



TOWN AND COUNTRY PLANNING ACT 1990

PLANNING STATEMENT

TO ACCOMPANY A FULL PLANNING APPLICATION FOR

THE ERECTION OF AN INDUSTRIAL RUBB STORAGE BUILDING, EXTENSION OF THE EXISTING INDUSTRIAL BUILDING TO CREATE A NEW VISITOR RECEPTION, EXTERNAL ALTERATIONS TO ELEVATIONS, RECONFIGURATION OF THE EXISTING OPEN SERVICE YARD AND CAR PARK, PROVISION OF PHOTOVOLTAIC (PV) PANELS ON ROOF, AND ASSOCIATED LANDSCAPING AND WORKS

AT EP BARRUS LIMITED, LAUNTON ROAD, BICESTER

FOR EP BARRUS LIMITED

FEBRUARY 2023

OUR REF: WW/10703

1.0 INTRODUCTION

1.1 This planning statement is submitted on behalf of the Applicant, EP Barrus Limited, in support of a planning application for full planning permission in respect of proposed extensions and external alterations to their existing employment premises located at Glen Way, Bicester (hereafter referred to as 'the Site').

1.2 The description of the proposed development is as follows:

'The erection of an industrial Rubb storage building, extension of the existing industrial building to create a new visitor reception, external alterations to elevations, reconfiguration of the existing open service yard and car park, provision of photovoltaic (PV) panels of roof, and associated landscaping and works.'

Background to Proposals

1.3 The application is submitted on behalf of EP Barrus Limited ('Barrus'), who have been operating from Bicester since 1977. The business is a value-added custom engine builder and importer. Barrus imports worldwide brands on an exclusive basis that include Mercury, Mariner, Yanmar, John Deere, Kawasaki, Loncin, MTD, Cub cadet, Wilkinson Sword tools, Wolf garden products amongst others. Barrus provides full market support for all its brands including marketing, spare parts support, servicing and full product technical training.

1.4 Since 1977, the existing building has remained largely unchanged, save for some over-cladding carried out to the side and rear elevations, in addition to the erection of a Rubb storage building at the northern extent of the site in 2013.

1.5 Barrus propose to undertake a holistic scheme of refurbishment in order to improve the appearance of the premises to align the facilities and operational headquarters with the EP Barrus brand and those it represents.

1.6 The business also has a pressing need for additional storage space to serve the factory and manage the flow of deliveries and distribution of its products to customers. Currently, its products (many of which are valuable mechanical parts) are stored in the open delivery and service yard areas of the site. Hence, it is proposed to erect a further Rubb-type storage building to improve the security and storage conditions for products, in addition to improving efficiency through quicker loading and unloading.

Scope of Report

1.7 This Statement describes and comments upon the proposals and discusses the key planning issues relating to the scheme. It assesses the Site within its local context and reviews the relevant planning history relating to the Site. The Statement considers the merits of the proposals firstly in the context of the development plan, and thereafter national planning policies.

1.8 This application is supported by the documents and plans listed below. As such, the plans and documents should be reviewed in conjunction with this Planning Statement.

- Site Location Plan (Dwg. 220025-A-Ex-80 Rev. A)
- Existing Elevations – Front Elevation Sheet 1 (Dwg. 220025-A-PR-91 Rev. A)
- Existing Elevations – Front Elevation Sheet 2 (Dwg. 220025-A-PR-92 Rev. A)
- Existing Elevations – Site Elevations (Dwg. 220025-A-PR-93 Rev. A)
- Existing Roof Plan (Dwg. 220025-A-PR-94)
- Existing Site Plan (Dwg. 220025-A-PR-100)
- Site Masterplan (Dwg. 220025-A-PR-100 Rev. B)
- Site Extract – Service Yard (Dwg. 220025-A-PR-101 Rev. A)
- Site Extract – Delivery Yard (Dwg. 220025-A-PR-102 Rev. A)
- Proposed Elevations – Front Elevation Sheet 1 (Dwg. 220025-A-PR-103 Rev. A)
- Proposed Elevations – Front Elevation Sheet 2 (Dwg. 220025-A-PR-104 Rev. A)
- Proposed Elevations – Side Elevations (Dwg. 220025-A-PR-105 Rev. B)
- Proposed Roof Plan (Dwg. 220025-A-PR-106)
- Warehouse Building Plan and Elevations (Dwg. 220025-A-PR-200 Rev. B)
- New Reception Elevations (Dwg. 220025-A-PR-401 Rev. B)
- Design and Access Statement, dated February 2023
- Arboricultural Statement, prepared by LandArb Solutions
- Planting Plan (Dwg. LAS553-03)
- Foul & Surface Water Drainage Statement, prepared by Armstrong Stokes & Clayton Limited

2.0 THE SITE AND SURROUNDING CONTEXT

- 2.1 The site is located off Launton Road, Bicester, which is the main road out of Bicester Town Centre towards the eastern side of the bypass, serving the Launton Road industrial and retail estate. The site is surrounded by commercial and retail developments in intensive use. There is no residential development in close proximity to this site.
- 2.2 Vehicular access to the site is gained from Launton Road via Glenn Way. HGVs enter straight into the site to the north, directly opposite a delivery yard area, preventing conflict with users of the staff car park. There is an emergency access provided off Granville Way to the south of the site.
- 2.3 The site is considered to be sustainably located by reason of its accessibility for pedestrians via a dedicated footpath on Launton Road. In addition, there are two bus stops in close proximity to the site, located on both sides of Launton Road approximately 100m from the site. From these stops, hourly services connect the site to Bicester and Aylesbury (Bus 17). Bicester North railway station is located approximately 1 mile to the west of the site.
- 2.4 The site extends to 1.7 ha (4.2 acres) and is currently occupied by an industrial building (B2 use) and associated offices, in addition to a Rubb-type storage building erected in 2013. The site also contains a secure delivery yard to the north, a service yard area to the south and hardstanding surface car parking for 127 cars. There is an area of landscaping with mature trees at the site's frontage along Launton Road.
- 2.5 The existing industrial building extends to 57,182 sq ft (5,312.4 sqm) and is arranged over two storeys. The building is finished in red brick, steel framed windows and a shallow corrugated roof. A brown metal cladding band is located at the wall and roof junction.
- 2.6 The location of the existing building entrance, though recessed into the primary elevation, is not prominent or easily legible for visitors to the site. Internally, the reception area has limited natural light and thus does not offer a welcoming environment for visitors. Hence, the proposals include the erection of an extension to comprise a new reception area to the building to address these issues.
- 2.7 The proposed Rubb building is to be located adjacent to the delivery yard area. This location has been considered in the accompanying landscape and tree assessment as its construction will result in the loss of a section of grass verge and impact on some existing trees.
- 2.8 The site is shown as being in Flood Zone 1 and thus is situated in an area with very low risk of flooding.

Planning History

- 2.9 A desktop review of the site's planning history has been undertaken, utilising Cherwell District Council's website. The application site has a number of historical applications of relevance to the site, reflecting the fact it is an established commercial site, as set down in the bullet points below:

- A full planning application was granted in August 2004 (Ref. 04/01191/F) for *'Erection of cooling water tower'*.
- An application for advertisement consent was granted in May 2012 (Ref. 12/00326/F) for *'Erection of 3 no. 8m high flagpoles to fly corporate and national flags.'*
- Full planning permission was granted in March 2013 (Ref. 12/01650/F) for *'Erection of two industrial Rubb storage buildings, alterations to service yard area and the creation of a new vehicular access off Launton Road.'*

It is noted that only one of the two consented industrial Rubb storage buildings was erected. The approved location of the second Rubb storage building (which was not implemented by the applicant) is immediately adjacent to where the proposed Rubb building is to be sited, within the delivery yard area.

- Full planning permission was granted in March 2013 (Ref. 12/01651/F) for *'extension and reconfiguration of the existing car park to form an additional 66 parking spaces with associated hard and soft landscaping.'*

3.0 THE DEVELOPMENT PROPOSAL

- 3.1 The application proposals concern the provision of additional storage space to serve the factory and manage the flow of deliveries and distribution of its products, in addition to a holistic scheme of refurbishment to improve the appearance of the premises; aligning the facilities and operational headquarters with the EP Barrus brand and those it represents.

Erection of a Rubb Building

- 3.2 A Rubb building is a storage building constructed of high strength PVC coated polyester membrane cladding that is tensioned over a well-engineered structural steel frame system. This design provides many benefits to the user including the ability to cost effectively relocate the structures as needs change. Modular design, greater versatility and faster time to get the facility in productive use are just some of the advantages which Rubb bulk warehouses offer in comparison to conventional, permanent warehouses.
- 3.3 The Rubb building is proposed to be located adjacent to the delivery yard area at the north of the site. The construction of the building will result in the loss of a section of grass verge and 4 no. trees. Replacement tree planting is proposed to the existing landscaping area along the site's western boundary.
- 3.4 The Rubb building will be accessed from the delivery yard only via roller doors to ensure safe manoeuvring of HGVs within the secure delivery yard, preventing conflict with other vehicles accessing the site.
- 3.5 As indicated on the submitted Site Masterplan (Dwg. 220025-A-PR-100 Rev. B), the new warehouse building will extend to 6,135 sq ft (570m²). The building will have a maximum height of 6.6 m to eaves and a ridge height of 9.8 m which matches the height of the existing Rubb storage building on-site.
- 3.6 The materials will also match the existing Rubb building on-site and will be coloured in the same brown colour.

Extension of the existing industrial building to create a new visitor reception

- 3.7 It is proposed extend the building to create a new visitor reception and waiting area, affording greater prominence and legibility.
- 3.8 The proposed reception area will comprise a double-height extension measuring 495 sq ft (46 sqm). The extension will be subservient to the main building by reason of its scale and massing.

Minor external alterations to elevations

- 3.9 Barrus propose to undertake a holistic scheme of refurbishment of the building to improve its appearance and to create an operation headquarters that is commensurate with the Barrus brand. A secondary consideration is that this would afford the workforce with a place of work they can be proud of and want to work, assisting both future recruitment and retention of skilled staff.
- 3.10 The proposed appearance of the building is shown on the accompany elevation plans and Design and Access Statement. It is proposed to install brown cladding panel infills between timber effect cladding on the front and side elevations to introduce varied texture and contrast. The upper floor windows are proposed to be enlarged by reducing the depth of the spandrel panel which will improve the natural daylighting of the offices at first floor level, in addition to introducing a greater degree of verticality to the fenestration.
- 3.11 The new, extended visitor reception will also include glazed doors beneath a timber louvre and Barrus livery on a projecting canopy.
- 3.12 The proposals also involve the siting of photovoltaic (PV) panels on the roof of the existing industrial building.

Reconfiguration of service yard and car parking

- 3.13 The exiting service yard to the south of the site is proposed to be extended to create further open storage space for products (including valuable mechanical parts) to serve the factory and manage the flow of deliveries and distribution to customers.
- 3.14 The existing service yard is currently separated from the site car park via a brick wall and swinging door. The proposals will involve the partial demolition of the existing boundary wall and erection of a matching enclosure and sliding door to maintain separation and security to the extended service yard. Therefore, the alteration will result in no material, visible difference outside of the site.
- 3.15 In terms of car parking, the existing site includes the provision of 127 car parking spaces in total, of which 6 are disabled bays. The proposed extension of the service yard area and main reception results in the loss of 13 car parking spaces. The site will contain a total of 114 car parking spaces post-development, including 6 disabled bays and 8 EV charging bays.
- 3.16 This level of car parking provision is sufficient for the business needs of EP Barrus and is appropriate considering the site's sustainable location with good access to a range of public transport services.

Key features and benefits of the Proposed Development

- 3.17 The key features of the proposed development are:

- Increased storage space
- Improved security and storage conditions for products, many of which are valuable mechanical parts
- A modern and energy efficient storage solution
- Increased business flexibility (as the building can be removed or altered in the future – subject to planning permission)
- Better use of semi wasted space within the site (preventing the need to expand the site outside of its boundaries)
- Quicker loading and unloading improves efficiency
- Rubb option provides a cost effective and speedy option for business needs
- Increased business productivity is likely to result by virtue of a modern business unit being purpose built
- A significant upgrade to the appearance of an existing, ageing employment building, which is in need of rejuvenation
- A net gain of an additional seven trees to enhance the existing landscaping on-site
- The installation of PV panels on the roof will mitigate the impact of the development on climate change with the use of renewable energy

4.0 RELEVANT PLANNING POLICY CONSIDERATIONS

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires decisions on planning applications to be taken in accordance with the adopted development plan for the area unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration.

4.2 The current Development Plan covering Cherwell is made up of the following documents:

- Cherwell Local Plan 2011-2031 (Part 1), adopted 20th July 2015
- Cherwell Local Plan 2011-2031 (Part 1) Partial Review – Oxford’s Unmet Housing Need, adopted 7th September 2020
- Saved policies of the adopted Cherwell Local Plan 1996, saved on 27th September 2007.

4.3 However, only the policies contained in the Cherwell Local Plan (Part 1) are of relevance to this planning application and are reviewed below.

Cherwell Local Plan 2011-2031 (Part 1)

4.4 The Policies Map demonstrates that the Site forms part of an allocated Existing Strategic Employment Site.

4.5 Section C - Policies for Cherwell's Places of the Local Plan identifies (at Paragraph C.15) key economic challenges facing Bicester, which are stated as:

- *‘There is a significant imbalance between homes and jobs. Out-commuting is a particular problem with a significant proportion of residents leaving the town to work.*
- *‘There is a need to make Bicester more attractive to new businesses, particularly knowledge based and high-technology companies.*
- *‘Some of Bicester's employment areas are ageing and in need of rejuvenation. A greater range of employment space is needed.’*

4.6 Policy SLE 1 ‘Employment Development’ emphasises that employment development, including intensification, will be focused on existing employment sites. Employment proposals at Bicester will be supported if they meet the following criteria:

- *‘Are within the built-up limits of the settlement unless on an allocated site*
- *‘They will be outside of the Green Belt, unless very special circumstances can be demonstrated*
- *‘Make efficient use of previously-developed land wherever possible*
- *‘Make efficient use of existing and underused sites and premises increasing the intensity of use on sites*
- *‘Have good access, or can be made to have good access, by public transport and other sustainable modes*

- *Meet high design standards, using sustainable construction, are of an appropriate scale and respect the character of its surroundings*
- *Do not have an adverse effect on surrounding land uses, residents and the historic and natural environment.'*

4.7 With regard to design, Policy ESD 15 'The Character of the Built and Historic Environment' advises that all new development will be expected to meet high design standards, complementing and enhancing the character of its context through sensitive siting, layout and high quality design.

4.8 Policy ESD 1 'Mitigating and Adapting to Climate Change' states that measures will be taken to mitigate the impact of development within the District on climate change. At a strategic level, this will include:

- *'Distributing growth to the most sustainable locations as defined in this Local Plan*
- *Delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars*
- *Designing developments to reduce carbon emissions and use resources more efficiently, including water*
- *Promoting the use of decentralised and renewable or low carbon energy where appropriate'*

Other Material Considerations

National Planning Policy Framework (NPPF) (July 2021)

4.9 The National Planning Policy Framework was revised on 20th July 2021. This revised Framework replaces the previous National Planning Policy Framework published in March 2012, revised in July 2018 and updated in February 2019.

Delivering Sustainable Development

4.10 Paragraph 7 states that the planning system's objective is to contribute to achieving sustainable development. Paragraph 8 states that to achieve sustainable development, the planning system has three overarching objectives, which need to be pursued in 'mutually supportive ways', as indicated below:

- **Economic Objective:** establish a strong, responsive and competitive economy through ensuring sufficient land of the right type is available in the right place at the right time to support growth and innovation.
- **Social Objective:** support strong, healthy communities by creating a well-designed and safely built environment and providing accessible services and open spaces that reflect the community's current and future health, social and cultural wellbeing.

- Environmental Objective: protecting and enhancing the natural, built and historic environment. As part of this, the planning system should help improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change.

4.11 The presumption in favour of sustainable development lies at the heart of the Framework (Paragraphs 10 and 11). The 2021 revision amends part a) of Paragraph 11 to indicate that all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change and adapt to its effects.

4.12 The proposed development at this site represents an opportunity for sustainable economic development and will bring with it investment and safeguard existing jobs by improving the operational efficiency of the company.

Building a strong, competitive economy

4.13 Paragraph 81 of the Framework emphasises that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Further, it states:

‘Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.’

Making effective use of land

4.14 Paragraph 119 states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

4.15 Paragraph 120 requires decisions to give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs and promote and support the development of under-utilised land and buildings.

Achieving well-designed places

4.16 The NPPF also sets out the Government’s requirement to ensure good design of the built environment. Paragraph 216 states that good design is an important part of sustainable development. It creates better places to live and work and assists in making development acceptable to communities.

Emerging Local Planning Policy

Cherwell Local Plan Review 2040

- 4.17 Once adopted, the Cherwell Local Plan Review 2040 will replace the policies in the adopted Cherwell Local Plan 2015 and 'saved' policies in the Cherwell Local Plan (1996). However, Consultation on the Draft Plan (Regulation 18) has been delayed (date to be determined). As the Council is yet to produce the Draft Local Plan and Consultation document, there is very little content to take into consideration at this state, due mainly to the fact that this emerging plan is at an early stage of preparation. Accordingly, this emerging Plan will be afforded very limited weight in the decision-making process, until it has advanced substantially towards adoption.

5.0 PLANNING ANALYSIS

5.1 With regard to the principle of development, National Planning Policy attaches great weight to the encouragement of sustainable economic growth and support of existing business sectors and needs within the planning system. In addition, the Framework strongly supports the re-use of previously developed land and notes that substantial weight should be given to using suitable brownfield land within settlements for identified development needs.

5.2 Policy SLE 1 of the Cherwell Local Plan reflects the advice in the Framework, emphasising that employment development, including intensification, will be focused on existing employment sites. Policy SLE 1 sets out criteria where employment proposals will be supported, as follows:

- *‘Are within the built-up limits of the settlement unless on an allocated site*
- *They will be outside of the Green Belt, unless very special circumstances can be demonstrated*
- *Make efficient use of previously-developed land wherever possible*
- *Make efficient use of existing and underused sites and premises increasing the intensity of use on sites*
- *Have good access, or can be made to have good access, by public transport and other sustainable modes*
- *Meet high design standards, using sustainable construction, are of an appropriate scale and respect the character of its surroundings*
- *Do not have an adverse effect on surrounding land uses, residents and the historic and natural environment.’*

5.3 The site is located within an allocated Existing Strategic Employment Site within the built-up limits of Bicester (first and second bullet points).

5.4 It is proposed to erect a modern, energy efficient storage building on semi wasted space within the existing industrial site, preventing the need to expand the site outside of its boundaries. Therefore, the proposals make efficient use of previously developed land and increase the intensity of use on-site, helping to ensure the long-term sustainability of the business and retention of a key employer in the local area (bullet points three and four).

5.5 EP Barrus has a pressing need for additional storage space to serve the factory and manage the flow of deliveries and distribution of its products to customers. The Rubb storage building will result in increased productivity and an efficient operation through quicker loading and unloading of its products, which are currently stored in open areas of the site. Significant weight should be placed on the proposals which will result in productivity gains in accordance with Paragraph 81 of the Framework.

5.6 The site lies in a highly sustainable location in close proximity to a range of public transport services. There are two bus stops in close proximity to the site, located on both sides of Launton Road approximately 100m from the site. From these stops, hourly services connect the site to

Bicester and Aylesbury (Bus 17). In addition, Bicester North railway station is located approximately 1 mile to the west of the site (fifth bullet point).

- 5.7 The plans accompanying this planning application demonstrate how the proposed development will provide a significant upgrade to the appearance of the building (sixth bullet point). The plans show a modern, commercial development that would be capable of serving the storage needs of Barrus. The building will be appropriate in this context by virtue of being a modern employment building in an established employment location. The proposed storage facility and extensions will not adversely impact on any neighbouring businesses. There is no residential development in close proximity to this site.
- 5.8 In visual terms, the new storage building and extensions will not be prominent from the public realm along Launton Road owing to the use of natural timber effect cladding and due to the proposed scale and massing of the proposals. The storage building will be no greater in height than the existing building. In addition, tree planting is proposed along the western site boundary fronting Launton Road, which will assist in screening the development. Notwithstanding this, the building is a good quality employment space that is considered to be functionally practical, visually sympathetic to the location and will result in a significant design improvement (final bullet point).
- 5.9 In light of the above considerations, it is contended that the proposed development is in full compliance with the criterion of Policy SLE 1 of the Cherwell Local Plan and thus the principle of development should be accepted by the Local Planning Authority.

Technical Considerations

Landscaping and Trees

- 5.10 In terms of the effect of the proposals upon landscape character, it is considered that the proposed development will not adversely impact on the character of Launton Road.
- 5.11 The accompanying Planting Plan and Arboricultural Statement prepared by LandArb Solutions demonstrates that mitigation measures will be implemented to further soften the development and retain the clear character of Launton Road, which adjacent to Barrus is characterised by tree planting.
- 5.12 The proposals for the new warehouse building will require the removal of four Birch trees and a small holm Oak bush. These trees are proposed to be replaced by 4 no. Birch trees, 4 no. Norway Maple and 4 no. Cherry trees. This represents a total replacement of the four Birch trees to be removed, and a net gain of an additional seven trees to enhance the existing planting, using species already present within these planting areas. It is considered the replacement trees are of an appropriate species and will mitigate any loss caused by the proposals.

Flood Risk and Drainage

- 5.13 The site is shown as being in Flood Zone 1 and thus is situated in an area with very low risk of

flooding.

- 5.14 A Foul and Surface Water Drainage Statement prepared by Armstrong Stokes & Clayton accompanies this planning application submission and demonstrates that the current buildings and hardstanding areas are all positively drained by private drainage networks. The existing below ground drainage consists of separate foul and surface water piped networks, which are in a good condition. Both the foul and surface water private drainage systems outfall to the adjoining public sewer networks within Granville Way.
- 5.15 The Drainage Statement considers that there will be no increase in the residual flood risk to the site or other areas as a result of the development proposals, in accordance with Paragraph 167 of the Framework.
- 5.16 The development will incorporate sustainable drainage systems in accordance with Paragraph 169 of the Framework. Flows generated in excess of the agreed controlled outfall rate will be attenuated for in the 1 in 100-year storm event plus a 40% allowance for climate change.

Biodiversity

- 5.17 Policy ESD 10 ‘Protection and Enhancement of Biodiversity and the Natural Environment’ of the adopted Cherwell Local Plan 2011-2031 states that in considering proposals for development, a net gain in biodiversity will be sought by protecting, managing, enhancing and extending existing resources, and by creating new resources. In addition, the protection of trees will be encouraged, with an aim to increase the number of trees in the District.
- 5.18 All planning policies need to be applied proportionately. The site is located entirely within a long established and intensively operated industrial estate. It is not subject to any statutory or non-statutory designations of nature conservation interest and no such designations will be adversely affected by the proposals. The site is also well separated from any other local ecological designations.
- 5.19 The construction of the Rubb storage building will result in the loss of a small (c. 500m²) section of grass verge containing four Birch trees and a small holm Oak bush. These trees are proposed to be replaced by 4 no. Birch trees, 4 no. Norway Maple and 4 no. Cherry trees. This represents a total replacement of the four Birch trees to be removed, and a net gain of an additional seven trees to enhance the existing planting, using species already present within these planting areas.
- 5.20 On this basis, it is considered that biodiversity is enhanced by the proposals and the development would not prejudice any protected species in accordance with the guidance contained within Paragraph 174 of the Framework.

Highways and Parking

- 5.21 The application proposals will not lead to an expansion of the business requiring increased HGV movements or staff numbers. Therefore, the proposals would not prejudice highways safety or

have any cumulative impact on the road network in accordance with Paragraph 111 of the Framework.

- 5.22 In terms of car parking, the existing site includes the provision of 127 car parking spaces in total, of which, 6 are disabled bays. The proposed extension of the service yard area and main reception results in the loss of 13 car parking spaces. The site will contain a total of 114 car parking spaces post-development, including 6 disabled bays and 8 EV charging bays.

Table 1: Existing and proposed car parking provision

	Existing	Proposed
Car Parking	121	100
Disabled bays	6	6
EV charging spaces	0	8
Total	127	114

- 5.23 This level of car parking provision is sufficient for the business needs of EP Barrus and is appropriate considering the site's sustainable location with good access to a range of public transport services.

6.0 CONCLUSION

- 6.1 This Planning Statement supports the submission of a full planning application seeking consent for the erection of an industrial Rubb storage building, extension of the existing industrial building to create a new visitor reception, minor external alterations to elevations, reconfiguration of the existing open service yard and car park, provision of PV panels on the roof, and associated landscaping at EP Barrus, Launton Road, Bicester.
- 6.2 EP Barrus has a pressing need for additional storage space to serve the factory and manage the flow of deliveries and distribution of its products to customers. It is proposed to erect a modern, energy efficient storage building on semi wasted space within the site, preventing the need to expand the site outside of its boundaries. The siting will not compromise the existing operations or result in any harm to neighbouring business operations. The character of Launton Road will not be adversely impacted by the proposals. Indeed, it is considered that the proposal will provide a significant upgrade to the appearance of the existing ageing employment building, which is in need of rejuvenation. There are no environmental, highways or other material planning reasons why it should not be supported.
- 6.3 The NPPF sets out a number of key relevant objectives:
- Contribute to the achievement of sustainable development;
 - Help to fulfil the three principal dimensions of sustainable development – economic, social and environmental;
 - Proactively support sustainable economic growth and productivity, including the needs of businesses; and
 - Secure high quality design and good standard of amenity for existing and future occupants of land and buildings.
- 6.4 The proposed development responds to these objectives and will deliver public benefits.
- 6.5 For the reasons set out above, and taking into account the proposals and supporting plans, it is respectfully requested that planning permission is granted.