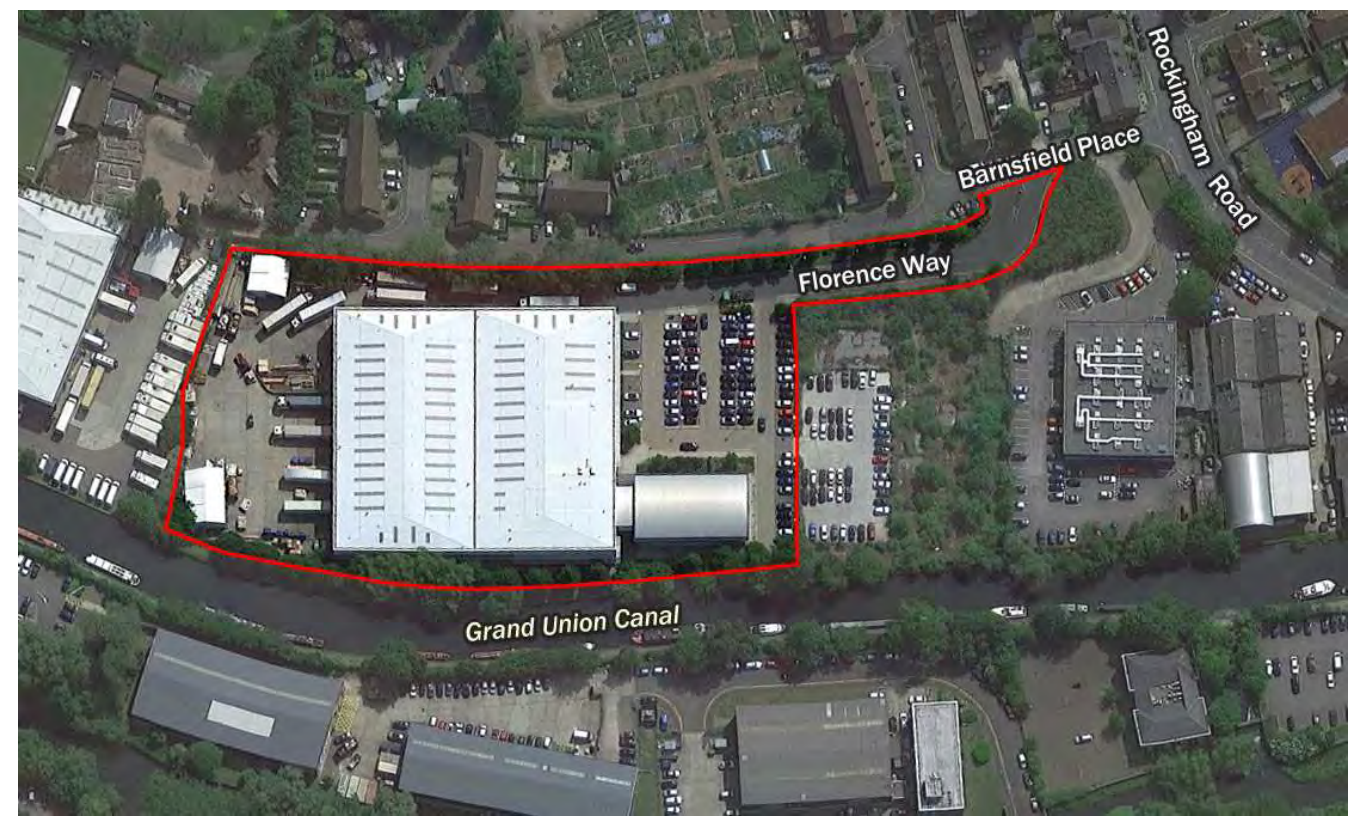


FLORENCE WAY
UXBRIDGE
UB8 2LS

PROPOSED CHANGE OF USE OF THE EXISTING B8 UNIT TO USES
WITHIN CLASSES B1C, B2 AND B8 OF THE USE CLASSES ORDER
ALTERATIONS TO THE LAYOUT OF EXISTING PARKING AREAS AND
ASSOCIATED LANDSCAPING ALTERATIONS TO PART OF THE
EXTERNAL ELEVATIONS

PLANNING, DESIGN AND ACCESS STATEMENT



09 September 2016

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1.0 Introduction

Cornish Architects has been appointed by Imperial Tobacco Pension Trustees Ltd", c/o DTZ Investors to prepare a planning application for change of use and alterations to external areas of the premises at Florence Way, Uxbridge.

This application seeks Planning consent for:

- Change of use of the existing B8 unit to uses within classes B1c, B2 and B8 of the use classes order
- Alterations to the layout of existing parking areas and associated landscaping
- Alterations to part of the external elevations

This statement has been prepared by Cornish Architects with input from specialist consultants and should be read in conjunction with the application form, drawings and supporting documents. The application aims to demonstrate how we have taken account of the requirements of the brief and set these in the context of the Local Authority's policies.

The existing warehouse is sited along the Grand Union Canal within walking distance of Uxbridge Town Centre, Uxbridge underground and bus station. Florence Way leads onto the A4007 Rockingham Road which provides easy access to the A40 Western Avenue, M40, M25 and Heathrow Airport.

This application follows a formal pre-application discussion with the London Borough of Hillingdon. The proposals acknowledge the advice received from the Local Authority through the pre-application enquiry. In summary the pre-application purpose was primarily concerned with establishing the acceptability of; proposed extension of use classes, stripping out the offices within the warehouse and reconfigure the car parking proportionate to the reduction in floor area, together with adjustments to glazing within the warehouse elevation.

This site has been vacated and bringing it back in to use would no doubt benefit the area greatly. Disused buildings can have a significant negative effect on an area as they can become dilapidated attracting crime. The importance to turn this around is recognised and the reinstatement of this site will rejuvenate the area by attracting investment and reinforcing civic pride and a sense of place. Extending the use class designation will enable the building to be occupied by a wider range of potential employers.

The statement is in accordance with CABE guidance on Design and Access Statements 2006. It should be read together with the drawings listed in the Application Drawing Schedule (section 8), the Planning Statement, Transport Statement and other supporting documents.

2.0 Site Context

2.1 The site

The 1.6ha (4.0 acres) application site comprises 7556sqm GIA of warehouse and office space for Use Class B8 only. The north side of the site opens on to a secure service yard with 8 loading docks and 1 level loading door. The south section of the site includes a 966sqm 2 storey purpose built office annexe linked to the warehouse via a shared entrance core. The site also includes a substantial carpark currently configured to provide 90 car parking spaces plus 1 disabled parking bay. At present, the site offers no cycle parking provision.

The site is a 0.7km west of Uxbridge city centre, it is accessed via Florence Way adjoining Barnsfield Place which leads on to A4007 Rockingham Road. The A4007 is the main road linking Iwer Heath to Uxbridge.

The site has good transport links to the local area with Uxbridge underground station 0.8km to the East. The tube station is the terminus of both the Metropolitan line and the Piccadilly line and within zone 6 of the London travel zones. In addition to this there are two local bus stops within 0.2km of the site for routes 7 and 58, providing links from Uxbridge to Slough, and Iwer.

2.2 Environment & Surrounding Buildings

The site and its surroundings can be seen on the aerial view on the left.

To the West, adjacent to the site is Grand Union Canal, with further light industrial units on the other side of the canal. To the North is the Highbridge Industrial Estate, and to the South is the Riverside Way Industrial Estate. There are some residential areas and a community allotment to the East of the site.

The differing scales, construction methodologies and ages of the surrounding commercial developments in this area has resulted in an eclectic mix of styles, with the majority being one to three storeys with flat or shallow pitched roofs with metal cladding. There are trees and shrubs along the four boundaries of the site. This planting will be retained.

The photographs on the following page illustrate the existing building and some of the surroundings.



Aerial view locating the site



View looking North across Florence Way Access



View looking North along Florence Way



View of Site entrance off Florence Way



View South East back to entrance onto Florence Way with residential area behind fence



View of Car park and office annexe (left)



View of service yard



East elevation of office annexe and car park



East elevation of warehouse



View South with two storey office building to left hand side and canal to right hand side



View South to Light industrial unit on Wyvern Way

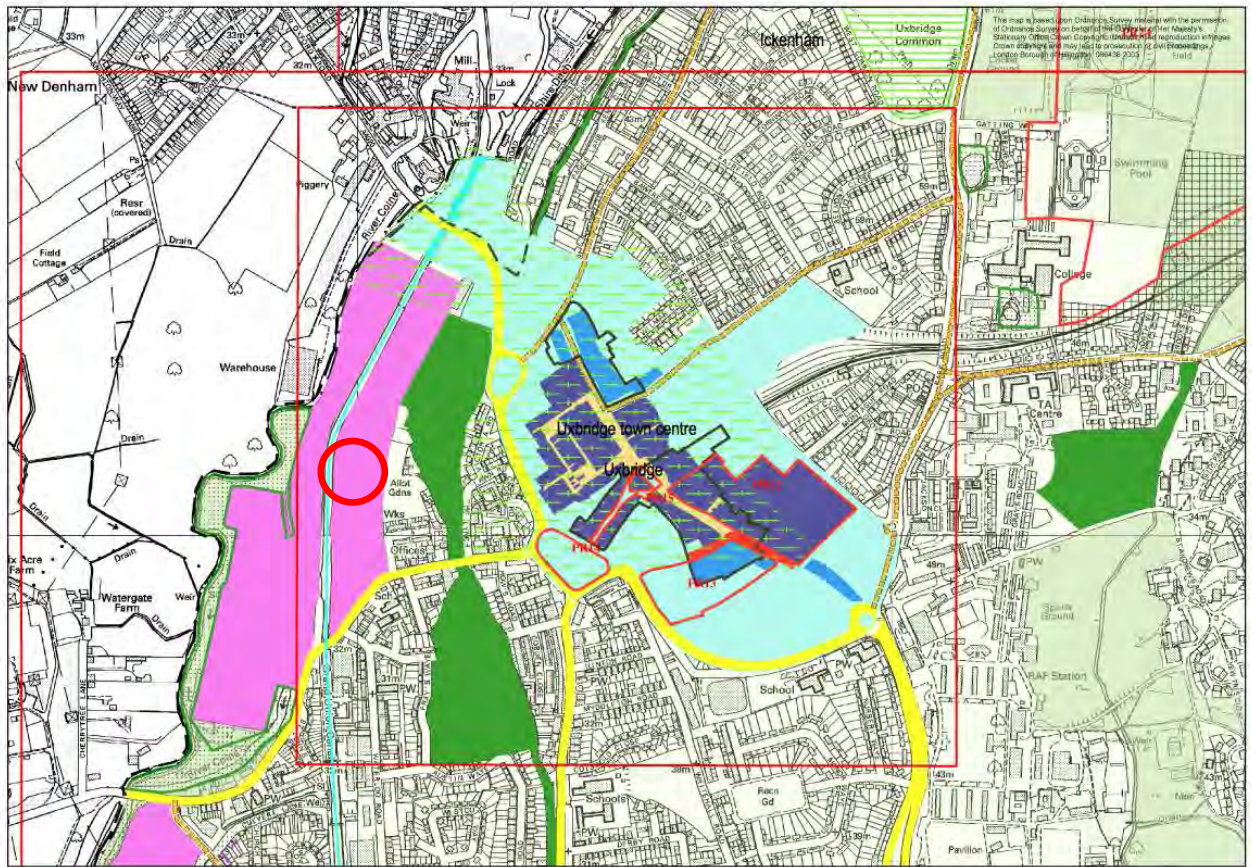
2.3 Planning Policy

The application is in line with the NPPF, The London Plan together with the London Borough of Hillingdon Local Plan and the relevant saved policies.

The following Planning Policies have been taken into account in developing the proposal.

The National Planning Policy Framework

The proposal reflects the principles of sustainable development set out in the NPPF. The proposed alterations will address modern business needs, allow flexibility for the future and make a positive contribution to the area. This is in accordance with para. 9 and 14 of the NPPF together with the core planning principles of para. 17.



The London Plan:

The site is designated as a strategic industrial location under policy 2.17 of the London Plan and in annexe 3 table A 3.1 is listed as an IBP (Industrial Business Park) designation. The London Plan parking addendum to chapter 6 sets maximum car parking standards for this location of between 1:100sm and 1:600sm.

The Local Plan: London Borough of Hillingdon

The site is located within Hillingdon's established Industrial and Business Areas as noted in the Local Plan: Part 1.

The site is located within the North Uxbridge Industrial Area. The Local Authority's long term goal is to retain this area as a designated SIL (Strategic Industrial Location) and reflects the London Plan designation as an IBP for employment use as shown on the image overleaf.

The site borders onto the Grand Union Canal, however as identified within the Local Plan part 1 (Map 8.3) it is not located within a flood risk zone. The fluvial flood risks identified remain generally within the banks of the River Colne and the canal.

As the application proposals do not involve any increase in hardstanding or storm water run off from the site there would not be any increase to the existing flood risk potential of the site as a result of these proposals.

Core Strategy acknowledges the importance of secure economic vitality and growth by delivering an adequate and continuous supply of land for employment.

It can be concluded that the principle of development of this site for employment uses is in line and is supported by policy; it is in a sustainable and well connected location and the development of the site for those purposes supports the objectives of the NPPF.

The most relevant planning policies are as follows

Local Plan Part 1 Policy E1– Managing the supply of employment land

Local Plan Part 1 Policy E2 – Location of Employment Growth

Local Plan Part 2 Policy SEA 1 (Strategic Industrial Locations).

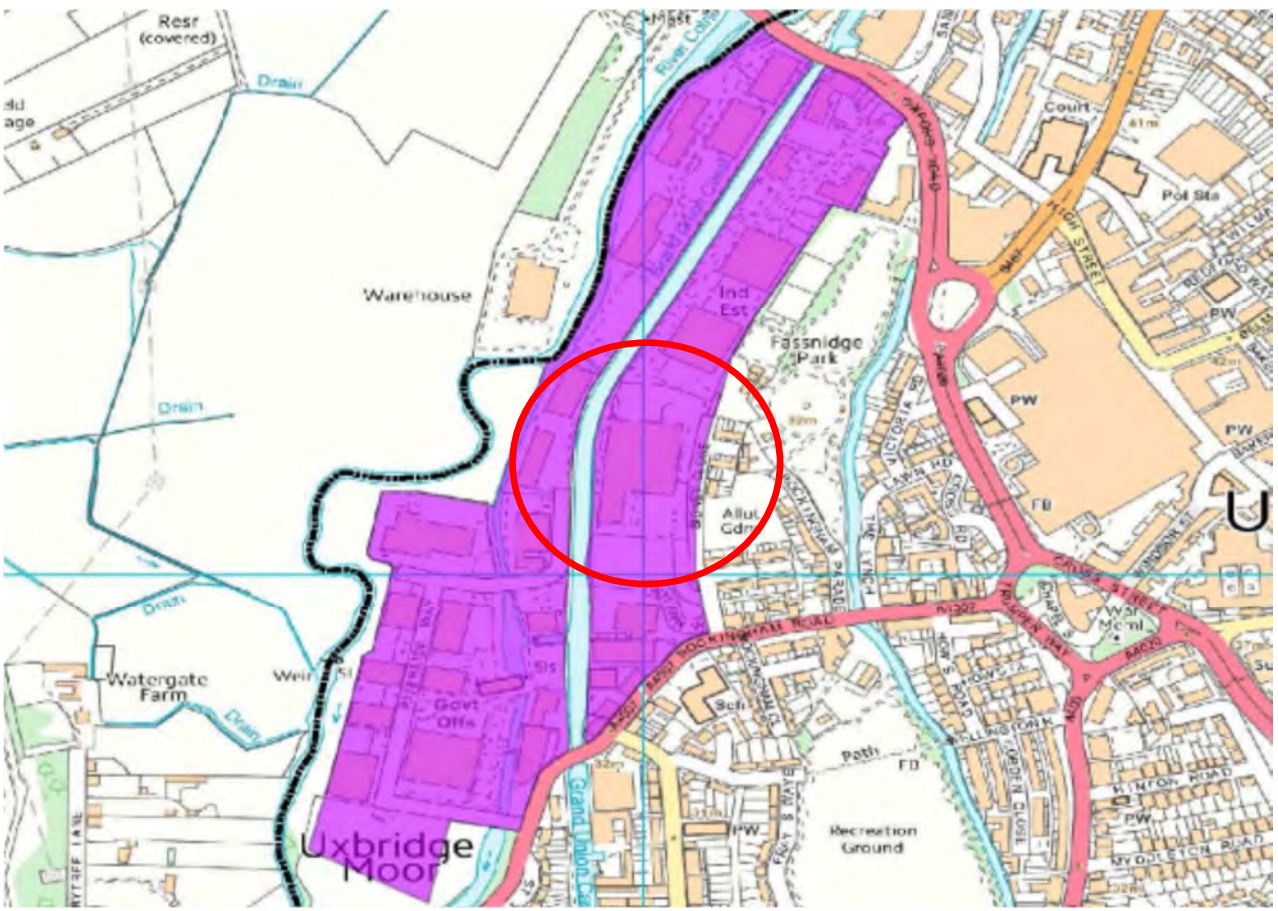
Unitary Development Plan—Proposals Map.
Approximate site location noted by red circle.

2.4 Consultation

The proposals were submitted for pre-application consultation to the London Borough of Hillingdon. A pre-application meeting was held with the Council Policy, Planning, Highways, Landscape and Accessibility Officers.

The Officers advised that:

- Alterations to the interior did not require consent.
- The proposed request for added flexibility of use to reflect the site designation as an IBP could be considered.
- The proposed alterations to the car parking would need to be supported by a Transport Statement.
- Officers suggested that the new landscape zone could include a grassed or paved area for staff
- The initial proposal to omit the fenestration from the west elevation to the warehouse would be unwelcome as it would reduce the interest and variety of the elevation when seen from the canal.



North Uxbridge SIL (IBP) - Proposed extent of North Uxbridge IBP (MAP F)
Approximate site location noted by red circle

3.0 Overall considerations & objectives

3.1 Brief and Design Objectives

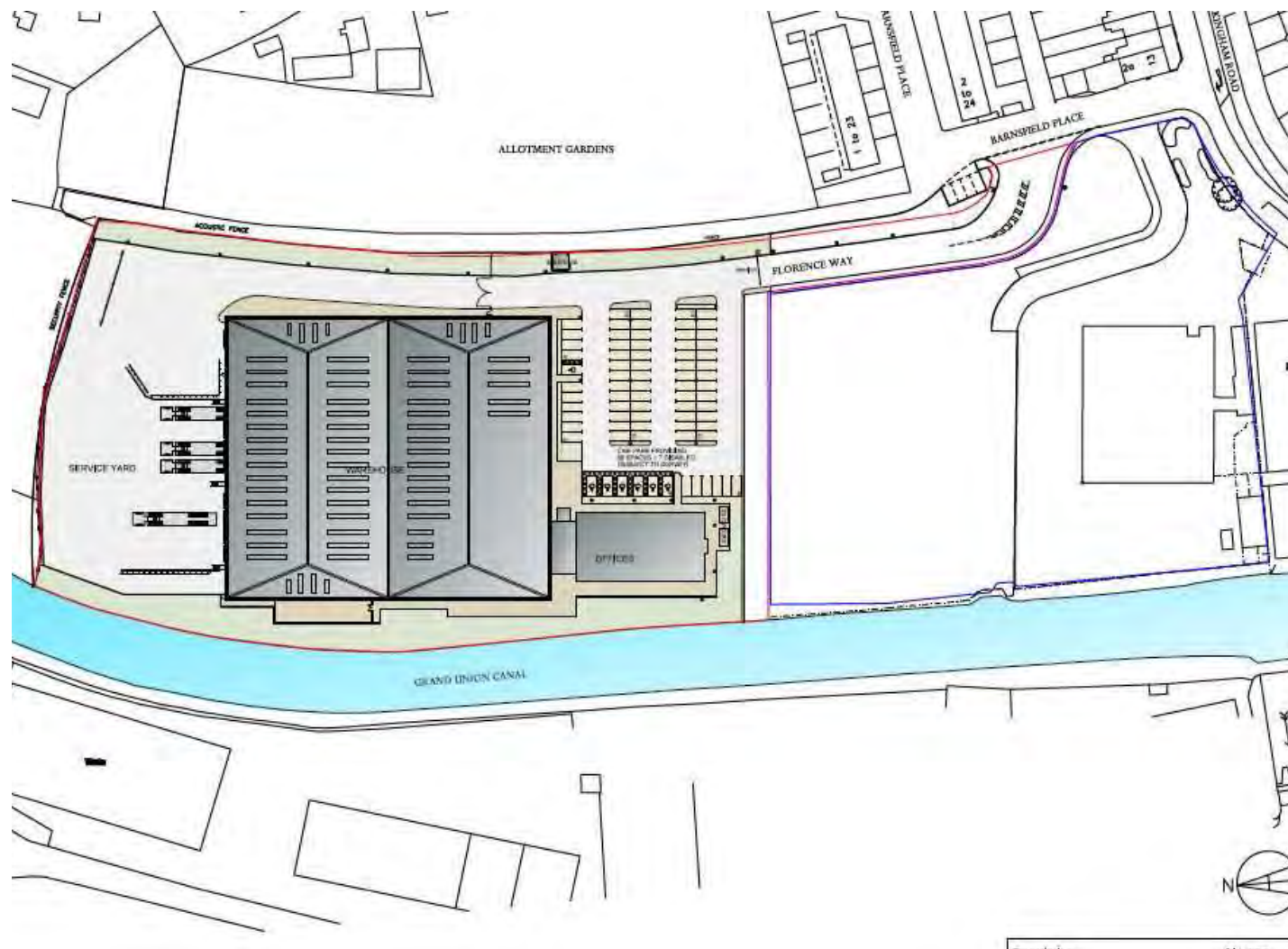
The Client's brief is to:

- Refurbish the existing building stock to provide a more flexible, high quality B1c, B2 and B8 industrial/warehouse and ancillary office accommodation to suit current needs for industrial/warehouse occupiers. Reduce the quantity of offices to be more appropriate to employers' requirements.
- Maintain the existing access arrangements and service yard.
- Increase the provision of accessible parking bays and accessibility across the site.
- Provide parking in accordance with Local Planning Guidelines.
- Adjust the warehouse elevations to suit the buildings use.

3.2 Design Concept & Development

Subsequent to analysis of the existing site context and with an understanding of the planning policies, Officer's advice and the client's aspiration, the design principles were developed and the objectives are as follows:

- Reduce the existing ancillary office space in line with end users expectations and Local Planning Policy by removing excess offices from within the warehouse.
- Provide an appropriate quantity of parking to suit the size and intended building use.
- Provide a greater area of warehouse type space without increasing building footprint.
- Provide modern, secure business premises with flexible office space.
- Maintain and enhance the local environment by retaining the office annexe, enhancing the landscaping and setting of the offices. Achieving the required improved security to the warehouse whilst maintaining the elevational interest to the canal frontage.



Proposed Site Layout Plan

4.0 Design

The following sets out the design approach for the refurbishment based upon the submitted drawings.

4.1 Design Amount

The existing building provides a total 7,556sqm GIA floor space including 3,952sqm GIA of offices. This equates to 47% of office space which is excessive. The current use class is B8.

This proposal seeks to reduce the amount of internal offices to provide a total of 6,338sqm GIA including 966sqm GIA of offices. This equates to 15% of office space. The proposed use class is B1c, B2 & B8.

The current layout includes 91 car spaces equating to 1:83sm. The proposed layout includes 75 car spaces equating to 1:84sm.

4.2 Design Approach

The design approach adopted focusses on sustainability reuse of the existing building envelope, and retaining much of the external hardstanding.

The proposals seek to bring the amount of ancillary office to 16% in line with the building size. Removing the office element from the warehouse would allow for greater warehouse space without increasing the volume or building footprint. The 2 storey annexe will be retained.

The existing access road and security arrangements along Florence Way are unaltered by the proposals, with Florence Way providing adequate provision for articulated vehicles.

The parking is remodelled providing parking in line with planning policy whilst enhancing the setting of the offices and canal by increasing the landscaping to the south of the office annexe.

The modulated appearance of the elevation to the canal is retained whilst enhancing the security of the building.

4.3 Use

The proposed building uses are to be within B1,B2 and B8 of the Use Classes Order widening the scope of potential employers.

4.0 Design cont...

4.4 Layout

The layout is generally unaltered externally with the exception of the car park which will be modified to reflect the reduced floor area whilst maintaining current parking ratios but with additional disabled parking spaces and cycle parking.

The existing building includes 8 dock levellers and 1 level loading door and a loading yard depth in excess of 40m and includes secure fencing and gates.

The remodelling of the car park will include a reduction of the landscaping to the East of the office annexe and the addition of new soft landscaping to the south of the offices, where it will be visible from the canal.

4.5 Scale & Density

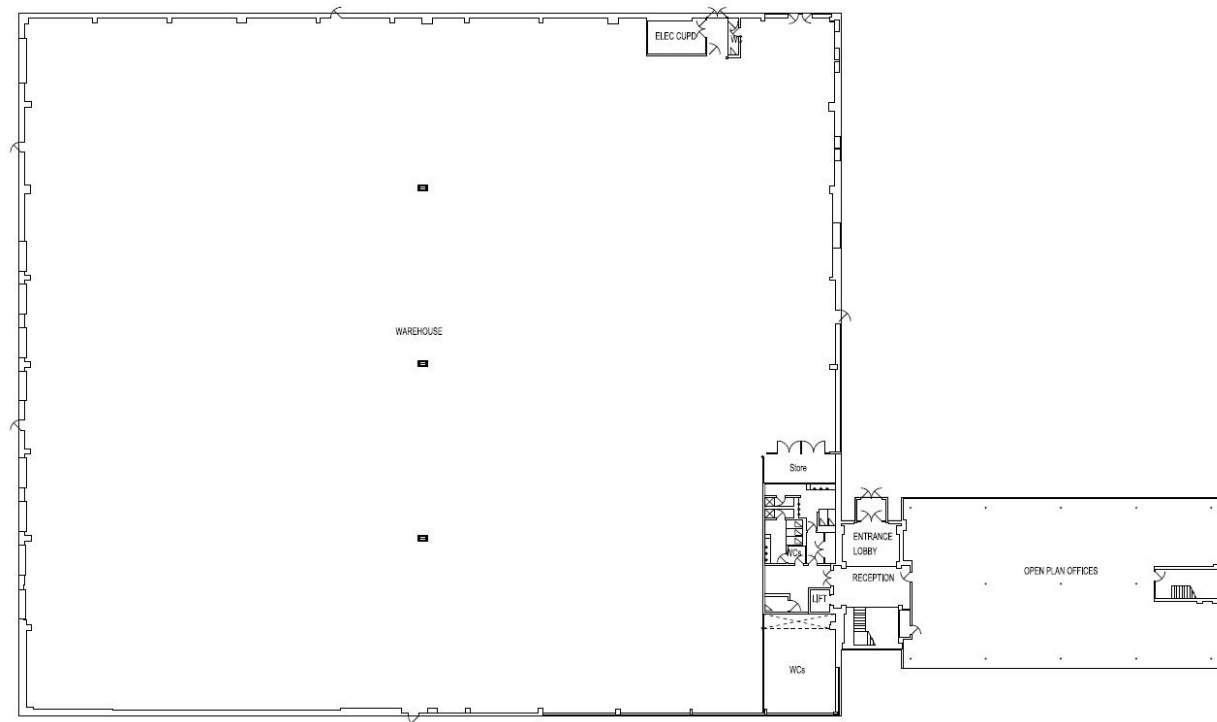
In terms of scale and mass, the proposals do not entail any increase in the volume of the building or significant alterations to the external facades or roof. Nevertheless the height of the building has a clear internal height of 10.0 metres resulting in a parapet height of approximately 10.5 metres and a ridge height of circa 12.0 metres, these remain unaltered. The floor area of the development is reduced as noted in section 4.1.

4.6 Appearance

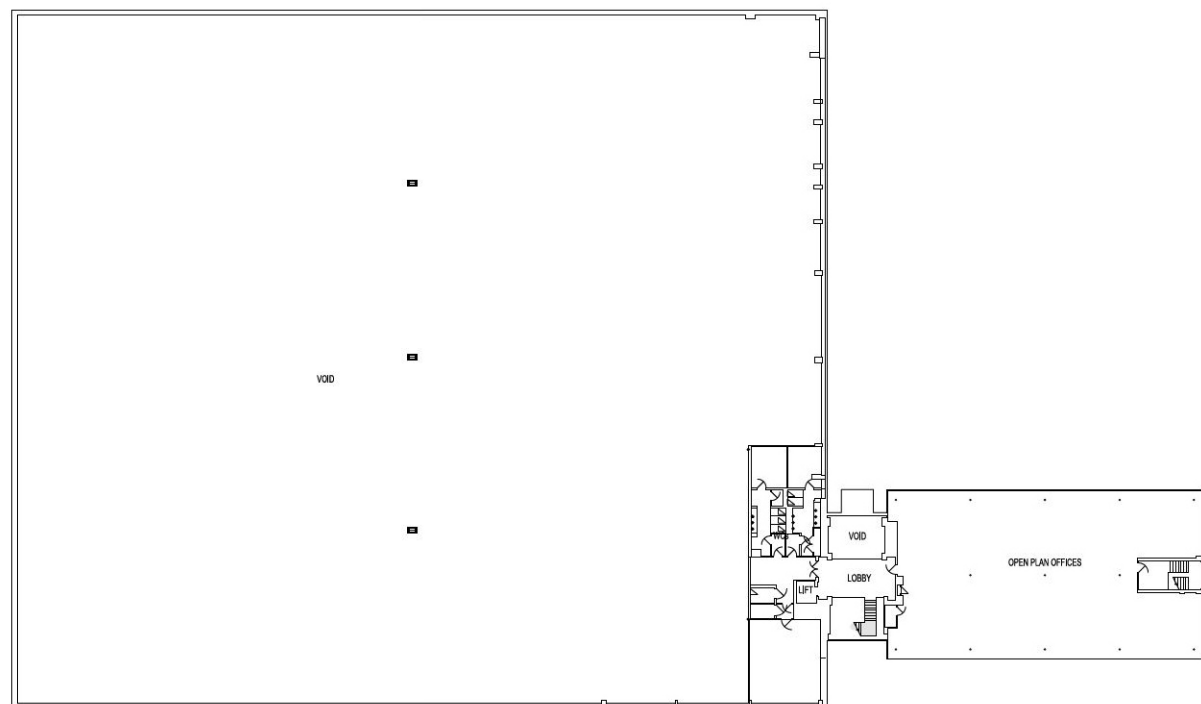
The existing arrangement of trapezoidal and composite cladding is retained throughout along with the existing roof cladding and fenestration. The west elevation is altered by the removal of the existing glazing panels and installation of insulated aluminium panels into the existing frames. This is to improve security to the warehouse along this façade whilst retaining the overall proportions and rhythm of the elevations as requested by the Planning Officer. The existing blue bullnose cladding of the entrance canopy is proposed to be replaced with a new grey fascia to be more in keeping with the building.

4.7 Landscaping

The existing landscaping along the western (canal) side of the development is retained and enhanced by the new landscaped zone. The new planting will comprise a simple scheme of low level, low maintenance shrub planting incorporating an external staff rest area, as suggested by the Landscape Officer to create an attractive external environment designed to blend in with the existing landscape zones.



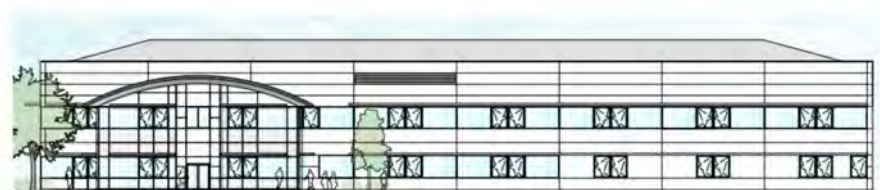
Proposed First Floor Plan



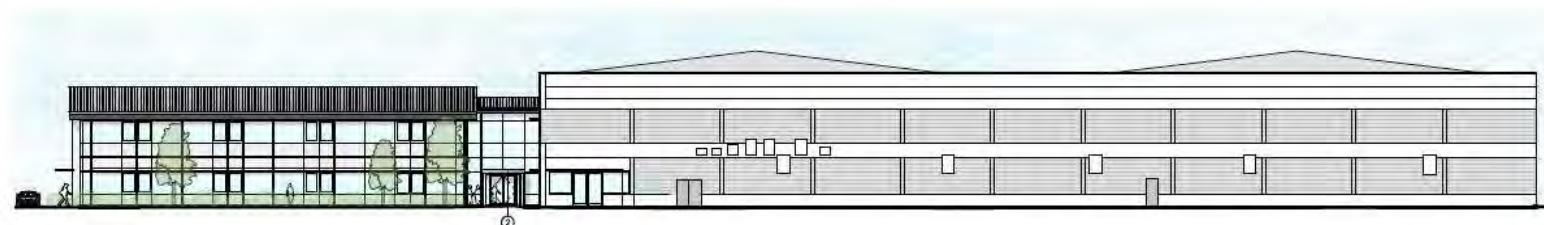
Proposed Ground Floor Plan



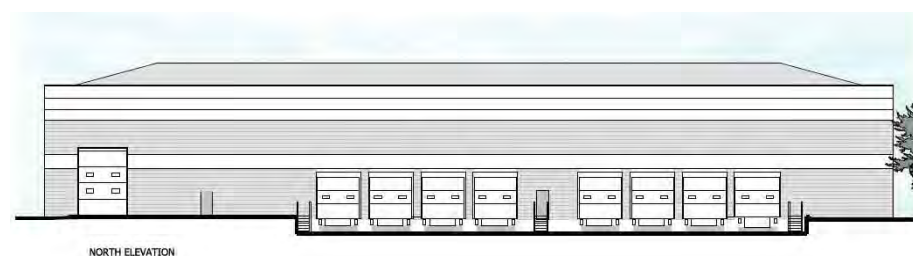
West Elevation



South Elevation



East Elevation



North Elevation

Proposed Elevations

4.8 Security

A key principle of the works is to maintain the current level of security around the area. The security of the plot is a key priority for the applicant and the design will :

- Maintain fenced and gated boundary treatments to the site perimeter
- Provide parking within close proximity of the main building entrance and glazing to enable supervision for added security.
- Provide secure and suitably located cycle stands within close proximity of the offices and car parking where natural surveillance will support security.

4.9 Sustainability

The design principle is to reuse the existing building, this strategy minimises the creation of waste material, but also offers an economical solution to extending the life of the existing building. The proposals do not involve the alteration or upgrade of existing building elements, however it does involve installing new energy efficient power, heating and lighting building systems.

The dedicated office accommodation employs modern design principles to provide good natural daylighting and views out for all occupants together with solar shading where required.

4.10 Refuse and Cycle Storage

Cycle storage is to be provided via secured and covered stands, close to the office accommodation entrance and in accordance with the Local Authority standards on an individual unit basis.

Waste refuse and recycling areas can be accommodated within the service yard. This ensures that waste is stored in a secured area.

5.0 Access

5.1 Access to the site

To be read in conjunction with Transport Statement report prepared by Entran reference Florence Way TS Revision B.

The site is in a sustainable location, accessible by non car modes. The site is served by two bus routes (7 and 58) providing links back to Uxbridge less than 1km away which provides excellent transport links to the local area.

It is considered the development proposals provide sufficient vehicular accessibility to accommodate the operations of the development with all vehicle loading and manoeuvring for contained within the boundaries of the development site for large & articulated vehicles and would provide easy access for a fire engine or similar vehicle in an emergency. Parking provision is set out in paragraph 4.1. Whilst the amount of parking exceeds the maximum allowance of the London Plan, it is proportionate to the current provision and maintains the same ratio.

5.2 Access within the site

Within the site, there will be full vehicular access to delivery vehicles and emergency vehicles. In order to provide pedestrian safety, a designated path is provided from the site entrance up to the office entrance and to the rear of the building.

5.3 Accessibility for the disabled

Access is established as a fundamental planning issue owing to its importance to a growing percentage of the population with mobility impairments. The proposals include the remodelling of the car parking to provide additional designated car parking bays for wheelchair bound staff/visitors in line with local authority guidelines and will be arranged within close proximity of the principal building entrances together with dropped kerbs and tactile paving as appropriate.

The approach from the disabled persons parking area to the building will incorporate gradients to conform to the requirements of the Building Regulations. The principle entrance doors to the building and other doors meet/exceed the effective clear width of 800mm through doorways as stipulated by BS 8300:2009. Doors incorporate vision panels and manifestations as appropriate.

In addition to easy rising staircaess the unit includes lift access to the upper floor. Tactile paving will be provided where possible to assist those with visual impairment.

6.0 Ecology

The proposals do not increase the volume or footprint of the existing building. The proposals do include some remodelling of the existing car parking areas, however as these proposals are contained within the confines of the existing hardstanding areas the scheme is not deemed to present an impact on local ecology.

7.0 Flood Risk Assessment and Drainage

The proposals do not increase the volume or footprint of the existing building. The proposals do involve some reconfiguration of the parking and it is anticipated this will result in a reduction in the extent of hardstanding.

8.0 Application Drawings

Drawing No	Scale	Drawing title
16003/TP/001/A	1:1250 @ A3	Site Location Plan
16003/TP/002/B	1:1000 @ A3	Existing Site Plan
16003/TP/003/C	1:1000 @ A3	Proposed Site Plan
16003/TP/004/A	1:200 @ A1	Existing Ground Floor Plan
16003/TP/005/A	1:200 @ A1	Existing First and Second Floor Plan
16003/TP/006	1:200 @ A1	Existing Roof Plan
16003/TP/007/A	1:200 @ A1	Proposed Ground Floor Plan
16003/TP/008/A	1:200 @ A1	Proposed First Floor Plan
16003/TP/009	1:200 @ A1	Proposed Roof Floor Plan
16003/TP/010/A	1:200 @ A1	Existing Elevations
16003/TP/011/A	1:200 @ A1	Proposed Elevations