

# Design and Access Statement

For a hybrid planning application for the development of a mix of employment uses at Corinthian Park, Grovefield Way, Cheltenham, GL51 6RF



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Appendix 1          Application Drawings

This statement should be read in conjunction with the appended drawings and the following reports which accompany the application: -

- Planning Statement prepared by Hunter Page Planning Ltd.
- Retail Impact Assessment prepared by DPP Planning
- Economic Impact Report prepared by Hardisty Jones Associates (HJA)
- Transport Assessment prepared by Transport Planning Associates (TPA)
- Framework Travel Plan prepared by Transport Planning Associates (TPA)
- Flood Risk Assessment and Drainage Strategy prepared by Complete Design Partnership Ltd. (CDP)
- Ecological Assessment prepared by Ecology Solutions Ltd.
- Geotechnical Desk Study prepared by Structural Soils Ltd.
- Arboricultural Survey and Method Statement prepared by Treework Environmental Strategy
- Noise Impact Assessment prepared by Hoare Lea
- Delivery Management Plan Prepared by DDP

## 2.0 Application Site and Context

The application site is 4.15 hectares of land known as Corinthian Park adjacent and to the north west of Grovefield Way and to the south of the A40, Cheltenham. The site falls on the western edge of Cheltenham. It is surrounded by an established mix of residential, commercial and employment uses including Arle Court Park and Ride facility to the north east of the site, commercial development (including an ASDA Supermarket) to the east and residential development at the Reddings to the east and south east of the site. A new BMW Mini Dealership to the north east of the site recently opened in 2017.

The site will be accessed from Grovefield Way which runs between the A40 to the north east of the site, alongside the eastern site boundary and then southwards through the Reddings towards Up Hatherley. The A40 provides access to the M5 Motorway and Cheltenham town centre.

The northern boundary is separated from the dual carriageway at the A40 by an earth bank with a belt of tree planting. The eastern boundary is bounded by Grovefield Way and residential development beyond. The Southern and Western boundaries are formed by existing hedgerow, which will be retained as part of the proposals.



*Site Location*



*Recently opened BMW Mini Dealership*

## 3.0 Development Proposal

The site plan provides an overview of the development proposal in terms of layout and access for both the full and outline application sites.

The site access road is at the junction with Grovefield Way and has been agreed in principle with the Local Highway Authority as part of the permitted B Class uses on the wider site. The site access junction on Grovefield Way and an approximate 160 metre section of the access road has been constructed as part of the approved BMW Mini car showroom development up to the boundary of the BMW Mini site. This access road will be extended into the application site to serve the proposed development.

Both the NPPF, the Cheltenham Borough Local Plan and the Joint Core Strategy require new development to be of the highest standards in terms of design. This Design and Access Statement demonstrates that the proposed scheme is the result of a sound design process that has carefully considered the opportunities and constraints of the site.

The proposed development in addition to the BMW Mini dealership will provide further opportunity to open up views to the site to enhance the prominence of the proposed development and take full advantage of its gateway location to Cheltenham to provide views to a modern and high quality family of buildings.

#### 4.0 Design Considerations

Rather than looking at the site as two separate components; the detailed and outline application sites, the masterplan considers the entire site. It is important that the buildings are designed as a comprehensive family of buildings that sit within an inclusive landscape scheme.

The proposed layout and design have been informed by the site, its topography and surrounding area. The site has been evaluated as set out below to ensure that the proposals minimise impact on the surrounding landscape and deliver a useable and high quality design solution.

Unit	Gross External Area (GEA)	Gross Internal Area (GIA)
Costa	287 sq m	204 sq m
Aldi	2037 sq m	1742 sq m
Happy Days Nursery	800 sq m	502 sq m
Office 1	3016 sq m	2279 sq m
Office 2	3577 sq m	2755 sq m
Office 3	6626 sq m	6176 sq m
Office 4	2110 sq m	1858 sq m

*Proposed Development Schedule  
Corinthian Park, Grovefield Way, Cheltenham*

##### Parking;

The proposed car and cycle parking provision and internal layout is considered to be appropriate to cater for operational requirements and the forecast maximum parking demand. Electric car charging points have also been provided given the rapidly increasing demand for them.

##### Ground Investigation;

A desk study appraisal and site investigation was undertaken by Structural Soils Ltd in 2014. The report suggests that made ground is likely to be present across the site due to historic fill. This report indicated that the buildings can be constructed on conventional strip or pad foundations. The foundations should be taken down through the made ground and upper superficial clays to a minimum depth of 1.00m depth. It also confirmed that Shallow soak aways are not practical at this site. Updated ground investigation works and gas monitoring were undertaken in January 2017 and confirmed that there is no contamination on site.

##### Noise;

A noise assessment has been undertaken to evaluate the potential noise impact of the proposed plant and delivery programme at the closest existing residential receptors on North Road West and across Grovefield Way. It is considered that noise does not pose a material constraint to the operation of fixed plant items or deliveries taking place and predicted noise levels will be below existing ambient traffic noise levels. The scheme design has been carefully developed with nearby residential properties in mind.

##### Flooding;

A detailed flood risk assessment has been undertaken by Complete Design Partnership Ltd (CDP). The proposed development site is low risk (Zone 1) for flooding. The development will not increase the risk of flooding in the wider catchment as the surface water will be contained within the site, and released on an attenuated basis. The surface water drainage arising from the detailed application site will discharge on an attenuated basis, to an existing balancing pond system located along the northern boundary of the site which were constructed as part of the BMW Mini Dealership. The outline application site drainage design will be dealt with by a reserved matters application when appropriate.

##### Ecology;

An Ecological Appraisal of the site was conducted by Ecology Solutions Ltd. The application site was originally surveyed in June 2006 and updated walkover surveys have been carried out in September 2011, May 2013, September 2016 and February 2018. In addition, specific surveys were undertaken within the application site in respect of bats and badgers. The proposed design has been guided by the recommendations and enhancement measures provided by the Appraisal. As a result, the design will include the provision of bird and bat boxes as well as native planting and landscaping throughout.

##### Highway Safety;

A transport assessment has been prepared by Transport Planning Associates (TPA). This report demonstrates that the forecast trip attraction for the current proposal will be less than that calculated for the previous business park proposals on the site. It also confirms that the traffic associated with the current proposal will be less than the previously consented uses on the site. This notwithstanding, the proposed design has sought to minimise the impact on the local highway network to ensure its safe operation.

The proximity between existing and proposed buildings and positioning of new landscape planting has been carefully considered to minimise impact on existing residential uses.

#### Arboriculture;

Treework Environmental Practise undertook a survey of all individual trees onsite and identified the above and below ground constraints. No tree preservation orders have been placed on any of the trees on site. All tree features will be retained, protected and integrated into the development, unless they have been classed as category 'U' trees which are of poor quality and have been recommended for removal. Sufficient space and adequate protection measures have been set out to ensure that retained trees are not damaged during pre-construction and construction phases. The scheme design has sought, where possible, to enhance the provision of trees on site and act as a natural continuation of the existing landscape strategy and planting at the BMW Mini site.

This section sets out how the scheme proposals for the application site have been modified and developed through consultation and consideration of key design issues and appraises and addresses the characteristics of the site, under the following headings:

- Constraints and opportunities
- Scheme evolution
- The landscaping strategy
- The buildings
- Sustainability Issues

To create an attractive and functional development which will enhance the streetscape and improve the amenities of the area, the first requirement was to identify the opportunities and constraints as follows:

#### **Constraints**

- Topography

There are varying levels across this site making the juxtaposition of buildings and their inter-relationship challenging. The level of the site currently drops away from east to west, with a relatively steep gradient from Grovefield Way initially to the West, this then shallows and the site falls away much more gradually to the boundary in the east. The existing spine road within the site has been constructed as part of the previously consented BMW Mini scheme and has established the proposed levels of the development. As a result of the existing road levels, it has been necessary to create two plateaus within the development to the south of the spine road, with stepped and ramped access between them.

- Access

The site access junction on Grovefield Way and an approximate 160 metre section of the access road has been constructed as part of the BMW Mini dealership. This access road will be extended into the application site, as shown on the masterplan. The existing access needs to be maintained.

- Residential properties

Residential properties on North Road West and across Grovefield Way are the closest noise sensitive receptors to the site. Any development will therefore need to address these, ensuring adequate distance and screening.

- Brand Identity

The new buildings are proposed for named occupiers and need to meet the specific corporate identity standard set by those tenants.

#### **Opportunities**

- Frontages

It is possible to build in active frontages and entrances which address Grovefield Way and the spine road.

- Development of a gateway site

The scheme provides an opportunity to further open up views to the site, to enhance the prominence of the site and take full advantage of its gateway location to Cheltenham improving the approach to Cheltenham along the A40; in conjunction with the new BMW Mini flagship building.

- Pedestrian/cycle routes through the Site

The development provides the opportunity to deliver pedestrian and cycle movement through the site using the landscaped central spine.

- Scale

The newly developed BMW Mini building along with the previously approved schemes have set a precedent for the scale of building on this site.

- Public Realm

The development will create high quality public realm which is key in delivering an attractive, high quality scheme.

- Habitat and Landscaping

The majority of the existing habitat is of low ecological interest, consisting of common and widespread species. Through careful landscaping design there is the opportunity to provide improved habitat and enhancements for protected species such as bats.

#### **Joint Core Strategy – Policy SD4: Design Requirements**

In accordance with the adopted JCS, proposals for development will need to clearly demonstrate how the following principles have been incorporated:

- Context, Character and Sense of Place
- Legibility and Identity
- Amenity and Space
- Public Realm and Landscape
- Safety and Security
- Inclusiveness and Adaptability

The JCS goes on to state that good design, including appropriate attention to detail, typically makes the difference between a high-quality and successful development and a mediocre or unsuccessful one. Development at any scale and location should make a positive contribution to providing better places for communities. The quality of the local environment can also play a crucial role in the economic success of an area.

Taking each point in turn;

- Context, Character and Sense of Place

As the site is previously undeveloped, it lacks any distinctive historical context. However the recently completed BMW has established the character of future development at Corinthian Park. This flagship building is highly ambitious and has achieved a distinctive identity for development, setting a valuable precedent in terms of scale, built form and materials. The materials used are high quality and suited to their purpose as well as location, the intended use of a similar palette will impose uniformity across the development.

The previously consented applications have also set a notable precedent in terms of acceptable built form and landscaping and these have been used as a design guide during the development of the proposals being submitted. The key elements and design principles are consistent with the applications previously submitted.

An in depth assessment of the site has been undertaken and details of the context, constraints and opportunities are included earlier in this document. These issues have informed the vision for the site and shaped how the masterplan has been developed.

- Legibility and Identity

It is important that the continued development of this site provides a clear and easily understood image of the area.

The continued use of the modern and minimal materials palette used for the BMW Mini building reinforces the established design identity of Corinthian Park and provides recognisable features that users can identify with. Setting the buildings back from Grovefield Way retains an open view through the site to the landscape beyond, maintaining the existing identity of the site.

- Amenity and Space

The development is an efficient use of land with a mixture of uses, that deliver amenities and services to the local area and people employed on the site.

There is a clear structure of open spaces and landscape network to ensure that the new spaces relate well to each other, with a rill lined footpath providing a primary link to the different uses and good integration between both natural and built spaces.

- Public Realm and Landscape

The landscape strategy is a key principle of the masterplan ensuring that the proposed development is integrated into the landscape whilst enhancing the visual amenity of the area. Robust landscaping proposals will enhance the existing vegetation and provide improved habitat, while being diverse with visual interest throughout the year, providing a long term sustainable setting for the buildings.

It is important to create attractive, high quality public realm which provides a variety of interest and experiences. The proposals will introduce a high-quality landscape led road infrastructure corridor with active pedestrian frontage, incorporating planted rills backed with gabion walls and seating areas. With well-designed details such as the integral seating and plazas at building entrances, visual interest will be provided and an opportunity for social interaction.

The materials used will be a co-ordinated range of elements based around a restrained selection of modular units and street furniture arranged to address both function and form. Materials will inform the movement of pedestrians and vehicles around the site and will be suitably robust for the proposed uses of the development and the technical requirements of the site and its construction.

- Safety and Security

Thoughtful lighting design and layout will reduce opportunities for crime, with the increase in activity in the area providing increased natural surveillance, improving the environment for pedestrians and cyclists and positively contributing to the public realm.

- Inclusiveness and Adaptability

Dedicated facilities will be provided for disabled users and those with other mobility challenges such as mothers with small children. The proposals incorporate measures to ensure that development will be socially inclusive and accessible to all members of community.

The offices have not been designed with an end user in mind, so the space created needs to adapt easily to changes in need or use. The buildings must be open plan, to allow for easy sub-division and appeal to a wide range of potential occupiers. Taking this approach ensures that the buildings will be versatile and adaptable, ensuring that they will remain viable into the future.



*Views of Offices 1 and 2 and Costa Drive Thru*

## 5.0 Scheme Evolution

The design of the proposed scheme has been developed to address the character and appearance of the local area and the opportunities and constraints detailed earlier. The current design has also considered the layout and form of the previously approved and submitted schemes at the site to ensure that the key design principles, characteristics and appearances have been adopted and developed to produce the scheme now proposed.

There is a long planning history to this application site and the previously consented outline schemes and the implemented BMW Mini consent have influenced the design of the submitted proposals. The proposed development takes a similar approach in terms of layout and the landscape treatments.



*Previously consented Masterplan, Outline Scheme 14/01323/OUT*

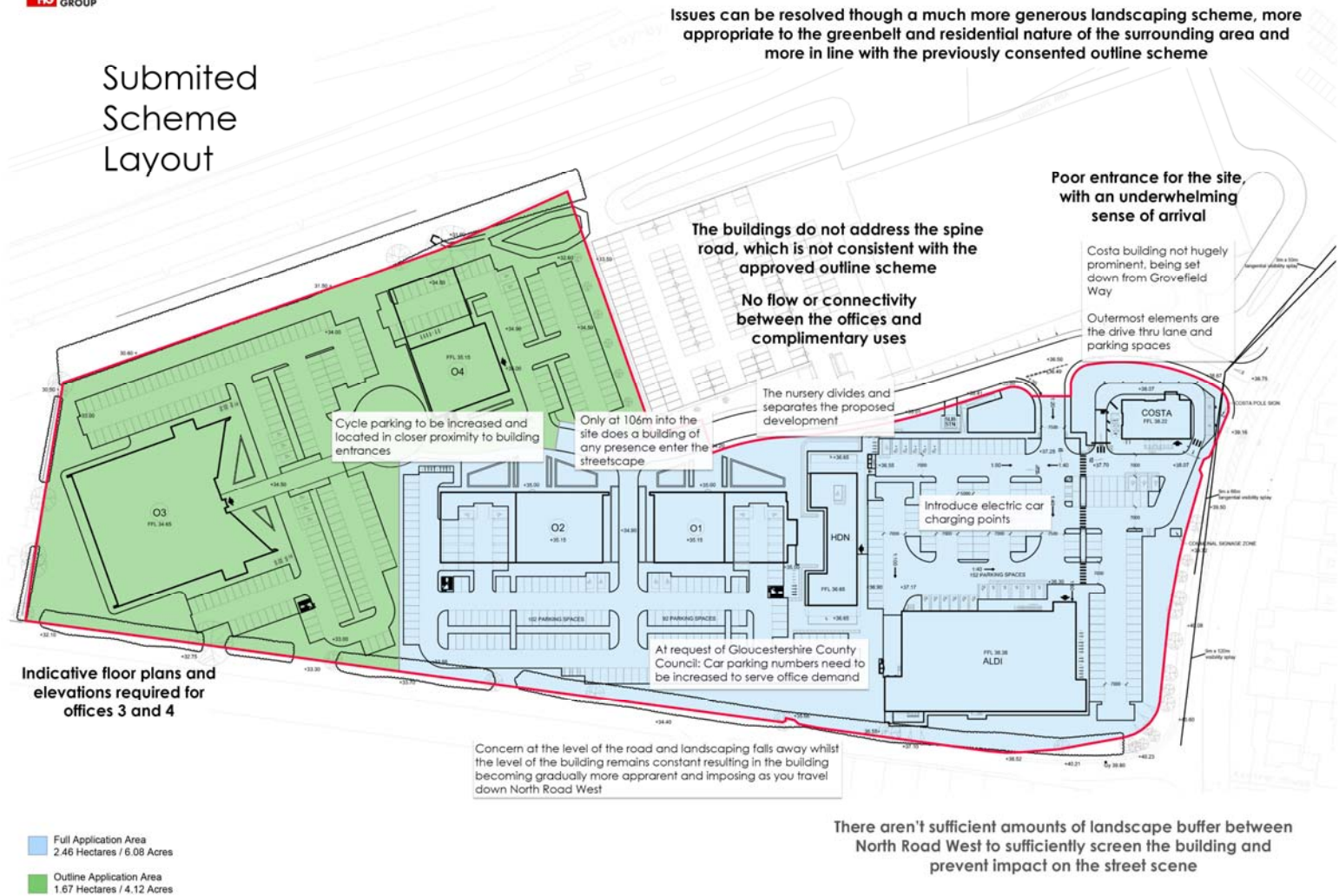


A hybrid planning application was submitted in December 2016 for the scheme as shown in the plan below.

From consultation with both the Planning Officers and Consultees, it was apparent that the proposed design needed to address some principle concerns in terms of layout and design. The layout needed to be more in accordance with previously consented schemes and comments and recommendations are detailed on the layout plan below.



## Submitted Scheme Layout



Through lengthy consultation and review between the applicant, proposed occupiers and consultees, a design solution was reached that contributes positively to the surrounding area and street scene and is in accordance with the design ethos of the previously consented outline scheme. We also consider the design responds positively to the newly constructed BMW Mini showroom adjacent to the site.



Revised Masterplan Layout as considered by the planning committee December 2017

## The Buildings

The relationship between internal operation, external appearance and site context has been extensively considered and developed to inform the proposals.

The scale and massing of the buildings has been developed to respond to the site's immediate context, namely the recently completed BMW Mini Dealership.



*Recently completed BMW Mini Dealership*

The surrounding area currently lacks any historical or distinctive built environmental context for the proposal to reflect; albeit that the new BMW Mini building has provided a high-quality precedent and building style. The attractive setting in which the site is located requires the design response to be sensitive, simple and sustainable. The proposals must sit comfortably within the generously landscaped setting.

The outline scheme was characterised by a family of low rise, flat roofed contemporary buildings. The central feature being the meandering spine road that featured high quality landscaped borders and was free of parked vehicles. The proposed buildings address the spine road and are set behind a landscaped buffer. The style and materials have been governed to ensure that the general design ethos set out by the previously consented schemes is followed and the character of the development is maintained.

The design of the scheme is modern and contemporary throughout with variations in design driven by the end users. Where applicable the material palette remains similar and ties in with the precedent of the BMW Mini dealership.

The increase in activity in the area will provide increased natural surveillance, improving the environment for pedestrians and cyclists and positively contributing to the public realm.

## **5.0 Landscaping**

A detail landscape proposal has been drawn up by Davies Landscape Architects and accompanies this application.

The landscape design for the Corinthian Park Phase 2 development will create an environment appropriate to the location, use of the proposed buildings and compliments the landscape design strategy implemented to the BMW Mini scheme to the north of the application site

### **Landscape Objective**

The key landscape objectives are to integrate the proposed development into the landscape whilst enhancing the visual amenity of the area. This will be achieved by;

### **Landscape Aims**

- Introduction of a high-quality landscape led road infrastructure corridor with active pedestrian frontage, incorporating planted rills backed with gabion walls and seating areas;
- Enhancing the existing vegetation to the southern boundary adjoining North Road West with native buffer planting and advanced nursery stock trees (including 30% evergreen tree stock);
- Provide Landscape enhancement to Grovefield Way;
- Provide two formal landscape entrance points accessing the non-office and office parking areas;
- Provide a landscape orientated pedestrian link to provide connectivity across the site;
- Reduce the visual mass of the car park with trees and planting island;
- Introduce semi-ornamental shrubs to the active pedestrian frontage, including accent planting to provide additional structure;
- Ensuring the plant selection is robust and appropriate to the development. It is diverse with visual interest throughout the year, and will provide a long term sustainable setting for the buildings.

### **Design Concept**

- To create a landscape design that compliments the existing BMW Mini development.
- Retain and enhance the exiting boundary vegetation.
- To provide a safe environment for site users.
- To enhance the existing ecology on site
- To create clear defined pedestrian routes through the site.
- Enhance the visual amenity of the site.
- To create a landscape scheme based on previously approved landscape design principals.

### **Design Strategy**

#### **To provide and create;**

- A landscape principal the balances functionality whilst integrating individual social spaces / nodes along the access route forming an active frontage to the development.
- High quality landscaped frontage incorporating planted rills backed with natural stone dressed gabions allowing vistas through the development.
- Safe access into the site, with direct dedicated routes to individual development units.
- Secondary landscape orientated pedestrian link between the office and retail areas.
- Seating / congregation points at footpath junctions utilising the gabion walls as seating plinths.
- Strong formal avenue entrance points into the individual office and retail areas.
- Reduction in the visual mass of the car parking with advanced nursery stock trees planting in soil cells and planting islands.
- A strong landscape zone to the south of the site, reinforcing the existing screening provided by the boundary hedgerow.

## Landscape Masterplan

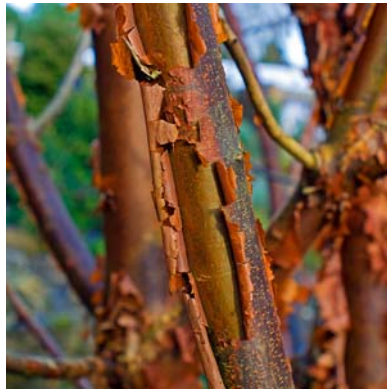
The landscape masterplan aims to deliver the development objectives identified previously from the Design Concept and Design Strategy and creates an environment appropriate to the location, use of the proposed buildings and complements the landscape design strategy implemented to the BMW Mini scheme to the north of the application site.



1. Site access footpath
2. Social space / node with seating
3. Entrance plaza
4. Planting rills
5. Office parking
6. Retail parking
7. Buffer planting
8. Secondary pedestrian link

## Landscape Planting

- The plant selection is robust and appropriate to the development. It is diverse with visual interest throughout the year, and will provide a long term sustainable setting for the proposed development.
- The existing vegetation to the southern boundary adjoining North Road West and the residential dwellings will be reinforced with native buffer planting and advanced nursery stock trees 30% of which will be evergreen.
- Semi-ornamental ground cover shrubs / grasses and ferns are proposed along the development frontage to compliment the BMW Mini landscape scheme
- Tree and accent planting will be incorporated to provide additional structure, whilst leaving a visual connectivity to the BMW Mini site.
- Street trees of an appropriate scale and low-level shrubs planting islands breakup the carpark associated with the retail units.
- Street trees of an appropriate scale, underplanted with a beech hedgerow and ground cover edging divide the office car parking area.



T1



T2



T6



T4



T3



T5

## Typical Tree Palette

T1 Acre griseum  
 T2 Amelanchier lamarckii  
 T3 Betula utilis Graywoods Ghost

T4 Ginkgo biloba Emperor's Garden  
 T5 Pyrus chanticleer  
 T6 Tilia cordata Winter Orange

## Landscape Planting



C1



C2



H1



H2



S1



S2



S3



S4



S5



S6



S7



S8

### Typical Climbers Palette

- C1 *Jasminum officinale*  
 C2 *Trachelospermum jasminoides*

### Typical Hedge Palette

- H1 *Buxus sempervirens*  
 H2 *Griselinia littoralis*

### Typical Shrubs and Grasses

- S1 *Ceanothus 'Blue Sapphire'*  
 S2 *Dryopteris Filix-Mas*  
 S3 *Heuchera 'Fire Chief'*  
 S4 *Hosta 'Paradise Island'*  
 S5 *Miscanthus 'Morning Light'*  
 S6 *Pennisetum alopecuroides 'Hameln'*  
 S7 *Sasa veitchii*  
 S8 *Skimmia japonica 'Rubella'*

## Hard Materials Palette

The materials for the Hard Landscape palette have been selected to fulfil the following:

- To realise the landscape strategy of the public and private realm. The materials used will be a co-ordinated range of elements based around a restrained selection of modular units and street furniture arranged to address both function and form.
- To use the materials to inform the movement of pedestrians and vehicles around the site.
- To be suitably robust for the proposed uses of the development and the technical requirements of the site and its construction.

The following pages illustrate the palette of hard landscape materials chosen which could be used on the project.

- Typical Paving Materials Palette
- Typical Street Furniture Palette

Street furniture will be carefully considered to provide a simple, elegant palette of objects that provide minimal intervention into the space.



P1



P2



P3



P4



P5



P6

### Typical Paving Materials

- |    |                      |
|----|----------------------|
| P1 | Anthracite Paving    |
| P2 | Resin bounded gravel |
| P3 | Step units           |

- |    |                                         |
|----|-----------------------------------------|
| P4 | Hydropave Fusion                        |
| P5 | Manhattan Silver, Mid Grey and Graphite |
| P6 | Stone paving to secondary link path     |



## Hard Materials Palette



SF1



SF2



SF3



SF4



SF5



SF6



SF7



SF8

## Typical Street Furniture

- SF1 Vertical stone shards
- SF2 Peddles and gravel
- SF3 Gabion seat
- SF4 Anti Ram bollards
- SF5 Stainless steel cycle hoops
- SF6 Bench
- SF7 Balustrade fencing
- SF8 Tree grille

## **COSTA**

The proposed Costa Drive Thru will be in a prominent position on the entrance to this important gateway site. The building elevations ensure that the entrance to the development is marked with a high quality design, similar in style and finish to the recently completed BMW Mini dealership adjacent.

The finished floor level of the building will be lower than the existing level of Grovefield way, so the building height has been increased with a glazed half storey to ensure the building provides a notable sense of arrival to the development, while planting and decorative landscape features will be used to screen the lower level drive thru lane.

This small, uncluttered building embodies many of the design principles that have driven the design of the flagship BMW Mini building. The limited palette of quality materials typically used by the Costa brand, have been adapted to ensure that the building is appropriate to its setting and in keeping with the car showroom as well as the family of buildings proposed.

The proposed building facades are treated in a mixture of architectural stonework and self-coloured render. The windows, screens and cladding are polyester powder coated aluminium. Brand signage will be installed by Costa and details of the signs will be included in a separate planning application.

Outside patio areas are immediately adjacent to the building entrance and fronting Grovefield Way. These outdoor areas will provide attractive public realm, increasing the activity within the site as well as providing active frontage to the site entrance and public highway. Parts of the patio will be sheltered by a canopy that extends from the buildings lower roof, this will allow customers to use the outdoor areas year round. Outdoor seating will encourage visitors to spill outside of the cafe and create interaction between the pavement and building. It will provide a high degree of vitality through the daytime and evening and be accompanied by good natural surveillance to all sides.

There is a traditional drive thru' arrangement of a narrow drive taking vehicles to the serving kiosk, passing menu boards and the drivers' order point. At the end of the drive thru' lane two waiting spaces are provided for customers waiting to receive hand delivered orders. The service entrance, refuse storage and plant are located away from the site entrance and are shielded by a secure timber fence. From a security point of view the building is highly visible within the site from the Park entrance, highway and customer car park.

Standard brand designs are important to companies such as Costa, they are regularly changing but always retain a strong element of brand and familiarity.



*Proposed view of Costa from Grovefield Way*

## ALDI

Aldi has the largest foot print of the proposed buildings and is situated adjacent to the southern and eastern boundaries of the site. The finished floor level is set below Grovefield Way and North Road West and the existing hedgerow will be reinforced with additional planting to provide a substantial landscape buffer that will provide screening and separation to the residential properties to the south of the building.

Large areas of glazing have been incorporated into the principal elevations where displays will be clearly visible from the street frontage as will the movement of shoppers and staff creating an active frontage to Grovefield Way and this area of Corinthian Park. The proposed entrance will have a large glazed shop front and canopy providing focus to the main elevation and an attractive approach to the building.

The scale and massing of the buildings has been developed to respond to the site's immediate context. In addition to site context the building size has been determined by Aldi's policy to only build the volume required for the operation of the building so that no space is wasted or unnecessarily heated and serviced.

The proposed store will provide a modern shopping environment, featuring high levels of glazing and cladding to give a crisp, clean finish. The customer entrance and exit is situated on the front elevation and is a large glazed area that creates an active focal point to direct customers. A glazing strip down the length of the building allows natural daylight to flood the retail space generating a pleasant ambience.

The limited palette of quality materials typically used by the Aldi brand, have been adapted to ensure that the building is appropriate to the setting and in keeping with car showroom and family of buildings proposed. The proposed building facades are treated in a mixture of high quality cladding, self-coloured render and glazing. The windows, doors and rainwater goods are polyester powder coated aluminium. Brand signage will be installed by Aldi and details of the signs will be included in a separate planning application.

The loading bay and refuse storage are located on the west side of the store, away from the entrance and properties on North Road West. The plant is in a screened acoustic enclosure, that will be further screened by proposed boundary planting.



*Views of Aldi and landscaping within the car park*

## Happy Days Nursery

The Happy Days Nursery (HDN) is a long linear building that positively addresses the spine road. Proposed high level canopies extend from each level to accentuate the length of the building and continue beyond the external walls to provide shelter over designated play areas. The canopy to the high-level roof also extends towards the car park to provide shelter to the entrance for parents and children visiting the nursery. Large areas of glazing have been used, to flood the internal space with as much natural daylight as possible, creating a pleasant environment inside for children and staff.

The entrance to the building needs to be level and is required from the car parking for ease of access to parents with small children and pushchairs. Because of this the rear elevation becomes the primary frontage and needs work harder to offer active frontage and interest. This presented a conflict; The building needs to provide an acceptable level of privacy and safe guard the children attending, while providing an attractive, interesting frontage that has sufficient prominence to address the spine road. The design solution to this was to provide high level glazing to the building and provide a raised walkway design feature with glass balustrade to create interaction and an external link between the building, landscape features and pedestrian routes. This will provide a strong narrative between this building, the BMW Mini showroom opposite and proposed offices.



*Proposed street scene showing HDN, spine road frontage and offices*

To ensure that this building is part of the Corinthian Park identity the palette of quality materials used by the dealership, Costa and Aldi has been adopted here. The proposed building facades are self-coloured render with architectural stonework providing a robust plinth at ground level which mirrors design features of the BMW Mini Building. The windows, screens and cladding are polyester powder coated aluminium.

To ensure that the single storey building fronting the spine road doesn't lack prominence, the building will be built 'out of the ground' using the building itself as a retaining structure. It is considered that this, a exaggerated roof height and meaningful canopy overhang, gives the building a sense of height that is more in keeping with the adjacent office buildings. The building up to finished floor level will be faced with fortcrete which will provide a high quality finish and has a strong design narrative with the BMW Mini development opposite.

HDN has been designed to sit among the suite of proposed buildings and reinforces the strong design identity that is being forged for Corinthian Park. Designated pedestrian routes and play areas are thoughtfully contained and fenced to ensure that children are safe, enclosed and appropriately supervised at all times.

## OFFICES 1 & 2

The application seeks detailed planning permission for office buildings 1 and 2 as identified on the Masterplan. The previously approved planning applications have set the design brief for the office buildings and much inspiration for the detailed design has been drawn on from the key principles previously outlined.

The offices have been aligned with and front the spine road. Connected pedestrian plazas have been created at the front of each building, providing an attractive public realm and pleasant environment which will encourage social interaction. Creating public realm to the front of the building results in the creation of two private feeling parking courtyards to the rear.

These buildings have not been designed with an end user in mind, meaning the buildings must be open plan, to allow for easy sub-division and appeal to a wide range of potential occupiers. Taking this approach also ensures that the buildings will be versatile and adaptable, ensuring that they will remain viable into the future.

One of the key features of the previous design scheme were entrance 'pods' containing the core elements of the building. The pods have been included as part of the detailed design and aim to increase the functionality of the buildings by allowing each building to be subdivided as necessary whilst still being accessed via a single common point. These entrance pods can be accessed via the pedestrian plaza at the front of the building or via a side door from the under-croft parking areas. The under-croft parking has been provided to make the most efficient use of the site area and will also provide some sheltered staff parking.



*Views of Offices 1 and 2*

Office buildings 1 and 2 adopt the same design and differ only in size. They are very simple, clean and modern three storey buildings that draw inspiration from the suite of proposed buildings and the BMW Mini dealership. Large amounts of glazing mean that the internal spaces receive the maximum amount of natural daylight, providing a pleasant atmosphere for the office users, as well as create active frontages to the spine road from all floors. Long glazing strips on the east, south and west elevations not only accentuate the linear style, but minimise solar gain ensuring running costs and energy consumption are kept low.

To help create a high quality working environment, covered balconies provide users of the upper floors the opportunity to have outdoor breaks without leaving the building. This will add another dimension to the public plaza and encourage users to spill outside of the office during working hours creating interaction between the entire building and external pedestrian plaza. This will provide a high degree of vitality through the daytime that is not typical of office buildings.

The quality material palette has been slightly adapted for these buildings to give the offices their own identity while still having a sense of belonging to the family of buildings in Corinthian Park. High quality architectural stone and cladding have been proposed as used in the other buildings, however a lighter tone in colour has been adopted.

Refuse storage is in the parking courtyard to the rear, away from the office entrances within the proposed landscaping.

### OFFICES 3 & 4

The application seeks outline planning permission for office buildings 3 and 4 as identified on the Masterplan. The previously approved planning applications have set the design brief for the office buildings and the key design principles have informed the proposed layout.

The requirements for the design of each individual building will not be overly prescriptive to allow for innovation and creativity in design but sufficient to ensure the identity set within the masterplan.

Offices 3 and 4 will be simple, clean and modern buildings, that adopt the same design code as offices 1 and 2 and will include large amounts of glazing to provide a pleasant atmosphere for office users, as well as creating active frontages to the spine road from all floors. Office 3 is intended to be a 'landmark' building; a destination to draw people through the site and an addition to the gateway feature that has been established by the BMW Mini dealership.

The open plan buildings have been designed to allow simple sub-division, in line with market requirements. A variety of spaces available will make the scheme viable for a wide range of potential end users.

The overall scheme is intended to provide a family of buildings, characterised by contemporary design and high quality materials. Offices 3 and 4 will adopt the same design ethos and principles as the suite of proposed buildings and the BMW Mini dealership, as demonstrated by the indicative elevations.



*Views of Offices 2, 3 and 4 and indicative landscaping*

## Sustainability

Sustainability is a core philosophy to the development and there are a number of initiatives which will be employed to enhance the environmental credentials of the site. These include:

- The buildings are planned to minimise depth to maximise natural light penetration.
- The building form will minimise solar gain through design and provide solar shading to the glazed frontages where required.
- The project will employ sustainable drainage solutions.
- Robust planting of shrubs and trees will feature to enhance the street scene and natural environment.
- Construction materials will be selected to minimise their environmental impact and will be locally sourced where possible.
- The buildings will achieve a high standard of thermal and noise insulation.
- Existing site materials will be recycled and re-used where appropriate.

## 5.0 Access Considerations

In terms of ease of movement, the development scheme is entered from Grovefield Way and will be fully accessible via alternatives to the private car. The scheme makes provision for pedestrian and cycle movements through the site using the landscaped central spine road as well as a secondary ramped and stepped access between the offices and complimentary uses.

### Cycle Parking

Each of the units will provide a safe and secure cycle parking to help promote sustainable transport choices as shown on the site layout plan. There will be provision for on-site secure cycle parking for 54 cycles for the Aldi, Day Nursery and Costa Coffee Drive Thru and parking for 52 cycles for Offices 1 and 2. These will be for both staff and customer use in the form of Sheffield cycle stands.

### Public Transport

The site is well located on a major public transport corridor that runs between Cheltenham and Gloucester. There will be a number of access points into the development for pedestrians and cyclists to maximise connectivity to Cheltenham town centre and bus stop infrastructure, full details of which are included in the transport assessment.

### Car Parking

The car park will be a shared surface with pedestrian routes clearly defined, ensuring a safe environment for all.

A total of 154 car parking spaces will be provided for the Aldi, Day Nursery and Costa Coffee Drive Thru, including 9 accessible spaces, 12 parent and child spaces and 2 electric car charging points. A total of 222 spaces will be provided for the office buildings 1 and 2, including 8 accessible spaces and 4 electric car charging points. There will be 10 motorcycle parking spaces across the site to accommodate the motorcycle user's demand.

The proposed development will comply with the requirements of Part M of the building regulations. Dedicated facilities will be provided for disabled users and those with other mobility challenges such as mothers with small children.

Items that have been considered are:

Dedicated disabled and parent and child car parking spaces  
Level thresholds and access  
Wide doorways  
Disabled toilets  
Legible signage  
Clear pedestrian routes  
Canopies at high level to provide weather protection

The Application Proposals therefore incorporate appropriate measures to ensure that development will be socially inclusive and accessible to all members of community.

## 9.0 Conclusion

The application site is 4.15 hectares of land known as Corinthian Park, adjacent and to the north west of Grovefield Way and to the south of the A40, Cheltenham.

The application comprises a hybrid planning application split into two parts to reflect two development phases and to allow a more flexible approach to the timing of development on the site. Each phase consists of the following elements:

- Full Application: In respect of the south-eastern portion of the site, detailed planning permission is sought for the development of 5,034 sqm of commercial office space (Use Class B1), 502 sqm day nursery (Use Class D1), 1742sqm Aldi retail unit (Class A1) a 204 sqm Costa Coffee Retail Unit and Drive Thru (Use Classes A1 and A3), with associated parking, landscaping and infrastructure works.
- Outline Application - Outline planning permission, with All Matters Reserved (except access) is sought for the erection of 8,034 sqm of commercial office space (Use Class B1), together with associated car parking, landscaping and infrastructure works.

The development will have a positive effect on the locality, bringing a key gateway location into use. The proposals have taken design cues from the BMW Mini previously permitted schemes at the site and continued consultation with Planning Officers and Consultees. The proposed scheme has been amended and refined to create a development that respects and responds to its immediate context and adopts a similar design ethos to development previously consented on this site.

The proposed development has been designed to the highest standards and:

- Will deliver a quality design which responds to its local context
- Will introduce active commercial uses to the street scene
- Includes a number of sustainable design initiatives making the project sustainable in social, economic and environmental terms

Careful consideration has been given to site access and parking, and the proposal will not be harmful to the highway safety or the wider transport network. The site is also easily accessible by a range of sustainable modes of transport, including buses and bicycles.

The proposed landscaping scheme is fundamental to the success of the development and Hinton Group have engaged with a landscape architect to undertake the detailed soft and hard landscaping design to ensure a generous landscaping scheme, which is appropriate to the greenbelt and residential nature of the surrounding area.

Overall the proposal complies with the development plan and in the absence of material considerations to indicate otherwise, planning permission should be granted, to allow the development of this prominent gateway site.

