

# SCOURS LANE, READING

Drive-through pod

**2483-URB-ZZ-XX-DA-A-2A3750-P00a / AUGUST 2021**

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| Revision | Comments                | Date       |
|----------|-------------------------|------------|
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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.



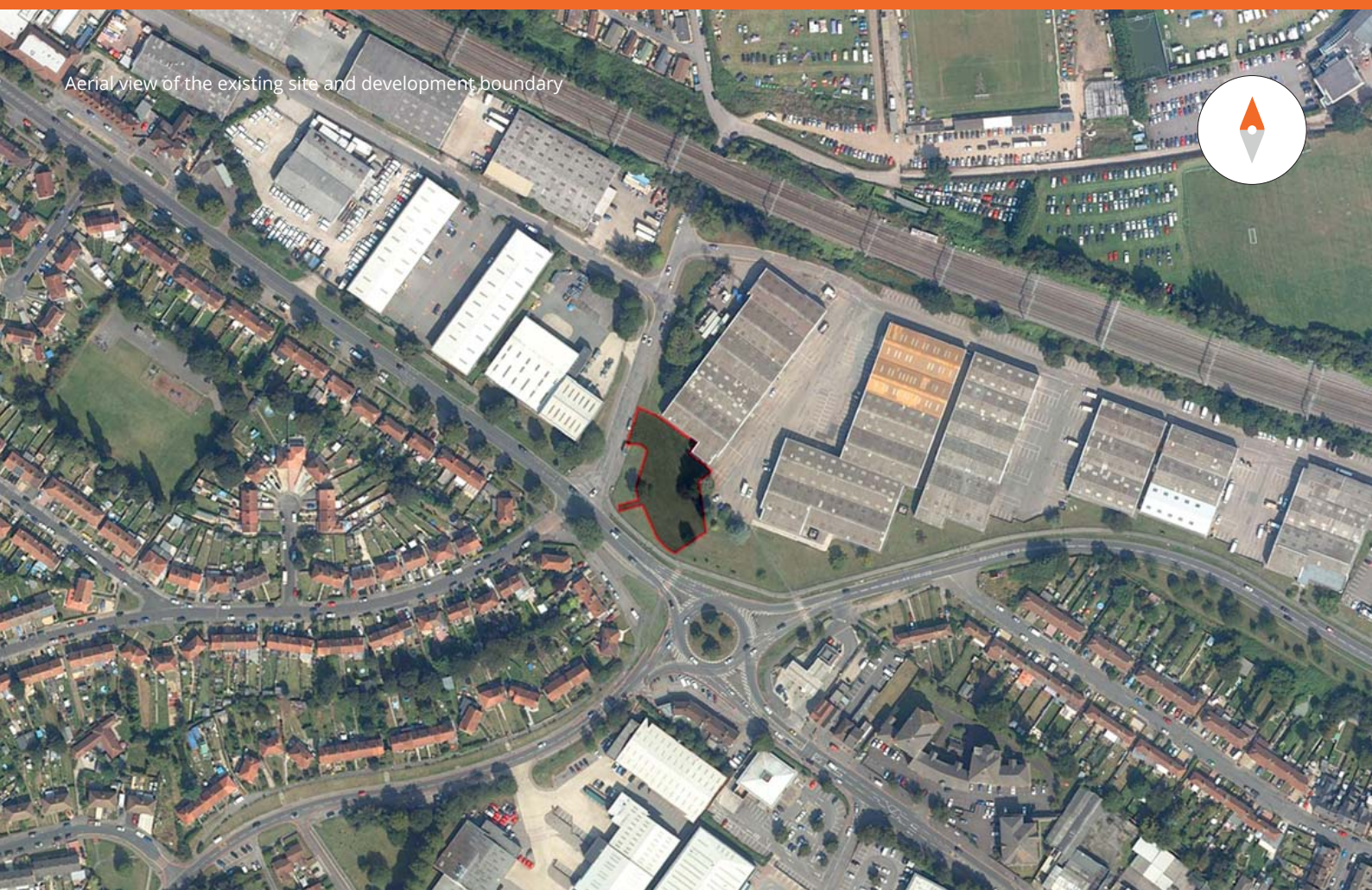
## LOCATION, SITE & CONTEXT

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.

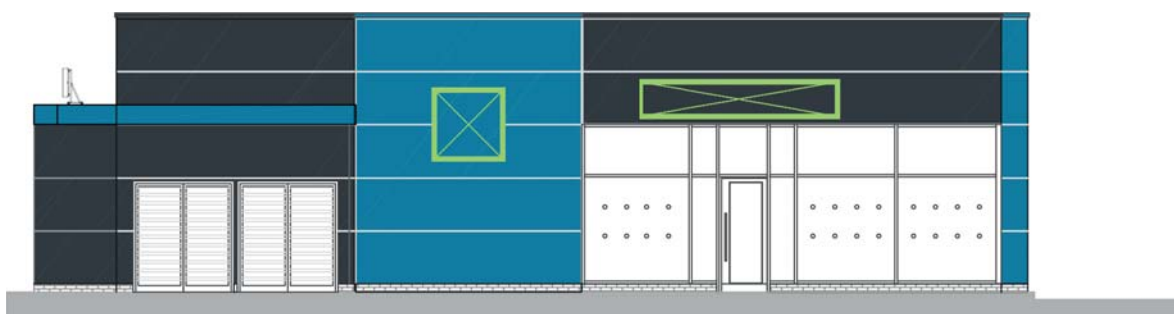
The unit is modern in its design, with materials incorporated to match the tenants branding. This includes the use of metal cladding in both dark grey and blue colours. The cladding has been designed to highlight key areas of the unit with these contrasting colours, such as the entrance, drive-through 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.

**Landscaping**

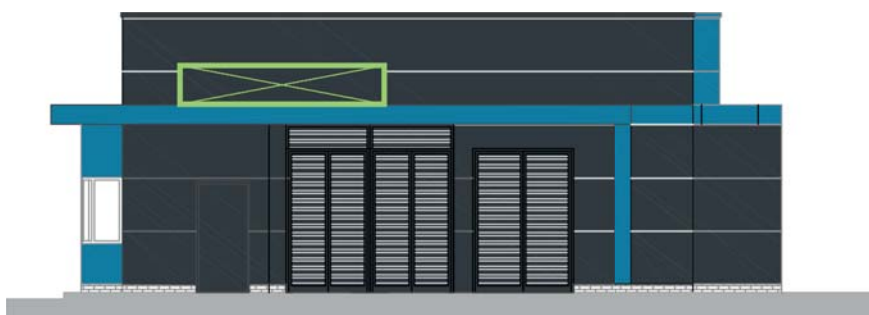
The majority of the trees on site are to be unaffected by the proposed works with one tree requiring removal. A large portion of the site will be re-levelled, with a retaining wall proposed as to retain existing trees to the north-east of the development area, this retaining wall will also ensure surrounding 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.



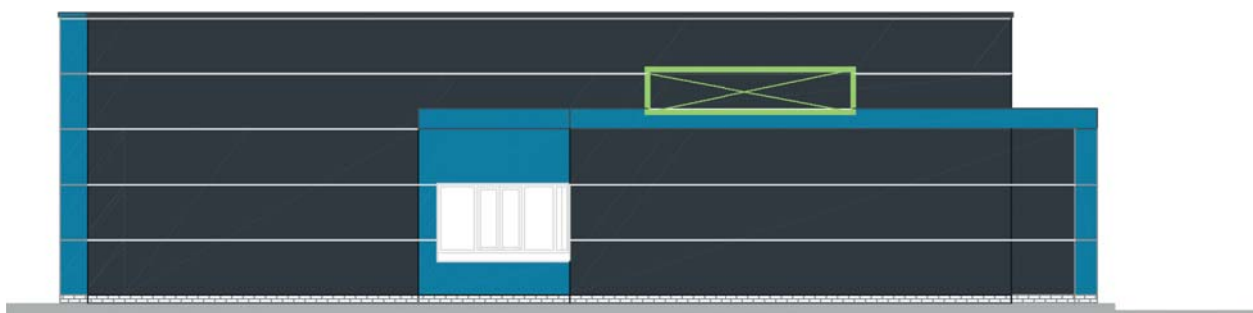
# ELEVATIONS



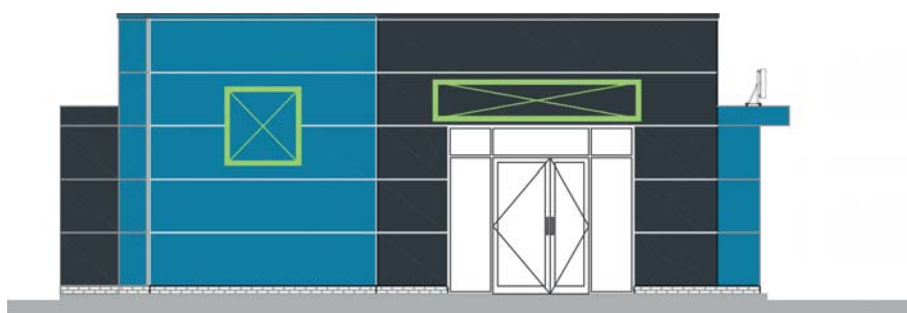
South elevation



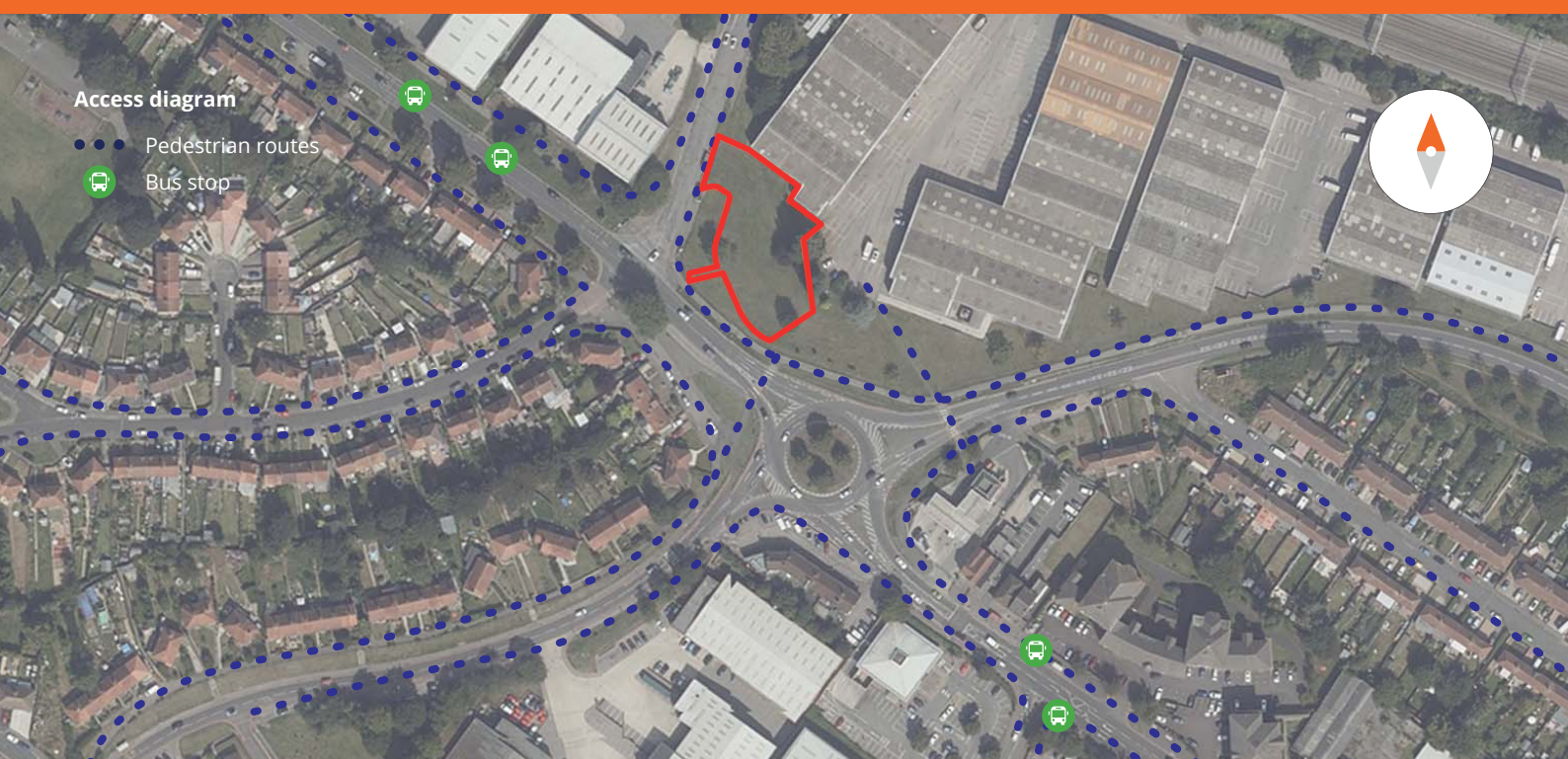
West elevation



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

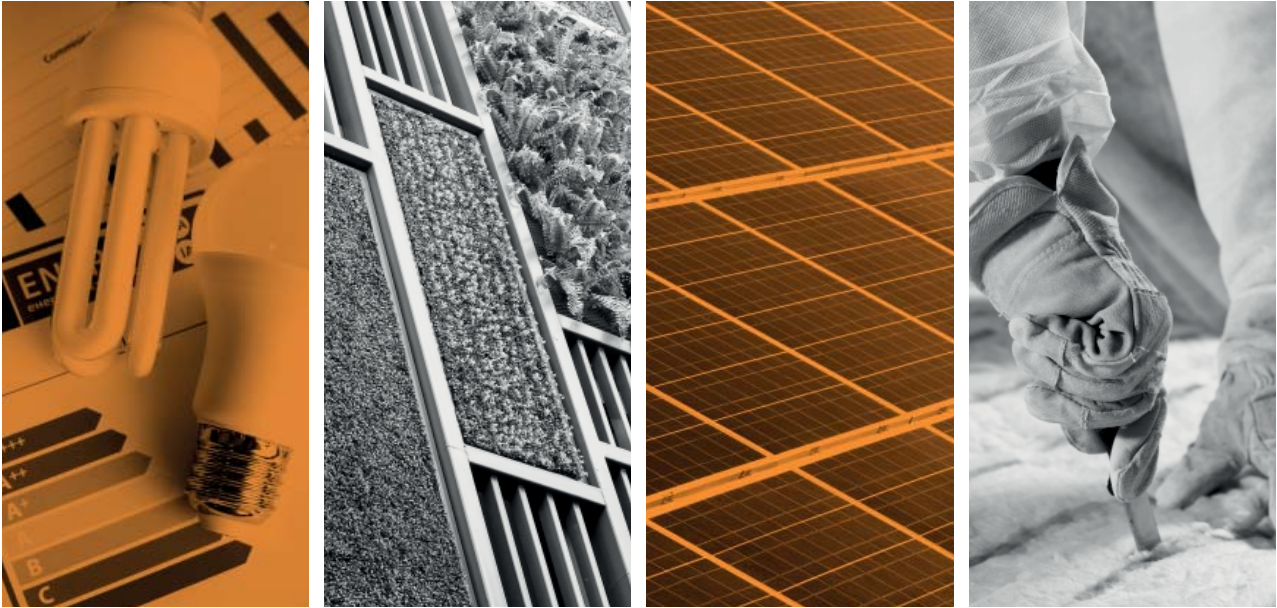
There are two bus stops directly west of the proposed development along Oxford Road. These bus stops offer travel to central Reading, Upper Basildon, Purley on Thames and more. Additional bus stops are located eastwards along Oxford Road, adjacent to Reading Retail Park, providing travel to the same 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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