



Riverside Way

Uxbridge

Design & Access Statement

October 2021

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1. Introduction

1.1 General

AJA Architects LLP have been appointed by Bridge Developments Limited to act as Architects for the proposed development of the employment land accessed from Riverside Way in the established employment area of Uxbridge.

This document has been produced to accompany the Full Planning Application, with detailed consent being sought for the demolition of existing buildings and the development of a Class E(g)ii, E(g)iii, B2 and B8 use employment unit with ancillary office accommodation, including new vehicular access, associated external yard areas, HGV and car parking, servicing, external lighting, landscaping, infrastructure and associated works.

Therefore, this Design and Access Statement:

- a) describes the site and surrounding area and the context within which the proposals are being advanced;
- b) describes the design process that we have been through to explore development parameters;
- c) specifies the amount of development for which permission is being sought (see the application forms also);
- d) illustrates the buildings location on the site;
- e) illustrates the scale and massing of the proposal to establish the 3D building envelope;
- f) explains the principles behind the intended appearance of the building; and
- g) describes how the development would be accessed by all modes.

1.2 Design & Access Proposals

The design and access proposal as shown on the accompanying drawings and documents has been produced to meet the clients brief, following a study of the site and its setting. This statement provides a summary of the considerations taken into account in the design and access of this development.

2. Existing Site

2.1 General Context

The application site is currently occupied by an existing Class B2/B8 facility and as noted in the introduction is located within the North Uxbridge Industrial Estate, designated as a Strategic Industrial Land within the Hillingdon Local Plan and the London Plan.

The overall application area for the new development is 0.94 hectares (2.31 acres).



Fig 1. Site Aerial Image

2.2 Extent

The development plot is visually part of the existing North Uxbridge employment area with established industrial and employment businesses surrounding the development site to the south and east with access from Riverside Way to the south. The western and northern boundaries are defined by the existing River Colne corridor and it also defines the direct eastern boundary before the employment areas begin again.



Fig 2. View across site looking north.



Fig 3. View of Existing offices.



Fig 4. View of existing warehouse and external hardstandings.

2.3 Existing Uses

The site is a defined employment site with existing Class B2/B8 premises on the plot.

As described above when establishing the extent of the site, the site is bounded to the south and east by both commercial and industrial premises and highway infrastructure.

2.4 Existing Access

The site currently benefits from two existing vehicular access points and has full pedestrian access across its southern boundary. The site also benefits from the existing bus routes and stops that are located at the junction of St John's Road and Riverside Way.

2.5 Existing On-Site Features

The existing on-plot features consist of the existing two storey offices, industrial warehouse buildings and out buildings with extensive hardstandings for parking and storage to the perimeter of the site.

3. Context

3.1 Use and Character of the Surrounding Area

As previously noted, the site itself is evidence of the current employment use.

The development site is situated in the defined employment area of Uxbridge which provides existing commercial, distribution, industrial and retail uses.

As you enter Riverside Way, you are presented with a hotel and pub on the left with an office development on the right which also fronts onto St John's Road. Following Riverside Way towards the application site, the existing industrial and office developments continue along its length.

The following photographs run around the site and act as an identifying process for both the appropriateness of the new development and assessment of character for evaluation of the design on the site and locating of the component parts.



Fig 5. Entrance to Riverside Way from St John's Road



Fig 6. Existing Industrial Unit on Riverside Way



Fig 7. View along Riverside Way looking North



Fig 8. Existing Unit to the South West of the development site



Fig 9. Existing Unit to the South East of the development site.



Fig 10. Existing Offices to East of development site



Fig 11. Existing Industrial Unit to East of development site.

3.2 Context Conclusions

The site sits within a defined employment area and is surrounded by existing employment uses.

The scale and proximity of the neighbouring buildings and developments define the industrial character of this area.

The amount and type of infrastructure defined by the road network add further to the developed setting of the site.

Given these defining characteristics of the immediate and wider area, it suggests that this is an appropriate location for a new development which will sit comfortably within its context, without being detrimental to the character of the area.

4. Constraints and Opportunities

4.1 General

The site and surrounding area have been described in detail within sections 2 and 3 of this document. This section considers the constraints and opportunities that this context and other factors impose on development.

4.2 Constraints

- The existing highway infrastructure serving the site dictates how the site can be accessed.
- The scale of development is clearly limited by the size of the site but also the infrastructure serving it and its relationship with the neighbouring buildings.
- The topography of the land surrounding the site needs to be reflected in the engineering of the site and the development plateaus created.
- The existing River Colne needs to be respected and addressed within the development proposals.
- The surrounding established environmental and ecological areas need to be respected and addressed within the development proposals.

4.3 Opportunities

- The plots site area is reasonable in area and capable of accommodating a new development in a more efficient configuration which will reflect modern Class B2/B8 occupier requirements.
- The established commercial nature of the surrounding area means that further commercial development is highly contextual.
- The scale and the massing of the existing neighboring industrial / commercial buildings means that new appropriately designed development can be accommodated easily and sensibly.
- The topography within the site is relatively flat and does not pose a problem in terms of development.
- Judged in its context, the influencing nature of the surrounding buildings and developments means potential overlooking / overbearing is not an issue.
- Views from the surrounding area are limited to the immediate infrastructure due to the built-up nature of the local environment and lack of public access to the other areas.
- The proximity of the main arterial roads provides an excellent opportunity to connect the site to the local, regional and national road network, opening up the site and offering the potential of a development of strategic importance.
- A well-considered landscape design further helps to bed the scheme into the local environment and provide welcome environmental and ecological gain.
- The site does not contain any designated archaeological assets or listed buildings.

5. Scheme Evolution

5.1 General

The proposals seek to maximise the potential of the site for commercial development. Following a review of the constraints and opportunities of the site and the surrounding context of development, the design team reviewed various configurations and options for the proposal.

Proposals for different unit configurations on the site were put forward for consideration and it became clear that some of these were not only limiting on the floor area that could be achieved but also the quality of the design and layout.

The design of the unit in terms of its use of materials, the colour palette and location of key architectural elements was also considered to ensure that it followed the Bridge Developments blueprint standards for their corporate identity. As can be seen in the newer local buildings in the area, this choice of silvers and greys as the base colour and large expanses of glazing for the offices ties in well and follows a similar aesthetic.

Therefore, it is upon this basis and reasoning that the proposed scheme, as illustrated below, was chosen as the basis of the application.



Fig 12. Proposed Site Layout Plan

6. Development Proposals

6.1 General / Use

The proposals described and illustrated in this document reflect the brief set by the Client for a high-quality employment led scheme.

6.2 Use / Amount

The development can be described as follows:

A new flexible Class E, B2 and B8 development comprising the following areas. (Note: All areas are gross internal)

E(g)ii&iii/B2/B8	44,000 sq.ft.	4088 sq.m.
Ancillary Offices	4,400 sq.ft.	409 sq.m.
Total	48,400 sq.ft.	4,497 sq.m.

6.3 Scale

The scale of the proposed buildings has been influenced by the following:

6.3.1 The finished floor levels of the surrounding buildings, the relative adjacent ground levels, as well as the Flood Risk Assessment and strategy for the site as a whole.

6.3.2 The limit on the overall height of the building has been mitigated as far as possible by keeping the internal clear height as low as is practicable whilst ensuring that it meets the need of any potential occupier and the chosen roof form was for a screened roof with a parapet to the perimeter. Based upon this, the proposed design puts the height as follows:

Clear internal haunch height: 12.0m approx.
Height to top of parapet: 15.0m approx.

6.3.3 The plan form of the proposed buildings define parameters for the lengths and widths for the main industrial element of the building as follows:

65.00m long by 65.00m wide

6.4 Car Parking Provision

31no. car spaces including
2no. disabled spaces and
6no. electric vehicle bays

Cycle Parking 10no. spaces

7. Layout

7.1 General

When considering the scheme, the general parameters of the three-dimensional envelope of the buildings have been described in the previous section as far as they can, as have the use and floor areas that approval is sought for. Consideration has been given to how the amount of development described above might be best configured on site and we explain below what is believed to be optimum layout.

The area of most architectural interest, the offices have been located on the most prominent facade / corner to provide prominence and definition of destination for visitors to the site and also the main highway frontages.

The main car parking area is in front of the offices providing immediate access and assist in segregating the cars and HGV's at the earliest opportunity.

The service area is located to the east of the site, placing it in the location of the existing servicing areas.

A sensitively designed landscaping scheme that will complement the building and the surrounding area has been prepared and forms part of the application material.

7.2 Vehicular Site Access

The main vehicular site access will be from Riverside Way and has been designed in detail to meets the needs of full-size articulated vehicles appropriate to this scale of development.

7.3 Pedestrian Access

Pedestrian access routes have been connected back to the existing infrastructure. This links the site not only to the pedestrian network but also to the local bus services. The routing has been designed to bring pedestrians directly into the site adjacent to the main offices and segregate them from the servicing access point.

7.4 Inclusive Access

All pedestrian crossing locations will have dropped kerbs and will incorporate contrasting tactile paving to make visually impaired pedestrians aware of the crossing.

The lighting scheme will be designed to ensure suitable illumination levels exist across the scheme ensuring a safe provision for all users and in particular the visually impaired.

Accessible parking has been illustrated adjacent to the buildings main entrances. Levels will be appropriate to allow safe and convenient access to all. The amount has been based upon the prescriptive requirements within the building Regulations and BREEAM which request 5% of the total.

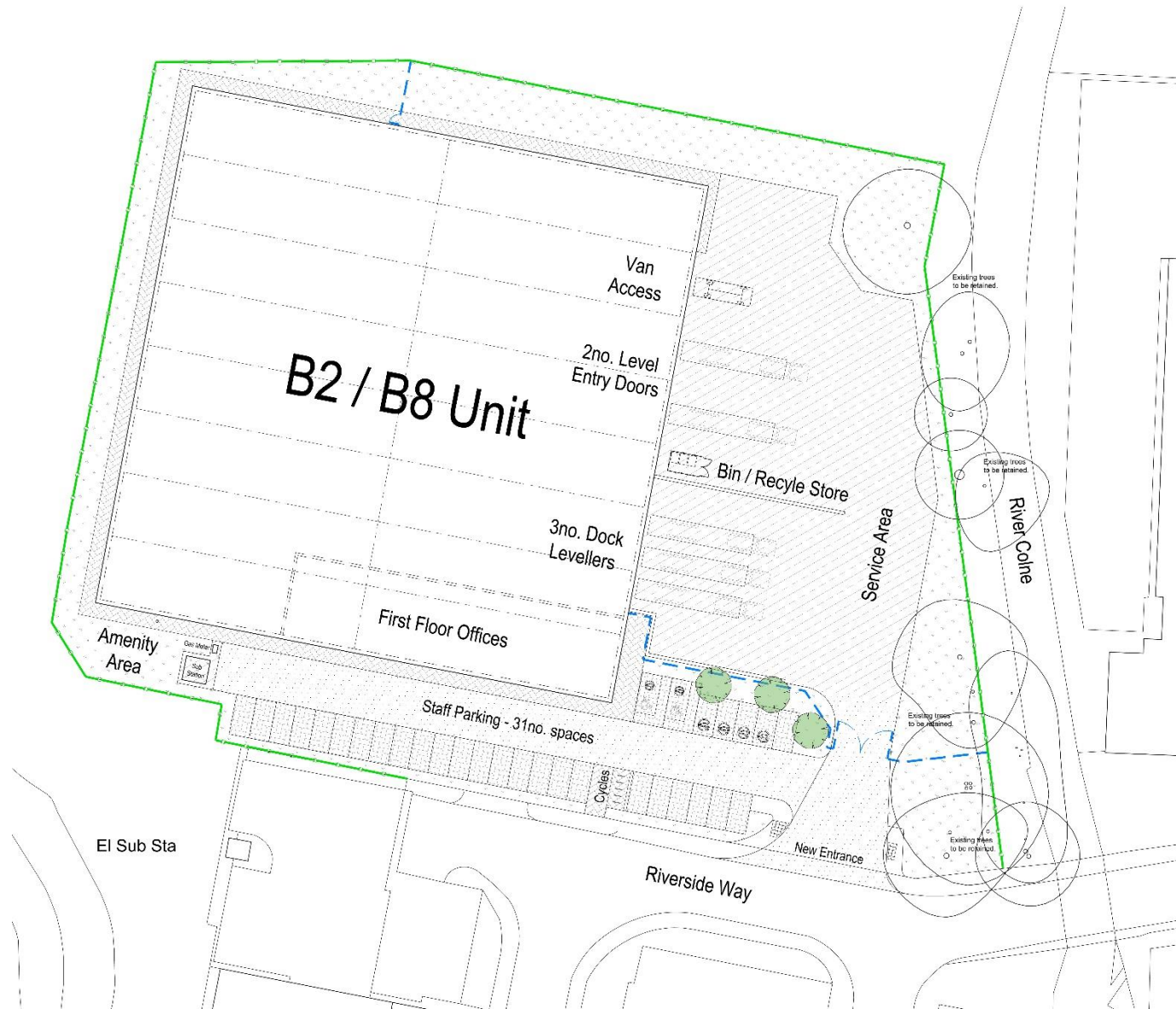


Fig 13. Proposed External Finishes & Fencing

7.5 Car Parking Design

Car parking has been provided on the development site to respond to the use classes as well as reflecting the institutional requirements demanded by individual occupiers.

The main car parking area will have block paviors to the parking bays and tarmacadam to the circulation aisle and main entrance with contrasting delineation in the bays.

The car parking areas will be laid out in aisles to avoid traffic conflicts and congestion in front of the main building entrances. Pedestrian routes through the car parking areas will be arranged to link safely and conveniently with building entrances, with appropriate lighting.

7.6 Cycle Parking Design

A covered cycle parking shelter will be provided on the site. The cycle shelter will be conveniently located close to the entrance to provide cyclists a safe, secure and well-lit facility.

7.7 Servicing Design

The concrete service area will be accessed via a gated security entrance.

It is also important that service yards are large enough to provide sufficient space to comfortably turn full size articulated vehicles, so that they can reverse onto the loading doors and leave the service area in a forward direction, and the scheme provides for this. The units also has provision for both level access of full HGV's and vans as well as dock provision for load bed level deliveries. The number of doors is appropriate to a unit of this size and potential occupier requirements.

7.8 External Lighting

A full lighting scheme design accompanies the application, but the principles of the lighting scheme will be based upon the following:

7.8.1 Exterior lighting will be designed taking into account the following standards:

- BS 5489-1:2013 Code of Practice for the Design of Road Lighting
- BS EN 12464-2:2014 Light and Lighting - Lighting of work places
- GN01:2011 Institution of Lighting Professionals (ILP) Guidance Note for the Reduction of Obtrusive Light
- Lighting and the Environment - A Guide to Good Urban Lighting, Chartered Institution of Building Services Engineers (CIBSE)
- Bat Conservation Trust (2014) Artificial Lighting and Wildlife. Interim Guidance: Recommendations to help minimise the impact of artificial lighting.

7.8.2 The car parks and service areas will be illuminated during the hours of darkness to an appropriate lighting level for both operation and safety.

7.8.3 The lighting lux levels will be kept to a minimum when adjacent to any natural habitats and will avoid direct light spill into sensitive locations.

7.8.4 Lighting will be a combination of building mounted and column mounted lighting units. The lighting design will utilise good quality, attractive 'dark sky' fittings, directed downwards and with no spillage above the horizontal to avoid light pollution.

7.8.5 Lighting impacts on all receptors will be minimised by careful design. If needed, baffles and shields can be attached to lighting units to further reduce lighting effects.

7.9 Security

It is important that any development responds to the issues relating to security, such as criminal and anti-social behaviour, by incorporating such design features as listed below:

7.9.1 Gates to the service areas entrance to provide out of hours security.

7.9.2 Secure parking for cycles located in highly visible locations.

7.9.3 External lighting designed to BS 5489 to achieve appropriate levels of illumination in all areas.

7.9.4 Good natural surveillance of parking and pedestrian areas, including footpaths and cycleways.

7.9.5 Buildings of robust construction.

7.9.6 All external doors fitted with secure frames and locks.

7.9.7 CCTV with internal and external monitoring.

7.9.8 Fencing to the full perimeter of the service yard with lockable gates.

8. Landscaping

8.1 General

We are proposing that the detailed landscaping scheme will provide appropriate consideration of the site's location and setting. It is intended that the landscape proposals have two key purposes: assisting the integration of the proposed development into the receiving landscape and visual environment and creating a high-quality setting in which to work.

8.2 Hard Landscaping

It is envisaged that the service area will be finished in concrete with a tarmacadam entrance. It is proposed that the car parking areas will be in a mix of block paviors and tarmacadam as described previously. Contrasting blocks will delineate the parking, with painted symbols and directional arrows as appropriate. The footpaths and entrance areas around the buildings will be finished with concrete paviors or slabs.

8.3 Soft Landscaping

The Design & Access Statement sets out the landscape design approach of the proposed development. The objective being to achieve a landscape appropriate to the setting and appearance of the site and the surrounding area and that will also include ecological benefits. A detailed landscaping proposal has been prepared by BCA Landscape Architects and forms part of the submission documents.

9. Appearance

9.1 General

This Statement describes the various key principles that should be considered and how they inform the detailed design of the development.

9.2 Scale & Massing

The scale and massing of the proposed development responds to the occupiers needs for this facility, allowing a density and volume of development which will enable efficient operation of the site, whilst responding to its context and setting. It has also been discussed in section 6.3 above.

9.3 Building Form, Materials and Colour

The form of the proposed development will need to address the following two primary drivers, as well as addressing the brief from the client to sit comfortably alongside the adjacent developments but be a clearly identifiable scheme that responds to the individual needs of the occupier.

- To sit harmoniously within the sites setting.
- To present an attractive, well considered and high-quality design when seen from shorter views.

Therefore, its impact can be mitigated through the use of subtle banding from a suitable colour palette, balanced with sensitively designed vertical elements to frame the focal point of the offices. This ties in to the Bridge Development blueprint for their buildings and corporate identity.

As can be seen in the newer local buildings in the area, this choice of silvers and greys as the base colour and large expanses of glazing for the offices ties in well and this design follows a similar aesthetic.

From shorter views, particularly where seen from the public realm and from the approaches to the building, it is important that the buildings provide interesting and attractive views as part of a development of high visual quality that will enhance the quality of the area. Fundamental to this objective, is to ensure that the building form is carefully detailed and articulated, using a carefully selected palette of materials, composed to produce a clearly articulated rhythm of subtly varying textures and neutral colours, with occasional well considered accents as appropriate. The use of colour can greatly assist in visually reducing the overall scale of the development, especially when seen from the immediate vicinity. Therefore we have used a lighter cladding colour at the top and with incorporation of a lower stronger band of colour to reduce the apparent height.

The approach to the design of the main office elevations being to create a high-quality business park environment, using areas of glazing to clearly emphasise prominent entrance areas, providing clear focal points, clearly visible from the approach to the buildings.

The service elevations will be a case of form following function with loading doors for access. However, the materials are consistent in both colour and form with the rest of the building.

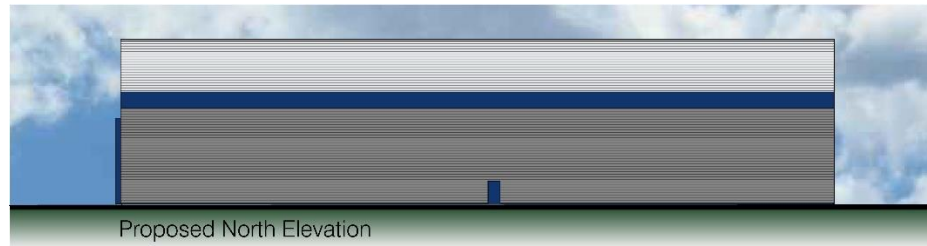
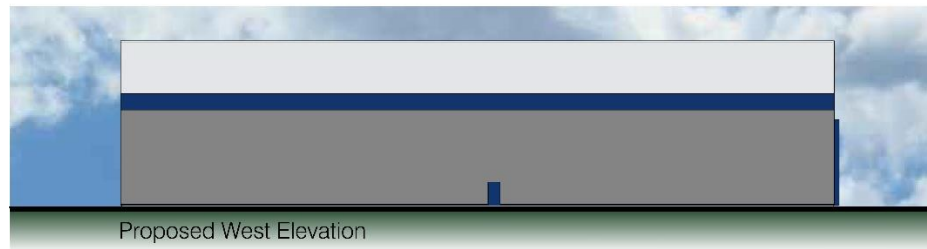


Fig 14. Proposed Elevations



Fig 15. Artists Impression of the new development.

10. Energy Efficiency and Sustainability

10.1 General

In order to deliver upon the aspiration of the Local Authority for all new developments to pay high regard to energy efficiency and sustainability this Statement has appraised the scheme in this regard and under key headings set out below.

10.2 Energy

The primary philosophy for the energy efficiency of the buildings is to major on the thermal performance and air tightness of the units thereby minimising the energy requirement from the outset.

The heating and ventilation systems within the building will make maximum use of heating and cooling processes that occur naturally in order to minimise energy consumption.

The roof area will be utilised to accommodate a PV array that will supply energy to the building and run such services as appropriate and as described within the accompanying energy statement. The PV array will sit in line with the roof slopes and won't protrude above the parapet line.

The units will maximise the amount of glazing / rooflights that contribute to natural lighting whilst offsetting the impacts of solar gain.

The buildings will incorporate a Building Energy Management System (BEMS) to control the heating, lighting, ventilation, hot water supply and renewable energy interfaces in full accordance with CIBSE guidelines to control the use of and save energy.

Prior to their implementation, the energy efficiency and sustainability measures will be assessed for suitability, technical review, installation costs, running costs, payback periods and plant space availability.

10.3 Materials

The materials demand of the development will be addressed by maximising the use of reclaimed and recycled materials where practicable throughout the construction process. This will be considered in the early detailed design stages and written into the building specifications.

Material samples, appropriate to the buildings location and design will be submitted to the Local Authority for approval at the relevant time. The materials will be chosen for their aesthetic qualities, robustness, recyclability, value and availability from local and sustainable sources.

Only materials that maintain a good internal air quality will be put forward for consideration, and preference given to those that have a low environmental impact.

Wherever possible the use on non-recyclable plastics will be avoided, and alternative materials requested to be put forward for consideration.

Whenever possible and where practicable, the availability of a material from a local source, whether that be the raw material or manufacturing facility will be given full consideration.

The use of materials and surface treatments which produce harmful emissions will be avoided wherever possible.

10.4 Environmental Considerations

Increased light pollution of the surrounding environment will be limited in accordance with the National Dark Skies standards to prevent light intrusion towards the local residential areas. All external light fittings around the building and within the service yard will have non-translucent covers and no direct lighting will be installed towards the perimeter facades.

10.5 Accessibility

The new development will be fully DDA compliant with all areas being fully accessible. All entrances and exits will be designed with level thresholds and appropriate vertical access to all levels will be provided. Accessible parking areas will be located adjacent to the main vertical circulation points to minimise travel distances.

10.6 Waste & Recycling

The demand upon the development for the provision of recycling and waste storage will be addressed in the early detailed design stages and when detailed discussions can be held with prospective operators regarding the specific operations of the proposed units. In addition recycling and waste will be considered for the construction phase.

Provision has been made in the illustrative scheme for the inclusion of recycling and waste storage / compaction within the identified service areas.

Contractors will be enforced through a Waste Management Plan to provide waste and recycling containers on site throughout the entire construction period.

10.7 Water

The water requirements of the development will be addressed on the basis that a drainage scheme will be provided that is in full compliance of the requirements of CIRIA guidance on SUDS. This will be achieved through analysis of the development at the detailed design stage.

As a standard, low flush WCs, urinals and mist spray taps will be provided to reduce the amount of foul discharge, reducing the charges by the Water Authority, and amount of waste to be dealt with by the treatment plants.

11. Summary

The design proposals set out in this document have been developed having due regard to the existing sites and their immediate context, to create an appropriately sited building including their associated and ancillary features, particularly the parking and service areas, which will allow the best possible access by all available modes of transport, whilst giving high priority to pedestrian and bicycle access.

In particular the issues of layout and form have been carefully considered, alongside the relationship with the sites and their surroundings, and also the external material treatment of the facades in creating the right high-quality feel for the development.

It is considered that these proposals offer a form of development and high quality of design appropriate to its location and the proposed use.