

DESIGN AND ACCESS STATEMENT

For

SCOTTISH WIDOWS PROPERTY AUTHORISED CONTRACTUAL SCHEME 1

At

VICTORIA RETAIL PARK, SOUTH RUISLIP

TWO STOREY RESTAURANT UNIT DEVELOPMENT

URB-DT A3 90 01-D00
PLANNING

| Revision | Comments | Date |
|----------|----------|------------|
| D00 | Issued | 13.06.2018 |

Note:

This schedule is to be read in conjunction with the Architects drawings provided with the Planning application.

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1.0 INTRODUCTION

This Design & Access Statement has been prepared by Urban Edge Architecture on behalf of Scottish Widows Property Authorised Contractual Scheme 1 and is submitted to London Borough of Hillingdon Council, in support of a Planning Application for the proposed construction of a standalone, drive thru, two storey restaurant unit at Victoria Retail Park, South Ruislip.

1.1 Scheme Objectives

- Enhance the existing uses of the Retail Park by providing a new A3/A5 unit.
- Provide employment opportunities for local people in completion.

2.0 LOCATION, SITE AND CONTEXT

2.1 Location

Lat 51° 33' 26.1072" N
Long 0° 23' 12.1596" W

South Ruislip is an area located in the town of Ruislip, within the London Borough of Hillingdon which lies to the West of Central London. It is bordered by Ruislip Gardens to the West, Eastcote to the North, Hayes to the South and South Harrow to the East.

The site is located somewhat central to South Ruislip. Bordering the site to the North is Victoria Road, which extends North West to Ruislip Gardens and North East towards South Harrow. Along this road, opposite the retail park, is Queensmead Secondary School, followed by a large residential area. To the West are further retail units and South Ruislip Train Station. The railway lines connecting from this station run to the South East, along the Southern boundary of an industrial area which itself borders the retail park to the South and East.

2.2 Site

Currently on the site there are five retail based outlets of A1 category.

There is one vehicular access point for visitors to the park, this doubles up as access to the service yard for units in the western portion of the site. The visitor vehicular access and exit point is from a roundabout on Crown Road, which is located mid-way along the Northern site border, stemming directly from a roundabout on Victoria Road. Access to the service yard for the two existing units on the East portion of the site is found along Stonefield Way, which links on to Victoria Road and encircles the neighbouring industrial park.

There is a pedestrian path that runs along the Eastern, Northern and Western border of the site, which in turn follows Crown Road in to the retail park. From this main pathway, there are two further pedestrian access points. One is situated to the west along the northern site boundary, and the other along the Eastern site boundary.

2.3 Context

Victoria Road is the main road that borders the visitor accessible area of the site, meaning most of the views gained from the public are from the North. Views of the Eastern area of the retail park from this road are greatly blocked by dense vegetation that sits along the northern site boundary. However, along the northern boundary of the Western portion of the site, as well as the Eastern and Western site boundary, there is less vegetation, allowing for less obscured views of the retail terrace and car park.

3.0 PROPOSALS AND DESIGN

3.1 Use

The existing buildings on site are all of A1 use. The proposed standalone two storey unit has been designed to meet the operational requirements of an A3/A5 use unit.

3.2 Site Layout Principles

The proposed site developments have been governed by the operational requirements of the new unit, but also the existing site surroundings and car park layout.

The proposed A3/A5 unit is located in the car park to the east of Crown Road, along the northern boundary; due to this the area of Retail Park to the West of Crown Road will remain unaltered. The pedestrian paths that border the A1 units will remain untouched as well as the majority of the paths within the car park area. Around the proposed two storey restaurant unit there will be a paved seating area which will align to the existing pathways. Due to this there will be a reconfiguration of the parking in the northern area of the site, and pathways will be trimmed to accommodate a new road layout. There is also a proposed drive thru lane to be included within the existing area of vegetation to the North of the site, this will wrap around the rear of the proposed unit, widen to accommodate parking for waiting customers, and join on to the road of the car park. There will be a loss of 42 car parking spaces.

The unit has been positioned in an area whereby views of the retail park are obscured by vegetation; therefore it will not hinder views further. It is orientated

as to efficiently sit within the current parking layout without causing detrimental impact to traffic flow.

The unit will benefit from the current amount of visitors to the retail park and the lack of existing A3/A5 drive-thru units. Further benefiting the unit are the sites connections to the nearby traffic routes, promoting its drive-thru usability.

3.3 Building Layout Principles

The proposed development stems from McDonald's internal design team and is one of their standard two storey drive thru layouts. The proposed unit is orientated with a focus on the existing retail terrace. Due to this the majority of glazing is located on the South facing elevation, providing views into the unit as well as out into the remainder of the site.

The proposed bin store has been located in an enclosed area on the West side of the proposed unit, as to ensure it does not have an adverse impact on the proposed seating areas or neighbours.

The plant zone for the proposed unit is located at roof level, and is to be fully screened as to reduce the any noise pollution caused by its operation.

3.4 Appearance

The proposed unit's design matches the current two storey McDonald's drive thru aesthetic. The materials selected meet with McDonald's branding and are in keeping with a modern and neutral aesthetic.

It is modern in appearance with clean linear features and materials that have a neutral aesthetic. This includes the use of cream stone tiles and timber effect cladding, which will not only link to the vegetation that borders the site, but also provide both durability and future flexibility.

Vertical timber effect aluminium cladding is proposed to the corners of the unit as to express the unit's verticality in a neutral way. The proposed canopies and roof breaks up the levels of the unit, whilst also providing shading to reduce internal solar gain in summer months, but allow for sufficient daylight into the internal spaces.

The glazing is primarily located on the South and East facing façade. This South facing façade with the entrance faces the existing retail terrace and car park. The use of extensive glazing provides the unit with an active frontage and clear views in and out of the structure. The glazing at each of the drive thru booths along the drive thru lane also allow for clear views of the unit, to ensure operational efficiency as well as enabling clear surveillance of the unit surroundings.

3.5 Landscaping

As previously stated, new pedestrian pathways and seating areas are to be incorporated to the perimeter of the unit, as well as reconfigured car parking layouts.

The proposed hard landscaping to the perimeter of the A3/A5 unit development will include tactile paving at pedestrian crossing points, as well as railings to protect pedestrians in the external seating areas. The proposed materials palette for this area links in colour, and tone, with the proposed materials on the unit. Zebra crossings have been proposed to link and guide pedestrians from the existing footpaths, to the new development.

Disabled parking bays have been proposed immediately South of the proposed unit, close to the unit's pedestrian entrance

A new road will run around the north and east of the unit, cutting into the existing area of vegetation on site. This road and the reconfigured car park will have new directional signage, aiding the vehicular circulation around the site and decreasing the potential for congestion.

4.0 ACCESS

The access points to the site, both vehicular and pedestrian, are to be maintained as existing. The units will continue to be accessible by all transport roads, car park and footways and meet DDA requirements.

4.1 Links to Public Transport

The site is very well served by public transport with bus services that run along Victoria Road in to central Ruislip and Mill Hill. There are bus stops to the West of Crown Road, along the Northern site boundary and directly North of the sites vehicular entrance point, across Victoria Road. Traffic light controlled crossings allow for safe passage across the road. South Ruislip Train Station is within a 15 minute walking distance, of approximately 0.7 miles, West of the retail park.

4.3 Road Network

As established, Victoria Road Retail Park is accessed via a roundabout along Victoria Road, which leads on to Crown Road and into the site. Travelling West along Victoria Road leads to Long Drive which then becomes Station Approach before reaching the A4180, if continuing South on the A4180 a slip road is shortly reached to access the A40 which travels East in to Central London and West to connect to the M40. Travelling East along Victoria Road leads to Eastcote Lane and into South Harrow.

4.4 Cycle Provisions

Currently on site there are no bicycle parking provisions. With the proposed development there will be five new sheltered bicycle racks, providing space for 10 bicycles. These will be positioned to the East of the unit, along the proposed pedestrian footpath which links, via zebra crossing, to the proposed paving to surround the two storey restaurant unit. This proposed position will not have an adverse impact on any pedestrians approaching the site, and is in an area that can be surveyed from within the unit.

5.0 SUSTAINABLE DEVELOPMENT

5.1 Sustainability

Land is a finite resource, so it is vitally important to reclaim and redevelop underutilised space to bring them back into effective and beneficial use. We aim to deliver a development that is in accordance, as far as is practicable, with best practice principles of sustainable development, and the scheme has been designed to positively contribute to long term objectives of environmental protection and resource management.

The areas of glazing to the proposed unit's elevations will work to maximise the intake of natural daylight into the unit, reducing the need for further lighting indoors.

The materials proposed for the development are durable and robust. It is envisaged that these materials will have minimal need for maintenance, replacement or repair during the buildings lifecycle.

Several sustainable practices are proposed to be incorporated within the shell works. These include:

- All materials will where possible be obtained from sustainable sources and contain no CFC, HCFC and HFCs.
- The Main Contractor and site are to be registered with CCS and achieve a Considerate Constructors Scheme rating over 30 "a very good site".
- The Main Contractor is to run the CSCS scheme on site to ensure all personnel on site are adequately trained in the relevant health and safety requirements.
- In decoration, water based/low VOC paints will be used in lieu of oil based paints where possible.

5.2 Site Waste Management Plan

In accordance with current legislation we will be implementing a site waste management plan as required for the contractor and all materials removed from site will be reused and recycled where possible.