

# 1 Bradfield Road, South Ruislip

## Safestore – 1 Bradfield Road, South Ruislip - Design and Access Statement

January 2024



# 1 Bradfield Road, South Ruislip HA4 0NU

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# 1 Bradfield Road, South Ruislip

## Section 1 - Introduction

### Scope and Purpose of the Document

This Design Statement has been prepared to accompany the planning application for an extension of the Safestore self-storage facility at 1 Bradfield Road, South Ruislip. It seeks to demonstrate how the relevant planning policies (both local & national) and the contextual analysis have informed the proposal.

### Background

In May 2006 the Government published the circular “*Guidance on changes to the Development Control System*”. These changes in the Planning Application process became effective from 10<sup>th</sup> August 2006 and requires applicants to demonstrate in a document that the design is in context with the site and responds to the specific needs of everyone in society.

### The Concept of a Design and Access Statement

The concept of a Statement is to encourage good design which is developed in an inclusive manner in context with its surroundings. The Statement is seen as an evolving document which is started at the Feasibility stages of a project and developed through to completion. It is also intended to act as a reference point for designers in developing their proposals.

### CABE Guidance

The “Commission for Architecture and the Built Environment” was set up in 1999 and is the government’s advisor on architecture, urban design and public space. CABE states that the purpose of the document is to:

*“Explain how the changes can help make sure we create high-quality places that are easy for everyone to use. It shows too how the process of making a planning application encourages everyone to think about how inclusive, practical and attractive a place will be once it is built.”*

### Requirements of the Design and Access Statement

The document identifies that a statement must define the process of the design; namely identifying how physical features of the development have been created. This process should identify how the context of the site has been assessed. This assessment should include an analysis of the social, economic and political aspects of the site as well as the geographical and physical features. In relation to Access Issues, the CABE document emphasizes the need for developments to have a coordinated approach that ensure access issues are considered as part of the design process and not dealt with either retrospectively or as a separate issue. It is suggested that the statement should clearly demonstrate that access issues have been evaluated in relation to both transportation and its impact on the existing infrastructure.



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## Background & Location

The site is situated between Bradfield Road to the north and Field End Road to the east and is currently occupied by Safestore. The postcode of the site is HA4 0NU.

Due to the success of the existing Safestore, the company wish to extend the current self-storage building and to re-build the front element. The site will still be able to provide sufficient external space to accommodate an area necessary for vehicle turning and parking etc.

The existing building will be externally renovated with new cladding and the new extension will be articulated in the same palette of materials. The front element will be articulated in brick. Heights and massing of the extension and the new element have been designed so that they match with and are sympathetic to the existing building.

## The Brief

The brief of the site has been carefully developed by Safestore. The objectives set by the brief have been to develop the existing site:

- To create an extension (B8) of the existing self-storage facility.
- To demolish the existing front section of the existing building and replace it with one part of the proposed extension.
- Using a design aesthetic which is suitable for its location, sympathetic to the renovated Safestore building and which improves the overall quality of the site.
- Having regard to the site topography, its context, surrounding buildings and their uses.
- Ensuring that there is no detrimental impact of the development to the surrounding area.
- To provide adequate parking space as well as space for larger vehicles such as furniture removal vehicles and refuse lorries to turn.

## Technical Consultants

The planning application has been prepared by a team of designers and technical consultants who have all contributed to the proposal in their respective areas of expertise as follows:

- |                        |                    |
|------------------------|--------------------|
| - Planning Consultancy | Planning Potential |
| - Architecture         | Tew & Smith        |



Figure 1 - Application Site in red

## Section 2 – Context

### Planning Policy Context

The relevant planning policy, in so far as it relates to the site, comprises the National Planning Policy Framework (NPPF) (2023) and the Hillingdon Local Plan.

The site is located within an existing industrial estate. The building will retain its existing use with the main reception area to the front of the building and warehouse with self-storage units to the rear and side. The extension and the new replacement front building will be a storage facility for the general public and businesses. The facility provides areas for loading and unloading and parking is as indicated on the drawings. Therefore the proposal meets the Local Plan requirements in terms of location and use and offers a development of good quality which respects the local context.

### Local Context

The site is currently occupied by Safestore who operate the premises as a self-storage facility (Class B8 Use). The existing building is constructed partly from brickwork and partly from metal cladding. There is a two storey high canopy on east elevation. The site is bounded by Bradfield Road to the north, Field End Road to the east, a BMW Services to the west and a railway warehouse on the south.

The surrounding site currently comprises a mix of buildings: warehouse and commercial buildings with associated car parking and a residential area on the opposite site of Field End Road. The residential buildings are constructed with external brickwork and render while the industrial buildings are constructed with metal cladding.

The Safestore building at present is serviced from Bradfield Road via the side carpark and via the roller shutter doors on the east elevation with the main entrance reception located on the north elevation.

The site is therefore within an established commercial / employment area as illustrated in the photograph below. The site context photographs demonstrate the mix and density of commercial / employment uses surrounding the site and the mixed character of the area.

Section 3 – Existing Site Photos

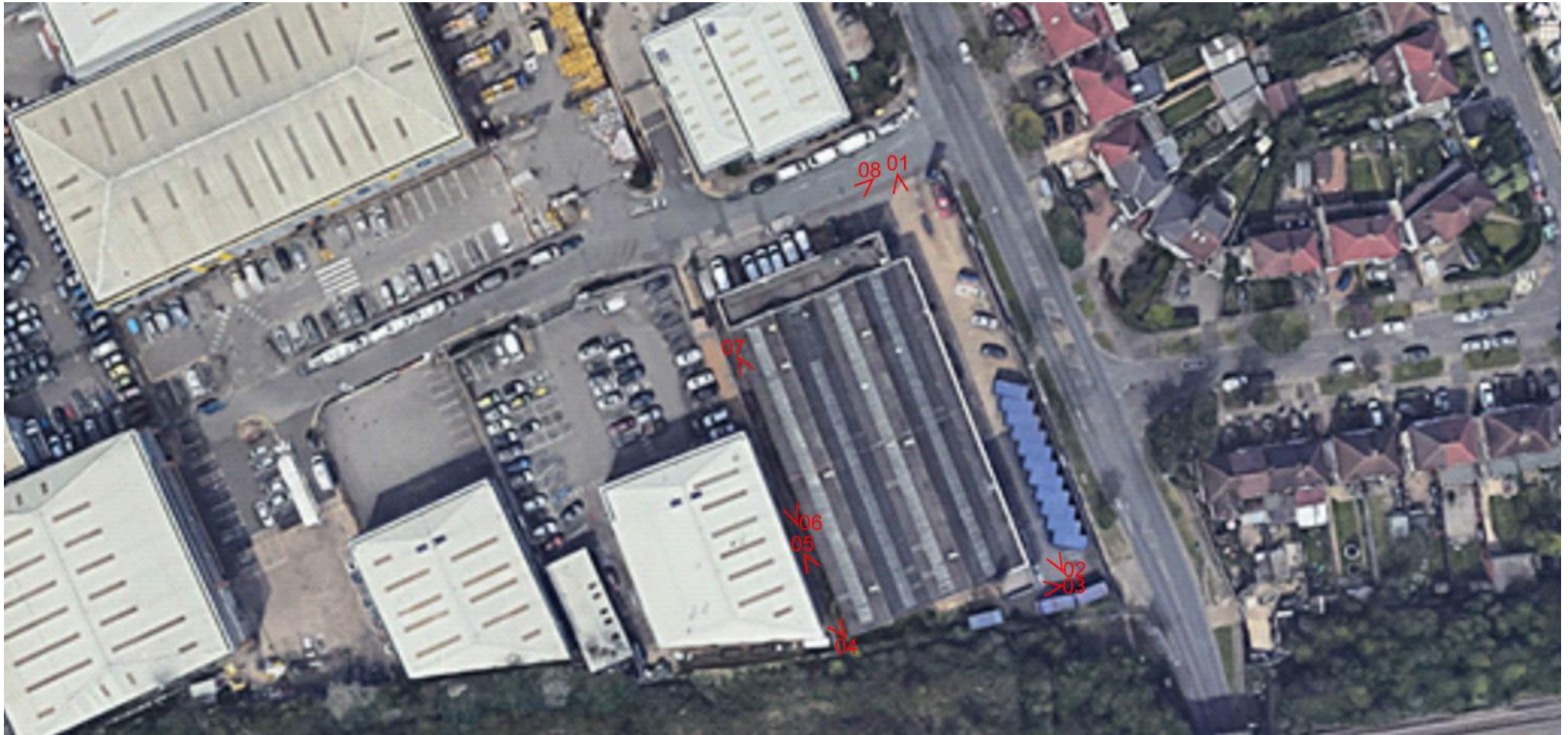


Figure 2 - Application Site with optical cones in red



# 1 Bradfield Road, South Ruislip HA4 0NU



Photo No 01



Photo No 02



Photo No 03

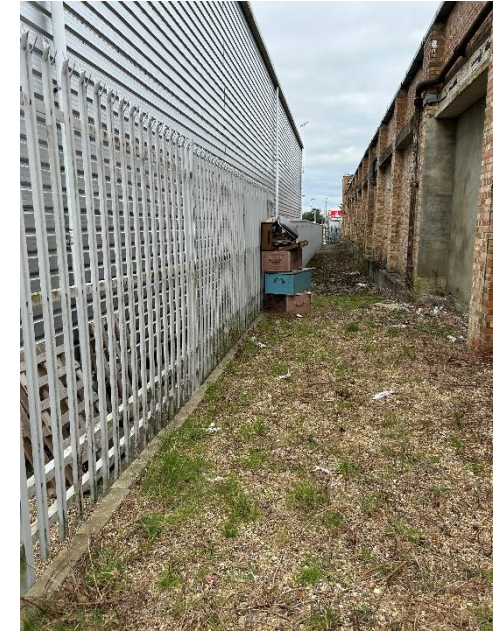


Photo No 04



# 1 Bradfield Road, South Ruislip HA4 0NU



Photo No 05



Photo No 06



Photo No 07



Photo No 08

# 1 Bradfield Road, South Ruislip HA4 0NU

## Section 3 – Evaluation

### Application & Site Boundary

The site outlined in red, as shown on the location plan, is currently occupied by a Safestore Self-Storage Warehouse. There is no landscaping on the existing site. The boundaries of the site are Bradfield Road to the north, Field End Road to the east, a railway to the south and a BMW Servicing Building to the west.

### Opportunities & Constraints

An opportunity exists to extend the existing Safestore building site and create a positive influence on the local built environment with a high quality design.

### Evaluation

The site is previously developed land;

- The existing site is currently occupied by a Safestore Self-Storage building and associated carpark.
- The site is ideal for a commercial development.
- The design of the extension and new front element will take into consideration the existing Safestore building on site.

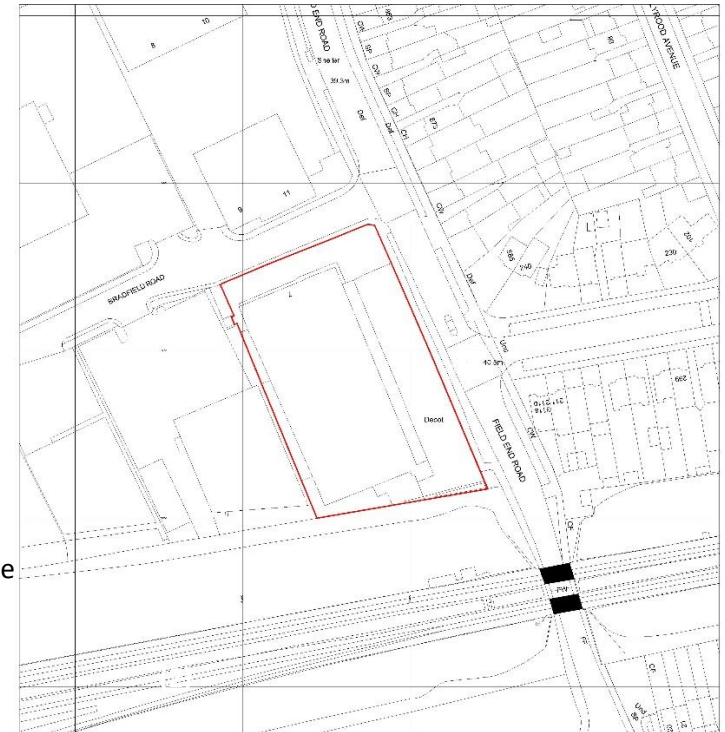


Figure 3 - Location Plan with site boundary in red

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## Section 5 – Design

### Use

The planning application proposes the construction of two extensions to the existing class B8 self-storage unit. One on the east elevation and one on the north elevation (following demolition of the existing front element). Both extensions will have the same use class as the existing building.

### Amount

The proposed front extension will have a total floor area of 357.57m<sup>2</sup> (GIA) while the side extension will be 515.8m<sup>2</sup> (GIA). These areas do not include any floors which may be added in the future under permitted development rights. The existing building has a ground floor area of 2 038.20m<sup>2</sup>(GIA), of which 290.15m<sup>2</sup>is to be demolished. The proposed car parking will include 12No car spaces, of which one is a disabled space with active EV charging and one is a car space with passive EV charging. Currently there are 25No car spaces on site.

### Layout

The proposed extension consists of the following:

- An extension on the east side linked to the existing building.
- A new front element including the reception and ancillary accommodation.
- Externally the new east extension is accessed via the yard by two new roller shutter doors.
- The existing car park will be adjusted to suit.

### Scale & Massing

The proposed extension footprint is 916.8m<sup>2</sup>. The extensions maintain the same massing relationship with the existing Safestore building. The height from ground floor level to the top of the extension parapet is 8.7 metres, which is the just above the height of the existing building ridge line.

### Appearance

The existing building is a two storey masonry and metal clad structure with a pitched roof. The existing cladded element and the canopy on the east side of the building will be demolished but its overall height will remain unchanged. The front brick element of the existing building will be demolished. The proposed extension on the east side will be two storey and will initially be built as an open plan portal frame structure. Then, at some point in the future, it will be subdivided into cellular storage accommodation as part of the Fit Out works. The front element will be rebuilt in yellow brick and will be three storey.

The existing storage areas are accessed either through the reception area or directly from the loading bays on the south elevation. Ancillary accommodation in the form of toilets and Staff Kitchen are all provided in the new front element adjacent to the reception. The proposed side extension can be accessed via the existing yard by the two roller shutters on the south elevation.

The Service Yard, although slightly reduced in size, accommodates parking spaces, the refuse area and the loading and unloading bays.



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The mass of the existing building remains unaltered and the new extension will have a mass and a ridge height identical to the existing and therefore will remain in keeping with the surrounding area.

In order to create a unified design, the existing building will be re-clad in the same pallet of materials that are proposed for the two new extensions. This is a mixture of yellow brickwork and silver and blue (RAL5002) metal cladding. New doors and roller shutters will be finished in either blue or silver to match the proposed metal cladding and existing doors will be painted to match the new doors. Once complete, the entire building will look like a new building of a higher quality than currently exists. This will enhance the local area and provide a more pleasant street scene than existing.

The existing servicing and car park area is finished in tarmac and this will be retained and made good at work completion.

### Design Development

The scheme was discussed during a Pre-Application meetings with Hillingdon Council.

The original scheme as submitted to Hillingdon Council at the Pre-Application meeting is shown in Appendix 1.

The Council advised the following in relation to the preliminary scheme:

1. The side extension to be distanced further from Field End Road. The minimum distance now is 2m.
2. To lower the height of the parapet of the side extension. This was 46.16m and now it is 45.92m (above mean sea level).
3. Differentiation in the architectural treatment of the side elevation on the Field End Road. This now shows an increased brick area and some glazing.

The proposal was revised based on the above points. In addition, the car park has been reconsidered to increase the car spaces and to include a cycle hoop.

## Site Plan

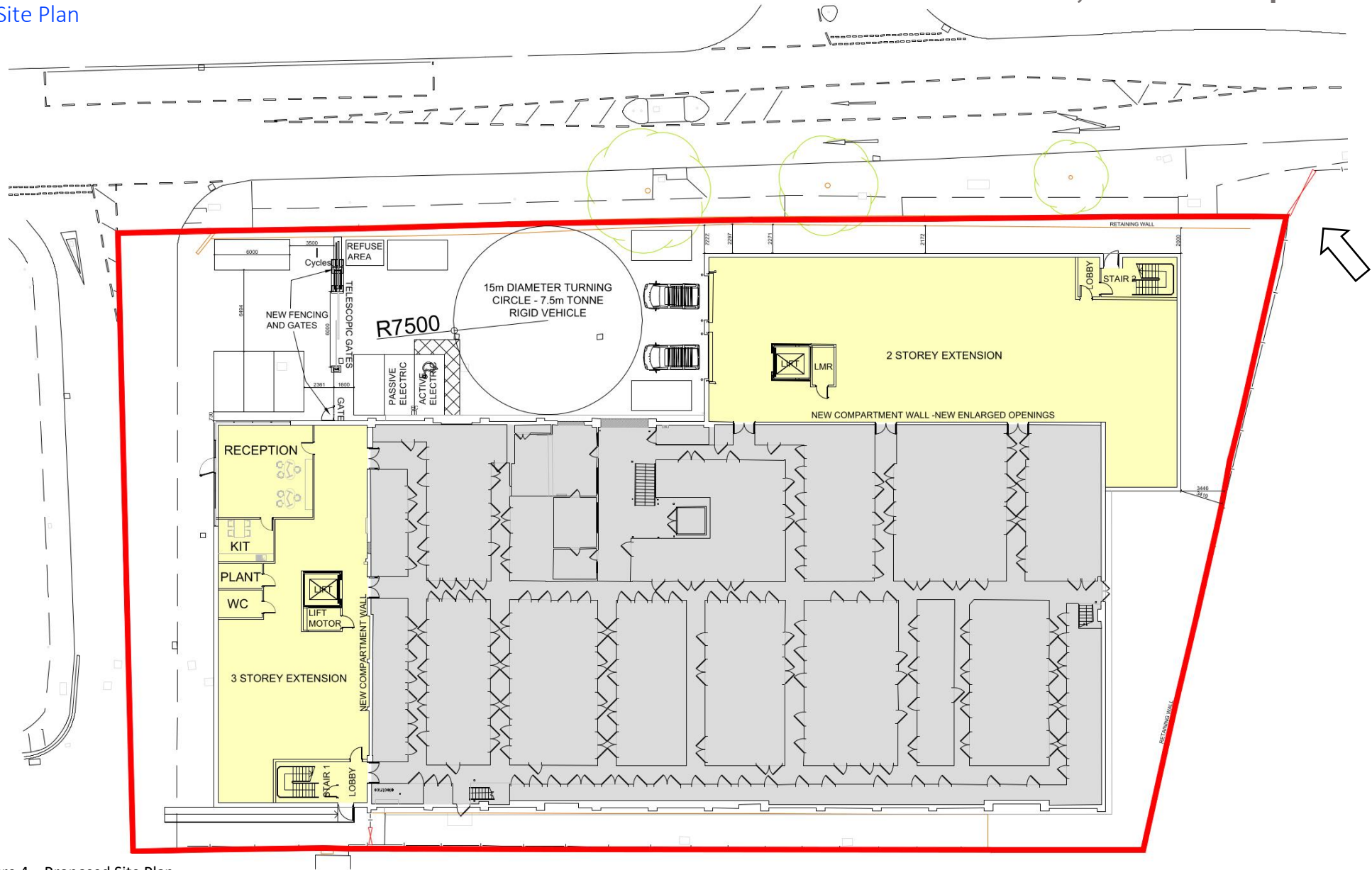
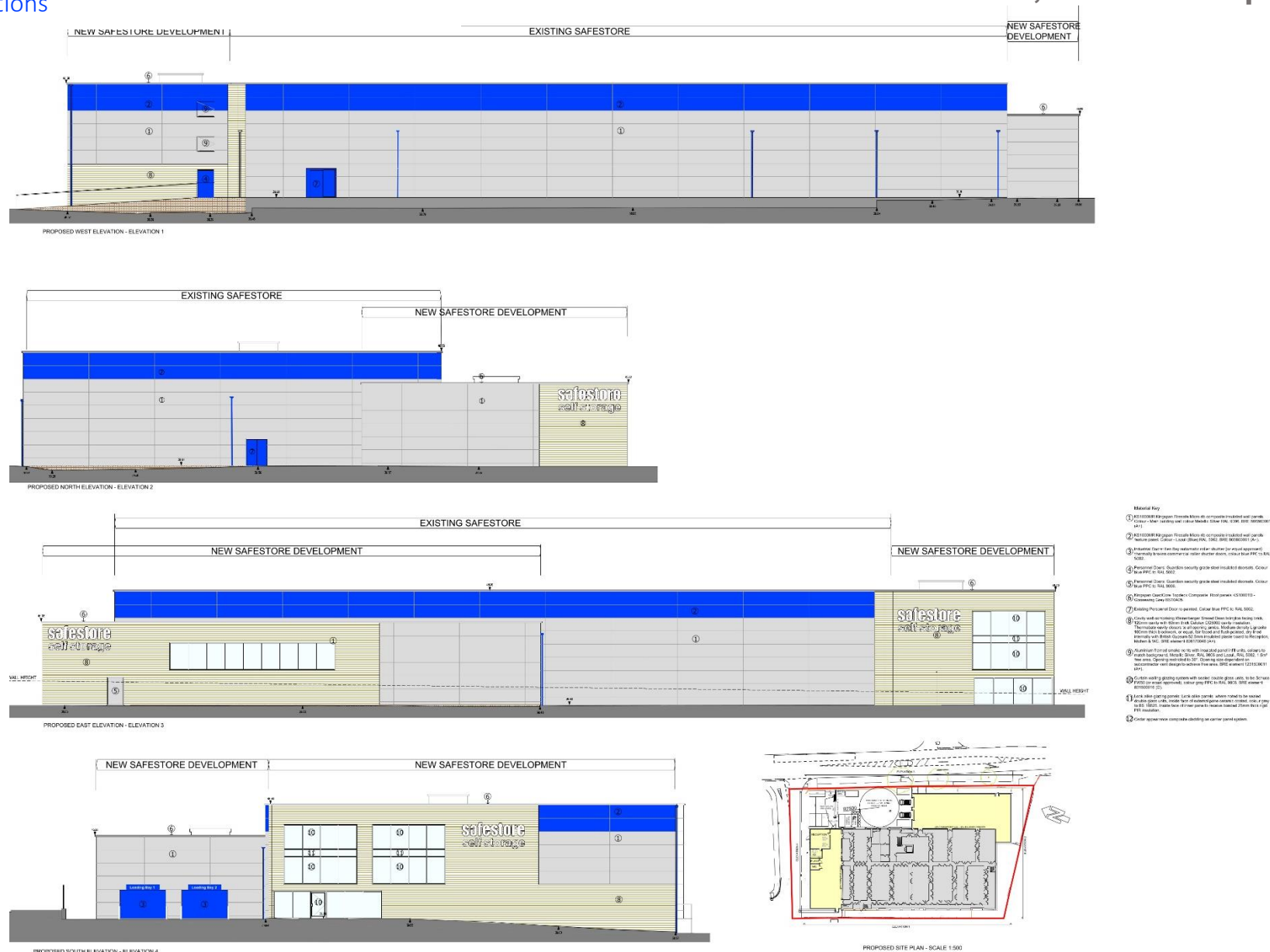


Figure 4 – Proposed Site Plan

## Proposal Elevations





## Section 6 – Access

### Vehicles

Vehicles currently access the site via Bradfield Road and it is proposed to retain this current site access arrangement.

### Emergency & Service Vehicles

Emergency and service vehicles will access the site via the vehicular access. In the event of an emergency, customers and staff will be able to congregate in the car parking area. The refuse will be located in the service yard and the refuse collection vehicles will be able to access it through the vehicular access.

### Pedestrian

The site is easily accessible by pedestrians. The road network in the vicinity of the site is lit and has wide footpaths on both sides. The main pedestrian access to the storage building will be through the reception on the east side of the building.

Advisory pedestrian routes will be provided in the service yard which will link the pedestrian access and car parking area to the loading bays/access doors and pedestrian entrance to the building. Access to the new building will comply with relevant design criteria to ensure compliance with the Equality Act 2010.

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Existing and Proposed CGI Images

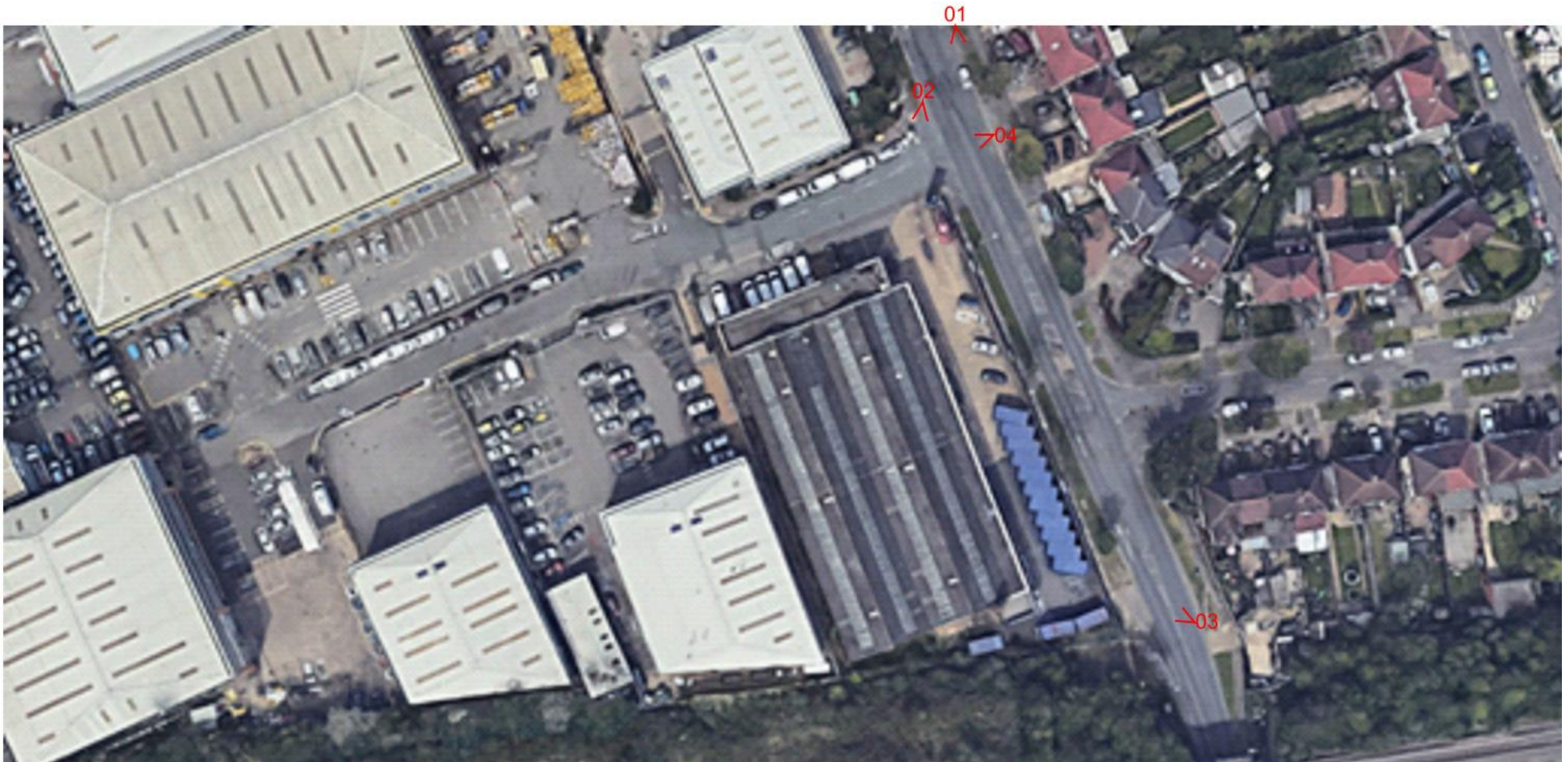


Figure 6 – Existing Site with CGI images viewpoints in red

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Figure 7 – Existing Site viewpoint 01



# 1 Bradfield Road, South Ruislip HA4 0NU



Figure 8 – Proposed Site viewpoint 01

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Figure 9 – Existing Site viewpoint 02

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Figure 10 – Proposed Site viewpoint 02



# 1 Bradfield Road, South Ruislip HA4 0NU



Figure 11 – Existing Site viewpoint 03



Figure 12 – Proposed Site viewpoint 03

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Figure 13 – Existing Site viewpoint 04





Figure 14 – Proposed Site viewpoint 04

