

Heritage / Design and Access Statement

32133 - Proposed demolition of existing warehouse structure, siting of storage containers for self-serve private storage and associated hard and soft landscaping works at Vigus Stores The Green Probus Truro

For: Tredenham Charity Lands c/o Mr. Schofield

Revision: A - 21.10.2023

Read in conjunction with:

PL01 - Floor, Site and Location Plans - Existing

PL02A - Site Plan - Proposed

PL03A - Elevations - Proposed

Planning application forms and documents



Heritage Assets Locally

As per extract above, there are no heritage assets locally that will be adversely affected by the proposal.

Design

The Western area of Probus sits outside of the main village, with fewer residential properties and greater areas of agricultural land and structures.



Fig 2: Plan showing extents of existing residential boundary in Probus.

Due to the standard nature of the proposed shipping containers, most design work has been related to the siting / positioning and sizing of individual containers to provide proposed site layout that utilises the existing area of hardstanding where possible to minimise impact of the proposal as well as considerations regarding access / use and safety. As such these elements are discussed in sections below.

However, it should be noted that in terms of the impact of the proposed the siting of the Westernmost container is positioned further in to the site than the extent of the existing structure.

In addition, the existing structures are significantly higher than the proposed containers, which are shown to be approx. 2.6m high, further reducing the impact of the proposal.

Boundary proposals within the site provide security are agricultural and functional in nature due to the position of the site on the edge of the village and within the surrounding farmland and fields.

External boundaries to the perimeter of the site are to remain as existing i.e. mature hedgerow and trees, retaining the existing screening and privacy provided.



Access

Access to the proposed site is off Truck Hill, a tertiary road inside the Probus 30mph speed limit and remains as per the existing scenario, which also provides access to existing Allotments and pasture land.

The proposal seeks approval for storage containers, due to the nature of the proposals it is expected that visits to the site by those renting storage will be infrequent and therefore it is anticipated that vehicle traffic to and from the site will be similar to that of the existing scenario.



Fig 3: Image of access to existing site, Allotments and Pasture.



Fig 4: Existing structures and hardstanding.



Proposals include for parking within the site for 3no. vehicles, one of which will be designated for use by disabled visitors. In addition to parking, provision has been made for loading and un-loading within the site to reduce the travel distance when loading and unloading the containers.

Access to the site will be limited to the proposed hours:

- Monday to Friday – 7am to 7pm
- Saturday and Sunday – 9am to 7pm

The proposals include for lighting columns for safety, it is proposed that these will be linked to a timer and synchronised to operate during opening hours only. In addition, it is proposed that lighting is linked to photosensors in order to minimise energy consumption during summer months.



Fig 5: Proposed visitor parking provision and unloading zone.

Proposals include for 1800mm high galv. Metal security railings to the perimeter of the storage area, with a 1800mm high galv. electrically operated sliding gate allowing access during designated hours. An induction loop will be provided within the site to ensure that vehicles are able to exist upon approach, should the gates close while a vehicle is located inside. Signage and emergency contact information will also be provided at strategic locations around the site.

Outside of the storage area proposals include for an emergency access panel for use by the emergency services during out of hours times.

Meters and ancillary mechanical and electrical components will be located outside of the storage area, in a secure GRP proprietary housing as shown on the proposed plans.

Conclusion:

Due to the age and condition of the existing storage facility, it is no longer suitable for use and therefore the Charity has suffered a financial loss as a result. It is also considered that repair / replacement is not financially feasible due to the scale works required.



Therefore, positioning of individual, watertight, freely available and cost-effective storage solutions within the confines of the existing area is considered advantageous in terms of cost and timescales.

Access to the site remains as per existing scenario and consideration has been made for parking, use and safety of users as well as impact on residents and neighbours.

Positioning and sizing of the containers, coupled with the retained existing mature perimeter boundaries helps to reduce the impact of the proposals from that of the existing situation.

With the above in mind it is considered that the proposal offers an improvement in terms of access, use and impact and as such should be supported by the Local Planning Authority.

