



Proposed Foodstore

Cribbs Triangle
Design & Access Statement

00 Revisions

Revisions			
Rev	Date	Initials	Description
-	xxx	ar	draft issue
A	28.05.21	AR	Final draft issue
B	19.07.21	AR	Issued for planning

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Aerial view of site
(reproduced from the DAS for the Outline Planning Application prepared by Barton Wilmore)

01 Introduction

01 Introduction

Background

Scope and Purpose of the Document

This Design & Access Statement has been prepared to accompany a reserved matters application for the development of land at Cribbs Triangle for food retail development pursuant to Condition 1 of Outline Planning Approval PT14/0565/O. It should be read in conjunction with the other application documents.

The proposed development principles are illustrated to demonstrate how they respond to the opportunities and constraints analysis and how they will integrate with the surroundings and wider consented masterplan. The final section of the statement includes an access statement outlining the key features of movement and access into and around the site.

Mountford Pigott (MPLLP) has been appointed to provide architectural services to develop the subject site. MPLLP has extensive experience of retail and mixed-use development and master planning nationally.

Legislative Context

Section 62 of the Town and Country Planning Act 1990 (“the 1990 Act”) provides for a development order to make provision about planning applications, and to require a statement of design principles and access issues, known as a design and access statement (“DAS”). The GDPO sets out the procedure for making and deciding planning applications, including the requirements to provide a DAS (article 4C). The Town And Country Planning (General Development Procedure) (Amendment) (England) Order 2010 No. 567 amended the provisions of the Town and Country Planning (General Development Procedure) Order 1995 (S.I. 1995/419) (“the GDPO”) with respect to design and access statements.

Design and access statements can be a useful tool in planning for high quality development. If design and access issues are considered from an early stage of scheme development, this can and does result in good quality design. The Killian Pretty Review, Planning Applications: A faster and more responsive system (published in October 2008), recommended that Government should make the information requirements for all planning applications clearer, simpler and more proportionate, removing unnecessary requirements.

The 2010 Order made two main changes to the previous provisions for design and access statements. Firstly, it streamlined the manner in which applicants discuss the issue of ‘context’ in their submissions. Secondly, it expands the range of development that is exempt from the requirement to provide a design and access statement. The Communities and Local Government publication “Guidance on Information requirements and validation” (March 2010) sets out in Section 6 the requirements for Design and Access Statements. A further amendment to the requirements for Design and Access Statements was made via The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 No. 1238. Article 4 states the following new requirements for Design Access Statements:

(2) An application for planning permission to which this article applies shall be accompanied by a statement (“a design and access statement”) about—

- (a) the design principles and concepts that have been applied to the development; and
- (b) how issues relating to access to the development have been dealt with.

(3) A design and access statement shall—

- (a) explain the design principles and concepts that have been applied to the development;
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- (e) explain how any specific issues which might affect access to the development have been addressed.

Guidance & Reference

The proposal for the application site is being developed with reference to the National Planning Policy Framework 2019.

The design is being developed to achieve the objectives set out in the new National Design Guide published by the Ministry of Housing, Communities & Local Government. Consideration has been given to the topics and features which contribute to a well-designed place in the emerging proposal for the site. The National Design Guide has been used to help structure this Design and Access Statement.

National Design Guide

Planning practice guidance for beautiful, enduring and successful places



Ministry of Housing,
Communities &
Local Government



The ten characteristics of well-designed places

01 Introduction

Brief

The brief for the proposal is to provide a foodstore with associated access, parking and landscape in accordance with Outline Planning Approval PT14/0565/O "Mixed use development of 44 hectares of land comprising: up to 1,000 new dwellings (Use Class C3); an 86-bed Extra Care Home (Use Class C2); a mixed use local centre including a food store up to 1,422sqm net internal sales area (Use Classes A1, A2, A3, A4, A5, B1, D1, D2); a 2-form entry primary school; community facilities including a satellite GP surgery, dentist and community centre; associated public open space and sporting facilities; green infrastructure integrated with foot and cycle paths; together with supporting infrastructure and facilities including three new vehicular accesses. Outline application including access, with all other matters reserved" at Land At Cribbs Causeway Almondsbury Bristol South Gloucestershire BS10 7TE, in the area of the site referred to as "Cribbs Triangle".

Technical consultants

The reserved matters planning application has been prepared by a team of designers and technical consultants who have all contributed to the proposal in their respective areas of expertise.

- | | |
|------------------------|----------------------|
| • Architecture | Mountford Pigott LLP |
| • Planning Consultancy | Cushman Wakefiled |
| • MEP & Sustainability | Box20 |
| • Highways consultancy | Clarkebond |
| • Ecology | All Ecology |
| • Drainage | Clarkebond |
| • Landscape | NPA |
| • Infrastructure | Phoenix |



Aerial view of site
(reproduced from the DAS for the Outline Planning Application prepared by Barton Wilmore)

02 Assessment

02 Assessment

Context

The site context is described in greater detail in the outline planning application documentation which includes the following:

"The site is located in what was known as Henbury Hundred, an administrative division from the late Saxon period. Before the arrival of roads and railways it was mostly agricultural land, with a number of farms lying adjacent to the roads and a small hamlet at Catbrain to the east. There is likely to have been settlement in the locality for about 5000 years.

Until 1888 the site consisted of open pasture land, with some small pockets of development in the surrounding area. Extensive woodland was present to the north of Cribbs Causeway, with a small network of roads. The main cluster of housing was located in Charlton. From 1888 to 1921 there was little development, although clusters of housing began to form around key vehicular routes. Avonmouth rail line was opened in 1910 with a station at Henbury, and latterly aeroplanes were starting to be manufactured at the top of Filton Hill.

In the next three decades (1920s – 1950s), Henbury and Brentry grew considerably towards the railway. Filton Airfield was built, and later extended westwards, demolishing the hamlet of Charlton and the pre-war Filton bypass. Small pockets of housing developed along Passage Road.

The construction of the M5 in 1962 between Birmingham and Exeter caused the removal of considerable amounts of woodland, but also initiated investment in the area resulting in the Patchway Trading Estate. Henbury and Brentry continued to grow extensively along the railway line.

There has been little residential development in the last two decades, small pockets of residential development have been constructed off Passage Road and Catbrain Hill. In comparison retail and light industrial uses have increased significantly in number and established near to the M5 including the Mall at Cribbs Causeway, which opened in 1998. Additionally Filton Airfield closed in 2012.

Cribbs Causeway

Cribbs Causeway is a former Roman road from central Bristol to the crossing point of the River Severn at Aust. Roman remains have been found in the wider area which include building materials from a temple erected on Kings Weston Hill dating from 40AD to 440AD. An archaeological study of Land at Cribbs Causeway has found no traces of the former roman road on the site, or anything else of significance that constrains the proposed development. It is believed the A4018 is located on top of the former Cribbs Causeway Roman road.

The Henbury Loop

This rail line, opened on 9th May 1910, follows the boundary between Bristol and South Gloucestershire travelling from the Severn Beach Line in Avonmouth towards the Cross Country Route / South Wales Main Line at Filton. The route was initially known as the Avonmouth and Filton Railway and was intended as a freight route to improve access to Avonmouth Docks, but was used as a passenger service until 1915. Stations were located at Avonmouth and Henbury with halts at Filton, Charlton and Hallen. Henbury Station was located immediately south of the southern, triangular part of the Land at Cribbs Causeway with platforms either side of the line.



2013

Settlement pattern diagram (reproduced from the Outline Planning Application Design and Access Statement by Barton Wilmore)

02 Assessment

Planning Context

This relevant reserved matters and conditions relating thereto in Outline Planning Approval PT14/0565/O are as follows:

1) Details including plans and particulars of the **layout, scale and appearance** of the buildings to be erected, and the **landscaping of the site** (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority before development on land to which the reserved matters relate commences.

2. All relevant reserved matters submissions shall include details and particulars of:
 i) The **provision of car and cycle parking** facilities in accordance with the standards set out in and policy PSP16 for all development and the adopted Residential Parking Standards SPD

ii) A **lighting strategy** including measures to control light spillage

iii) A **refuse collection strategy** including private and communal bin stores, routing details and refuse collection points in accordance with the approved design code (Condition 6). The details so approved shall be implemented prior to the first occupation of any or each individual dwelling to which the refuse collection strategy relates, and maintained as such thereafter

iv) Safer Routes to School serving off-site education facilities

v) Walking and cycling routes and how these link with the wider external network

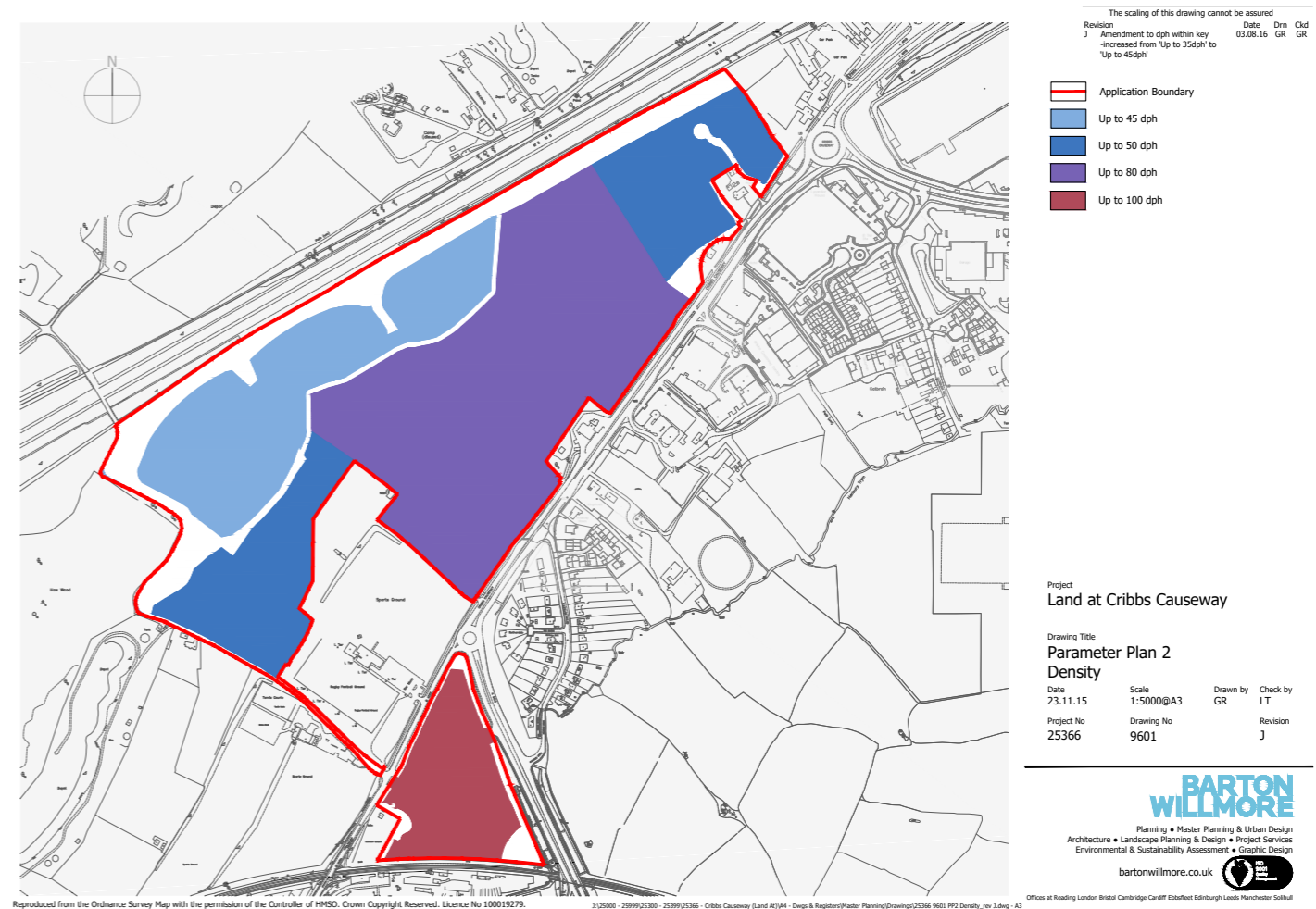
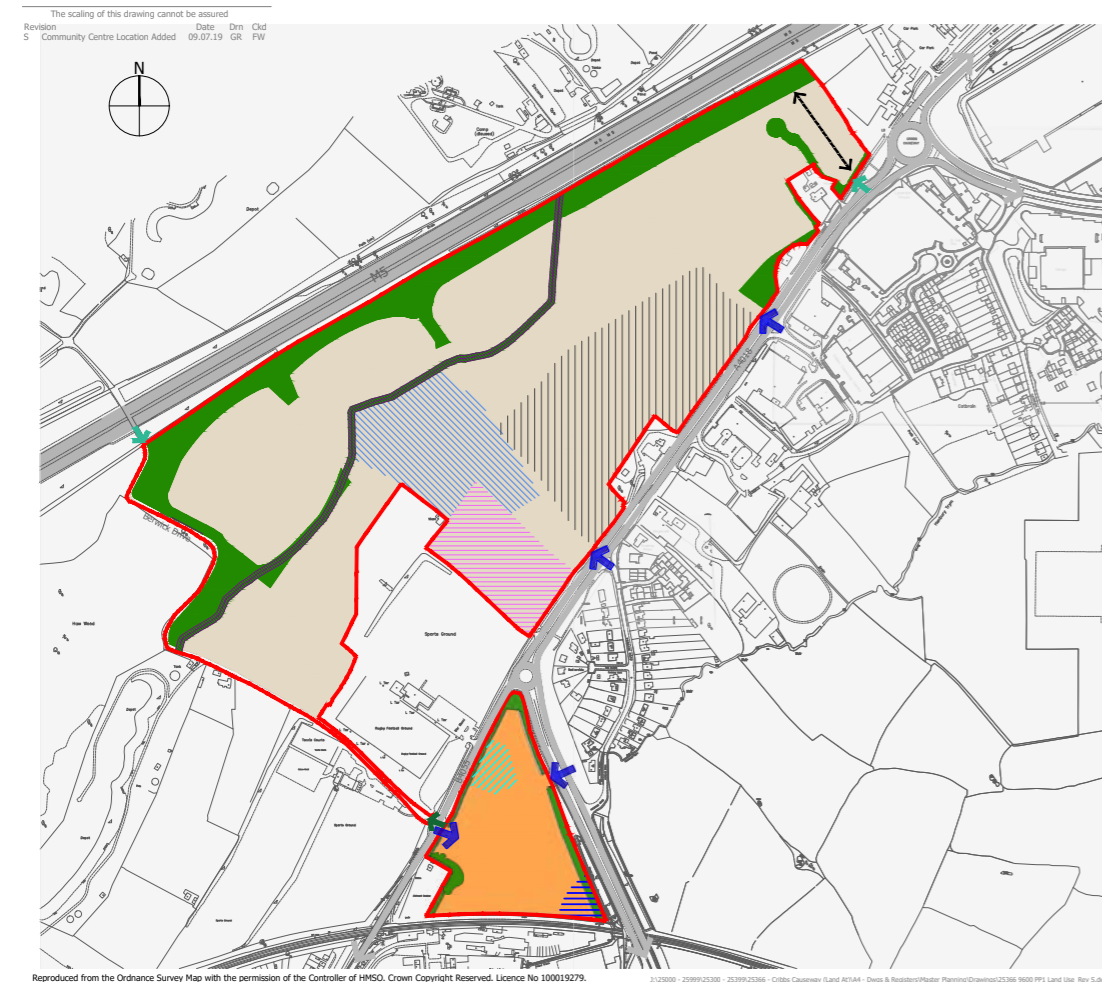
vi) The location of affordable dwellings, including the number of bedrooms of each unit, proportion of houses and flats broke down between social rented affordable housing and intermediate housing units, and wheelchair units to be provided

7. **The development shall conform in all aspects with the plans and details shown in the application** as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision:

- 9600_PP1_Rev P Land Use Parameter Plan**
- 9601_PP2_Rev J Density Parameter Plan**
- 9602_PP3_Rev I Building Heights Parameter Plan**
- 9603_PP4_Rev Q Green Infrastructure Parameter Plan**

8. Applications for the approval of the reserved matters shall be **in accordance with the approved Parameter Plans, the principles and parameters set out in the Design and Access Statement, the approved Phasing Plan and Affordable Housing Schedule** (condition 5) and Design Code (condition 6) for the relevant geographical phase to which the reserved matters application relates.

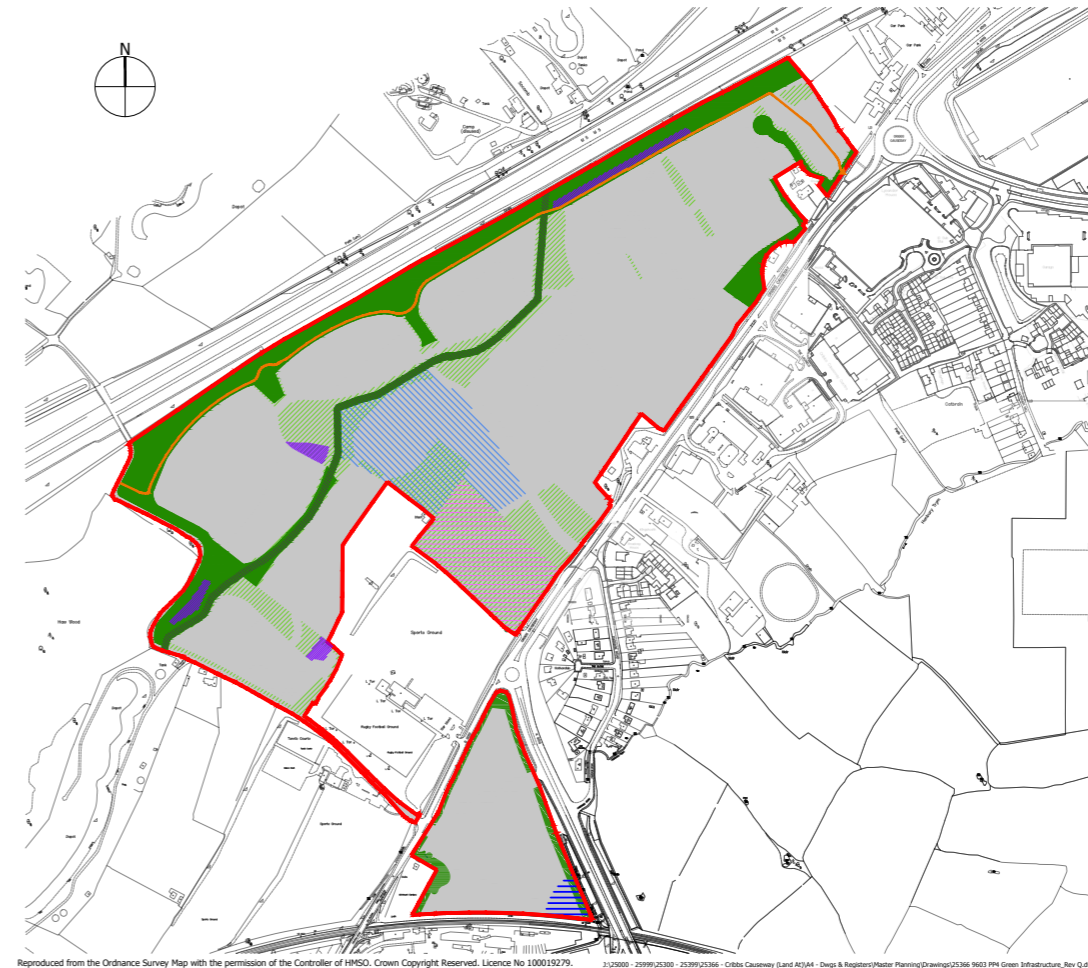
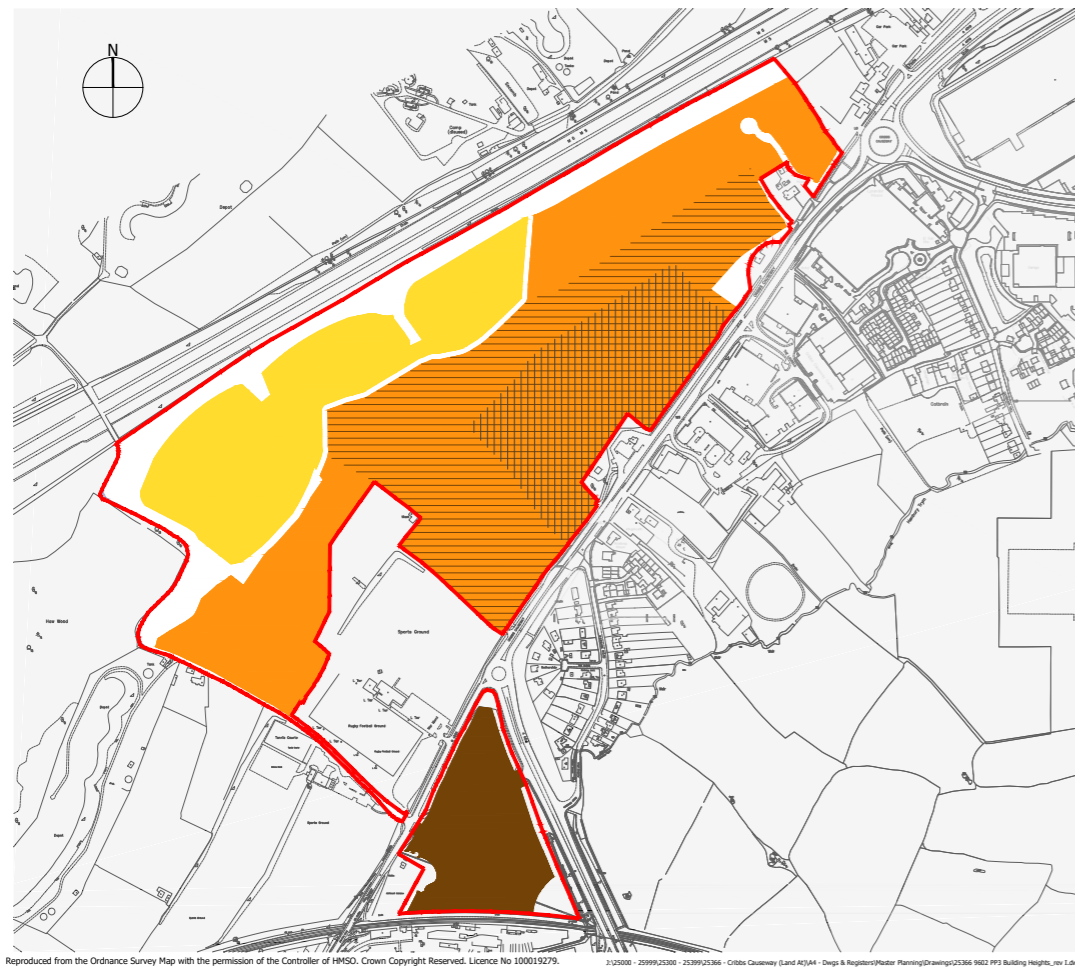
A Compliance Statement shall be submitted with each reserved matters application that demonstrates the proposals are in compliance with these documents or (in exceptional circumstances and where relevant) explaining why they are not.



02 Assessment

Planning Context

Parameters Plans (cont'd)



02 Assessment

Planning Context

In accordance with Conditions 5 and 6 of the outline permission, this reserved matters application has been preceded by the submission of a Phasing Plan and Design Code for the Triangle site. Additionally, a Masterplan has been submitted in accordance with the S106 Agreement.

The Phasing Plan and Design Code must be approved prior to the approval of reserved matters applications. The Masterplan is provided in accordance with the S106 Agreement.

These controlling documents identify the subject application site as a distinct parcel within the Triangle geographical phase. The parcel is identified purely for the provision of the local centre foodstore and it does not contain residential dwellings, public open space, structural landscaping, or wider infrastructure works.

The Masterplan and Design Code show the local foodstore in its wider context, importantly its location relative to the street network, walking and cycling routes, and development on other phases/parcels, including the proposed site for a community centre that will form the other key component of the new local centre. The Design Code is necessarily focussed on delivering high quality residential development at the Triangle since the local centre foodstore is governed by established outline parameters and essential commercial requirements. These commercial considerations are reflected in the approved outline Design and Access Statement in showing a foodstore located where it has the necessary roadside prominence and legibility, and within a land parcel which is of a shape and size that can readily accommodate the typical layout requirements of a medium-sized foodstore and its associated servicing and customer parking.

The Design Code includes a 'Regulating Plan' which is reproduced here.



02 Assessment

Proposed masterplan

The layout and design of the foodstore has been developed in the context of the emerging masterplan for the Triangle land which is being prepared by AWW as well as the parameters plans which form part of the Outline Planning Approval.



extract from AWW Masterplan (not to scale)

02 Assessment

Application Site

The site is bounded to the north by the Triangle access road which links the A4018 to Station Road. To the north the road follows its existing alignment. Between the carriageway and the site boundary there is a gentle bank. To the west the site is bounded by the same access road where this has been realigned (subject to a separate approval) to meet the new roundabout at Station Road. The site immediately abuts the back-edge-of pavement along this section of the road. To the south the site is bounded by an access road to a future zone of residential development as indicated in the masterplan which terminates allowing no further vehicular access to the east towards the A4018. Beyond this the site will be bounded by a cycle - pedestrian route which will link to a pedestrian / cycle crossing over the A4018 towards existing settlement. To the east the site is bounded by a landscape buffer between the Triangle and the A4018. Future landscape management of this zone is described in greater detail in the NPA landscape masterplan and the parameters plans.

The site area for this land parcel and subject of the reserved matters application is 7434 msq. The site is irregularly shaped but measures approximately 109 m from its N corner to its SE corner and is approximately 90 m wide at its widest point from E to W.

The site is reasonably flat as existing with a level of approximately +38.5m AOD. However, the A4018 lies nearly 1m higher and the access road falls from N to SW.

There are no trees or other significant features on the existing site.



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 The drawing may incorporate information from other professionals. MountfordPigott LLP cannot accept responsibility for the integrity and accuracy of such information. Any clarification and/or additional data are required regarding to such information should be sought from the relevant professional of their appointment representative as listed below.

LIST OF SERVICES
 SURVEY: PROGRESS 4-17-2020
 INFRASTRUCTURE: PROGRESS 4-17-2020
 ROUNDABOUT: PROGRESS 4-17-2020

REVISED: 13.03.21

North

MountfordPigott

CRIBBS TRIANGLE
 FOODSTORE SITE
 SITE PLAN AS EXISTING
 POST-INFRA STRUCTURE WORKS
 2113-X02

1:250 @ A1 1:500 @ A3 13.03.21
 DRAWN BY: JPB

STATUS: FOR PLANNING

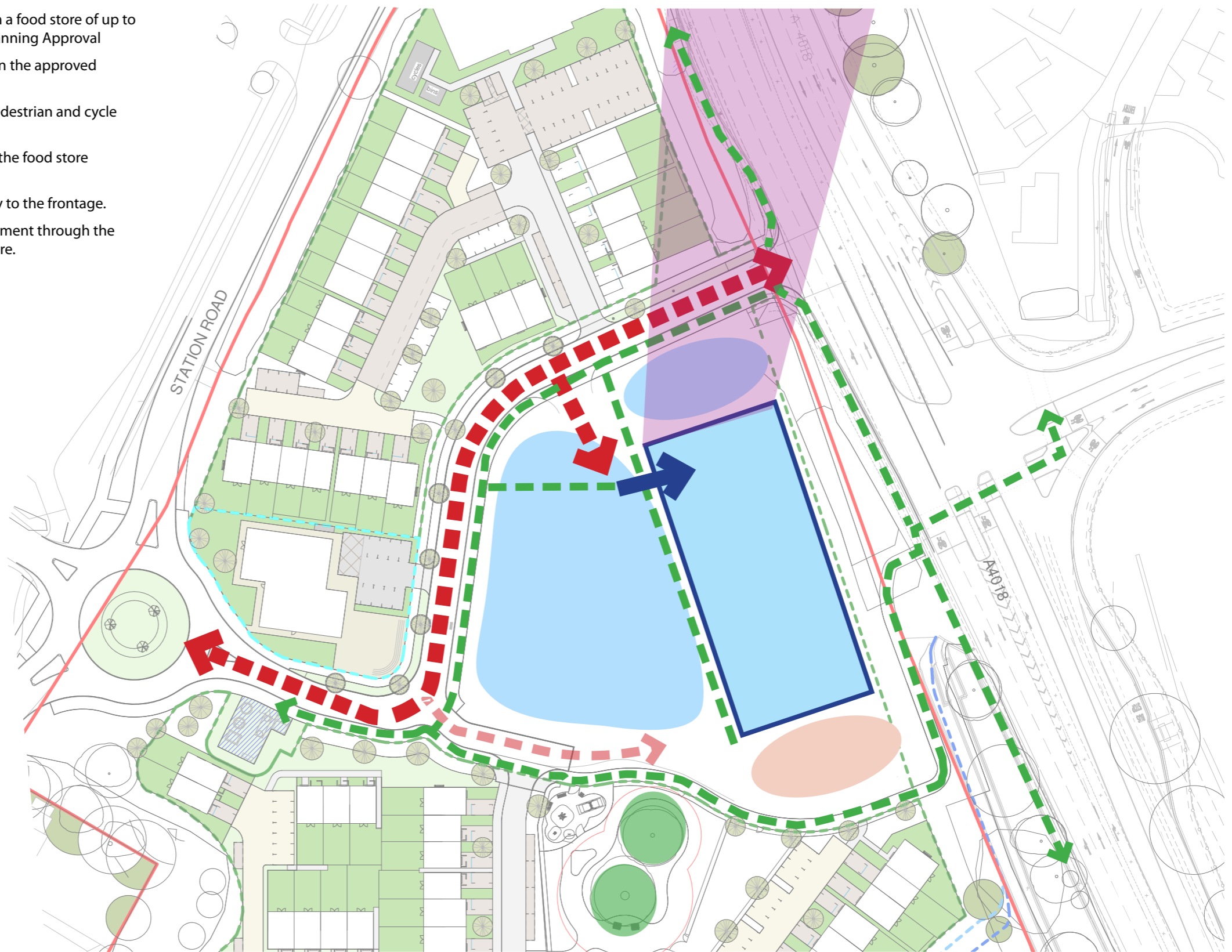
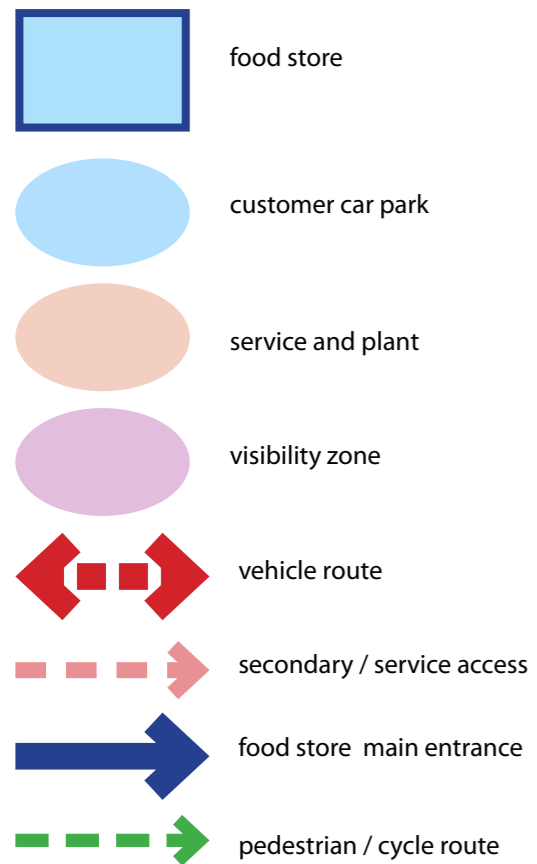
03

Evaluation

03 Evaluation

Opportunities and Constraints

- There is an opportunity to develop the subject site with a food store of up to 1422 msq net internal sales areas within the Outline Planning Approval
- The proposal is constrained by the parameters set out in the approved parameters plans of the Outline Planning Approval.
- There is an opportunity to create a layout with good pedestrian and cycle linkage to other areas of the masterplan development
- The layout should meet operational requirements of the food store operator.
- The layout should meet requirements for good visibility to the frontage.
- There is an opportunity to create a sustainable development through the incorporation of LZC technologies and EVC infrastructure.



04 Design

04 Design

Use

The proposed building is to be used as a food store in accordance with Outline Planning Approval PT14/0565/O "Mixed use development of 44 hectares of land comprising: up to 1,000 new dwellings (Use Class C3); an 86-bed Extra Care Home (Use Class C2); a mixed use local centre including a **food store up to 1,422sqm net internal sales area (Use Classes A1, A2, A3, A4, A5, B1, D1, D2)**;

Amount

Food Store	Area
Ground floor GIA	2275 msq
Mezzanine plant area GIA	52 msq
Total GIA	2327 msq
net Internal Sales Area	1414 msq

Car Parking	Number
Standard Spaces	76
Active Electrical Vehicle Charging Spaces	2
Passive Infrastructure Electrical Vehicle Charging Spaces	20
Disabled spaces	6
Parent - Child spaces	9
Total Customer Parking Spaces	113

Cycle Parking	Number
Customer secure spaces	12

Layout

The site layout situates the store in a location which gives the feature glazing and entrance prominence to passers-by and promotes intuitive way-finding. The site entrance is visible and has a clear and direct relationship with the store entrance.

Pedestrian routes leading to the foodstore entrance are clearly identified by white thermoplastic paint and tactile paving with demarcated routes through

The service yard and delivery area are situated to the south of the site in a designated back of house/service area, set apart from the main pedestrian access points in a compact and discrete arrangement.



Proposed site plan and ground floor plan.

04 Design

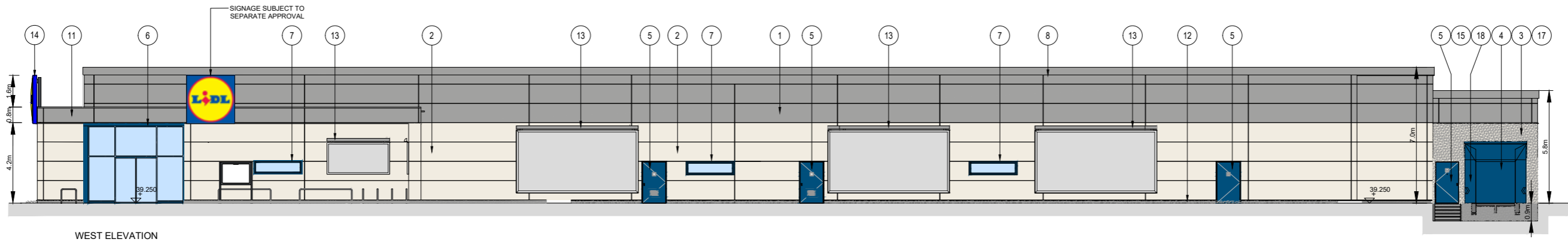
Appearance

The building is predominantly clad with metal cladding panels with curtain walling along the north elevation and partly along the west. The glazed curtain walling in combination with an oversailing canopy provides the foodstore with a prominent facade feature and a clearly identified entrance point for customers.

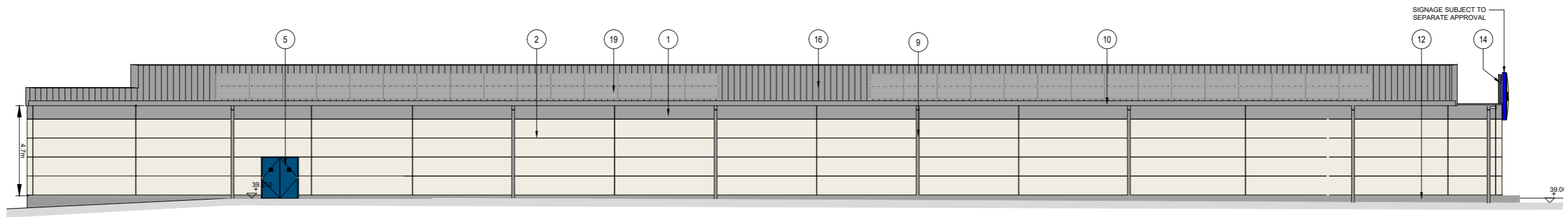
The southern part of the building is dedicated to deliveries and storage areas. An external plant area is also located to the south of the building.

The low monopitch roof blends chromatically with the grey cladding, eaves gutter and rainwater pipes and is partially covered with in-line photovoltaic panels.

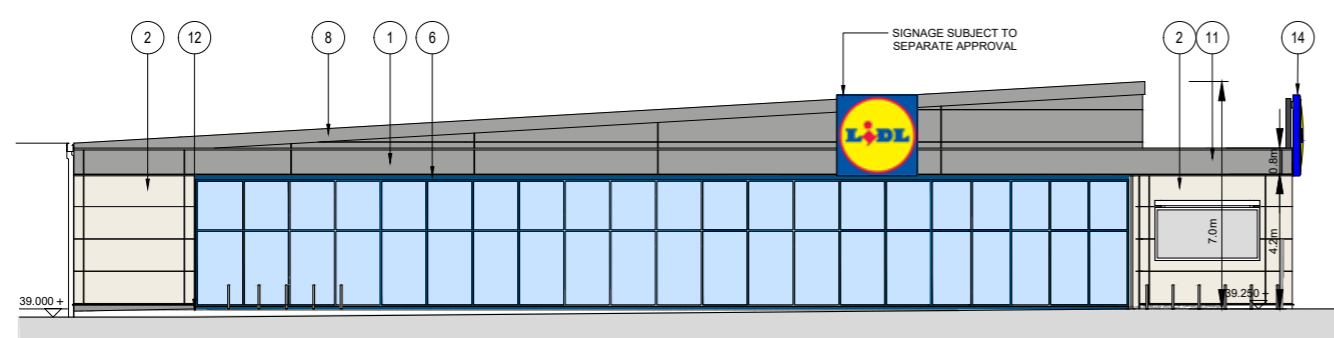
MATERIALS SCHEDULE	
1.	INSULATED, LONG SPANNING CLADDING PANELS, 1000mm WIDE, COLOUR RAL 9006.
2.	INSULATED, LONG SPANNING CLADDING PANELS, 1000mm WIDE, COLOUR RAL 9010.
3.	CONCRETE INSULATED SANDWICH WALL FACED WITH RENDER PAINTED WHITE.
4.	SECTIONAL STEEL DOOR, COLOUR RAL 5010.
5.	SERVICE / MoE POWDER COATED STEEL DOOR, COLOUR RAL 5010.
6.	DOUBLE-GLAZED PPC ALUMINIUM CAPPED CURTAIN WALL SYSTEM IN COLOUR RAL 5010, WITH MATCHING DOORS.
7.	DOUBLE-GLAZED PPC ALUMINIUM WINDOWS, COLOUR RAL 5010.
8.	STEEL COPING FLASHING TO ROOF PERIMETER, COLOUR RAL 9006.
9.	RAINWATER DOWNPIPES IN COATED METAL, COLOUR RAL 9006.
10.	ALUMINIUM EAVES GUTTER, COLOUR RAL 9006.
11.	METAL FLASHING FASCIA TO OVERSAILING EXTERNAL CANOPY PERIMETER, COLOUR RAL 9006.
12.	LOW LEVEL RENDER, COLOUR RAL 9006.
13.	POWDER COATED ALUMINIUM BILLBOARD FRAME, COLOUR RAL 9006.
14.	SIGNAGE SUPPORT FRAME, COLOUR RAL 7043.
15.	EXTERNAL GALVANISED STEEL STAIR.
16.	TRAPEZOIDAL, INSULATED ROOF SANDWICH PANELS WITH PREPAINTED STEEL EXTERNAL FACE TO MATCH CLADDING COLOUR RAL 9006.
17.	RENDER PLINTH, COLOUR RAL 9006.
18.	COATED METAL BALUSTRADE, COLOUR RAL 9006.
19.	PV ARRAY ON ROOF ON METAL FRAME.



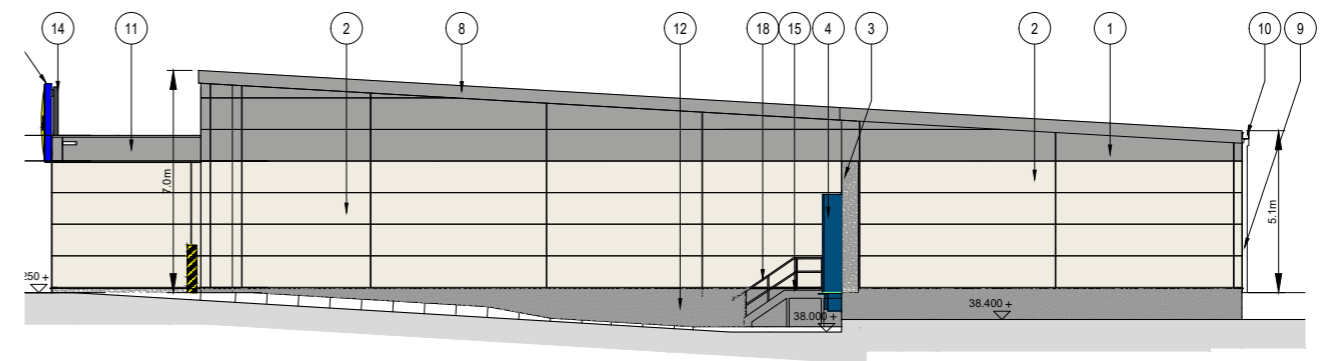
WEST ELEVATION



EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

04 Design

3D Visualisation



Illustrative image of a typical Lidl store.

04 Design

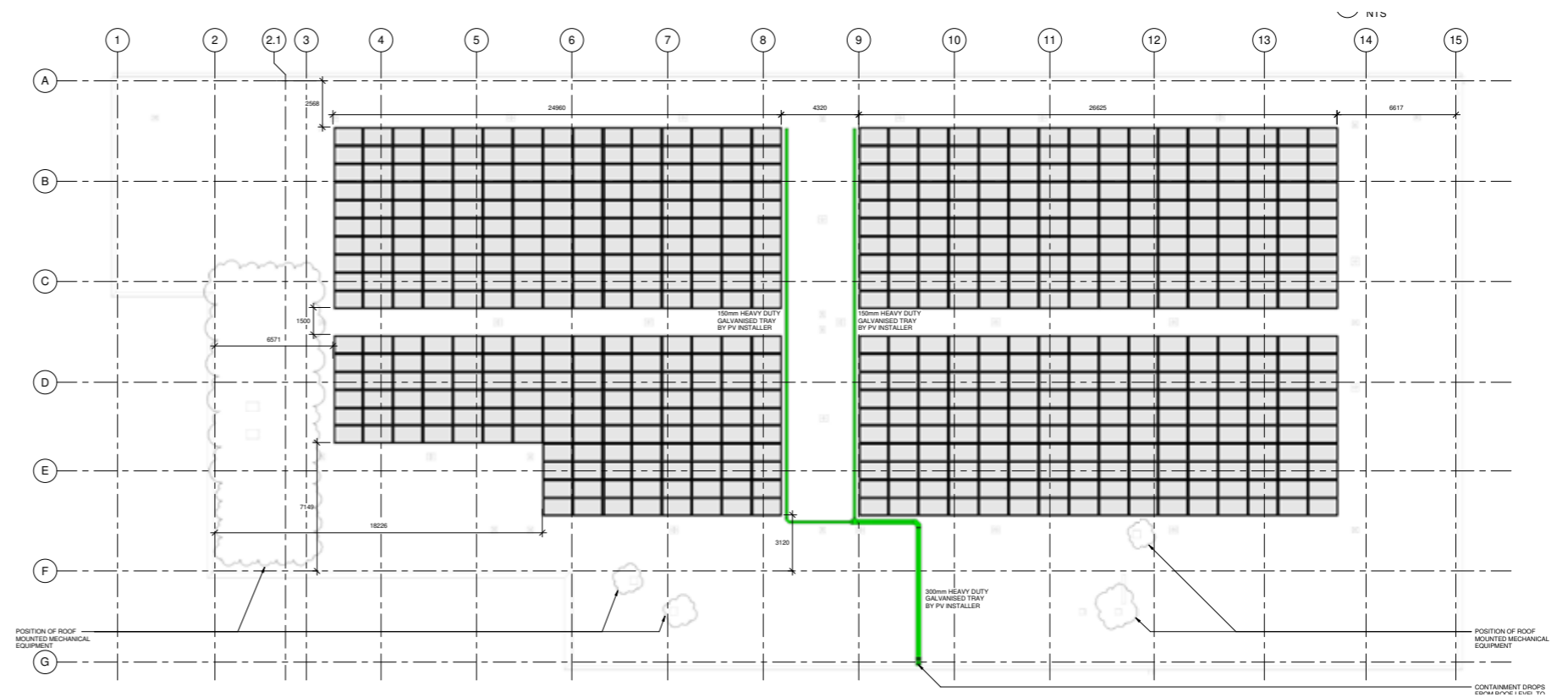
Energy

The application of good passive measures in conjunction with efficient building services as described within the Energy Statement prepared by Box20. This concludes that significant improvements over the baseline requirements can be achieved.

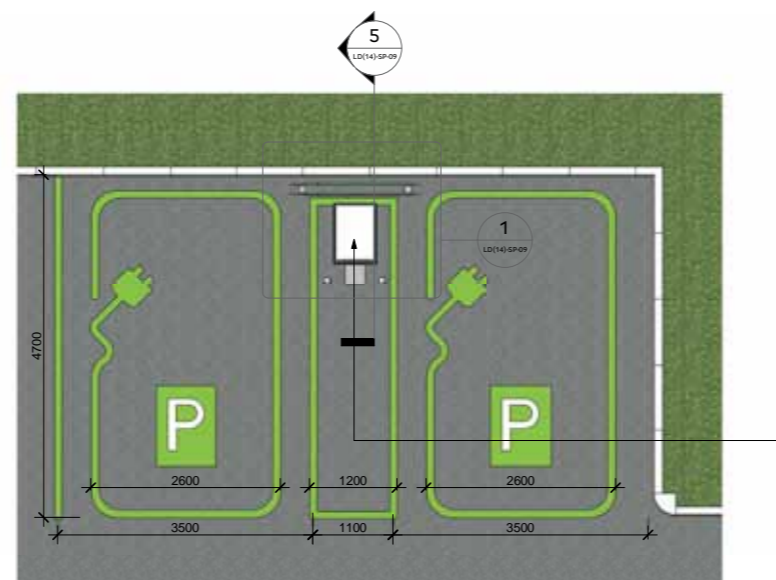
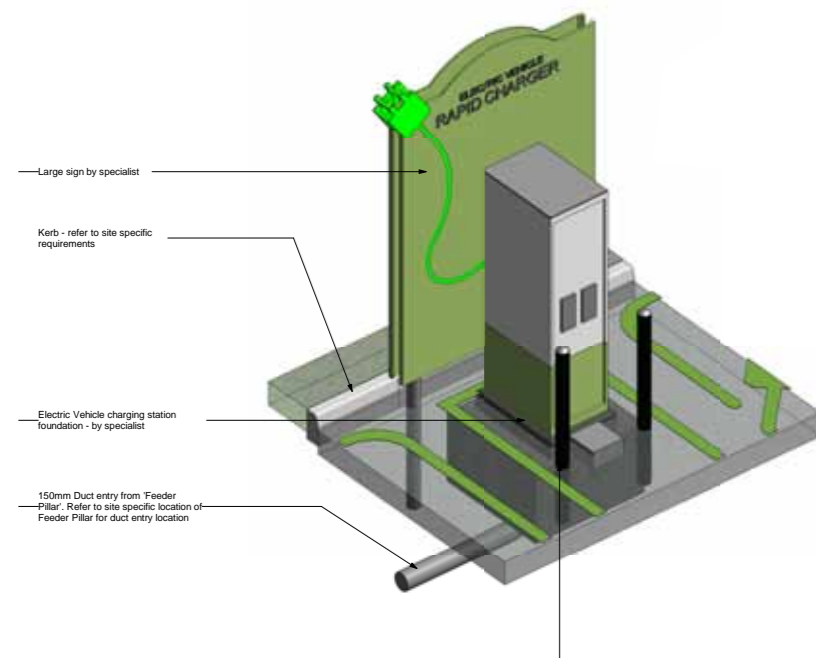
In terms of specific energy saving and sustainability measures incorporated into the scheme

These include:

- Roof-mounted photovoltaic array with 180kW peak output
- 2 x active Electrical Vehicle Charging parking bays
- 20 x passive infrastructure for Electrical Vehicle Charging parking bays



Typical Photovoltaic Array detail (NOT TO SCALE)



Typical Active EVC detail

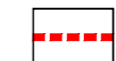


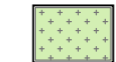







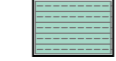

04 Design

Landscape

A landscape design for the application site has been prepared by NPA to complement the site and architecture and to fit in with the broader landscape parameters for the masterplan areas.



LEGEND

-  Site boundary
-  Retaining wall - refer to structural engineers' design.
- Shrub Mixes**
-  Shrub Mix 1: Sunny and partial shade aspect, up to 1m high.
-  Shrub Mix 2: Partial shade aspect, up to 1m high.
-  Shrub Mix 3: Sunny aspect, up to 1m high.
-  Choisy ternata 'Sundance'
-  Berberis thunbergii 'Atropurpurea' ternata 'Sundance'
-  Elaeagnus x ebbinegi
-  Viburnum x hillieri 'Winton'
-  Viburnum davidii
- Specimen Shrub**
-  Amelanchier lamarckii
- Informal Low Hedge**
-  Sarcococca hookeriana var humilis
- Hedging**
-  Carpinus betulus with 800mm high post and wire plant protection fencing in the centre. Hedge maintained at 900mm high.

NPA Landscape layout (NOT TO SCALE)

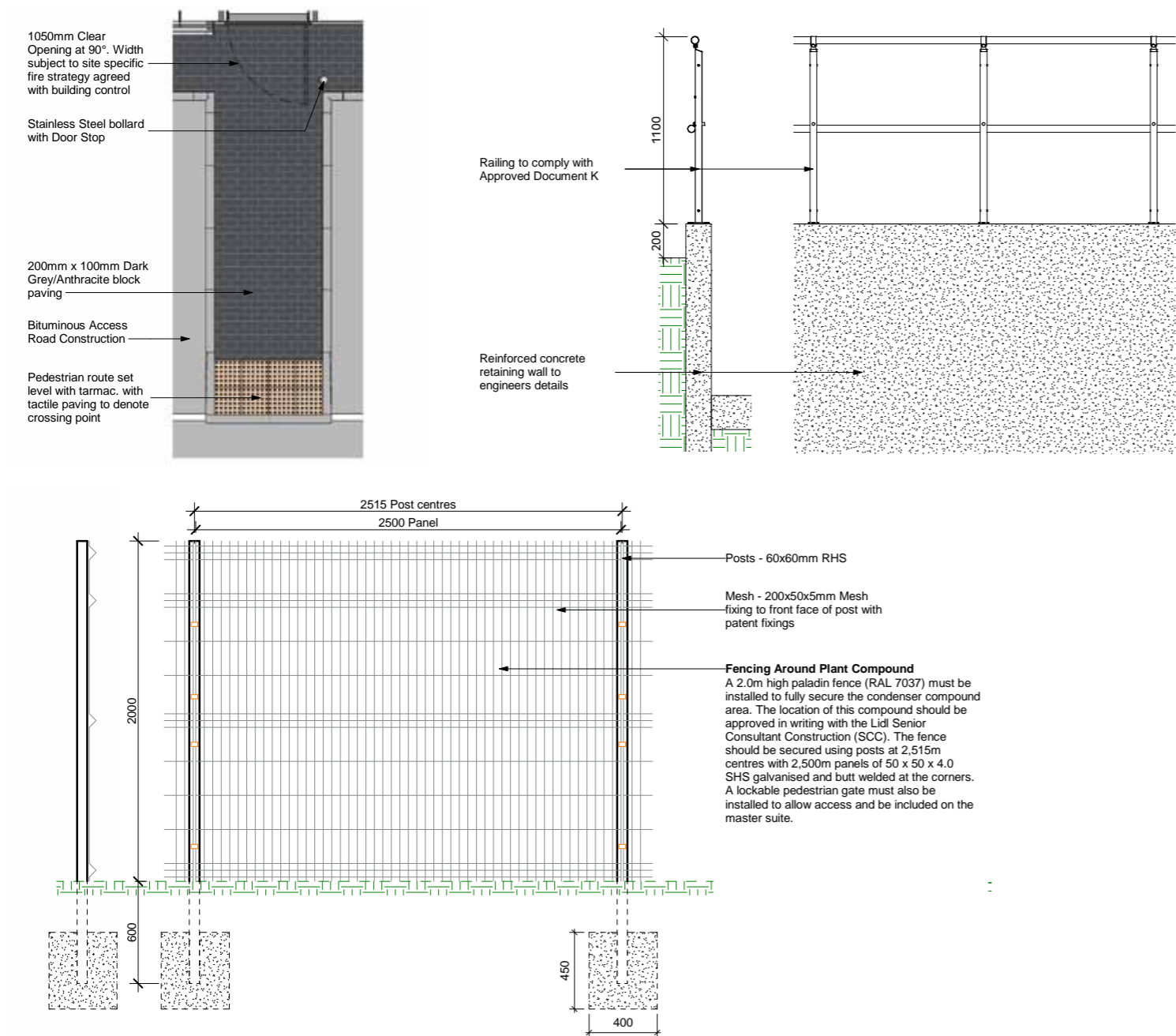
04 Design

External Materials

The main access roads and car park are finished in tarmac, with parking bays and pedestrian crossings delineated with white thermoplastic paint and accessible parking bays with yellow thermoplastic paint.

The pedestrian paving around the perimeter of the building is anthracite block pavers laid in a herringbone pattern. Vehicle bollards, cycle hoops and trolley bays form part of the furniture within this hard landscaped area.

Soft landscaping is applied to the eastern and western sides of the plot.



04 Design








Access

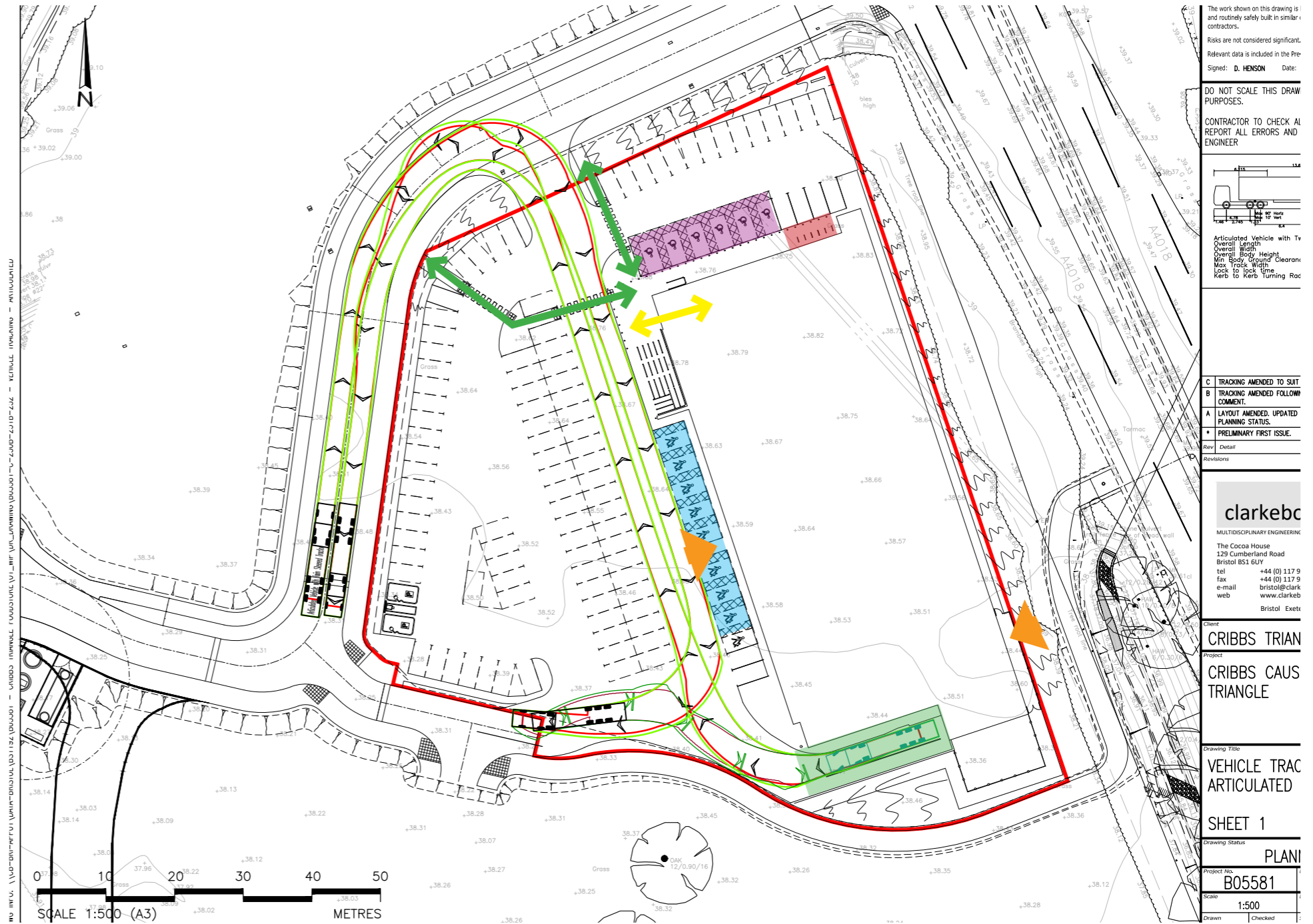
The foodstore has a level entrance from the surrounding footway, and there is adequate accessible car parking conveniently situated on site.

The pedestrian routes are level with or have dropped kerbs to tarmac crossings, with tactile paving to clearly identify the crossing points.

Servicing

All servicing of the foodstore is via the dedicated service area located to the south of the site. This provides a loading bay at the base of the access ramp and stepped pedestrian access to the ground floor accommodation.

-  Store Entrance/Exit
-  Pedestrian crossing
-  Disabled Parking
-  Parent and child parking
-  Loading bay
-  Cycle parking
-  Emergency exits



05 Conclusion

05 Conclusion

The proposal for a new foodstore at the Triangle, Cribbs Causeway supports the wider masterplan development. In particular;

- The new development is part of a phase of a wider mixed-use development
- The new foodstore development will provide an important new resource to support new residential development forming part of the consented masterplan.
- The foodstore will create up to 40 new full / part-time jobs providing valuable local employment.
- Adequate and easily accessible car parking is provided, including parent & child, accessible spaces and electric vehicle charging points.
- A comprehensive hard & soft landscape scheme accompanies the proposals.
- The scheme is low energy and sustainable, including a PV array on the roof.

The scheme has been carefully designed to respond to the local context, and enhance the local setting.



Image from the recently completed foodstore in Manchester.

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