Design & Access Statement

Conversion of Existing Warehouse to Van Storage

Banbury 200, Southam Road, Banbury OX16 3AE

Contents

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, elevational alterations, associated parking, vehicle barriers, guard hut 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)

SITE AND SURROUNDINGS

The Site is located on Southam road, among warehouses and retail units. Access on to the site of Southam road to the left of a retail units. 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.*

5.*View of Western elevation with egress gate.*

6. *Site entrance with substation location.*

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 proposals also include the provision for EV Van charging to all proposed parking bays. The site is to also house structures associated with the parking such as substations for the EV parking, vehicle barriers and guard huts. A water pump and house will also be introduced on site.

THE SCHEME

USE

The Site comprises of a recently refurbished employment unit under application 18/01246/F and its lawful use is Class B8. The proposed use for the site is for the storage of operational vehicles (Class Use B8).

AMOUNT

The proposed buildings on site are as follows:

- Existing Warehouse: gross external area 18354 m^2
- Guard hut: gross external area 2.25m^2
- 9No Transformer House, 18m^2 each
- Water tank 9.17øm x 7.855m
- Pump House 27m^2

The proposal comprises the following:

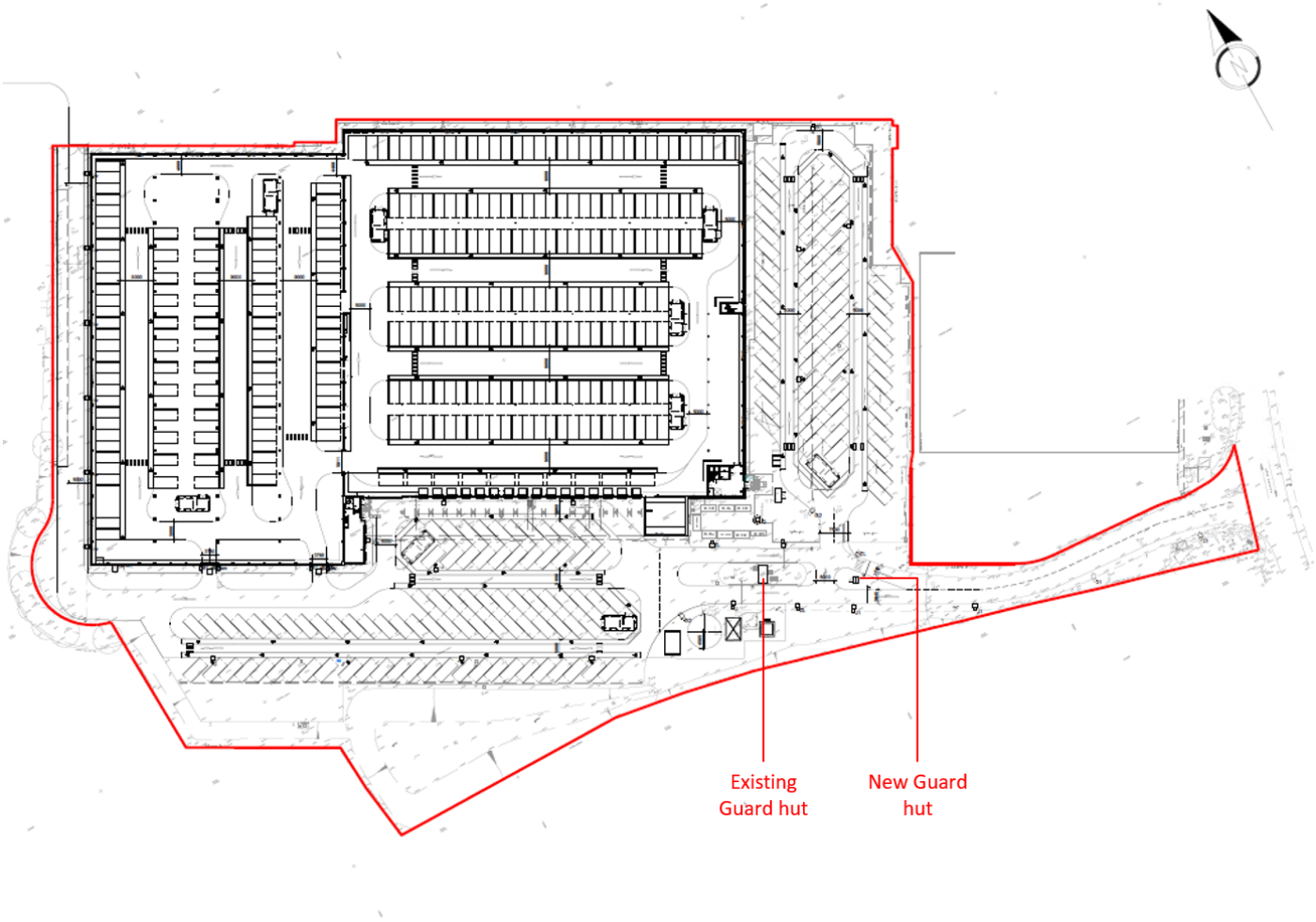
- 149No External van storage spaces
- 1No Car parking space
- 301No Internal van storage spaces
- 5No motorcycle bays
- Covered cycle parking with space for 42No bikes

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 9 transformer houses. Existing cycle shelters on site to be retained and used to the east of warehouse.

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.



Proposed Site Plan

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.

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 site through an existing left turn only junction onto the A422.