

SCOURS LANE, READING

Drive-through pod

2483-URB-ZZ-XX-DA-A-2A3750-P00b / APRIL 2022

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Revision	Comments	Date
P00a	Issued for team comment	18.08.2021
P00b	Added green link and wider ecological enhancements and issued for team comment	25.04.2022

Photograph of the existing site



INTRODUCTION

This Design & Access Statement has been prepared by Urban Edge Architecture on behalf of Cube London and is submitted to Reading Borough Council, in support of a Planning Application for the construction of a proposed E class drive-through unit, a car park and landscaping works.

Scheme objectives

- To enhance the use of the site and surroundings with the addition of a new E class drive-through unit.
- Provide employment opportunities for local people during construction and following completion.

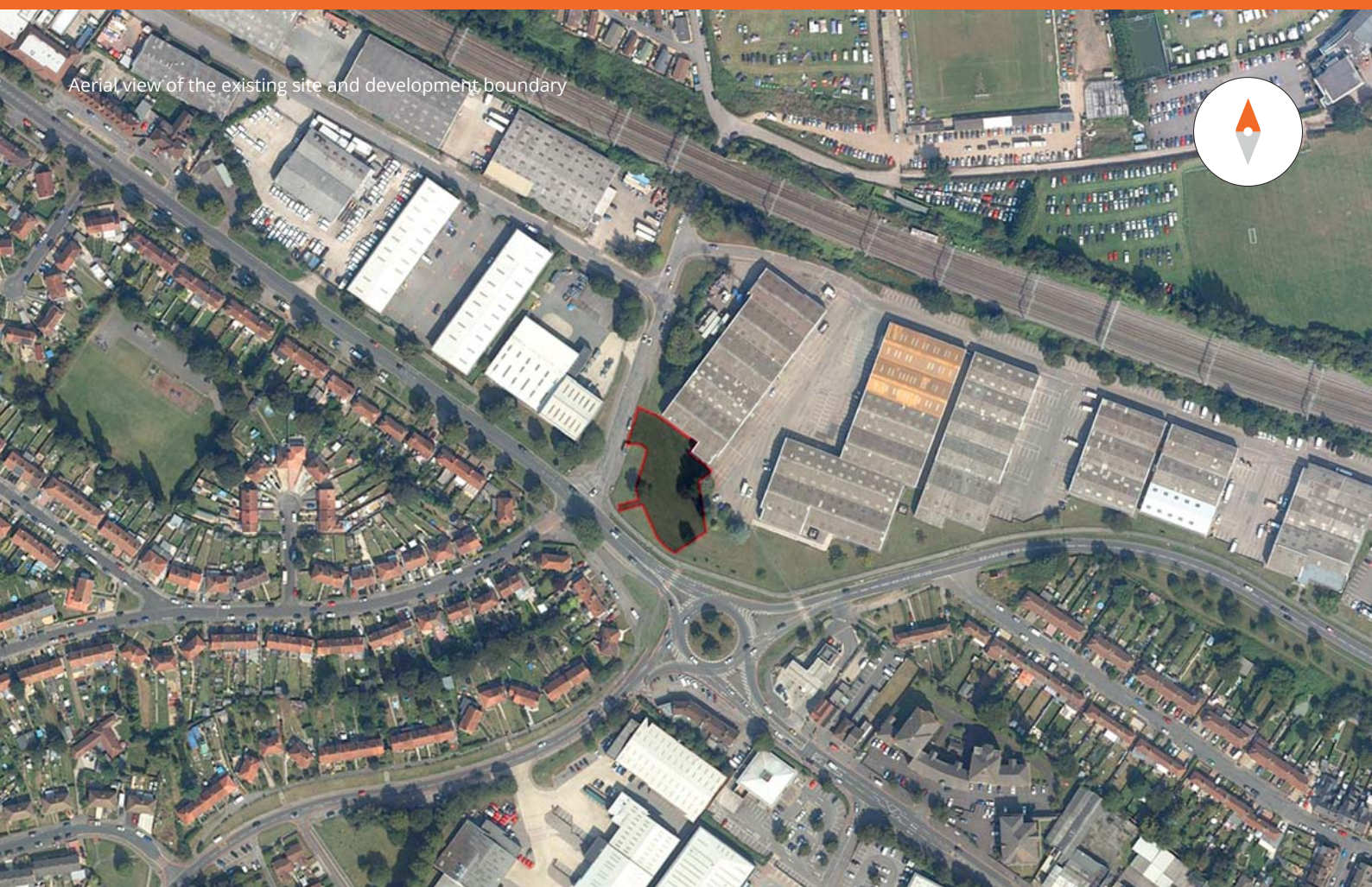


LOCATION, SITE & CONTEXT

Latitude 51° 27' 47.9" N | Longitude 1° 00' 51.6" W

Reading is a large town located in the South of England, within the county of Berkshire. It lies approximately 41 miles west of central London and 26 miles south-east of Oxford city centre.

The proposed development site lies approximately 2 miles west of Reading centre, along the intersection of Scours Lane and Oxford Road. Running along the northern border of the site there are train lines, followed by Reading City Football Club and the River Thames. Industrial units stretch to the west and east of the site, with a large residential area located to the south, along with Reading Retail Park.



Aerial view of the existing site and development boundary

Site

The site is currently made up of a variety of industrial units and car parking, with a stretch of landscaping between these and the bordering roads to the south. The development area proposed avoids these existing units and car parks, and lies in the south-west corner of the site. This area is made up of vegetation, primarily grass with some trees. A small timber post and rail fence runs along the boundary adjacent to Scours Lane and Oxford Road, providing clear views into the site.

There are currently no vehicular entrance points to the proposed area of development. Vehicles entering the industrial units to the North access via Scours Lane and Stadium Way.

Public pathways border the sites southern and western boundaries. There are a number of pathways that lead from the path along Wigmore Lane across the landscaped area and into the industrial park. None of these currently run through the proposed development area.

Context

There are only two public use roads to border the proposed area of development, one being Scours Lane to the west, and the other being Oxford Road to the south. Views from these roads are relatively clear, with only stand-alone trees obstructing views.



PROPOSALS & DESIGN

Use

It is proposed that the new unit will be a Class E use drive-through unit.

Site layout principles

As previously mentioned, the majority of the site is to remain untouched, with only the south-west corner of vegetation to be developed. It is proposed that a new vehicular access point will be constructed along Scours Lane into the site, this will lead into the proposed visitor car park before reaching the drive-through lane entrance. The car park itself has been designed to incorporate electric vehicle charging bays, DDA bays, standards bays and motorcycle bays, as well as grill bays to aid the drive-through use.

South of the car park is where the proposed pod unit will be situated, with the drive-through lane wrapping around its south facing walls. Paving is proposed to surround the pod unit, creating an area for external seating. There is also a service lay-by proposed here for easy access to the unit and bin stores. A pedestrian pathway is proposed to link to the bordering paths along the intersection of Scours Lane and Oxford Road, into the site and across the drive-through lane before reaching the proposed seating area. A secondary path is also proposed to the north-east of the development area, linking the new development with the existing industrial unit.

Building layout principles

The unit proposed is of a standard design. There is single height glazing to the west and north facing façades, providing views into the car park, increasing safety and surveillance of the site. The main entrance door is located along the north-east facing façade, bordering the proposed external seating area. To the east of this is the plant area and bin store. This position provides easy access to the service layby within the car park. A drive-through serving hatch is located along the units south facing façade, serving the drive-through lane.

Appearance

The unit is of a standard design for the proposed tenant. It is of a size and scale to respond and relate to its surroundings, ensuring views in to the industrial park and existing signage areas are not severely impacted. The site also currently slopes down towards the industrial units from Oxford Road. This, with the intended size and scale of the unit, will ensure that there is a further reduction in any impact of massing that the unit will have on neighbouring residential properties across Oxford Road.

The unit is modern in its design, with materials incorporated to match the tenants branding. This includes the use of metal cladding in both dark grey and blue colours. The cladding has been designed to highlight key areas of the unit with these contrasting colours, such as the entrance, drive-through serving hatch and signage. Grey framework for the glazing links to these colours, as well as the blue brickwork at lower levels, tying the unit in to a uniform aesthetic.



Green link and wider ecological enhancements

Landscaping

The majority of the trees on site are to be unaffected by the proposed works with one tree requiring removal. A large portion of the site will be re-levelled, with a retaining wall proposed as to retain existing trees to the north-east of the development area, this retaining wall will also ensure surrounding pathways around the industrial units will not be affected. Existing areas of grass are to be converted into hardstanding roadways, car parking bays and the paving to surround the proposed unit.

The development site

The landscape proposals have been developed by consideration of the proposed unit and its relationship with the existing tree group together with an appreciation of the contribution of the existing tree group to the local public realm.

-  Proposed tree planting
-  Proposed wildflower planting
-  Proposed native shrub planting
-  Potential attenuation pond
-  Proposed bird/bat boxes
-  Existing trees and vegetation to be retained

In considering the position of the unit careful consideration has been given to the potential effect on the existing trees. The unit position has been reviewed and adjusted in several directions specifically to reduce the potential conflict with trees and minimise the removal of trees and to respond to the existing site levels.

The existing trees are of varied quality, age, and condition with limited Arboricultural management over the years. This has resulted trees with varying forms, structure and canopy of varying age and quality. Within the tree group there are 3 trees with TPO designation which are retained within the scheme.

A landscape scheme for the site is proposed which will provide for the new planting of 38 woodland tree species (large canopy trees) located with the existing tree group and to the site perimeter thereby giving succession tree planting to the area thereby ensure the continued trees presence and contribution to the local area. Significant indigenous shrub planting is included in the planting scheme to create a understorey beneath the tree canopies and around the parking area together with hedges planted along the 'drive through' edge. Drifts of wildflower areas are also included within the landscape scheme.

The landscape proposals and details are indicated on the following drawings:

QD784-300 Rev A- Landscape General Arrangement

QD784-302- Landscape Cross Sections

QD784-303- Landscape Cross Sections Location Plan QD784-304- Cellular Tree Protection System

Landscape and environmental enhancements

Independently of the application site the applicant was in the process of undertaking a review of their site to seek a range of environmental improvements and wellbeing opportunities. A number of these coalesce with the landscape proposals for the application site. It has therefore considered that it is appropriate being these forward and include them within the application content. These environmental enhancements are divided into several principle elements: -

The provision of tree planting along the Wigmore Lane boundary and Scours Lane with returns into the railway boundary (approximately 80 trees). This will provide a greatly increased green canopy presence whilst providing habitat opportunities. This tree provision would greatly strengthen the 'green link' along Wigmore Lane, Scours Lane, the railway, and connectivity to the Thames corridor.

The proposal will provide a significant net gain of trees and tree canopy to this location whilst providing a strong visual presence, improved public realm quality/experience in this location and will assist with local carbon harvesting.

This approach would provide the opportunity for elements of additional tree planting which would increase the visual contribution and scale of trees at this location whilst contribute positively to the Green Link and Tree Corridor policy. The provision of tree canopy and wildflower areas together with indigenous understorey shrub planting will provide wildlife habitat opportunity and encourage biodiversity. This would also provide a net gain of trees and tree canopy.

The provision of these elements will support and contribute to the objectives within the local authority's Green link and Tree Corridor policy EN 12 + EN14 at this location. This will offer environmental improvement together with greater visual, seasonal interest and contribute to the wider public realm and local identity

These elements will contribute and support the local authority's Green link and Tree Corridor policy initiative in this location and will offer environmental improvement together with greater visual and seasonal interest and contribute to the local public realm.

Species range to include Hornbeam (*Carpinus betulus*), *Tilia europea* (European lime), *Zelkova serrata*, *Quercus rubur* (Oak), *Prunus avium* (Cherry), *Sorbus* species, *Acer campestre*, *Corylus*.

The tree planting is supported by the inclusion of matching tree species and shrub planting within the Greggs development area.

The provision of wildflower drifts in viable areas and modifications to the mowing regime along Wigmore Lane creating opportunity for pollinating insects/bees to benefit from the habitat created.

Also included within the proposals is a wildlife enhancement to provide wildlife habitat opportunities. These include bird and bat boxes suitable located within the existing trees and within the areas of indigenous shrub planting the provision of log piles and hedgehog hotels. The collective combination of the planting, wildflower areas and habitat elements within the site area will provide a net biodiversity/wildlife gain.

The proposed landscape scheme will provide a significant net gain of trees and tree canopy. The additional tree and shrub planting provided by the scheme will assist in local carbon harvesting the new trees and shrubs will absorb and use the ground water in this location.

The combination of this planting will provide a strong visual landscape scheme with large tree canopy and understorey shrub planting and will also provide wildlife habitat opportunity and encourage biodiversity.

These elements will contribute and support the local authority's Green link and Tree Corridor policy initiative in this location and will offer environmental improvement together with greater visual and seasonal interest and contribute to the local public realm.

The wider ecological enhancements and details are indicated on the following drawings;- QD784-305- Rev A-Green Link and Ecological Enhancements
QD784-306- Wider Green Link Corridor

Designated health and wellbeing spaces

There is the opportunity across the industrial area to create a number of locations for sitting and well-being places. The number of spaces created will be subject to dialog with tenants and accessibility together and appropriate locations.

These locations would provide seating and colour planting/textural shrub planting to create a relaxing oasis from the working environment. This will be reinforced by the selection of materials and planting selected.

The attached drawings indicate the detailed proposals for the first area to be provided adjacent to Unit 1. This provides seating within an area enclosed by living screens of *Pyracantha* with light coloured block paving.

Details of the Designated Health and Wellbeing Spaces are indicated on the following drawings:

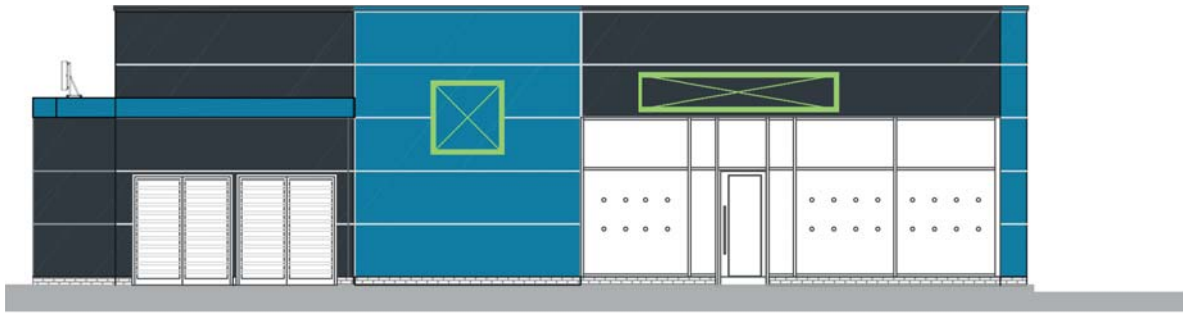
QD788-201- Rev A- Unit 1 Details of Well-being space

QD788-203-Planting Plan

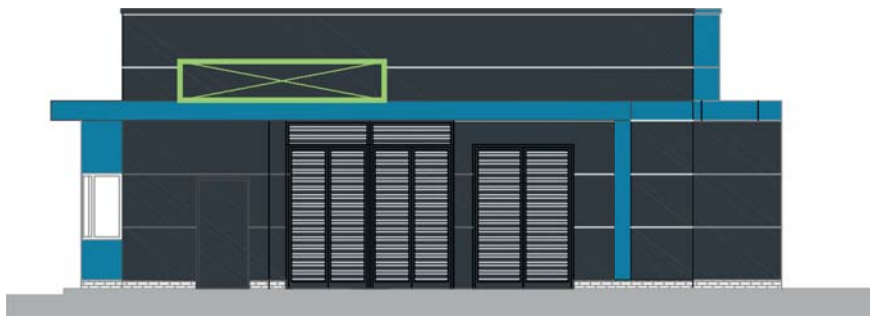
QD788-204- Hard Landscape Details



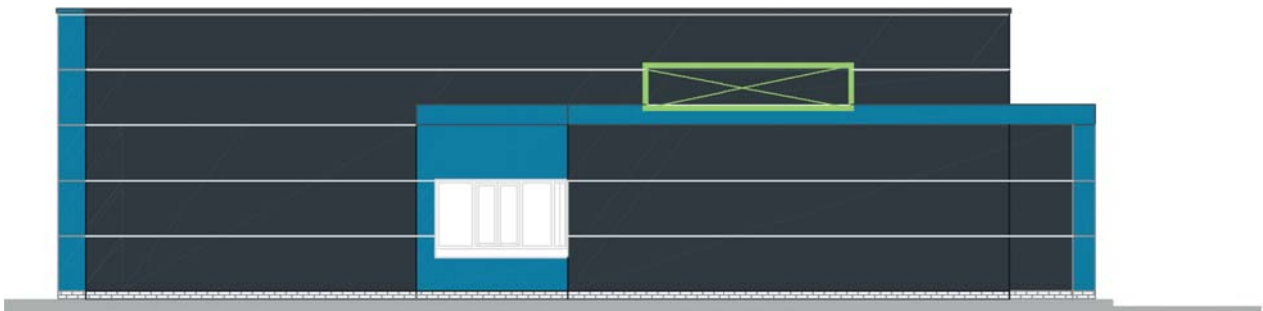
ELEVATIONS



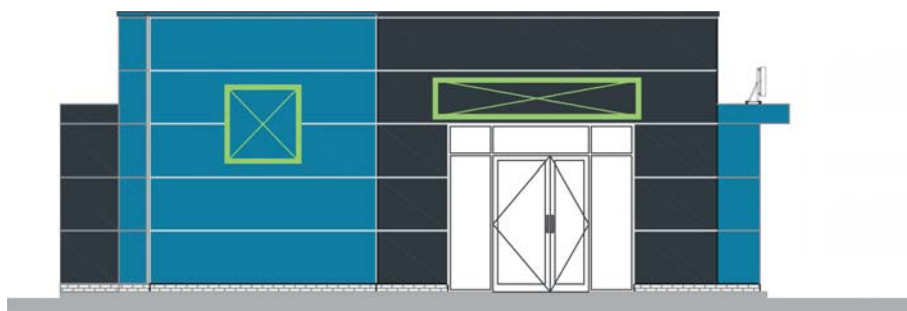
South elevation



West elevation



North elevation



East elevation



ACCESS

The access points to the industrial site are to be maintained as existing. As stated previously, an additional vehicular access point will be created from Scours Lane to access the new car park and drive-through unit. As well as this, a new pedestrian link route from the development areas south-western corner extending north-eastwards into the industrial site is also proposed.

Links to public transport

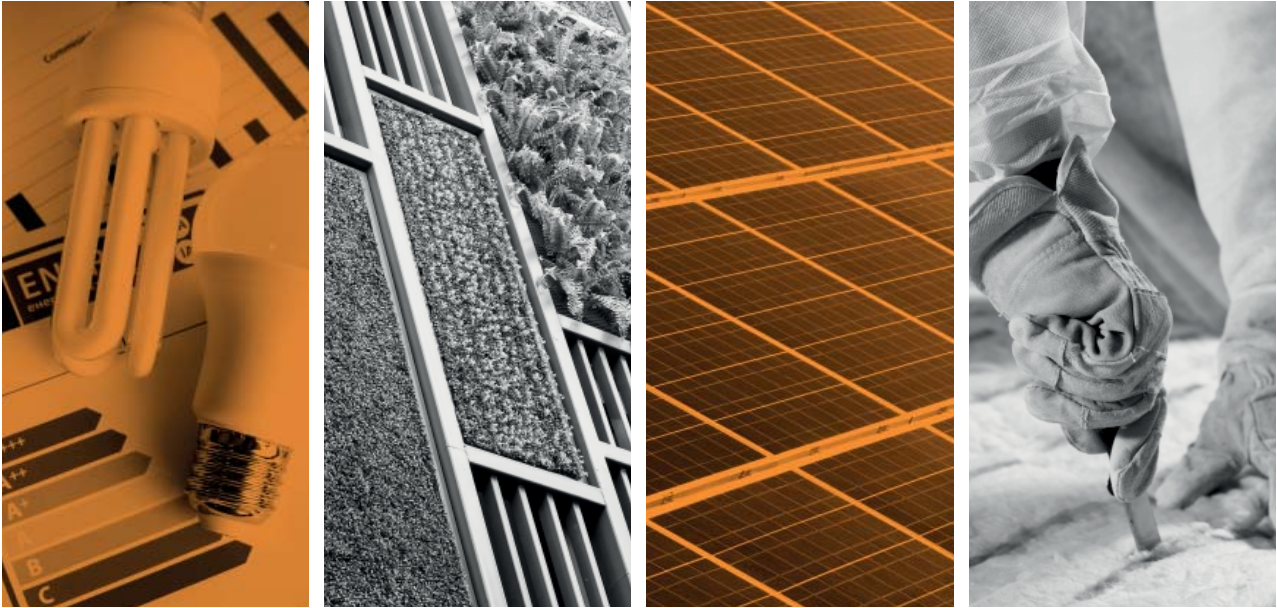
There are two bus stops directly west of the proposed development along Oxford Road. These bus stops offer travel to central Reading, Upper Basildon, Purley on Thames and more. Additional bus stops are located eastwards along Oxford Road, adjacent to Reading Retail Park, providing travel to the same destinations and more. Reading West Train Station is located approximately 1.2 miles east of the site, with Reading Train Station slightly further, about 2.5 miles eastwards. These train stations provide connections to London, Basingstoke, Penzance, Bath and more.

Road network

Travelling west along Oxford Road leads out of Reading towards the smaller surrounding towns and villages. Travelling east along Oxford Road leads into central Reading and the A33. The A33 in turn allows for travel south through Reading and on to the M4 for travel eastwards and westwards across the country.

Cycle routes

5 Sheffield stands have been proposed adjacent to the proposed new pedestrian route stemming from the Oxford Road/Scours Lane intersection. This will allow space for 10 bicycles to be parked up on site, promoting more sustainable means of travel.



SUSTAINABLE DEVELOPMENT

Land is a finite resource, so it is vitally important to reclaim and redevelop underutilised space to bring them back into effective and beneficial use. We aim to deliver a development that is in accordance, as far as is practicable, with best practice principles of sustainable development, and the scheme has been designed to positively contribute to long term objectives of environmental protection and resource management.

Several sustainable practices are proposed to be incorporated within the shell works. These include:

- All materials will where possible be obtained from sustainable sources and contain no CFC, HCFC, HFCs and PIR insulations.
- The main contractor and site are to be registered with CCS and achieve a Considerate Constructors Scheme rating over 30 "a very good site".
- The main contractor is to run the CSCS scheme on site to ensure all personnel on site are adequately trained in the relevant health and safety requirements.
- In decoration, water based/low VOC paints will be used in lieu of oil based paints where possible.

Site waste management plan

In accordance with best practice we will be implementing a site waste management plan as required for the contractor and all materials removed from site will be reused and recycled where possible.

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