DESIGN & ACCESS STATEMENT

Windrush Industrial Park, Witney, Plot B

Planning Application March 2024

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CANMOOR

CONTENTS

1.0 INTRODUCTION

Site Location

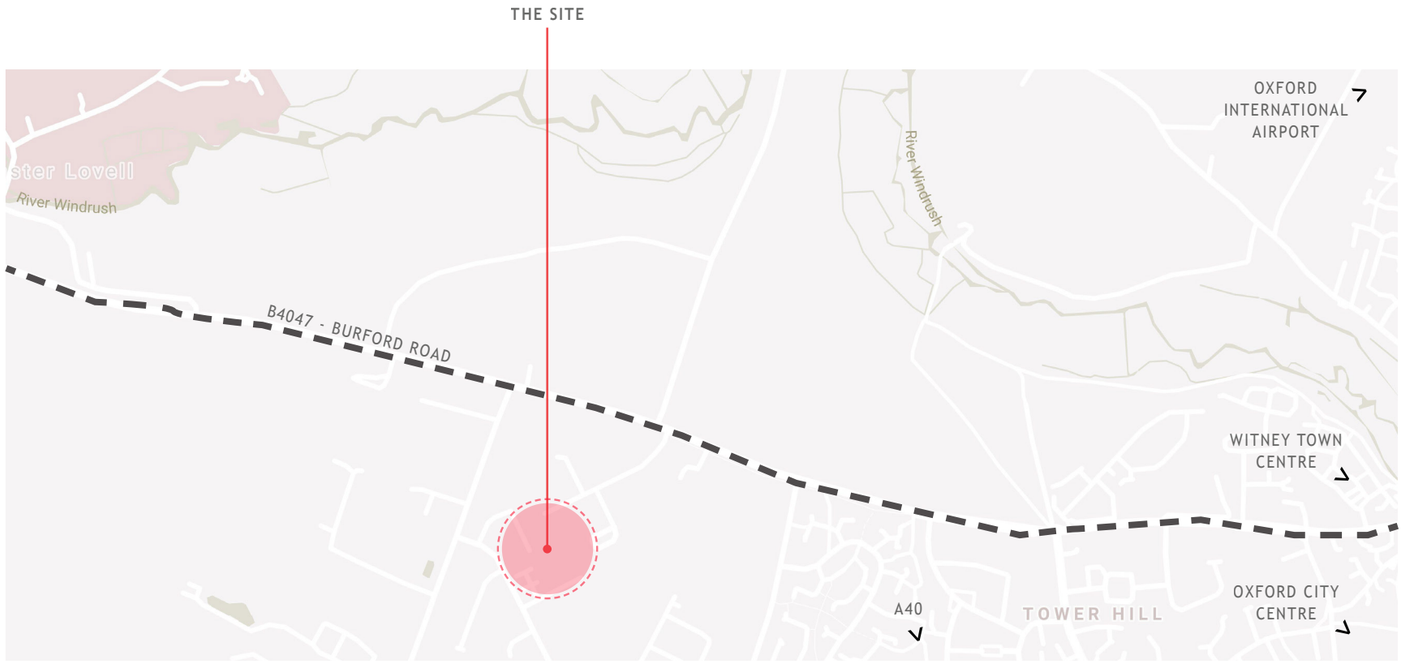
1.0 Introduction

The Design and Access Statement has been set out to assist in the understanding of the design/planning drawings and supporting material submitted as part of the full planning application for the site at Windrush Industrial Estate, Witney, Plot B.

The total area of the planning application site is 21,075 sqm /5.20 Acres.

The proposal is for the development of 7No. new light industrial/ warehouse units with ancillary office space, associated parking and service yards with E(g)iii (industrial processes), B2 (general industrial) and B8 (storage and distribution) classification of uses.

The Design and Access Statement addresses the design considerations and processes in arriving at the scheme layout and design.



Site Location Map

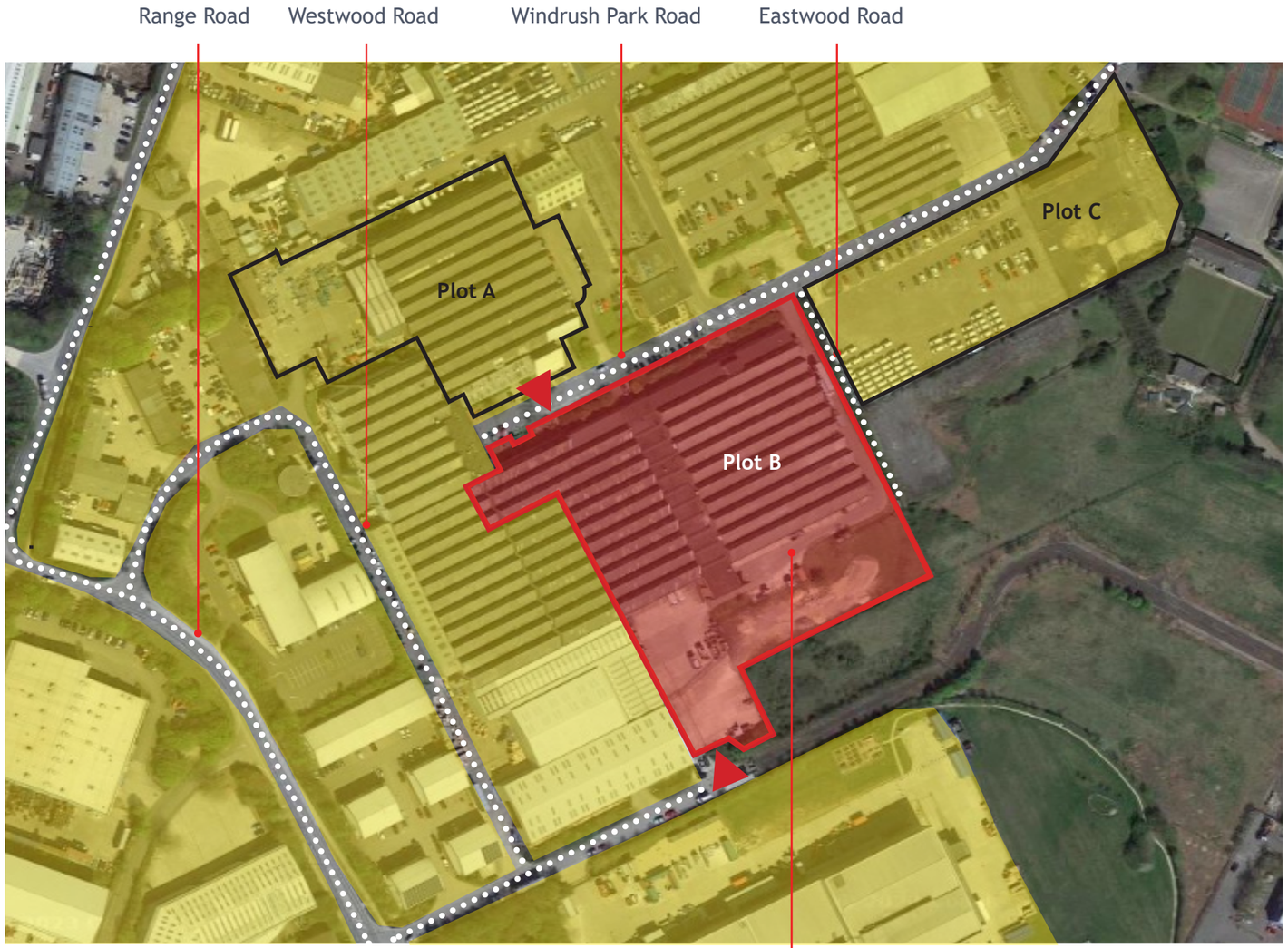
2.1 Site Location

The site is located in Witney area. Witney is a vibrant and historic market town and is the commercial centre of West Oxfordshire located 26 km west of Oxford, 45 km east of Cheltenham and 112 km north-west of Central London. The town benefits from close proximity to the A40, which in turn, provides access to the A34 which is 18 km to the east.

Windrush Indutrial Estate is strategically located within the West Witney commercial area which is 3 km to the east of the town centre, via Burford Road. Access to the site has been significally enhanced due to the introduction of a new junction linking Downs Road - which is directly to the west property with the A40. The A40 links the area with Oxford, Cheltenham, the A34, M40, M5 and M4 motorways. The delivery of this new junction will have a transformational impact on accessibility to the site and subsequently on occupational demand.

Site

Employment & Industrial



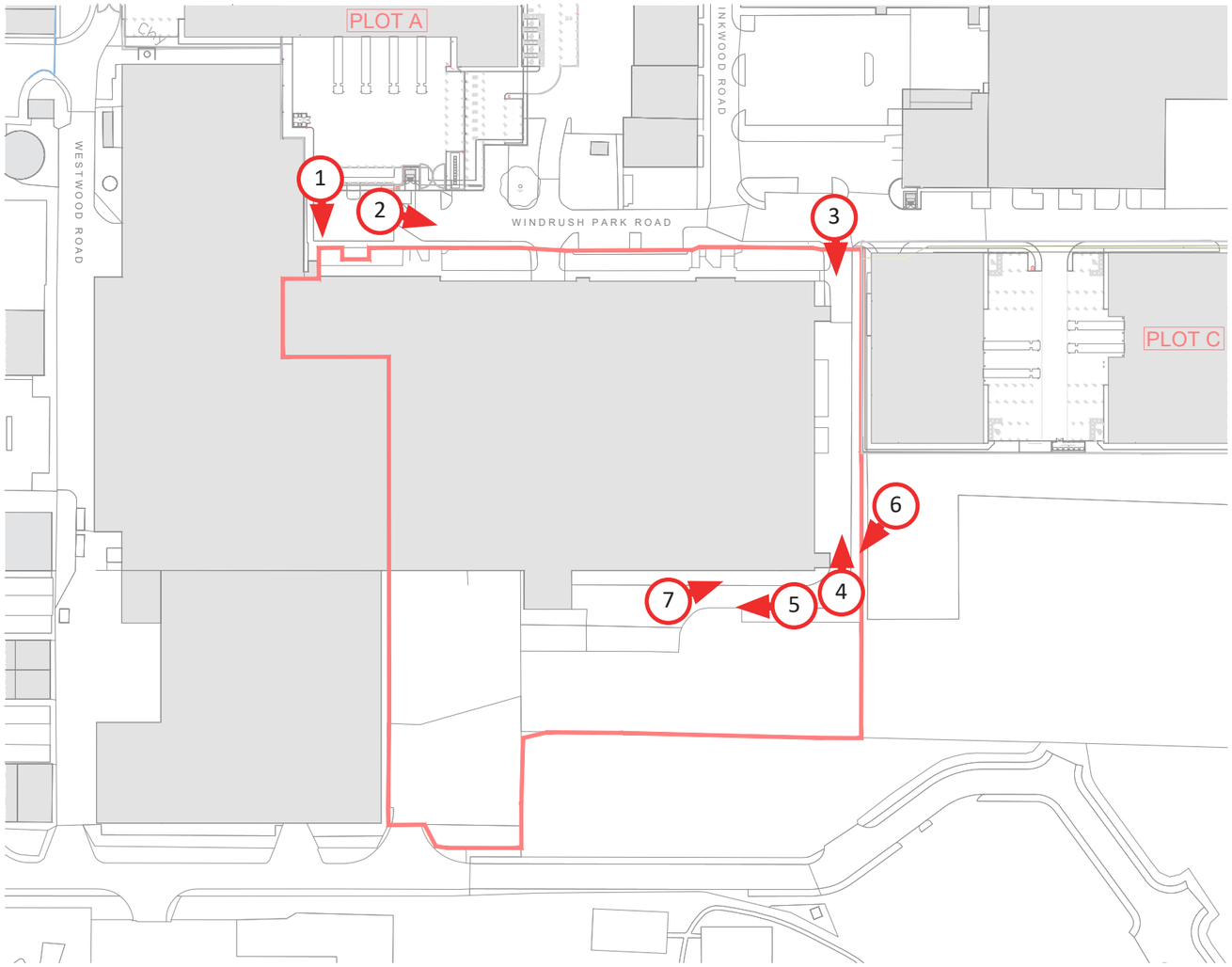
Site Location

2.2 Site Context

Access to the site is currently provided from Windrush Park Road along the northern site boundary and the southern site boundary which connects to Range Road.

Plot B is located in the south west corner of the Windrush Industrial Park and consists of an existing unit (Corndell). The site is surrounded by other industrial units which form the rest of Windrush Industrial Park.

Plots A & C were completed in August 2023. These Plots are highlighted in the image to the side.



Existing Site Plan

2.3 Existing Site Photographs

The views highlighted to the side indicate the existing site conditions and buildings with photographs to follow in the next pages.

Image 1

Image 2

Image 3

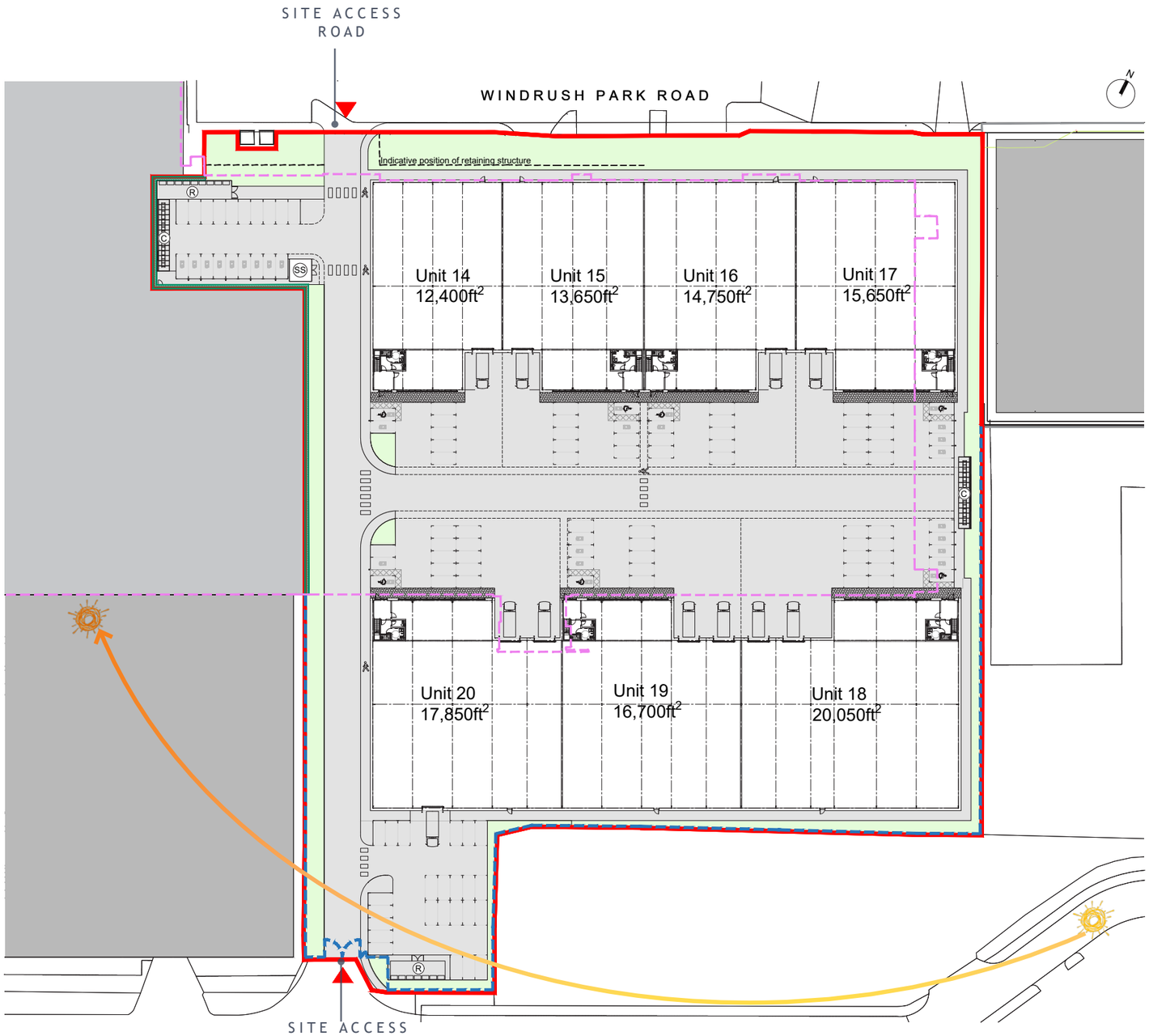
Image 4

Image 5

Image 6

Image 7

3.0 DESIGN STATEMENT



Proposed Site Plan

3.1 Proposal

The proposal is for development of 7 No. new light industrial/ warehouse use classes E(g)iii, B2 and B8 units with ancillary office space, associated parking and service yards.

3.2 Proposed Layout

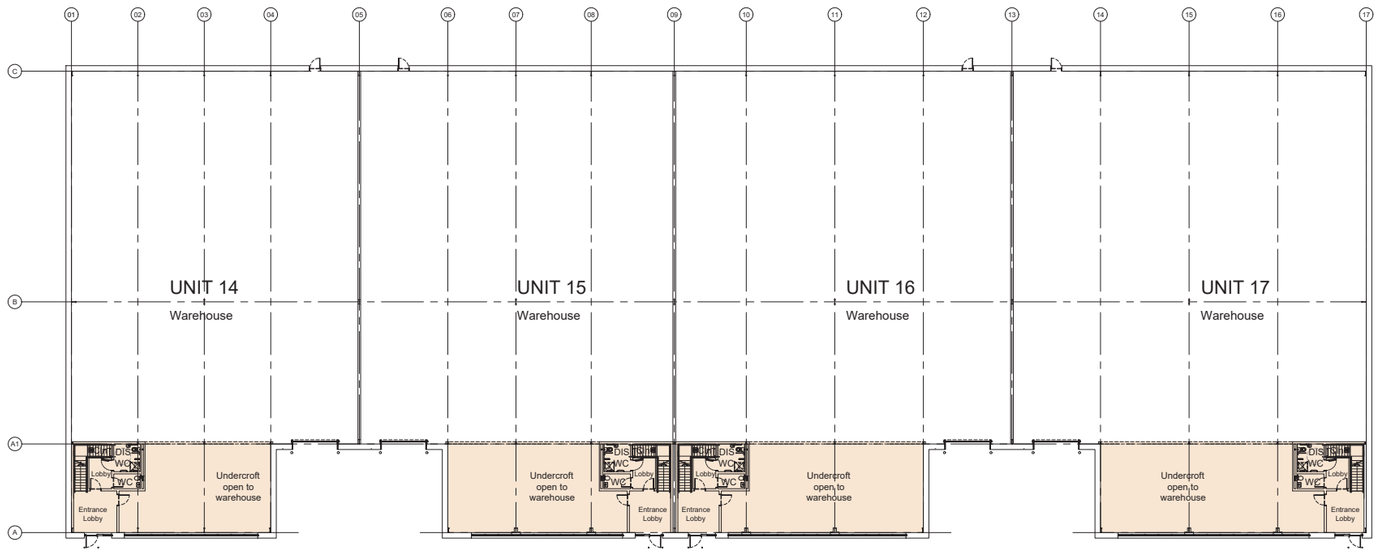
The size range of the proposed units have been developed to ensure it meets the local demands and prospective tenant's requirements. Each unit has its own designated car parking and service yard area accessed interdependently off the shared service road.

The buildings have been orientated with all the service areas facing inwards so that they have minimal visual and acoustic impact on the surrounding sites.

The proposed layout takes into consideration input from other consultants as highlighted in section 6 of this document.

C - Cycle Parking
R - Refuse Area
SS - Substation

3.0 DESIGN STATEMENT



Units 14 - 17

3.3 Areas

The Area of the Site is 21,075 sqm - 5.20 acres - 2.10 ha

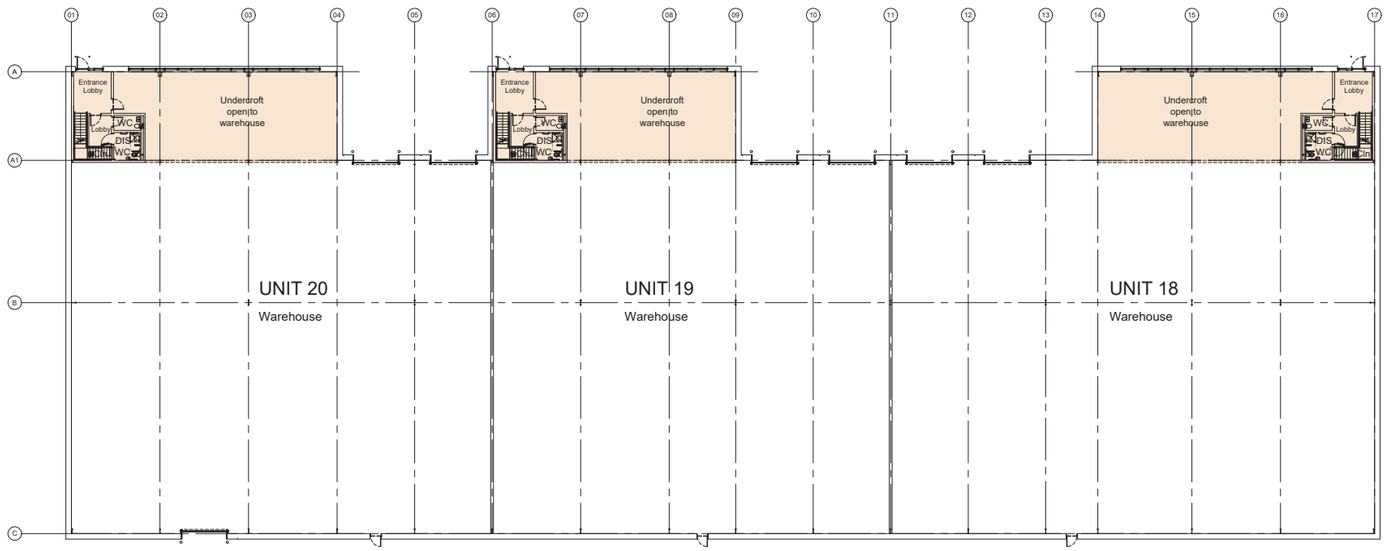
UNIT 14 (GIA)	**1,152m²**	**(12,400ft²)**
Warehouse (Incl. office Undercroft)	1,013m²	(10,900ft²)
Office (FF Only)	139m²	(1,500ft²)
Car parking spaces (incl disabled)	7	

UNIT 15 (GIA)	**1,268m²**	**(13,650ft²)**
Warehouse (Incl. office Undercroft)	1,110m²	(11,950ft²)
Office (FF Only)	158m²	(1,700ft²)
Car parking spaces (incl disabled)	9	

UNIT 16 (GIA)	**1,370m²**	**(14,750ft²)**
Warehouse (Incl. office Undercroft)	1,194m²	(12,850ft²)
Office (FF Only)	176m²	(1,900ft²)
Car parking spaces (incl disabled)	9	

UNIT 17 (GIA)	**1,454m²**	**(15,650ft²)**
Warehouse (Incl. office Undercroft)	1,264m²	(13,600ft²)
Office (FF Only)	190m²	(2,050ft²)
Car parking spaces (incl disabled)	14	

3.0 DESIGN STATEMENT



Units 18 - 20

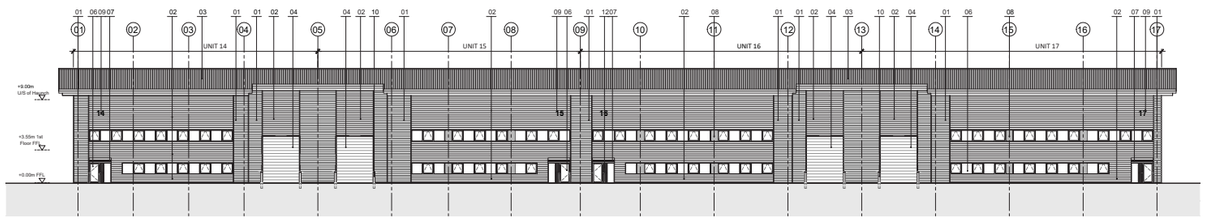
3.3 Areas

UNIT 18 (GIA)	**1,862m²**	**(20,050ft²)**
Warehouse (Incl. office Undercroft)	1,667m²	(17,950ft²)
Office (FF Only)	195m²	(2,100ft²)
Car parking spaces (incl disabled)	15	
UNIT 19 (GIA)	**1,552m²**	**(16,700ft²)**
Warehouse (Incl. office Undercroft)	1,379m²	(14,840ft²)
Office (FF Only)	173m²	(1,860ft²)
Car parking spaces (incl disabled)	10	
UNIT 20 (GIA)	**1,658m²**	**(17,850ft²)**
Warehouse (Incl. office Undercroft)	1,468m²	(15,800ft²)
Office (FF Only)	190m²	(2,050ft²)
Car parking spaces (incl disabled)	13	
TOTAL AREA (GIA)	**10,316 m²**	**(111,050ft²)**
Additional Car Parking Spaces (spread across all units)	**43**	
Total **Car Parking Spaces**	**120**	

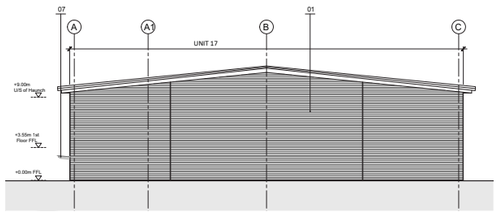
Total Cycle Stands (for all units): 34
Total Cycle Spaces (for all unts): 68

3.0 DESIGN STATEMENT

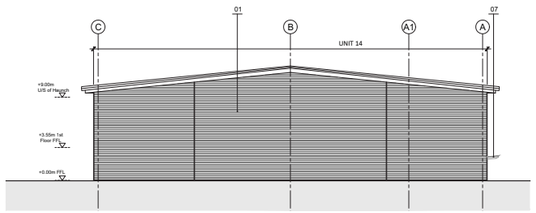
PROPOSED ELEVATIONS UNITS 14 TO 17



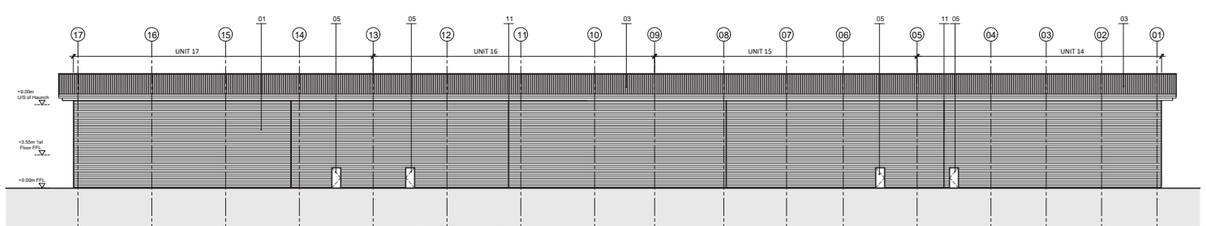
Units 14 to 17 South Elevation



Units 14 to 17 East Elevation



Units 14 to 17 West Elevation



Units 14 to 17 North Elevation

3.4 Appearance

The elevations within this document indicate the general appearance of the industrial buildings.

The forms are simple and well-proportioned for buildings of this type where clear internal heights and volumes are required.

The buildings have been designed to combine contemporary materials with crisp, modern and simple detailing with the use of various cladding profiles and colors within a considered palette. These materials will be used to create a strong, clear and high-quality appearance.

The facades visible from outside the site boundaries have been deliberately kept simple so that they provide a visual backdrop which respects the existing urban context surrounding the site.

MATERIALS KEY:

01 - Wall Cladding: Horizontal profiled built up steel cladding, colour light grey

02 - Wall Cladding : Horizontal profiled built up steel cladding, colour dark grey

03 - Roof Cladding : Profile built up cladding, colour grey

04 - Level loading doors, colour dark grey

05 - Metal escape and personnel doors, colour to match adjacent cladding

06 - Framed Entrance Door and Window System, colour dark grey

07 - Steel framed, glazed canopy, colour dark grey

08 - Look-a-like Ceramic Fritted glazing panels

09 - Unit number
3mm Aluminium with silver finish

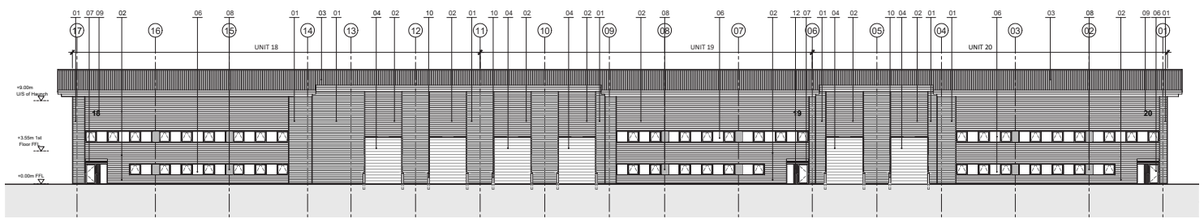
10 - Bollards

11 - Fin/ jamb flashing, colour dark grey

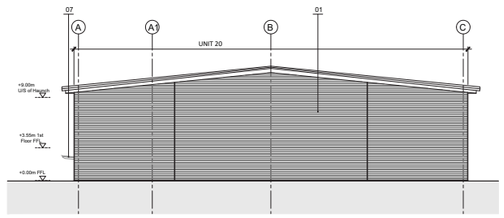
12 - Metal Spandrel Panel to match frame finish

3.0 DESIGN STATEMENT

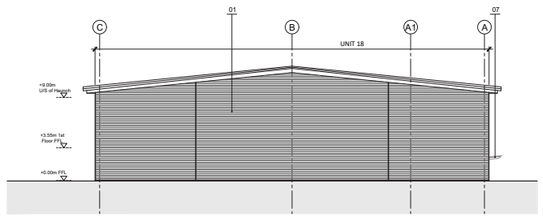
PROPOSED ELEVATIONS UNITS 18 TO 20



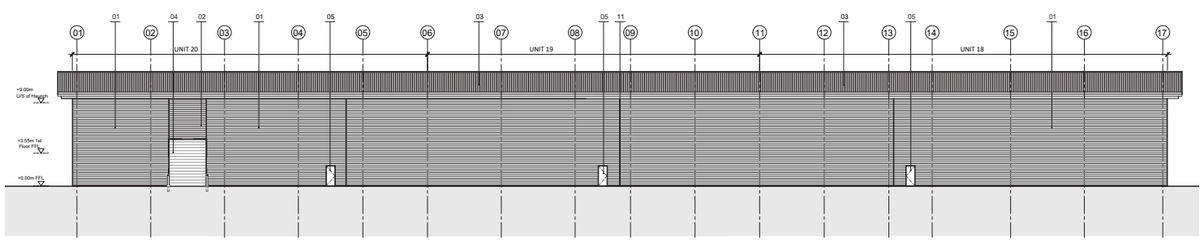
Units 18 to 20 North Elevation



Units 18 to 20 West Elevation



Units 18 to 20 East Elevation



Units 18 to 20 South Elevation

3.4 Appearance

MATERIALS KEY:

01 - Wall Cladding: Horizontal profiled built up steel cladding, colour light grey

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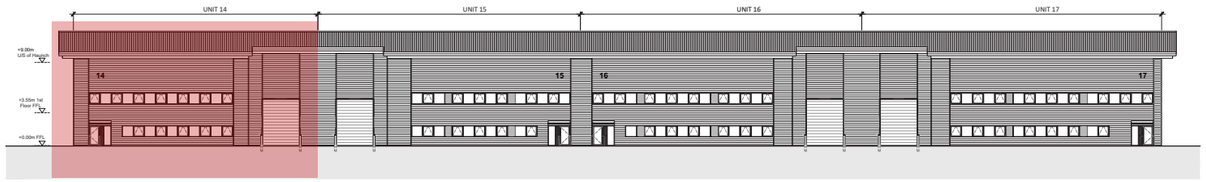
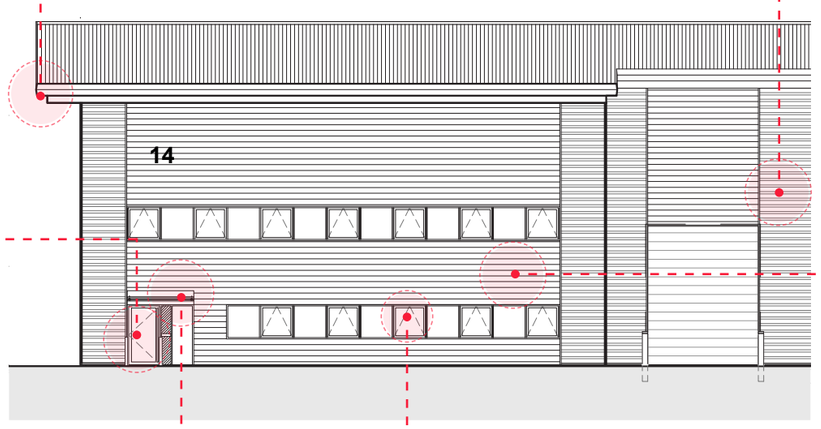
12 - Metal Spandrel Panel to match frame finish

3.5 External Building Materials

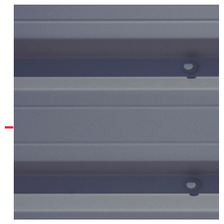


Units 14 to 17 South Elevation

Roof Eaves

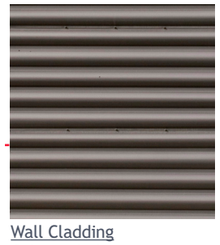


Typical main entrance elevation



Wall Cladding
Colour: light grey

Main entrance

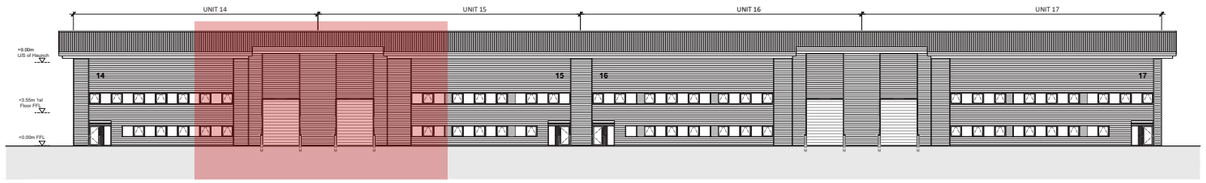


Wall Cladding
Colour: dark grey

Canopy

Window system

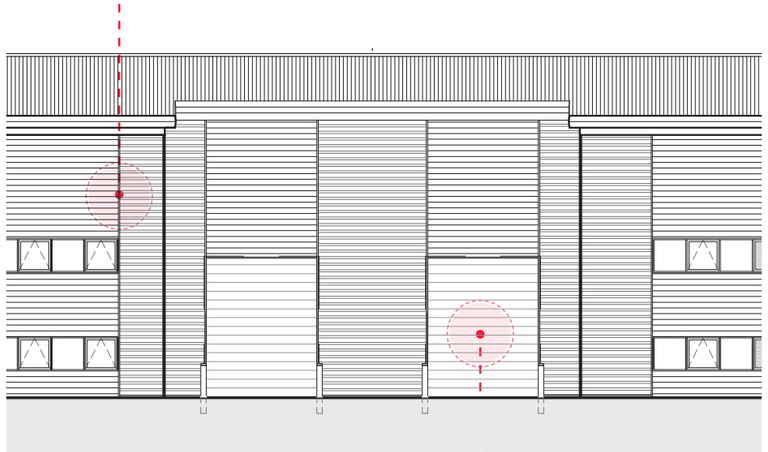
3.5 External Building Materials



Units 14 to 17 South Elevation

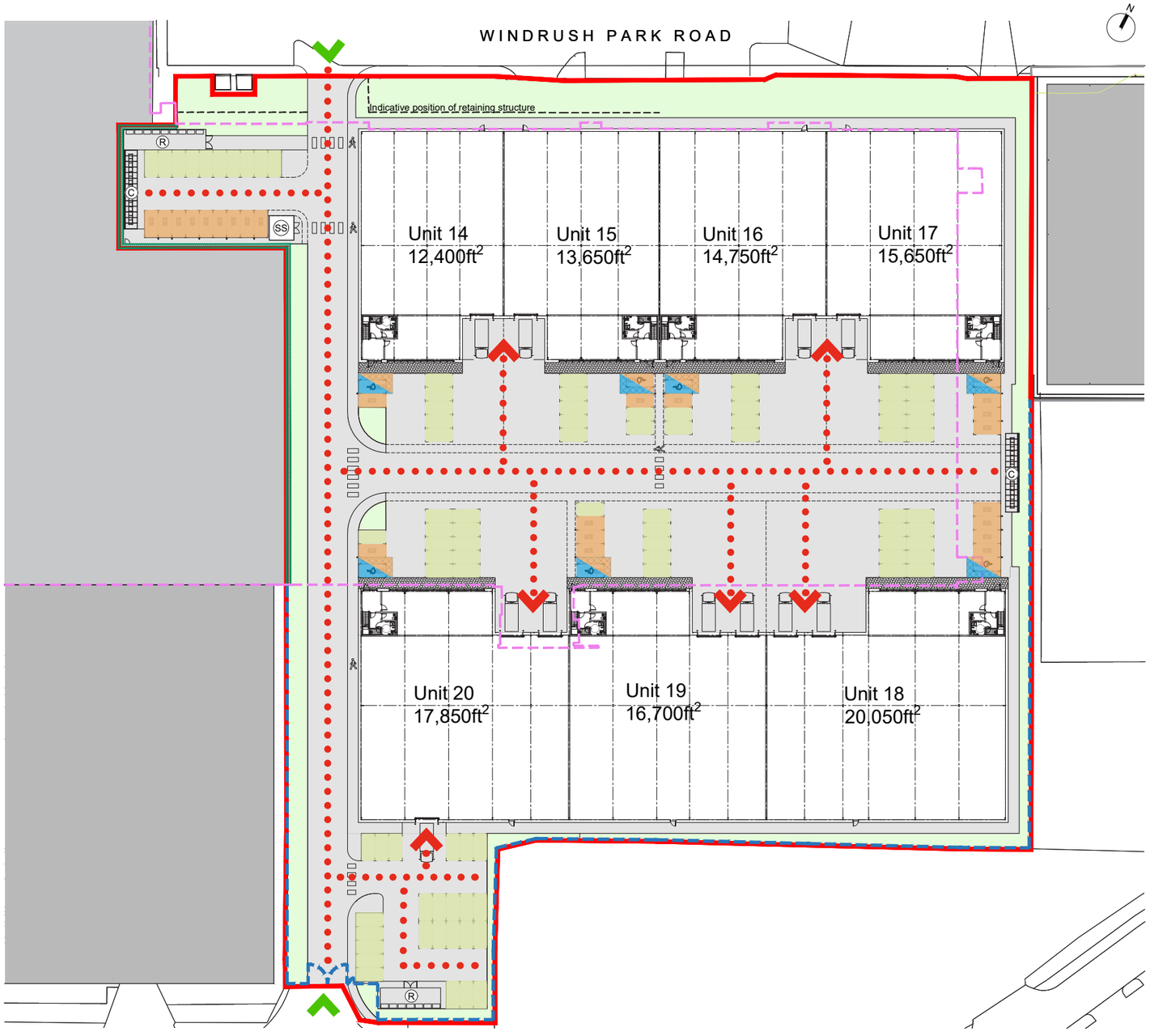
Typical fin flashing detail between different clading types

Loading door & Bollards



Typical loading door elevation

4.0 ACCESS STATEMENT



Proposed Site Plan

4.1 Vehicular Access

Movement to, through and within the site has been carefully considered.

Vehicular access to the site will provided via Windrush Park Road which is located north of the site and via Range Road to the south. The road layout within the site has been designed to allow for maneuverability and turning of all vehicles within the site.

The car parking strategy for the development has been set out in the Transport Statement document.

The units and the layout of the site will be designed to be fully inclusive. Designated disabled parking bays are located adjacent to the main entrance and to Local Authority regulations and standards. Access to the entrances will be DDA compliant.

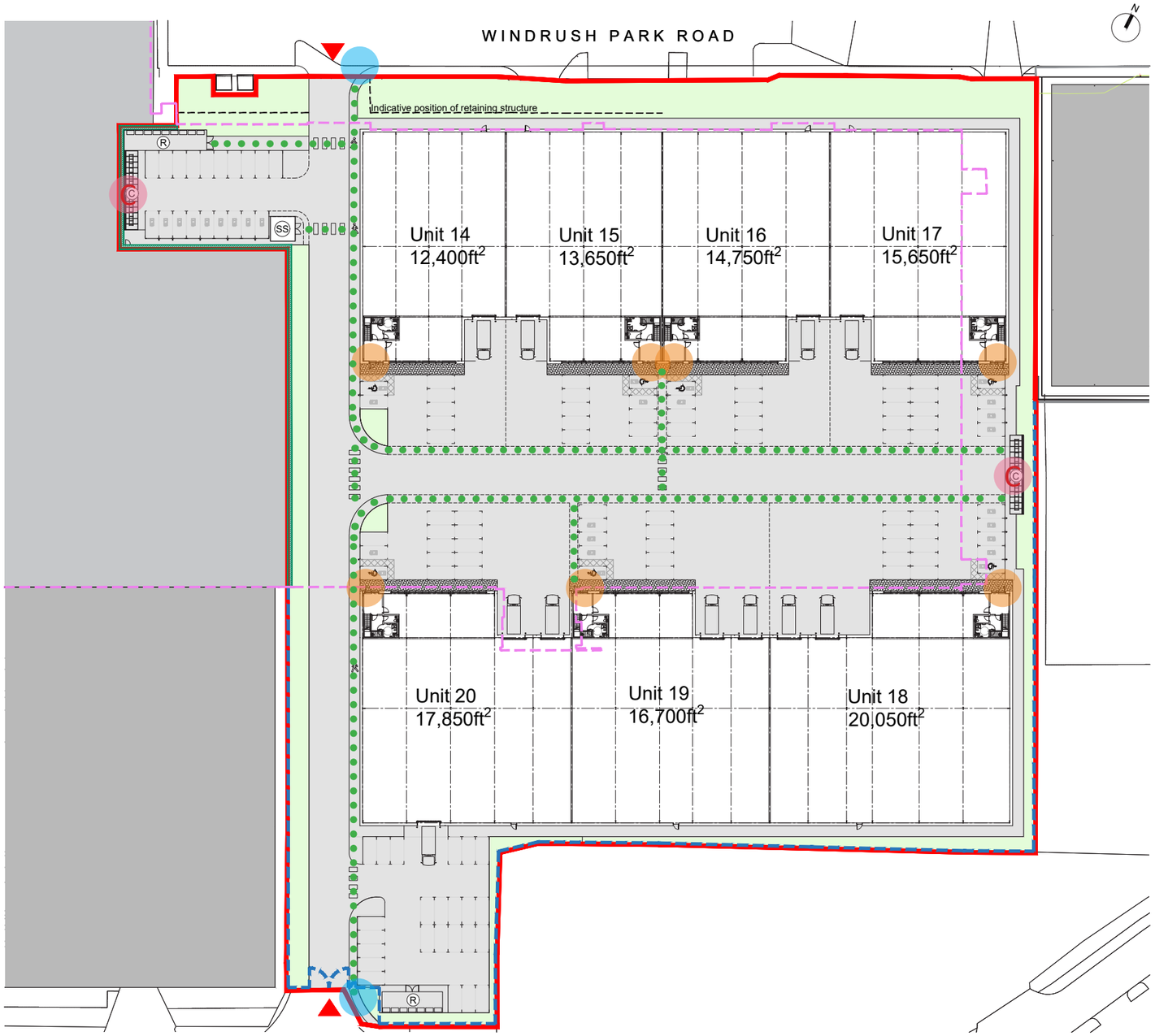
Sustainable Travel

The proposed development will have a strong commitment to encourage sustainable means of transport. This will be reflected in the proposal to provide 25% of all parking spaces with active Electric Vehicle Charging Points (EVCP).

- Disabled Car Parking Bays
- Active Electric Vehicle Charging Bays
- Standard Parking Bays
- Vehicular Movement
- Vehicle Access Gates

C - Cycle Parking
R - Refuse Area
SS - Substation

4.0 ACCESS STATEMENT



Proposed Site Plan

4.2 Pedestrian and Cycle Access

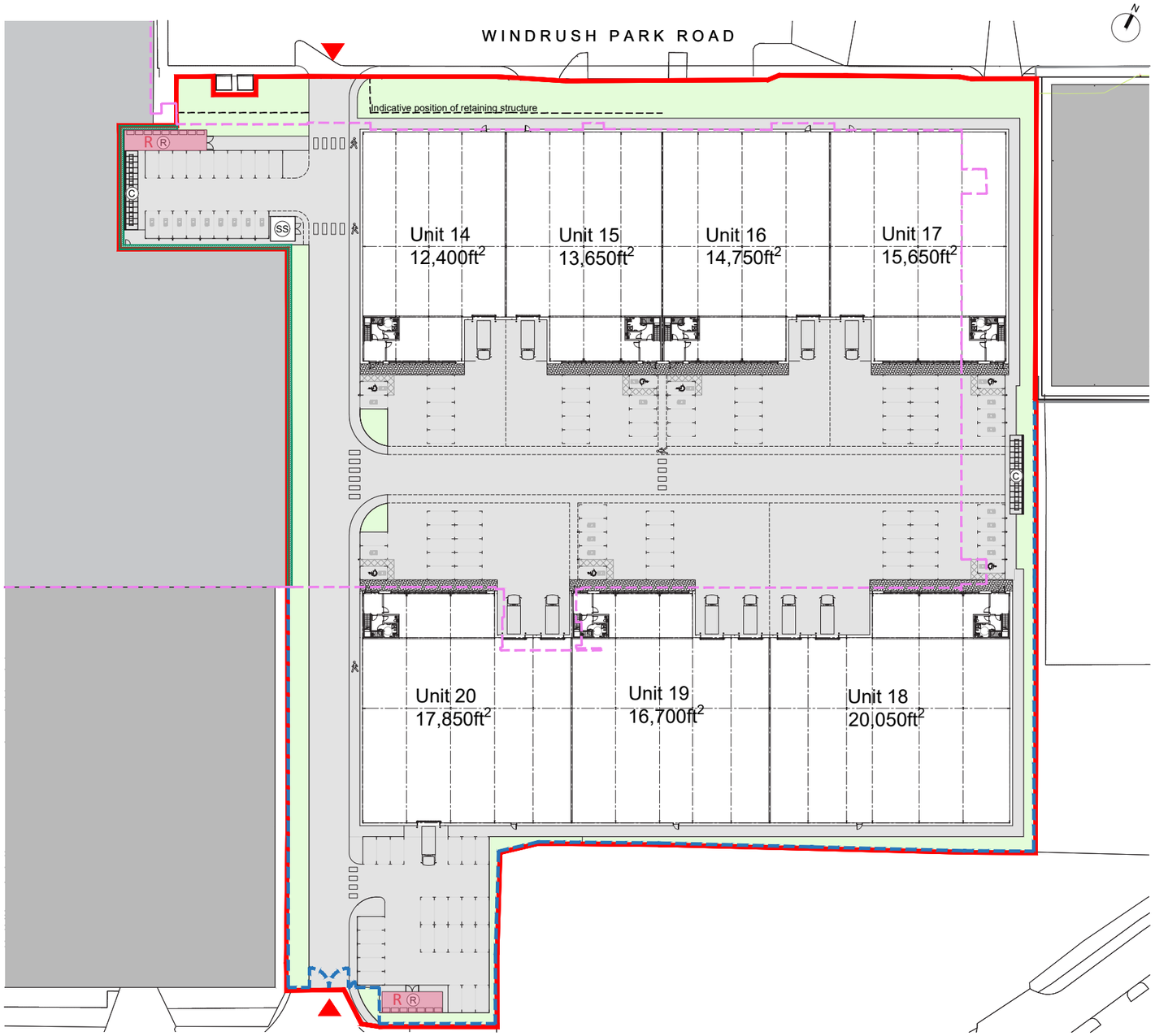
Pedestrian access will be provided to the units via footway along the site access roads. Drop kerbs and tactile paving will be introduced for pedestrian crossings where necessary.

2 cycle storage areas will be provided in the form of Sheffield stands in covered enclosures, in two different locations across the site.

- C — Covered Cycle Parking
- Units 14-20 Main Entrances
- Pedestrian Movement
- Safe dedicated pedestrian access

C - Cycle Parking
R - Refuse Area
SS - Substation

4.0 ACCESS STATEMENT



Proposed Site Plan

4.3 Refuse, Recycling and Waste Management Strategy

2 Dedicated refuse and recycling stores in total will be provided to Units 14-17 and Units 18-20 as indicated on the site plan to the side.

The stores will be designed to accommodate wheeled waste bins with a split for standard and recycled waste. The stores will be screened and located to provide convenient access from the units. Lighting and water will be provided to the stores to provide safe access and the ability to wash down the facility if required.

The refuse and recycling collection will be dealt with under a private contract to be arranged by each unit's incoming tenant.

R Waste Recycling Area

C - Cycle Parking
R - Refuse Area
SS - Substation

5.0 PRE APPLICATION ADVICE

5.0 Pre Application Advice

The Pre Application was submitted to West Oxfordshire District Council (WODC) on November 2023 (reference 23/02975/PREAPP).

The text below is an extract from the Pre Application response, which indicates a positive feedback for the development:

'The proposal is for development of 7 No. new light industrial/ warehouse use classes E(g)iii, B2 and B8 units with ancillary office space, associated parking and service yards. Proposed units are sized to meet the local demands and tenant requirements, and are smaller and with flexible interior compared to older stock.

The proposed design of the buildings are modern, with grey cladding for the walls and the roof will also be of steel cladding. The design materiality is acceptable and will contribute to the visual uplift of Windrush Industrial Park. Overall, the proposed development is considered to positively impact the character and appearance of the area.

The proposed units will be a mix of smaller units and of a more modern design which supports the viability Windrush Road Industrial Park. Supporting text to Policy E1 states that that the Council will seek the retention of all employment sites where there is an on-going prospect of a suitable business use and will support the expansion and redevelopment of sites of an appropriate scale to enable businesses to expand, adapt and make the most efficient use of this resource.

Similar development has been approved to the north and west of the site of enquiry.'

The principle of the development would be acceptable and an application seeking planning permission for the development of Plot B, as described, could be supported by the officers.

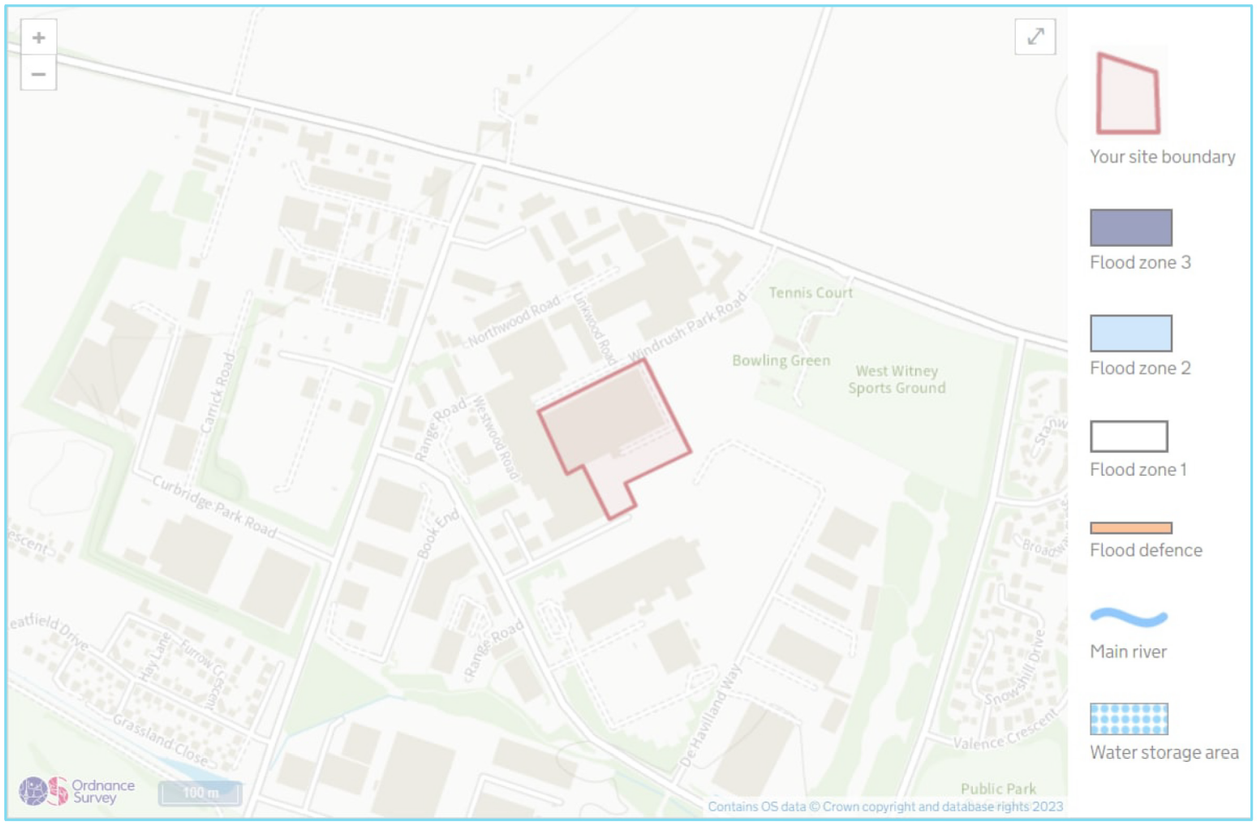
6.0 SUPPLEMENTAL REPORTING

6.1 Design Team

The design team currently includes the below consultants who have provided input and specialist advice into the current design. Majority of the team has been retained since the pre application submission, to provide the necessary expertise and input in order to inform a full planning application for the proposal.

Architect	Hale Architecture
Structural & Civil Engineers	I&L
Transport Consultant	Vectos/ SLR
Landscape Architect	BEA
Ecologist	Clarkson & Woods
BREEAM Assessor	ESC
Acoustic Consultant	Hoare Lea
Air Quality Consultant	Hoare Lea

6.0 SUPPLEMENTAL REPORTING



EA Flood Zone Map

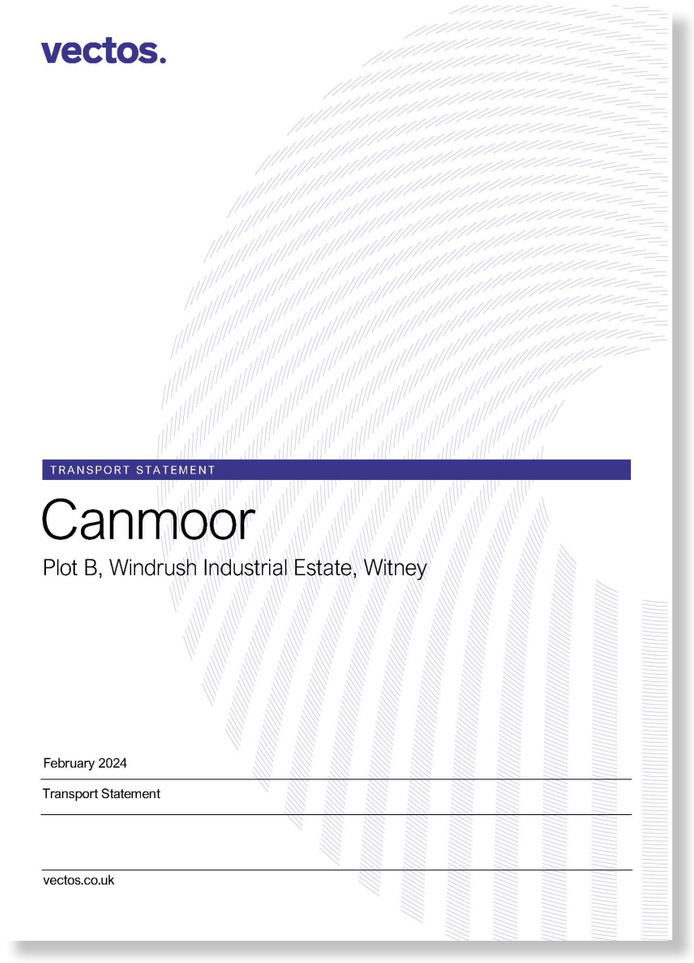
6.2 Flood Risk Assessment

A flood risk assessment has been prepared by I&L Consulting and is submitted in support of the planning application.

The existing flood risk to the development area from all sources has been assessed from a review of all available data. Future climate change has also been considered. Using the proposed development plan, the extent of the flood risk has been determined for the site as well as the effect that the development might have on flood risk elsewhere.

The assessment can be summarised as follows:

- The site is located in Flood Zone 1.
- The site is at low risk of flooding from all sources.
- The proposed development is classified as 'Less Vulnerable' and suitable for this location.
- The proposed development work would not increase the risk of flooding from any sources;
- A drainage strategy is proposed in consideration with the local and national standard and would not increase the flood risk;
- The site is a Brownfield site with existing drainage in place and no formal restrictions on discharge rates. The existing site is 100% impermeable! The in-situ ground is not expected to be conducive to infiltration drainage and therefore SuDS options at the proposed development are limited. The proposal therefore is to limit the discharge from the redeveloped site for from 1 in 1 year to 1 in 100-year return periods, including climate change allowances.
- The development site is expected to be underlain by soils with low infiltration capacity which limits the use of infiltration systems on site. The proposal includes SuDS measure in the form of attenuation tank and possibly porous paving for parking areas.
- In conclusion, the proposed development work will not increase the risk of flooding to the site or surrounding areas in accordance with the provisions of relevant national and local planning policies.



6.3 Transport Statement

1.1 Vectos have been appointed to provide transport advice on behalf of Canmoor in relation to the proposed development of Plot B at Windrush Industrial Park located to the west of Witney.

1.2 The site consists of an existing industrial unit (11,225sqm) which is currently occupied and operating under Use Class B2/B8. Access to the site is currently provided to the northwest corner of the site from Windrush Park Road and the southwest corner via Glenmore Business Park Road that routes in an easterly direction from Range Road.

1.3 The development proposals are to provide seven new warehouse units with ancillary office space, providing 111,050 sqft (10,317 sqm) of E(g)(iii)/B2/B8 use. In addition, 120 car parking spaces will be provided across all units of which 7 will be blue badge spaces and 25% (30) will be spaces with EV charging facilities.

1.4 The site is accessible by sustainable modes due to its proximity to good pedestrian and cycle links, most notably NCN Route 57. In addition, nearby bus stops provide connections to key residential areas. The site's proximity to a number of key amenities will enable future site users to access them on foot or by bike. As such, the site accords with national, regional and local policy of ensuring development is accessible by sustainable modes.

1.5 Car and cycle parking requirements have been calculated considering OCC parking standards. Based on the accessibility of the site and the flexibility sought across E(g)(iii)/B2/B8 uses, the proposed car parking provision is considered to be appropriate, with disabled parking provided in line with the required standards. To support sustainable travel to the site, a Workplace Travel Plan will be submitted in support of the planning application.

1.6 When compared to the existing use at the site, the proposed development will result in a minimal increase of circa 30 two-way vehicle movements in both the morning and evening the peak hours. This equates to one additional vehicle every two minutes and as such this is unlikely to have any material impact on the operation of the local highway network.

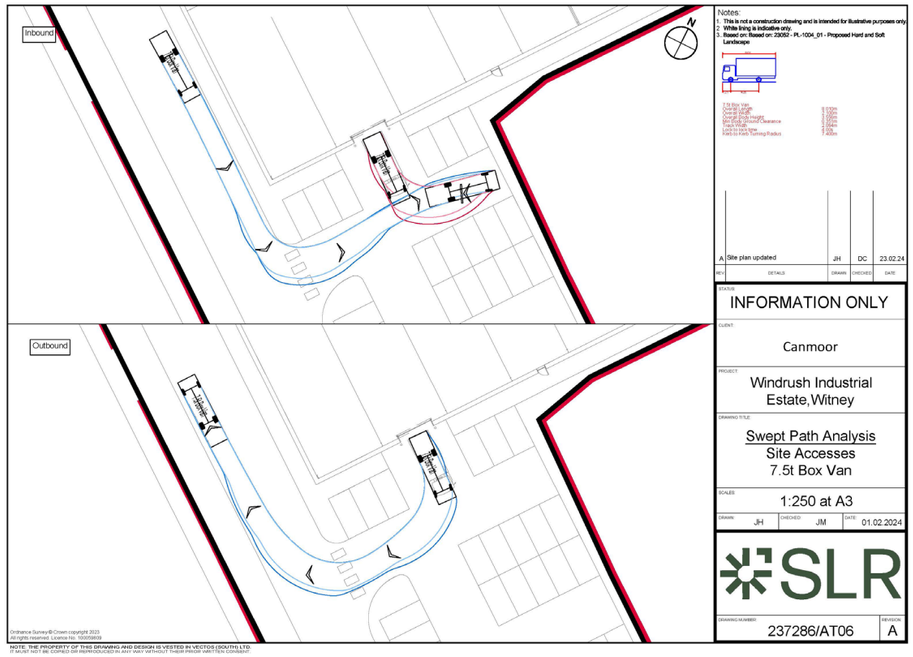
1.7 Consequently, the proposed development:

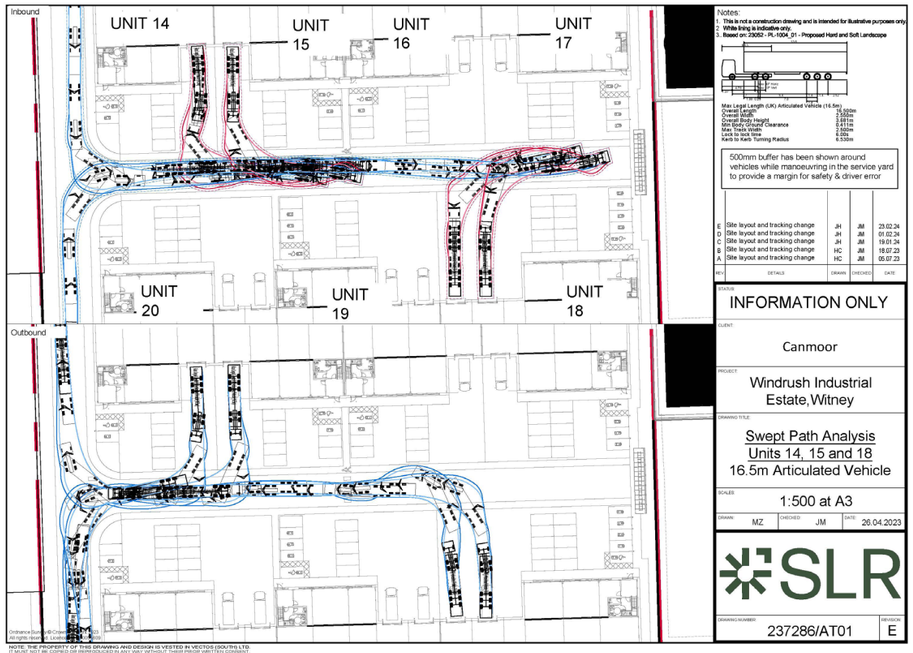
— provides opportunities for sustainable transport modes to be taken up as far as possible, within the context of the site location;

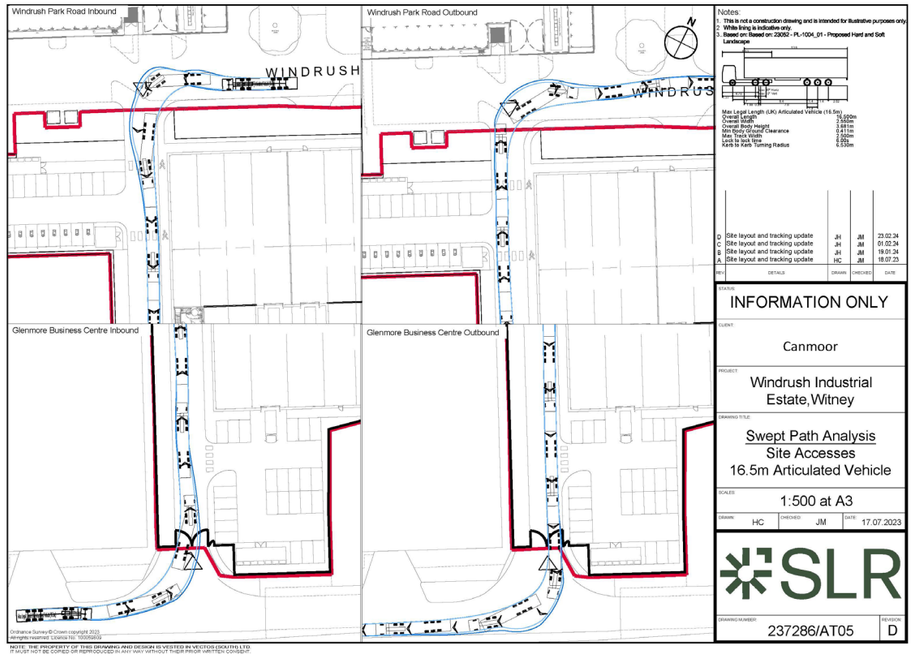
— ensures safe and suitable access to the site can be achieved for all users; and

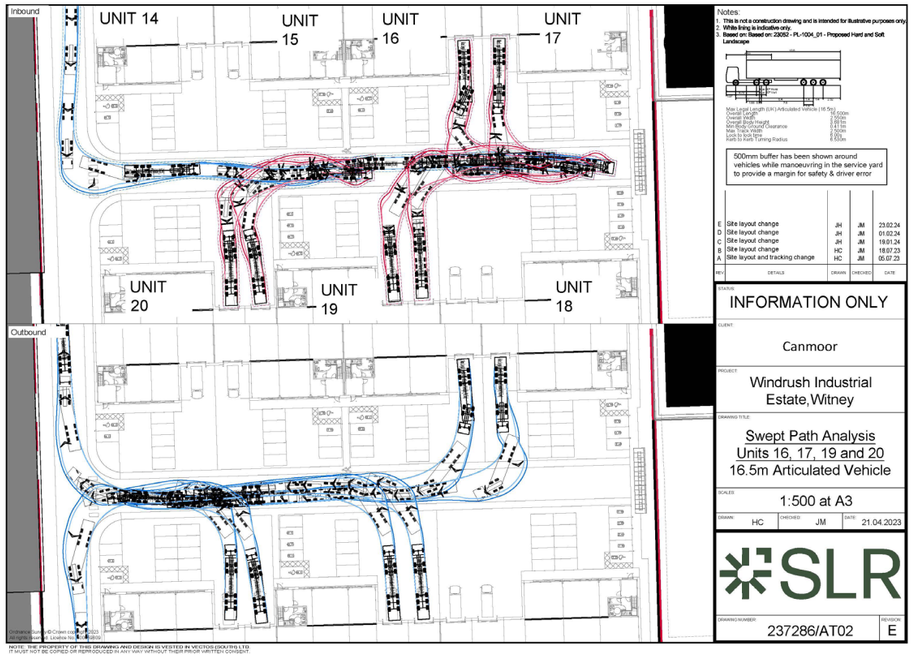
— demonstrates there would be no significant impacts from the development on the transport network or on highway safety.

1.8 It is therefore concluded that the proposed development at the site would not result in a severe or material impact in transport terms. As such, there are no transport reasons why the proposed development cannot come forward and be granted planning permission.

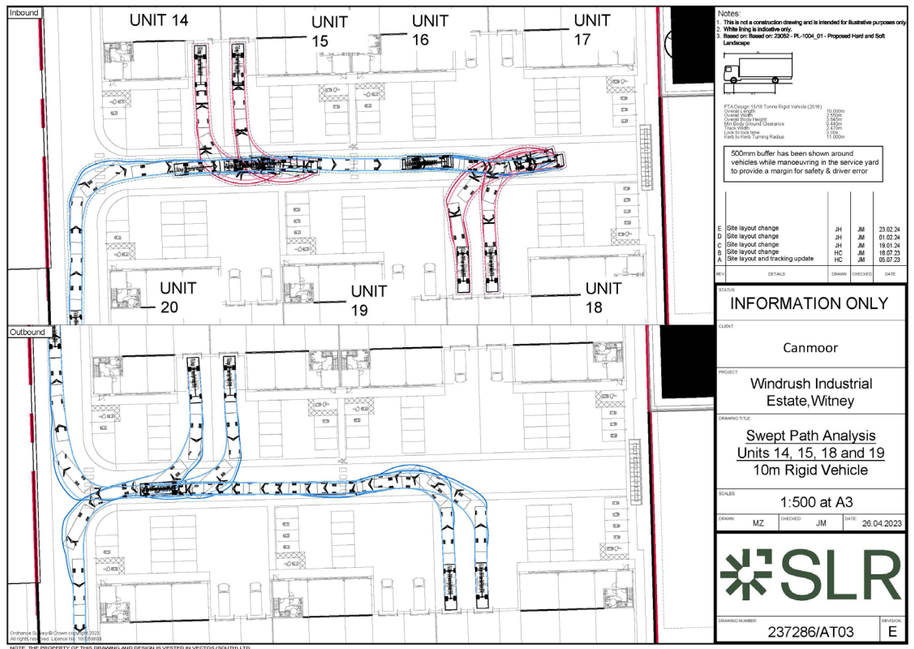


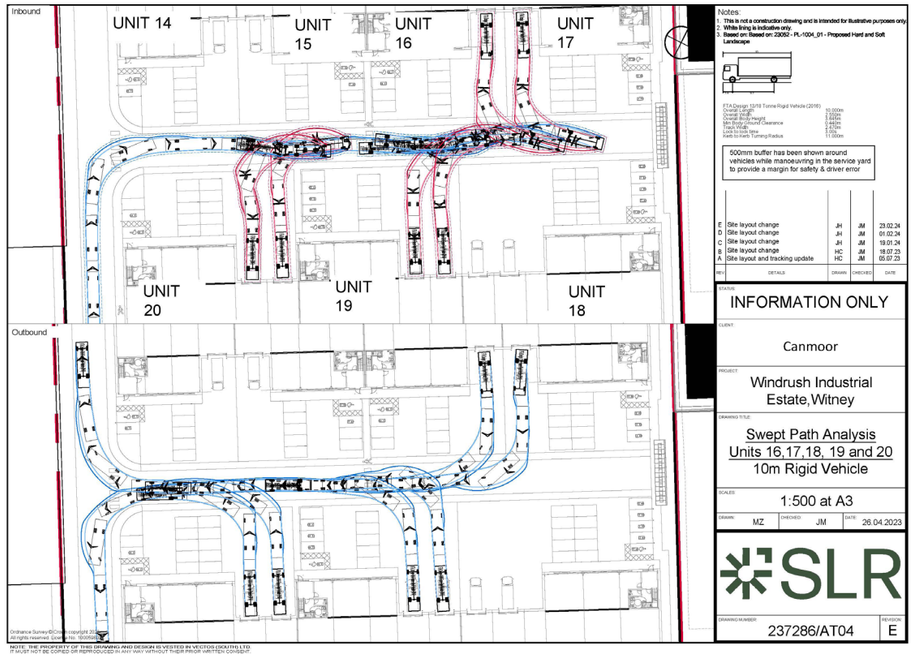






SLR, Vehicle Tracking Plans





SLR, Vehicle Tracking Plans

6.0 SUPPLEMENTAL REPORTING

BEA, Tree Survey

6.4 Landscaping Design and Tree Survey

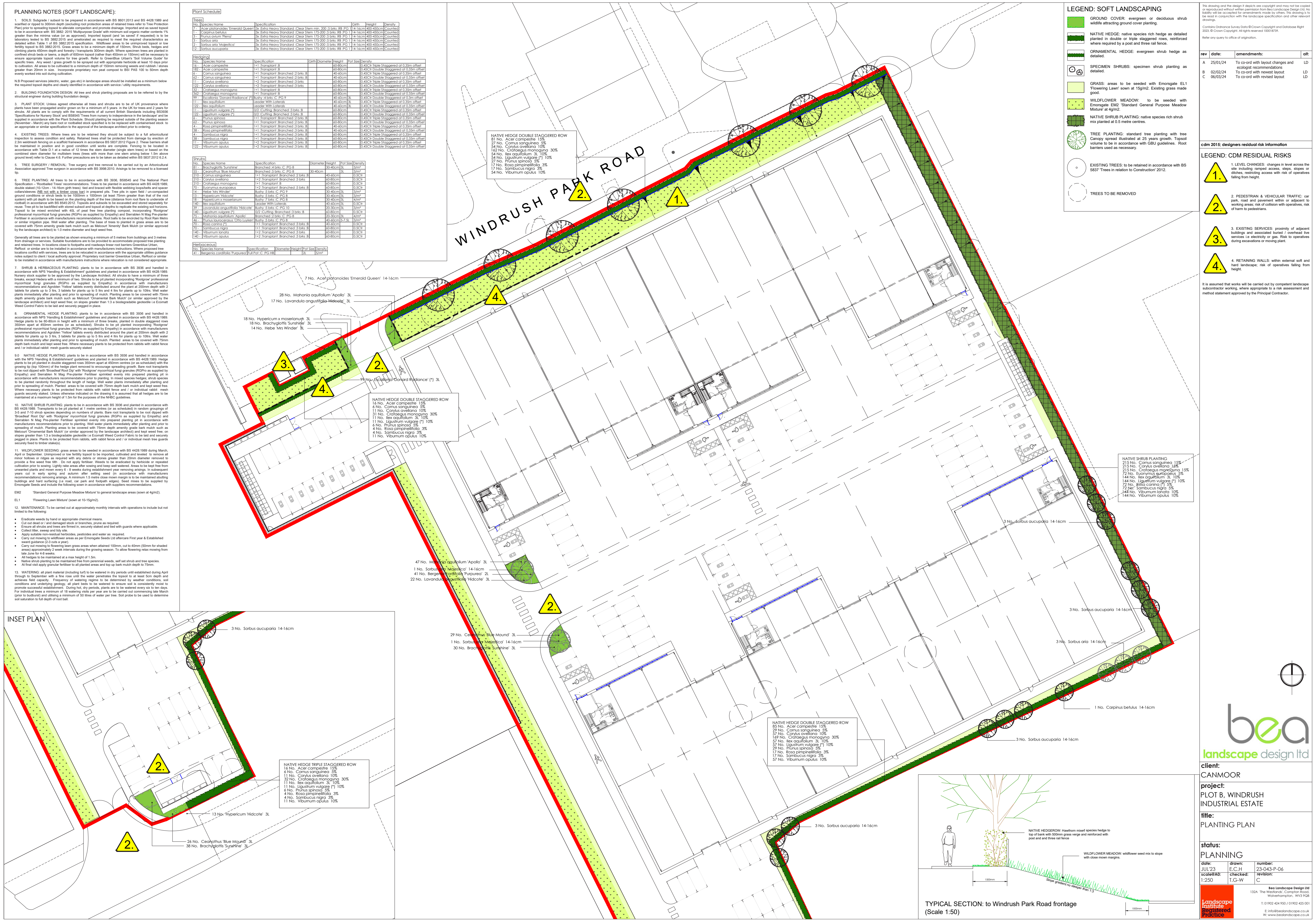
A soft landscaping scheme has been prepared by BEA Landscape in liaison with the ecologists, Clarkson & Woods, and is submitted in support of this planning application. In addition, a tree survey is also submitted. The tree survey concludes that:

1.1 The majority of the trees surveyed can be associated with the development ofthe Windrush Industrial Estate from 1960's and are generally considered to be of low to moderate quality and value.

1.2 Trees T01 to T06 are a number of predominantly low quality and value Purple leaved maple, False acacia and Apple trees growing within the hard and soft landscaped areas to the front of the existing buildings. Trees T01, T04 and T06 are growing within raised brick planters with the estimated root protection areas shown as a radius as the size of tree indicates a greater root spread than the size of the planters would indicate.

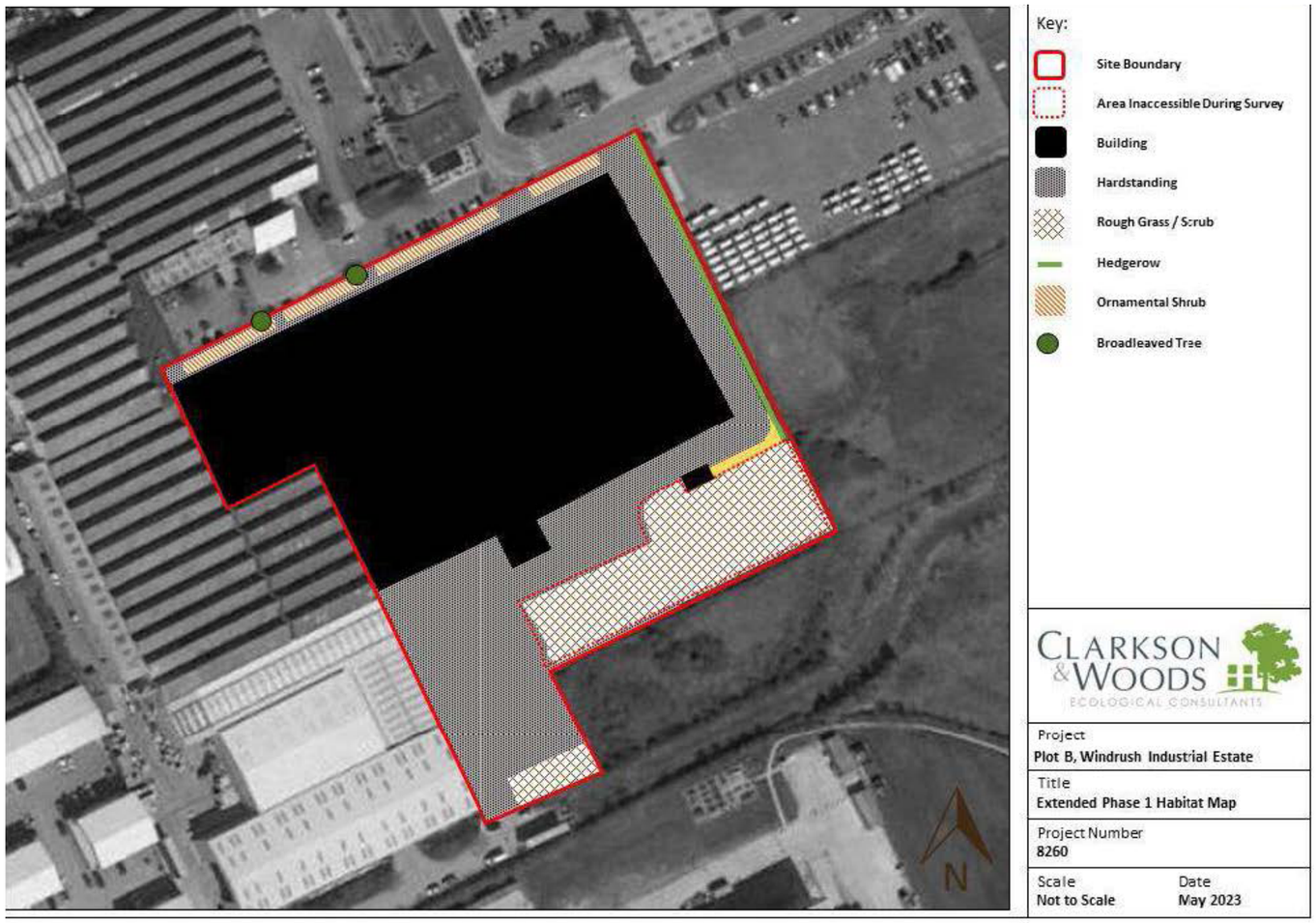
1.3 To the East of the survey area is a slope down from the adjacent site planted with ornamental shrubs and a number of young trees including Whitebeam, Rowan, Apple and Hawthorn of varying value and condition.

1.4 To the rear of the site are a number of young trees including Hawthorn, Alder buckthorn and Apple adjacent to the yard and Ash adjacent to the rear site access including T19 a mature offsite tree of moderate quality and value.



BEA, Planting Plan

6.0 SUPPLEMENTAL REPORTING



Extended Phase 1 Habitat Plan

6.5 Ecological Impact Assessment

An Ecological Impact Assessment has been prepared by Clarkson & Woods and is submitted in support of the planning application. The assessment can be summarised as follows:

1.1 The proposed development will result in adverse impacts upon few ecological features ranging from Local to Site importance. Avoidance and mitigation measures have been proposed to ensure that these adverse impacts are reduced as far as possible.

1.2 These include the demolition of the building B1 ideally undertaken over the winter during the bat hibernation season, as the building was found to offer negligible bat hibernation potential. All ornamental shrub vegetation and trees should be removed or felled outside of the nesting bird season or, where this is not possible due to construction timelines, vegetation should be removed within 48hours of a vegetation check by a suitably qualified ecologist. All retained trees will be protected with appropriate fencing throughout the construction phase.

1.3 A number of ecological enhancements have been proposed for the Site including the inclusion of both bat roosting boxes and bird nesting boxes.

1.4 A LEMP will be prepared which will outline how newly planted areas of vegetation and hedgerow will be managed in order to maximise their biodiversity value. The LEMP will set out the measures necessary in order to ensure that protected species are appropriately accommodated within the Site during its operational lifetime, as well as setting out monitoring requirements for ecological enhancements and new areas of planting.

1.5 The proposed development will result in a net loss for biodiversity, despite the delivery of an appropriate soft landscaping scheme, which includes the planting of native hedgerows, trees and shrubs around the Site, fruiting ornamental trees, and wildflower grassland. The scheme will need to seek to achieve a net gain either within the wider industrial park, or through an off-site agreement to remain in line with current legislation and local planning policy EH3: Biodiversity and Geodiversity.

7.0 PRECEDENT IMAGES

7.0 Precedent Images

The elevational treatment will be in line with the neighbouring Plots A & C. The adjacent images provide an indication of the applicant's architectural aspirations for the site, the potential design language and the colour palette.

The images are of recently constructed industrial schemes within the UK designed by Hale.

8.0 PLANNING DRAWINGS

8.0 Planning Drawings

PL-1000_A	Site Location Plan
PL-1001_A	Existing Site Plan
PL-1003_A	Proposed Site Plan
PL-1004_A	Proposed Hard and Soft Landscape
PL-1010_A	Existing Site Plan for demolition
PL-1011_A	Existing Elevations for demolition
PL-1012_A	Proposed Elevations post demolition
PL-1020_A	Existing Site Section
PL-1021_A	Proposed Site Section
PL-1100_A	Units 14 to 17 Proposed Ground Floor GA Plan
PL-1101_A	Units 14 to 17 Proposed First Floor Office GA Plan
PL-1102_A	Units 14 to 17 Proposed Roof Plan
PL-1103_A	Units 14 to 17 Proposed Elevations
PL-1200_A	Units 18 to 20 Proposed Ground Floor GA Plan
PL-1201_A	Units 18 to 20 Proposed First Floor Office GA Plan
PL-1202_A	Units 18 to 20 Proposed Roof Plan
PL-1203_A	Units 18 to 20 Proposed Elevations