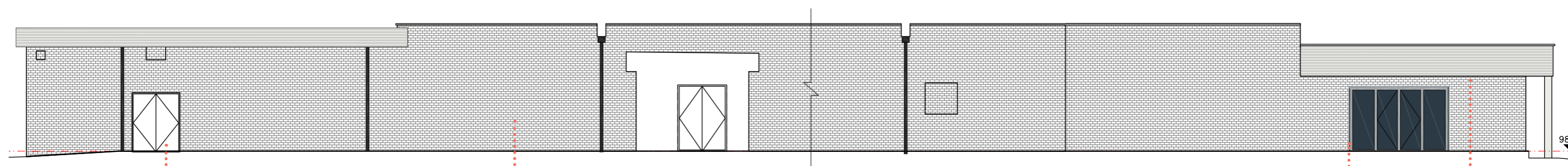


Computer Suite North Elevation

The West Elevation of the existing Computer Suite is proposed for refurbishment following the Main Office Block demolition, creating a new main entrance to the building.

The demolished linking corridor openings will be blocked and a new entrance door will be installed. The existing fire escape doors will be replaced and the new infill to the facade will be done from brick work to match that of the existing building.

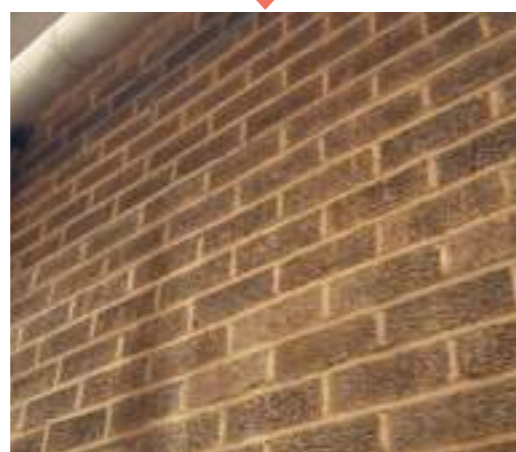
Internal refurbishment by the client will follow the external alterations but does not form part of this application.



Computer Suite West Elevation



01: New fire escape doors



02: Existing Brick Retained



03: New double sliding entrance door



04: New Brick to Match Existing



Armco barriers to separate traffic



Motorbike parking

The proposal details the circulation of all types of users on the site including cars, motorcyclists, cyclists and pedestrians. There are 215 car parking spaces proposed (including 11 disabled spaces), 13 spaces for motorbikes, and 40 spaces for bicycles located in a designated shelter.

Proposed access will split cars and motorbikes from pedestrians and cyclists.

Entry will be split between delivery vehicles and car park users. Vehicles will be able to enter the car park without passing through the gatehouse and consequently will no longer block the delivery entrance or other vehicles on the main road during busy times. A one way circulation system within the car park will allow for a smooth traffic flow with a separate exit on the other side of the car park connecting back to the link road.

Pedestrians and cyclists will access the site via a dedicated turnstile and marked footway. Both drivers and passengers will be able to use the designated footpaths to access other parts of site.



One way traffic in car park



Existing perimeter trees



Existing embankment adjacent to car park



Proposed shrub planting



Sustainable material retaining wall

Notwithstanding the surface car park and Computer Suite, the site includes existing and landscaped green areas on the North and North-East boundary.

A detailed landscaping scheme has been prepared by Barry Chin Associates which proposes to preserve most of the existing green embankment and retain the natural shape of the landscaping in this area. In addition, the planned ground works will be reduced to a minimum to prevent impacting on the flora and fauna of the green areas.

To separate the car park from the road and the pedestrian footway the most valuable trees on the perimeter of the embankment will be retained. A replacement planting scheme is also proposed to fill in any gaps within the retained trees on the embankment.

Retaining walls will be designed with a timber finish to provide an improved landscaped area. Proposed appliances (e.g. light fittings) will be specified to have minimal impact on any wildlife also inhabiting the site.





01: Existing South East View



01: Proposed South East View



02: Existing Main Entrance View



02: Proposed Main Entrance View

The scheme does not involve extensive works affecting the site appearance from the outside. The demolition of the Main Office Block will open up the view to the newly refurbished Computer Suite and the Site 1 Warehouse.

Additionally, the introduction of the new trees will fill in the tree row alongside the main road.



Turnstiles suitable for both pedestrians and cyclists



Relocated 2nr. bicycle storage shelters



Designated disabled parking spaces

The site is accessible by various modes of transport, including cars, public transport, cycling, and walking, with vehicular and pedestrian traffic split for safety (described previously under "Traffic and Circulation"). Facilities will also be provided to ensure the site is accessible to everyone.

To serve users who require disabled access, designated parking spaces will be placed in close proximity to the new Computer Suite main entrance for more convenient access. To enter the refurbished building without obstruction, level access and an automated entrance door will be provided.

The pedestrian route is directly connected to the footpath alongside the main road. The nearest bus stops are located within 5 minutes walking distance of the development.

A new turnstile designed for both pedestrians and cyclists will be provided at the site entrance. To continue to encourage the use of alternative means of transport, and to provide better accessibility, the existing canopied cycle parking area will be relocated nearer to the Computer Suite entrance.

