

Design & Access Statement

Conversion of Existing Warehouse and Car Park to Van Storage

Banbury 200 Site, Southam Road, Banbury OX16 3AE



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INTRODUCTION

This Design and Access Statement has been prepared by S+SA Architects Ltd, on behalf of Lysander, in support of a full planning application for Banbury 200, Southam Road, Banbury OX16 3AE. This Design and Access Statement should be read in conjunction with the Planning Statement prepared by DWD submitted with this application.

The full description of the proposed development is:

“Use of the site for the storage of operational vehicles, together with elevational and site alterations, associated parking, welfare facilities, vehicle barrier and associated infrastructure.”

The requirement for Design and Access Statements is set out in of the Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015.

The proposed development will comprise of minor internal changes to the existing warehouse, as well as external works and landscaping on site.

These works will allow the existing building to operate more effectively for the end user, which is important due to increased demand for vehicle storage during the COVID-19 pandemic.



Site Aerial Image, site highlighted in red (Google Earth - 2021)

SITE AND SURROUNDINGS

The site comprises of a single, industrial warehousing unit (known as Banbury 200) which is currently vacant. The western part of the application site comprises of surface level car parking which is currently separate from the neighbouring Banbury 200 site. The Site is accessed via Southam road, among warehouses and retail units. The car park to the west of the application can be accessed from Ruscote Avenue. Operational industrial units are located adjacent to the site to the North. The site is located within Banbury town, approximately 20km west of Milton Keynes and 20km southwest of Northampton.

The site comprises of storage warehouses, an external yard and separate car and lorry parking. To the entrance of the site there is an existing guard hut.



1. Existing Access into the site.



2. Rear of site with boundary fencing



3. View of eastern elevation with existing car parking.



4. View of south elevation with loading docks and existing parking.

BANBURY 200 SITE, SOUTHAM ROAD



5. View of Western elevation with egress gate.



6. Site entrance with substation location.



7. Western car park with Banbury 200 building in the background.



8. Existing access to western car park through Ruscot Avenue.

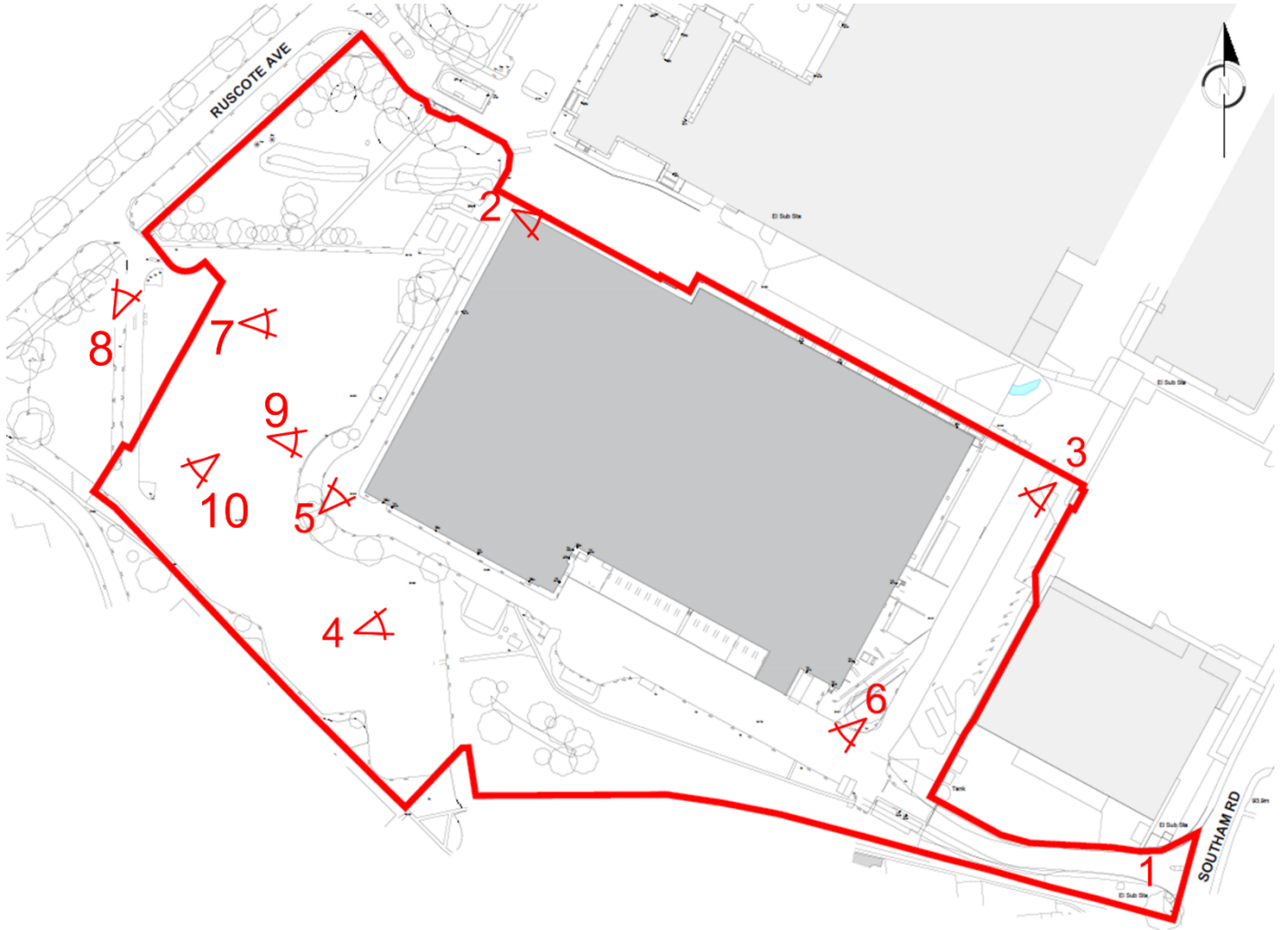


9. Existing boundary fencing between western car park and Banbury 200 site.



10. View to the south of the western car park.

BANBURY 200 SITE, SOUTHAM ROAD



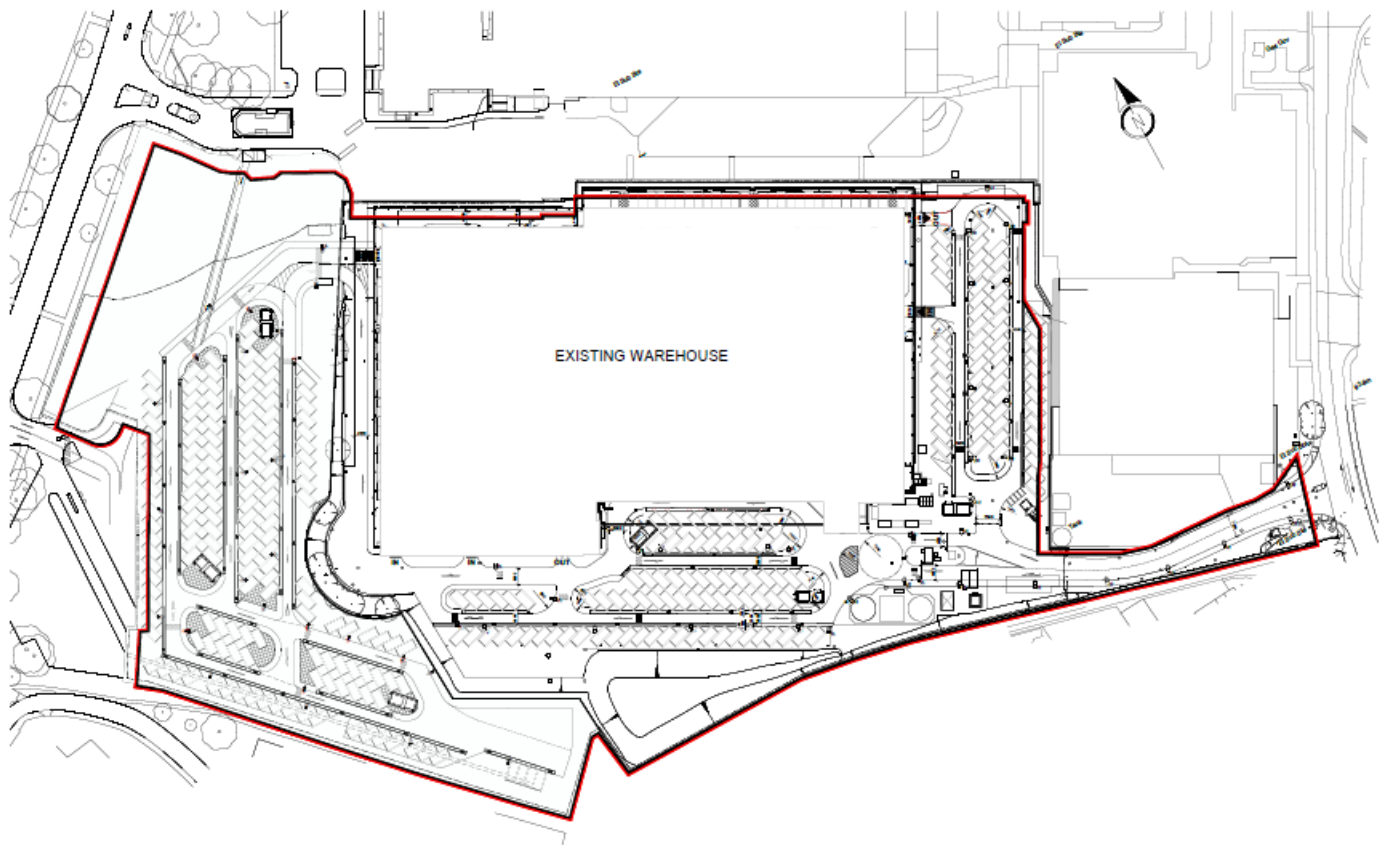
Site photos key

PROCESS AND DESIGN PRINCIPLES

The principal aim of the site is to provide dedicated vehicle storage, and associated parking facilities, for the identified end user. The proposal seeks to utilise the existing warehouse, with minor internal and external changes to the elevations to facilitate the demand that has resulted from the ongoing Covid-19 pandemic. The vans are to be stored both internally and externally. The existing western car park will be linked with the Banbury 200 site and will contain part of the external van parking provision. The site is to also house structures associated with the parking such as substations, vehicle barriers and guard huts. A water pump and house will also be introduced on site.

As set out in the accompanying Planning Statement and Transport Statement this proposal has been prepared and submitted alongside two other planning applications related to the proposed replacement car park within the Jacobs Douwe Eberts employment site to the north and the proposed Drive Thru on land to the west of the site.

THE SCHEME



Proposed Site Plan

USE

The proposed use for the site is for the storage of operational vehicles (Class Use B8). The existing warehouse unit on the site, Banbury 200, recently obtained consent for the use of the site for the storage of operational vehicles, in addition to elevational alterations, associated parking, vehicle barriers, guard hut and associated infrastructure (approved under LPA ref: 21/00503/F). As such, the lawful use of this part of the site Class B8. The part of the site comprising of the car park has no relevant planning history and is understood to have been historically used as surface car parking serving the wider Jacobs Douwe Edberts employment site

AMOUNT

The proposed buildings on site are as follows:

- Existing Warehouse: Gross Internal Area - 18354 m²

The proposal comprises the following:

Van Storage Spaces:

- 297No External van storage spaces
 - Western car park – 156No
 - Banbury 200 - 141No
- 291No Internal van storage spaces
- Total of 588No Van storage spaces

Other

- 1No Car parking space
- 1 Welfare unit containing WC and associated facilities
- 18No Internal motorcycle bays
- 4No External motorcycle bays
- Covered cycle parking with space for 48No bikes. (42 existing cycle parking and 6 proposed)

LAYOUT

The proposal retains the existing buildings and guard hut and proposed an additional guard hut with automated barriers. Water tank and pump house are also to be introduced along with 11 transformer houses. Existing cycle shelters on site to be retained and used to the east of warehouse. An additional cycle shelter will be introduced with the existing provision.

Several associated transformers and switchgear rooms are proposed for the provision of EV charging and details are submitted for approval with this application. This is made possible by trenches which will be routed into the surface, capped with a removable, vehicular traffic-rated, GRP strip.

The network of roadways run from right to left with the entrance and exit onto Southam road. Associated stop signs, give ways and driver crossings are also included. The existing boundary palisade fence will delineate site ownership and accommodate controlled access for drain and substation maintenance.

APPEARANCE

The proposed elevational and site changes will follow the topography of the existing plot. As such, the impact of the proposal will be minimal in terms of changes in level.

The proposed elevation amendments are set out below:

- Installation of 2 no. single leaf steel fire escape doors on the eastern and western elevations to be PCC RAL 9006 Silver Metallic or to match existing;
- Installation of 9 no. louvres related to the southern, eastern and western elevations, for ventilation, colour to be PCC RAL 9006 to match existing where possible; and
- Relocation of driver's door and associated steps on the southern façade.
- Installation of a further 3 no. roller shutter door with associated ramps. 2 no. of which will be along the eastern elevation of the building and 1 no. to the western elevation of the building. Clear openings to be 4 x 5.07 m (W x H). Colour to be RAL 9007.

The elevational changes will be, where feasible, fabricated and finished in matching colours of the existing building to minimise the visual impact to the site.

The proposed elevation amendments and ancillary development within the service yard is of high quality reflects the industrial nature of the existing site and employment area it is located.

ACCESS

The main vehicular and pedestrian access is off Southam Road via the existing exit, which provides a two-way access and is shared with Waitrose's service vehicles. The 100m length of the access road before the guard hut and vehicle barriers reduces any traffic build up on the main road. Southam road runs north to south and is a 30mph road.

An emergency exit-only egress is also proposed to the north-east of the Banbury 200 site through an existing left turn only junction onto the A422.