framptons

TOWN AND COUNTRY PLANNING ACT 1990

DESIGN AND ACCESS STATEMENT

TO ACCOMPANY A PLANNING

APPLICATION FOR:

THE ERECTION OF TWO INDUSTRIAL RUBB STORAGE BUILDINGS, ALTERATIONS TO THE EXISTING SERVICE YARD AREA AND THE CREATION OF A NEW VEHICULAR ACCESS OFF LAUNTON ROAD

SITE:

E P BARRUS LIMITED,

LAUNTON ROAD,

BICESTER, OXFORDSHIRE

ON BEHALF OF:

E P BARRUS LIMITED

NOVEMBER 2012

CHARTERED
TOWN PLANNING
CONSULTANTS

1.0 INTRODUCTION

1.1 This Design and Access statement has been prepared to accompany a planning application seeking full planning permission for the erection of two industrial storage buildings, alterations to the existing service yard including changes to the gradient of the existing loading bay and the creation of a new vehicular access onto the Launton Road carriageway.

1.2 This Statement should be read in conjunction with the other application documents, comprising:

- Planning Statement (Framptons);
- Landscape and Visual Impact Assessment, incorporating a tree survey (Aspect);
- Transport Assessment (David Tucker Associates)
- Highways, access and service yard drawings (David Tucker Associates)
- Plans of the Rubb buildings and access improvements (HTS-Industrial)
- A topographical survey of the existing site (ON Centre Surveys Ltd)
- A number of site photos (Framptons)

1.3 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, which serves the Launton Road industrial and retail estates.

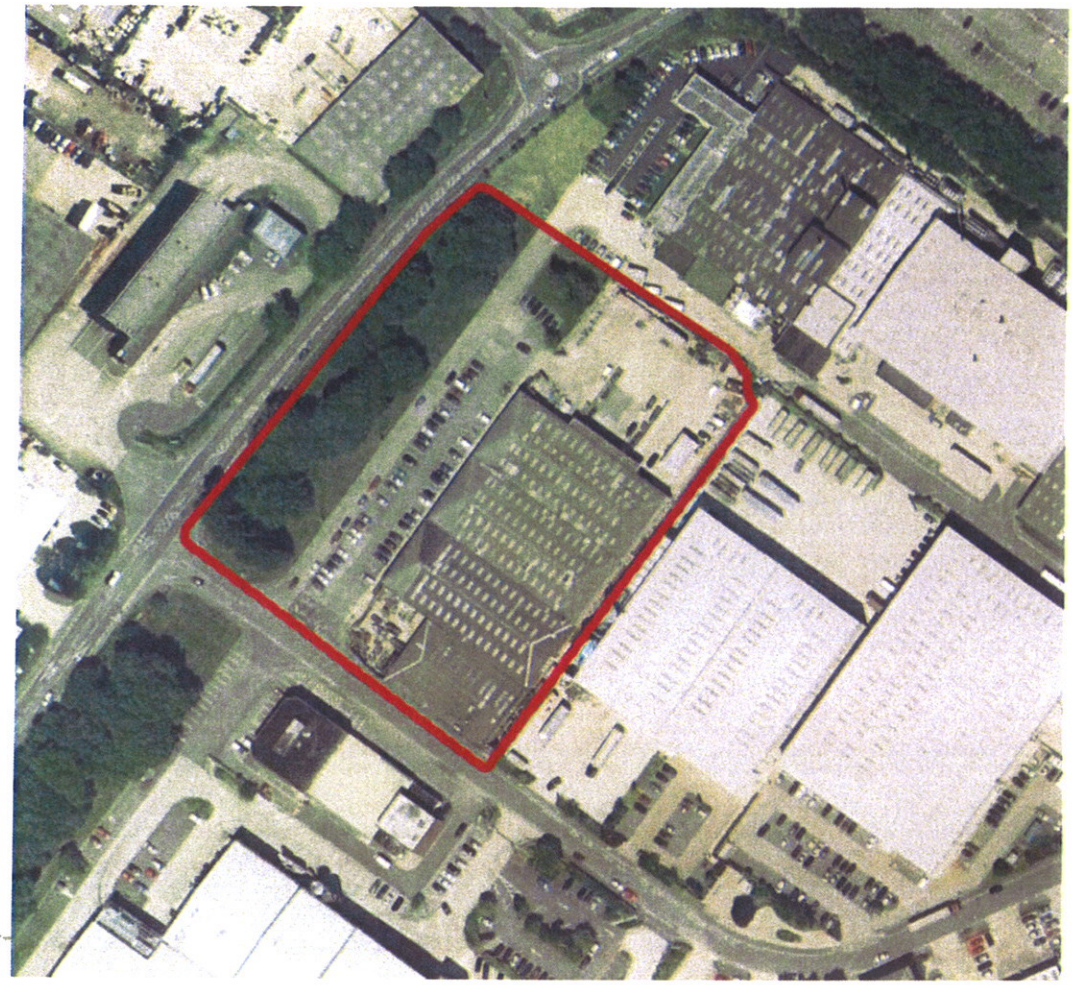

Image 1: EP Barrus location plan - Launton Road Bicester

1.4 The site is currently occupied by EP Barrus Ltd. Barrus is an importer and value added custom engine builder. Barrus exclusively 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, 3rd line servicing and Full product technical training.

1.5 The current operations at Launton Road are based on the Chaucer Estate Business Park, this site has grown and become busier. The Estate is serviced by only one road in and out. Many transport companies are using the estate as a lorry park during the day, in the evenings and at weekends. With the congestion that exists at particular times of the day, the safety of the Barrus staff are being endangered by the estate traffic flow. The developments proposed as part of this application seek to provide additional storage space and improve access to the Barrus site to increase operational efficiency.

2.0 USE AND AMOUNT

2.1 The application seeks consent for several separate, but ultimately interlinked elements. These include a new T-junction access onto the Launton Road, the erection of two RUBB Storage buildings within the existing secure service yard area and the reconfiguration of the service yard area to accommodate the RUBB Buildings, whilst at the same time safeguarding HGV access to the existing loading bays.

Erection of two RUBB Buildings in the service yard –

2.2 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 silo structures.

2.3 Building 1 comprises of the following dimensions:

- Height to ridge 9.45 metres
- Height to eaves 6.20 metres
- Pitch angle 18°
- Width 20 metres
- Length 40 metres
- Internal area 800 msq

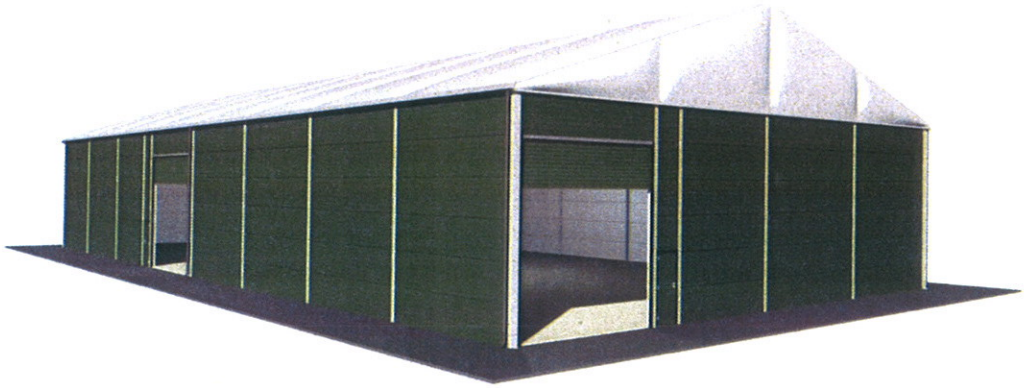

Image 2: Rubb Building 1

2.4 Building 2 comprises the following dimensions:

- Height to ridge 9.45 metres
- Height to eaves 6.20 metres
- Pitch angle 18°
- Width 20 metres
- Length 15 metres

- Internal area 300 msq

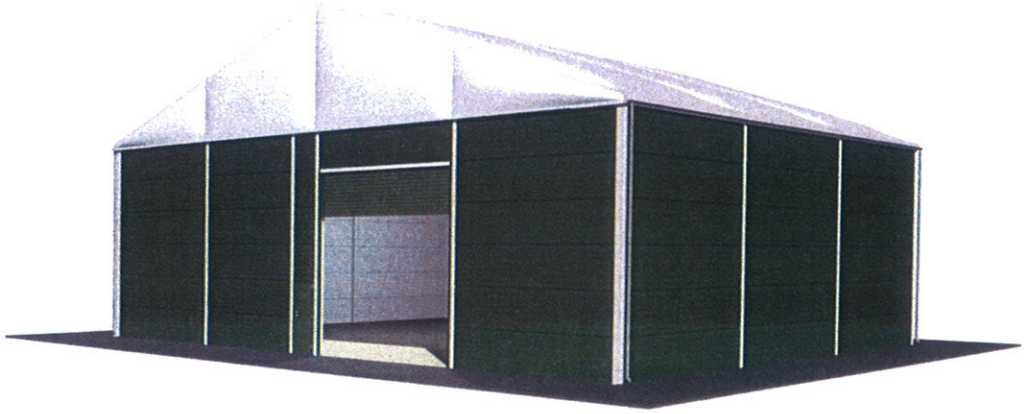

Image 3: Rubb Building number 2

2.5 The total amount of storage space applied for by the buildings is therefore 1100 sqm. This will be used as ancillary storage for the company. It is needed because after a number of moves within the MoD sites, Barrus now has a secondary warehouse in unit C5 MoD Bicester, this is approximately 100,000 sq ft of space.

2.6 The MoD have indicated to Barrus that as part of a restructure they wish Barrus to vacate this site by no later than December 2013 or possibly earlier. This leaves Barrus in an awkward position, that they need additional warehouse storage space and flexibility as a priority.

2.7 In terms of the new access the use of this access will be to provide a direct access for HGVs into the service yard and also some staff accessing the car park in their own vehicles.

2.8 The reconfiguration of the service yard will be to enable HGVs to manoeuvre within the site and access the existing loading bays. In effect the reconfiguration means a section of 3 metres of the existing ramp will be regraded.

3.0 LAYOUT AND SCALE

3.1 The buildings will be located within the existing service yard and will replace current temporary storage being achieved within several lorry containers as demonstrated by image 4.

Image 4: existing storage in lorry containers within the Barrus Service Yard

3.2 The new Rubb buildings will be sited so as they do not impact on the ability of HGVs to turn within the storage yard as indicated by image 5.

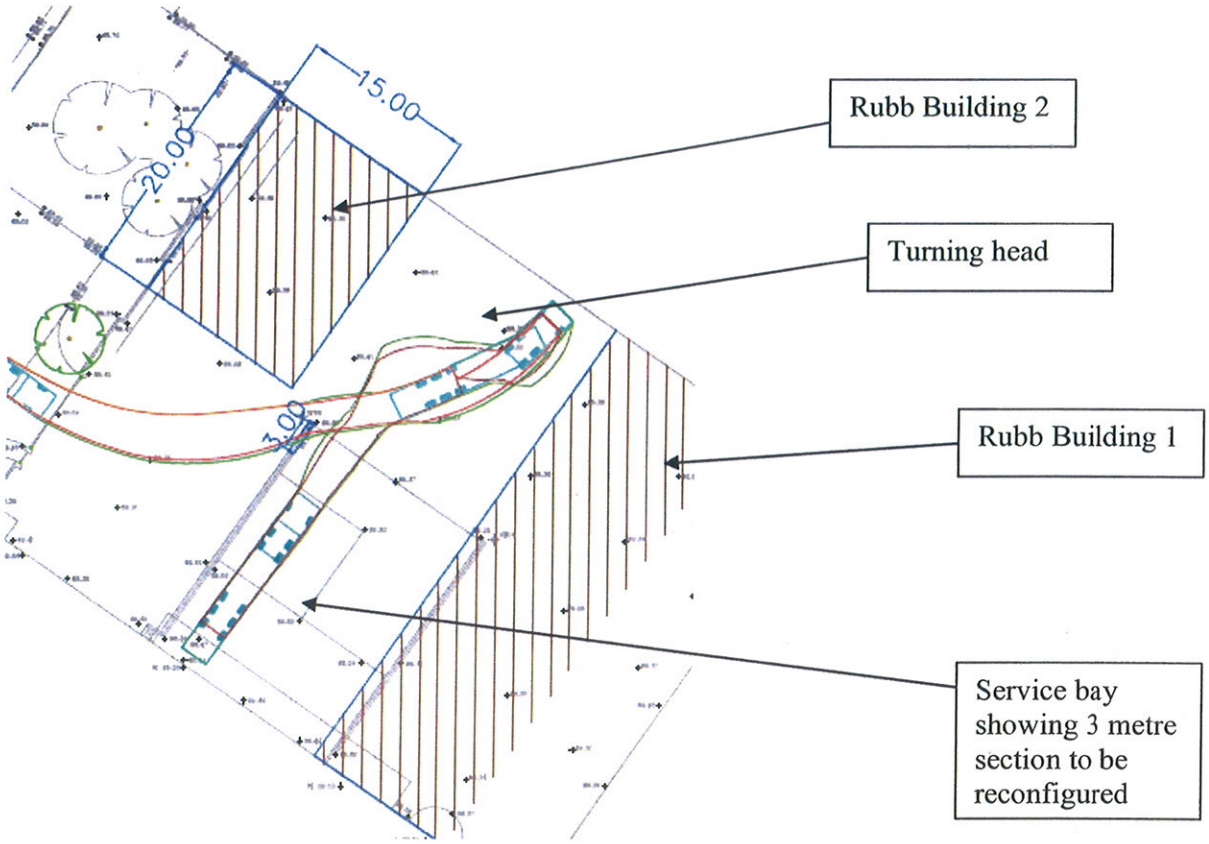

Image 5: Proposed layout of the service yard and proposed siting of the two RUBB structures.

3.3 The scale of the buildings will provide a functional space in which storage uses can take place in a practical manner for Barrus. However, care has been taken to ensure that the scale is appropriate for the site in visual terms. The height to eaves is comparable with the existing wall at 6 metres. The wall surrounding the service yard is a high wall for security as indicated by image 6 below. The higher part of the roof will be set in from the edge of the site and will not therefore be overly prominent. Notwithstanding this the buildings are appropriate in this industrial context.

Image 6: The northern boundary of the service yard showing the high wall which will be retained

4.0 LANDSCAPING

4.1 Within the service yard it is not proposed to introduce any additional hard or soft landscaping as this is an existing walled and private space currently covered in concrete and enclosed by brick walls. The buildings will simply be sited on the existing concrete base.

4.2 For the new access a new hard landscaping in the form of road, paths and kerbing will be necessary. These will be constructed in accordance with Local Highway Authority requirements the details of which can be agreed through suitably worded conditions.

4.3 Soft landscaping will take the form of that outlined by image 7 below. Care has been taken to ensure the impact to existing trees and vegetation has been kept to a complete minimum. New planting will be provided to compensate for the loss of some trees whose removal is necessary to deliver the access.

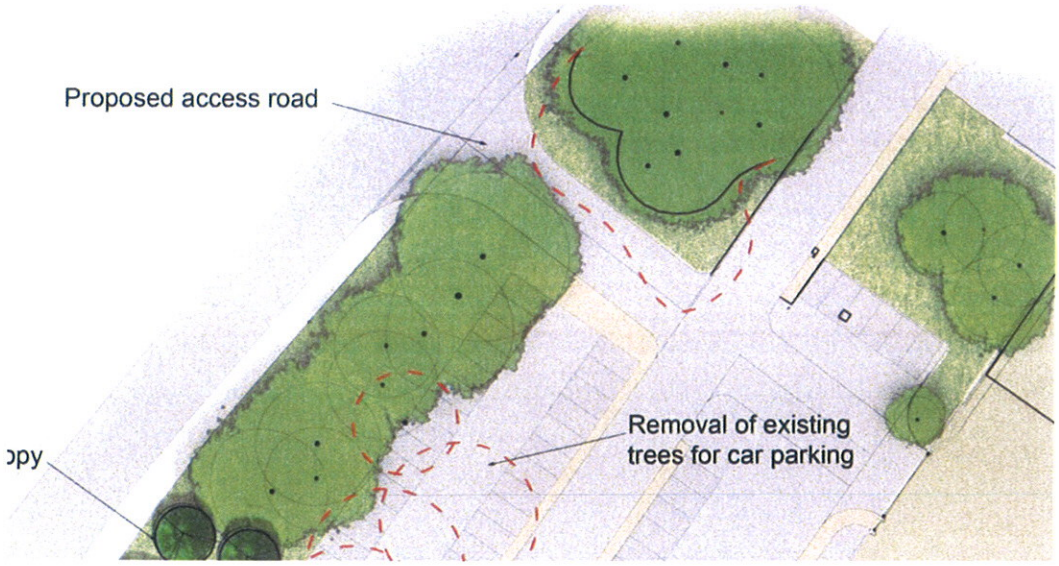

Image 7: Soft landscaping surrounding the new access onto Launton Road

4.4 The location of the proposed access that has been chosen deliberately requires the smallest amount of construction as it is the shortest distance from the Launton Road to the service yard and makes use of an existing gap in the trees as outlined in image 8. This will ensure the impact on the character of the street scene is minimised.

Image 8: The proposed location of the new access onto Launton Road

5.0 APPEARANCE

5.1 The Rubb buildings will take the form identified in images 2 and 3 contained in section 2 of this Design and Access Statement. The materials of construction will be Thermo roofing which is THERMO-insulated portable temporary warehouse roof system consists of two layers of robust industrial grade PVC coated polyester material which are inflated by means of an automatic low pressure air compressor pump. Each roof cover is linked to the next by specially designed air-pipes which, when installed, maintains air pressure into the roof sections. This will be white in colour and give a clean high-tech appearance to the roof.

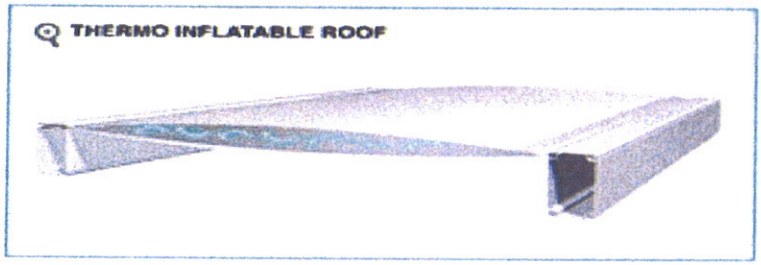

Image 9: The Thermo Roof System

5.2 The walls of the Rubb buildings will be Sandwich panels which are fitted together and include significant insulation making the build very energy efficient. Doors will be roller shutters, which are secure and functional and are common on industrial sites such as Launton Road.

5.3 The appearance of the service yard will not alter and the material of construction for the reconfigured service ramp will be grey concrete. Notwithstanding the materials being the same the alteration will not be visible from any public vantage point and will be screened by a wall within the service yard.

5.4 The appearance of the new access will be a functional access in materials imposed by the County Council's highways term maintenance contractor where the road adjoins the public highway and footpath network. Within the site the appearance will fit in with the existing estate roads which are black tarmac.

5.5 The visual impact will be softened by soft landscaping to retain the green edge to the industrial estate currently in existence along Launton Road.

6.0 ACCESS

6.1 Access to each of the Rubb buildings will be through 5 metre wide roller shutter doors for products and personnel doors for staff. The larger of the two buildings (Rubb 1) will have two sets of doors as due to its size a secondary fire escape is necessary.

6.2 Access to the buildings and the service yard in general will be limited to Barrus employees. No public access is anticipated to either Rubb building.

6.3 Access to the existing loading bays for HGVs will not alter although the gradient of the approach ramp will become steeper as outlined on image 10 below.

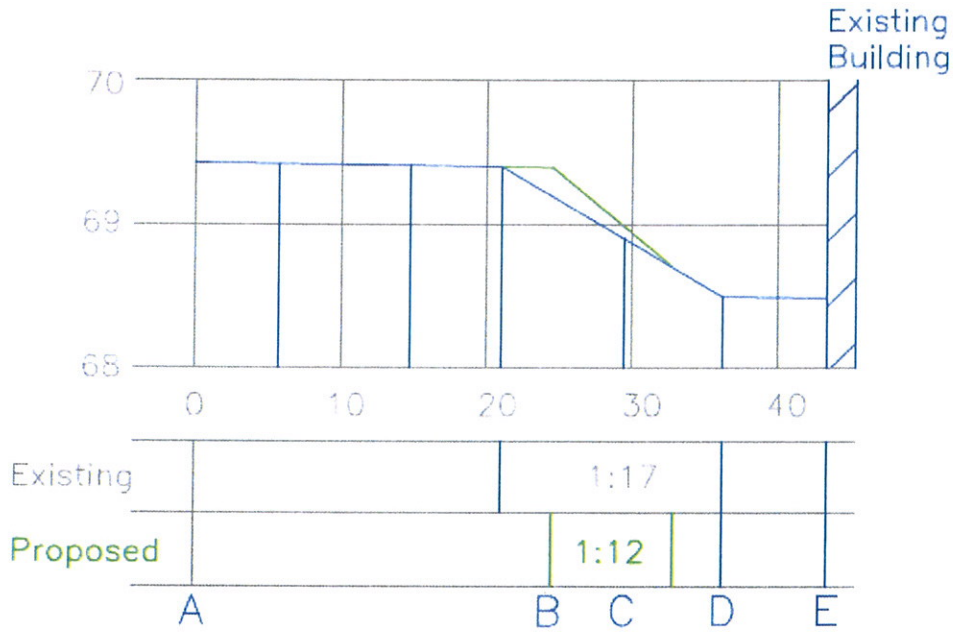

Image 10: Alteration to the gradient of the loading bay ramp

6.4 At present Barrus shares the main access to the site with the other companies operating on the Launton Road Industrial Estate. To access the service yard HGVs have to travel through the Barrus staff car park along an estate road that is relatively narrow, often filled with parked cars and lorries and results in HGVs having to make an awkward series of turns to satisfactorily enter the service yard. The new access will bring HGVs off the Launton Road straight into the site directly opposite the existing access to the service yard which will result in far simpler maneuvering and prevent conflict with other parked vehicles. The new road arrangement will reduce access conflict to the site.

7. PLANNING OUT CRIME

7.1 The proposals have been designed with regard to the following guidance: 'Safer Places – the Planning System and Crime Prevention' ODPM and the Home Office.

7.2 Principles of 'Secured by Design'. Seven attributes of designing out crime are outlined in 'Safer Places – The planning System and Crime Prevention'. They are listed here, with an explanation of how the development addresses the points:

1. Access and movement

'Places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security.'

The layout of buildings and the surrounding land provides clear routes and entrances and creates easily monitored spaces avoiding blind spots as far as possible. The Rubb buildings will only be accessed from within a secure service yard. The reconfiguration of the yard will ensure access to the

buildings and the existing docking areas are retained and better defined which will in no way compromise security.

2. Structure

'Places that are laid out so that crime is discouraged and different uses do not cause conflict.'

The buildings have been sited to complement one another and the wider service yard. The new road will be overlooked by the offices of Barrus and passersby on Launton Road the access will ensure lorry movements are easier to monitor for Barrus as at present HGVs are parking within the staff car park and causing clear conflict of uses.

3. Surveillance

'Places where all publicly accessible spaces are overlooked.'

The Rubb buildings will be overlooked from offices and the existing loading bay. They are within the secure service yard and will be highly secure. The new access will have natural surveillance from users of the staff car park, a number of fully manned offices, businesses on the northern side of Launton Road as well as pedestrians and vehicles passing by on Launton Road will overlook the access. Launton Road has a variety of business and retail facilities and is a main route out of the town to the eastern ring road. It has relatively high level of activity at various times of the day which make it a well surveyed street.

4. Ownership

'Places that promote a sense of ownership, respect, territorial responsibility and community.'

The private space for the proposed Rubb units within the service yards area are secured. The road will be open but as this will be privately owned and maintained Barrus will manage its access and usage.

5. Physical protection

'Places that include necessary, well–designed security features.'

Physical protection measures will be incorporated into the scheme. The types of products Barrus store require a high level of security as they are theft targets. The service yard and site in general has a number of security measures including anti climbing features, security cameras and high quality locks and alarms.

6. Activity

'Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and sense of safety at all times.'

There will be controlled access to the site which is currently the Barrus operational policy. No unaccompanied or prior booked access is given to the yard.

7. Management and maintenance

'Places that are designed with management and maintenance in mind, to discourage crime in the present and the future'.

Barrus will continue to manage and maintain the facilities as crime prevention is a key business objective due to the value of their products.

Framptons

November 2012