

# DESIGN AND ACCESS STATEMENT

PROPOSED NEW INDUSTRIAL BUILDINGS

BERRITE INDUSTRIAL ESTATE ROAD  
IRON BRIDGE ROAD SOUTH  
WEST DRAYTON  
UB7 8HY

**afa  
architects  
+planners**

REVISION 1.0

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## SUMMARY

# PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE

## INTRODUCTION

This design and access statement is provided in support of the Full Planning Application for new industrial buildings at Berrite Industrial Estate Road, Berrite Works replacing an exiting industrial building on site. This report should be read in-conjunction with the associated Afa-Architects drawings and reports.

### Summary of Proposal

Our client proposes the addition 3 No. new industrial units at Berrite Estate off Iron Bridge Road South. West Drayton. The new development will be facilitated by the removal of an existing building within the industrial park which has been damage by fire in resent times and is currently not in use.

### Site Address

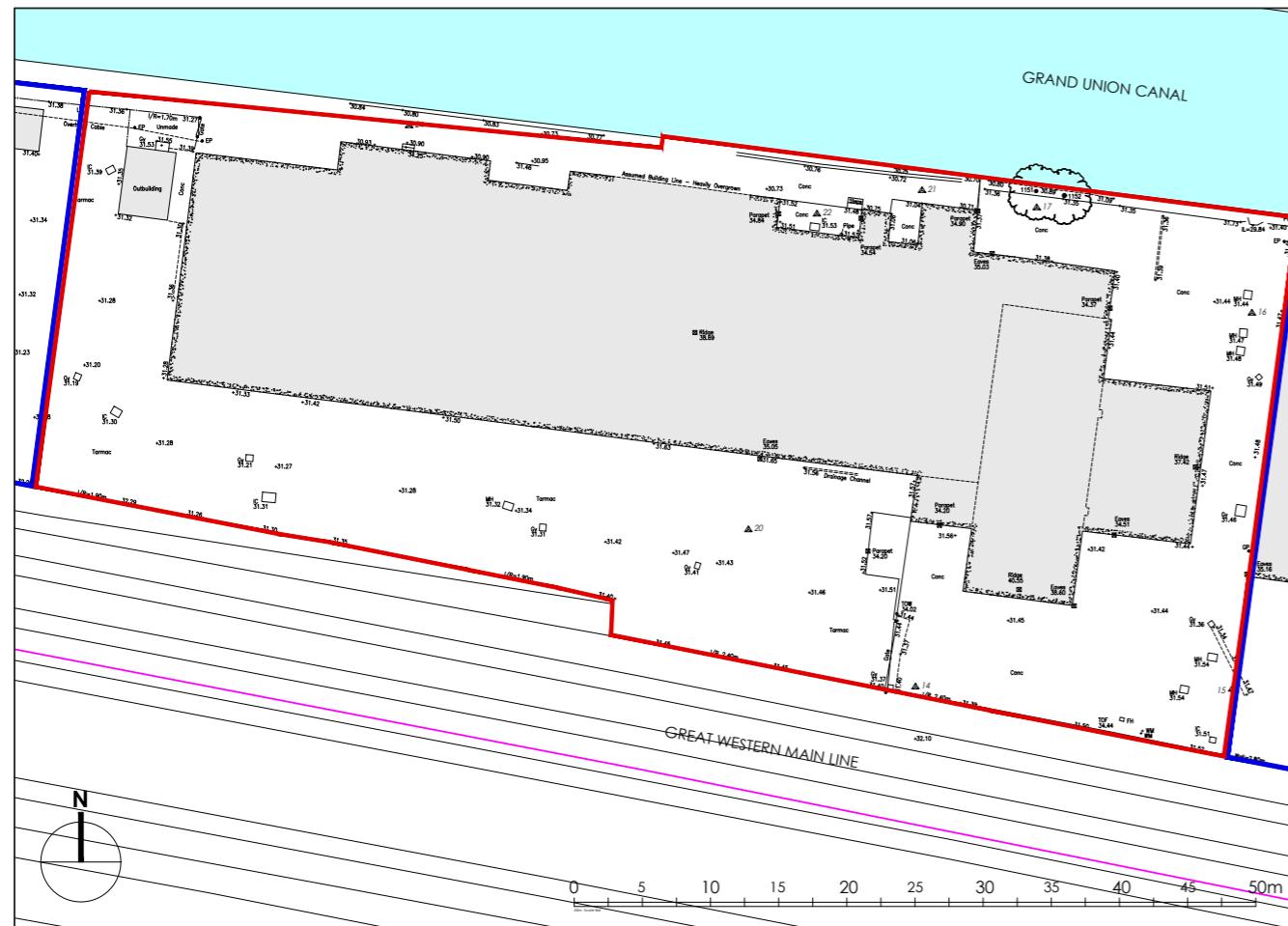
BERRITE ESTATE  
IRON BRIDGE ROAD SOUTH,  
WEST DRAYTON  
UB7 8HY

### Drawings and Reports

1956 PL-01 Site Location Plan  
1956 PL-02 Site Survey  
1956 PL-03 Existing Site Plan  
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Air Quality Statement  
Energy Statement  
Fire Statement  
Construction Environmental Management Plan

# PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE SITE LOCATION AND CONTEXT



Site Survey Plan



Site Area Aerial View

## Site Location

The site is located to the west of central London to the north of Heathrow Airport in the London Borough of Hillingdon. Approximately 1.5 km north of Junction 4 of the M4 motorway and is accessed via the Stockley Road, Horton Road the Iron Bridge Road North crossing the Grand Union Canal leading to Ironbridge Road South which terminates at the main access gates to Berrite Estate Industrial Park.

To the direct north of the site is the Grand Union Canal which bank forms the northern boundary of the site. To the east is the site's main access via Berrite Estate running past the other industrial units which make up Berrite Estate. To the direct south is the Great Western Main Line railway the boundary to which forms the southern boundary of the site. To the west is an open yard which is operated as car storage by a tenant Allen Ford Ltd.

## Site Area

Berrite estate as a whole is approximately 15,300 metres squared with the proposed site area (Red Line) of 3109.7 metres squared.

## Site Topography

The site is predominately flat and made up of concrete hard standing and structures.



Site Aerial View

# PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE

## SITE LOCATION AND CONTEXT



Iron Bridge Road bridge over the Grand Union Canal



Unit 1 and 2 Berrite Estate

### Site Views

The area around the site is occupied by Berrite Estate with access blocked from the south by the Great Western Main Line railway and the north by the Grand Union Canal. All access is via the Iron Bridge Road across a bridge over the Grand Union Canal.

The Berrite Estate currently contains 10 light industrial units made up of a selection of building types and scales.

Unit 1	- Two storey unit approximately 10.68 metres high.
Unit 2	- Single story pitched roof approximately 7.74 metres high.
Unit 3	- Single storey warehouse pitched roof approximately 6.06 metres high.
Unit 4a	- Single storey warehouse pitched roof approximately 6.29 metres high.
Unit 4b to e	- Single storey warehouse pitched roof approximately 6.48 metres high.
Unit 5	- Single storey warehouse pitched roof approximately 6.38 metres high.
Unit 6 and 7	- Single storey warehouse pitched roof approximately 9.1 metres high.
Unit 8	- Single storey warehouse pitched roof approximately 7.06 metres high.



Unit 3,4 and 5 Berrite Estate

# PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE SITE LOCATION AND CONTEXT

Site Views



Unit 8 Berrite Estate



Yard to west end of Berrite Estate



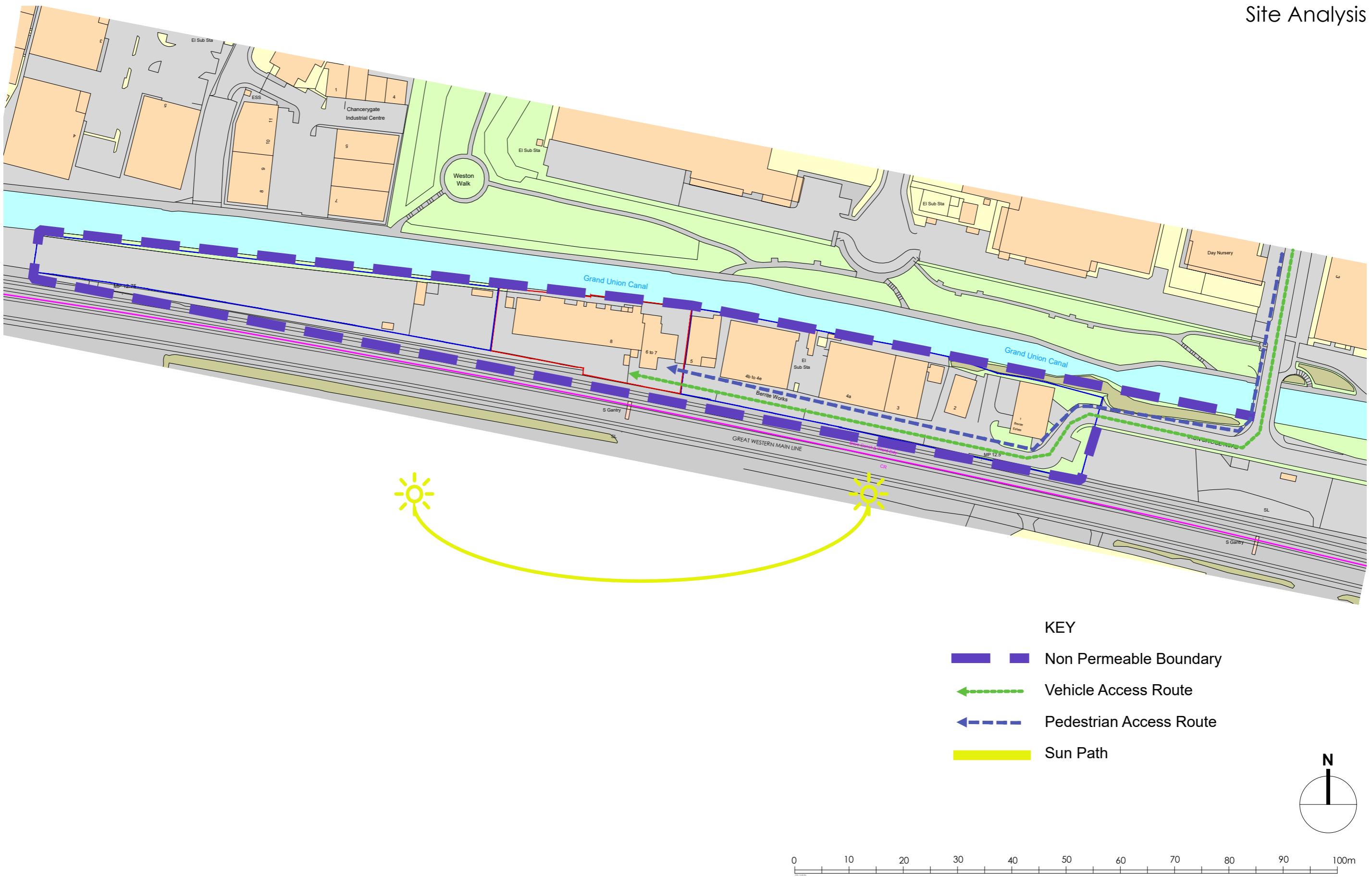
Unit 8 interior



Unit 5,6 and 7 Berrite Estate

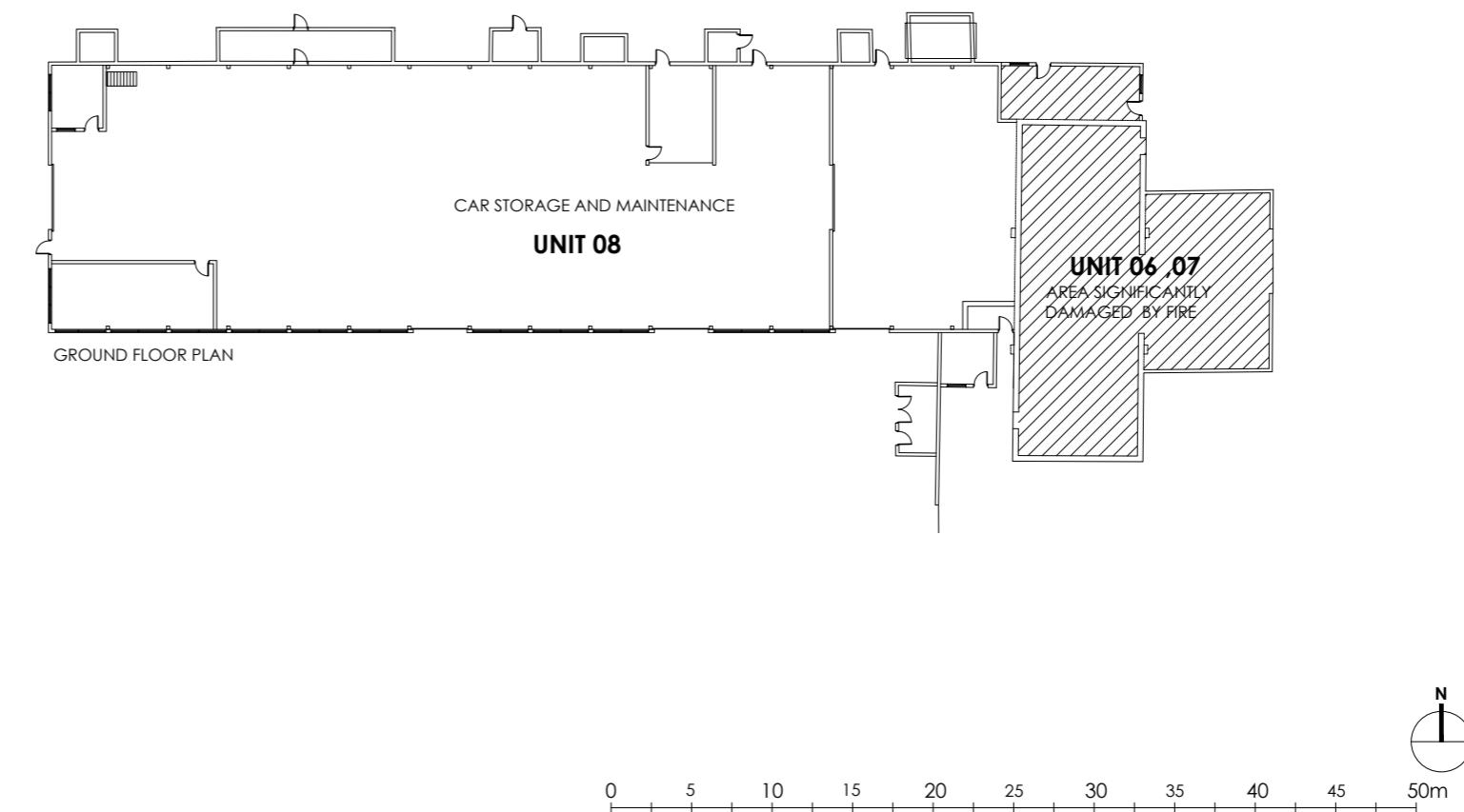
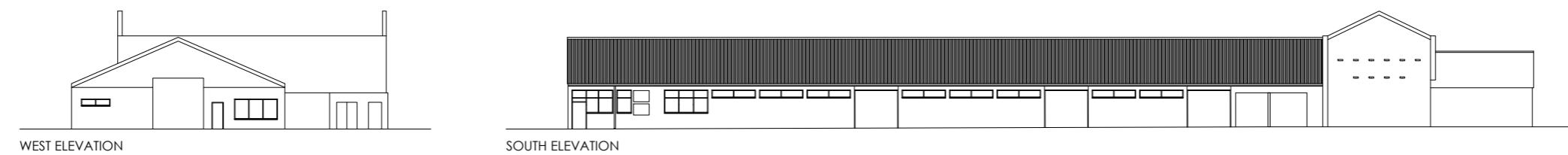
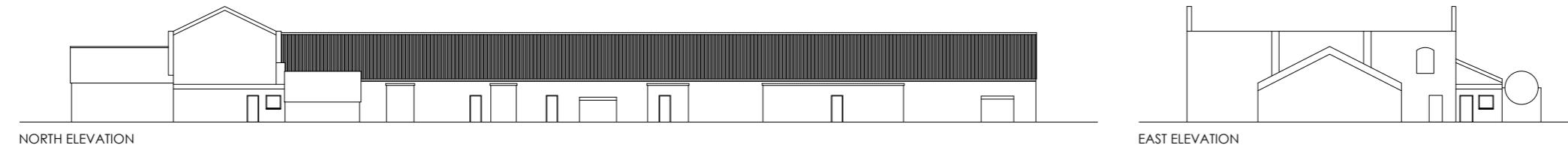
# PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE SITE LOCATION AND CONTEXT

## Site Analysis



PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE  
SITE LOCATION AND CONTEXT

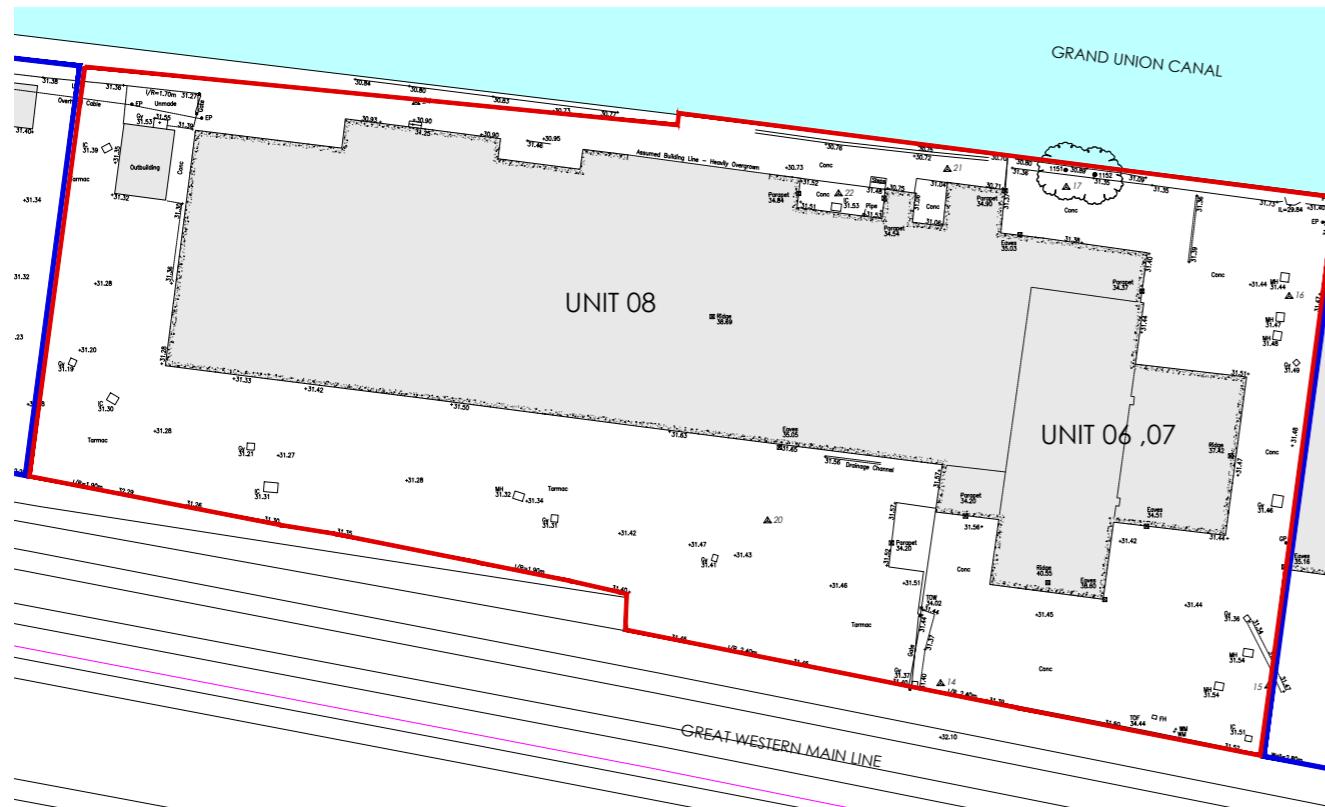
Existing Plans and Elevations



# PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE DESIGN



Proposed Layout



Existing Layout

## Use

The proposals will be the same use as the buildings being removed which is consistent with the Berrite Estate as a whole.

## Amount

The proposal cover a similar area as the exiting buildings on site but broken up by 8 metre wide yard spaces.

### EXISTING GROSS EXTERNAL AREA

Including fire damaged building - 1388 m<sup>2</sup>

### PROPOSED GROSS EXTERNAL AREA

UNIT 06 - 459 m<sup>2</sup>

UNIT 07 - 451 m<sup>2</sup>

UNIT 08 - 457 m<sup>2</sup>

Total proposed gross external area - 1,367 m<sup>2</sup>

## PARKING

The proposals will provide 19 car parking spaces total.

- 3 Space to an accessible standard for blue and brown bag holders.
- 1 Electric car charging space
- 1 Passive car charging bay for upgrade ro a chargeiing bay if required.
- 14 Standard car parking bays.
- 6 Cycle parking sheffield type stands
- 1 Motorcycle parking bay

## Layout

The layout of the proposal directly responds to the constraints and opportunities inherent in the site's context. The exiting site is made up of two light industrial building one of which has been damage by fire the other is an asbestos clad portal frame building.

The proposal comprised the demolition of the two existing (indicated as units 6, 7 and 8) buildings and there replacement with 3 modern light industrial building separated by two yards. These new building are proposed to be shell only with limited internal fit-out of accessible toilets and small welfare areas. All three units are accessed from the southern elevation from the main estate road with side access doors to the yard spaces. Unit 8 is proposed to have an office and to provide access to the west yard area though a large access door in the west elevation as per the existing building.

# PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE DESIGN

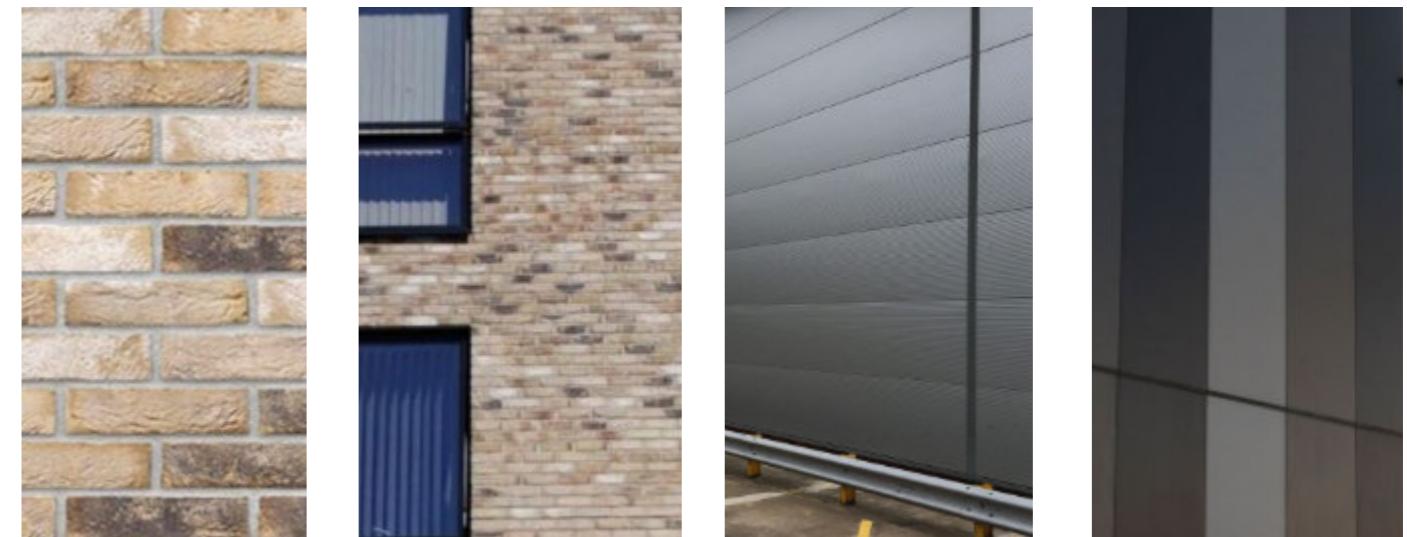


Aerial view from north east.

## Appearance

The proposed light industrial building's design is largely dictated by the necessary functions they are designed to achieve; clear heights, clear spans, efficiency, and easy loading. This building typology requires robustness, flexibility. The concept is to keep the building simple and clean, with uncluttered elevations giving it a modern and high tech appearance with use of colour to provide emphasis and structure.

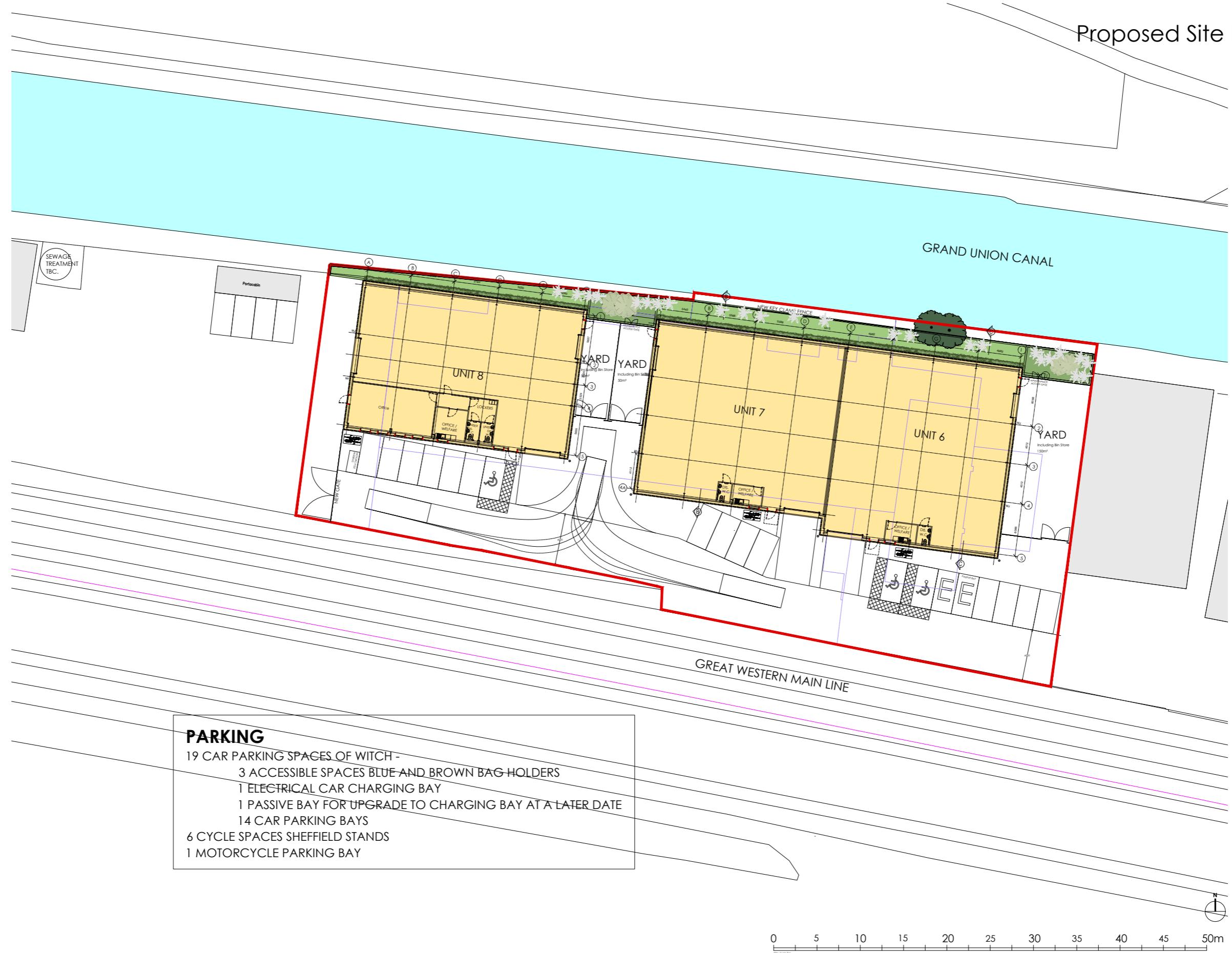
For robustness a clear brick plinth (similar to other buildings on the estate) is proposed made of London stock colour brick to create a human scale base to the design. Above the plinth the main elevation is proposed to be made up of light grey panels broken up by a regular dark grey vertical strip of panel. The fascia and roof in dark grey will cap off the planned hierarchy of the elevations with a clear top, middle and bottom.



View from north east.

PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE  
DESIGN

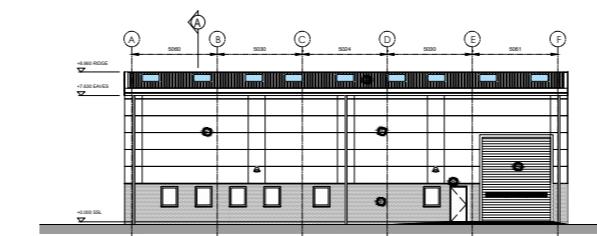
Proposed Site Layout Plan



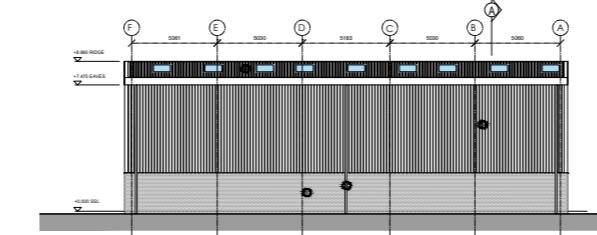
**PARKING**

- 19 CAR PARKING SPACES OF WHICH -
- 3 ACCESSIBLE SPACES BLUE AND BROWN BAG HOLDERS
- 1 ELECTRICAL CAR CHARGING BAY
- 1 PASSIVE BAY FOR UPGRADE TO CHARGING BAY AT A LATER DATE
- 14 CAR PARKING BAYS
- 6 CYCLE SPACES SHEFFIELD STANDS
- 1 MOTORCYCLE PARKING BAY

# PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE DESIGN



PROPOSED EAST ELEVATION (SCALE 1:200)



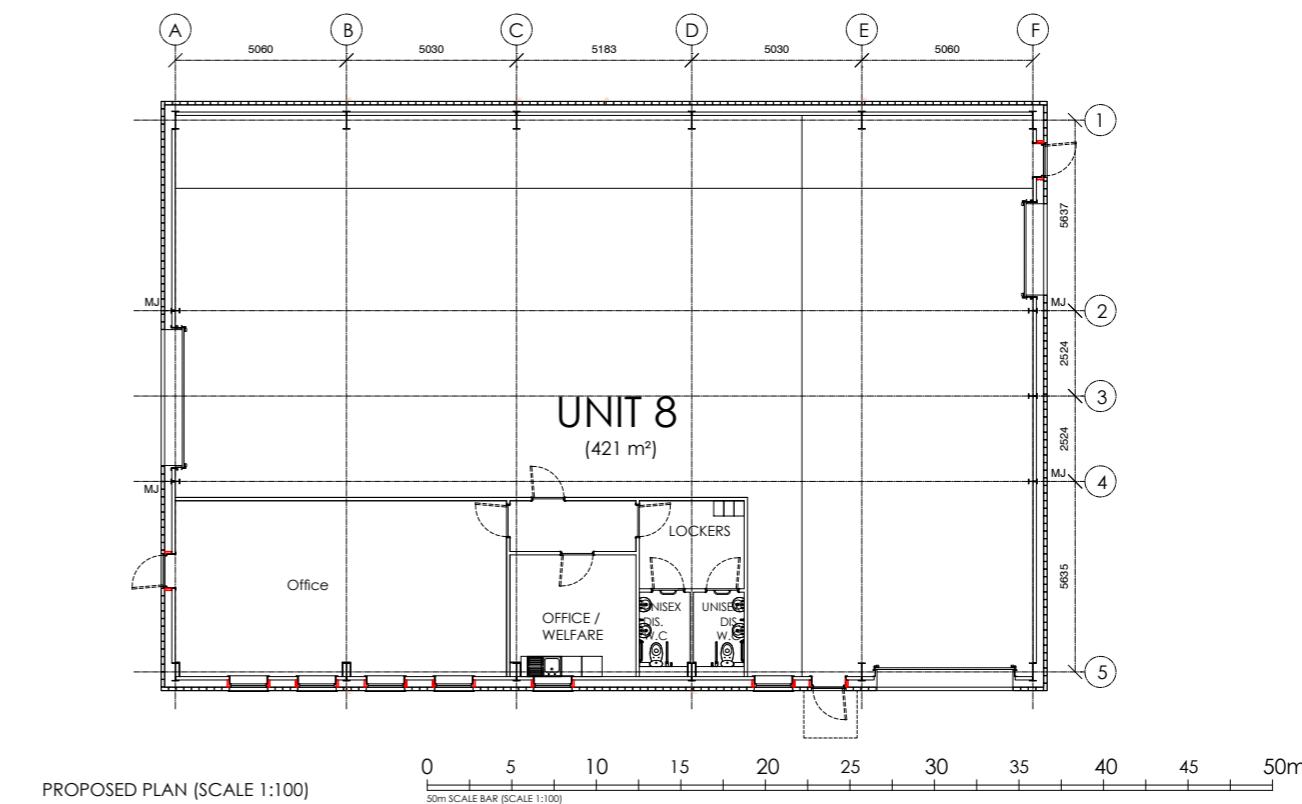
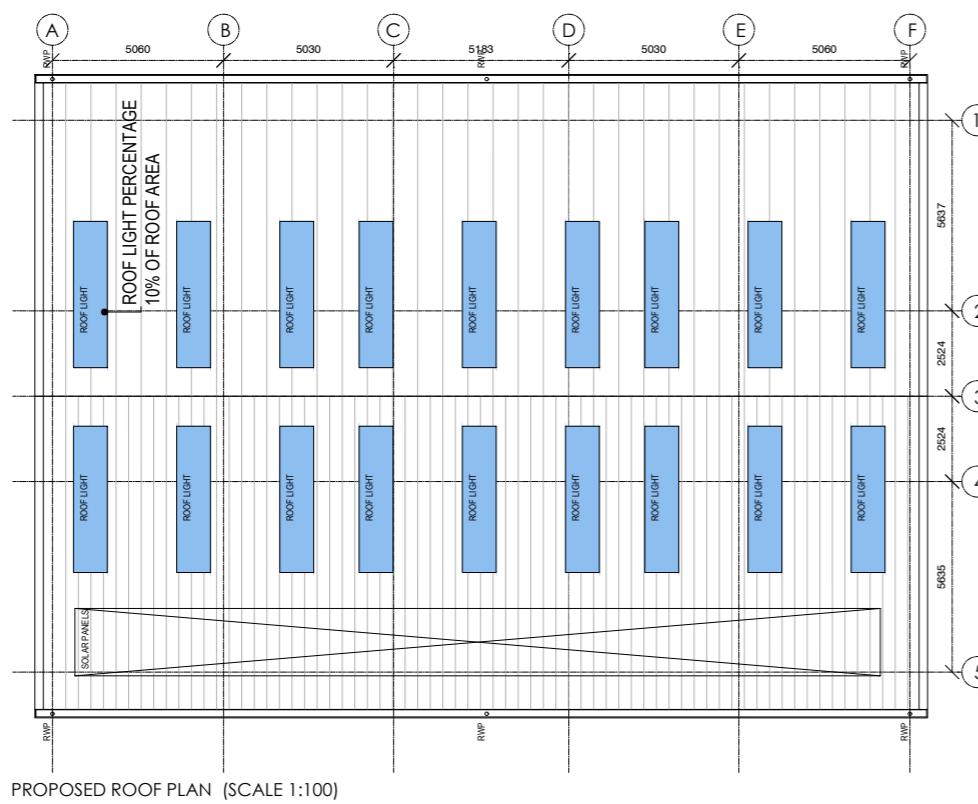
PROPOSED WEST ELEVATION (SCALE 1:200)



## Proposed Unit 9 - Plans and Elevations

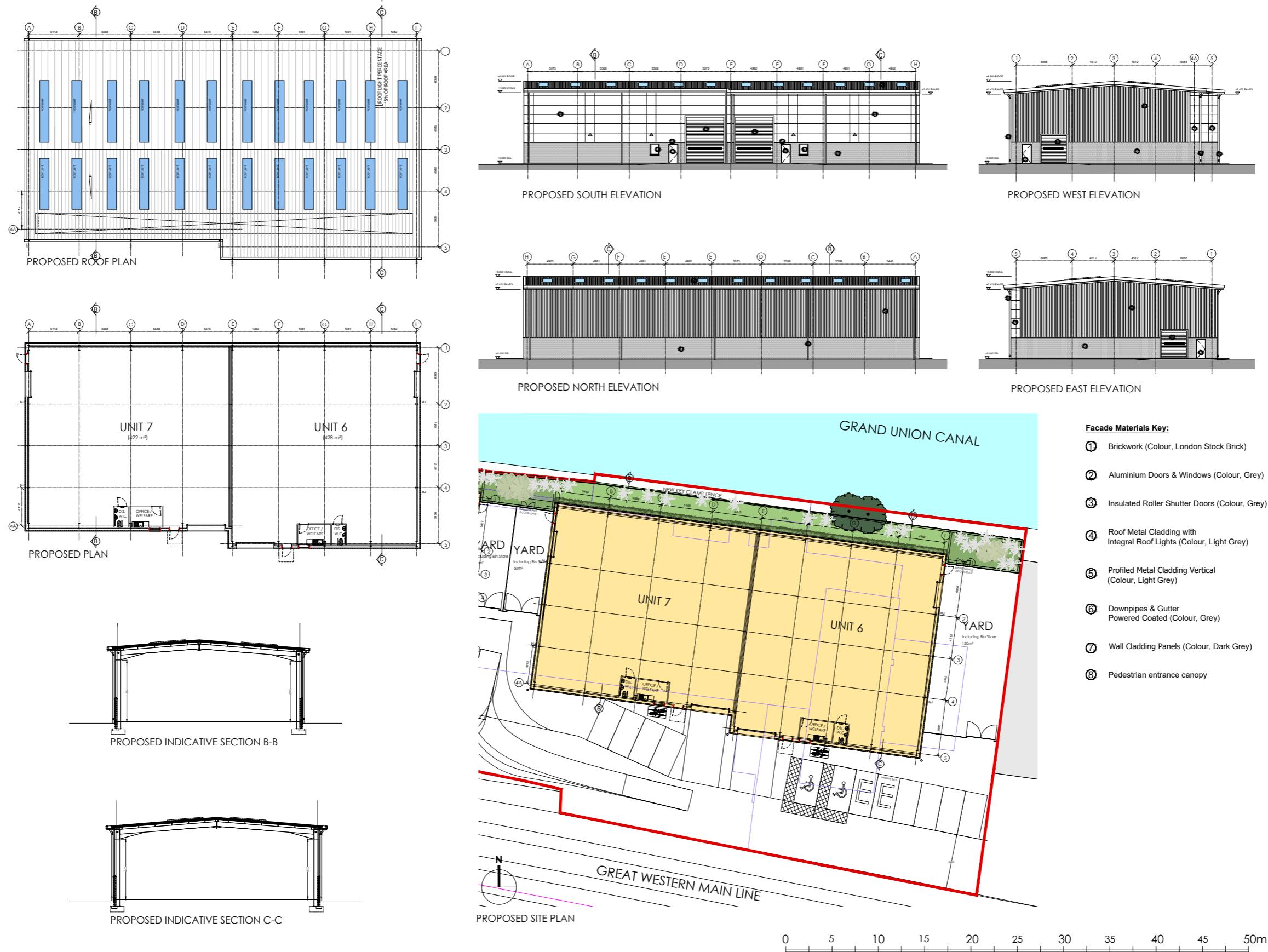
**Facade Materials Key:**

- ① Brickwork (Colour, London Stock Brick)
- ② Aluminium Doors & Windows (Colour, Grey)
- ③ Insulated Roller Shutter Doors (Colour, Grey)
- ④ Roof Metal Cladding with Integral Roof Lights (Colour, Light Grey)
- ⑤ Profiled Metal Cladding Vertical (Colour, Light Grey)
- ⑥ Downpipes & Gutter Powdered Coated (Colour, Grey)
- ⑦ Wall Cladding Panels (Colour, Dark Grey)
- ⑧ Pedestrian entrance canopy



# PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE DESIGN

Proposed Unit 6 and 7 - Plans and Elevations



PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE  
DESIGN

Sketch View 01



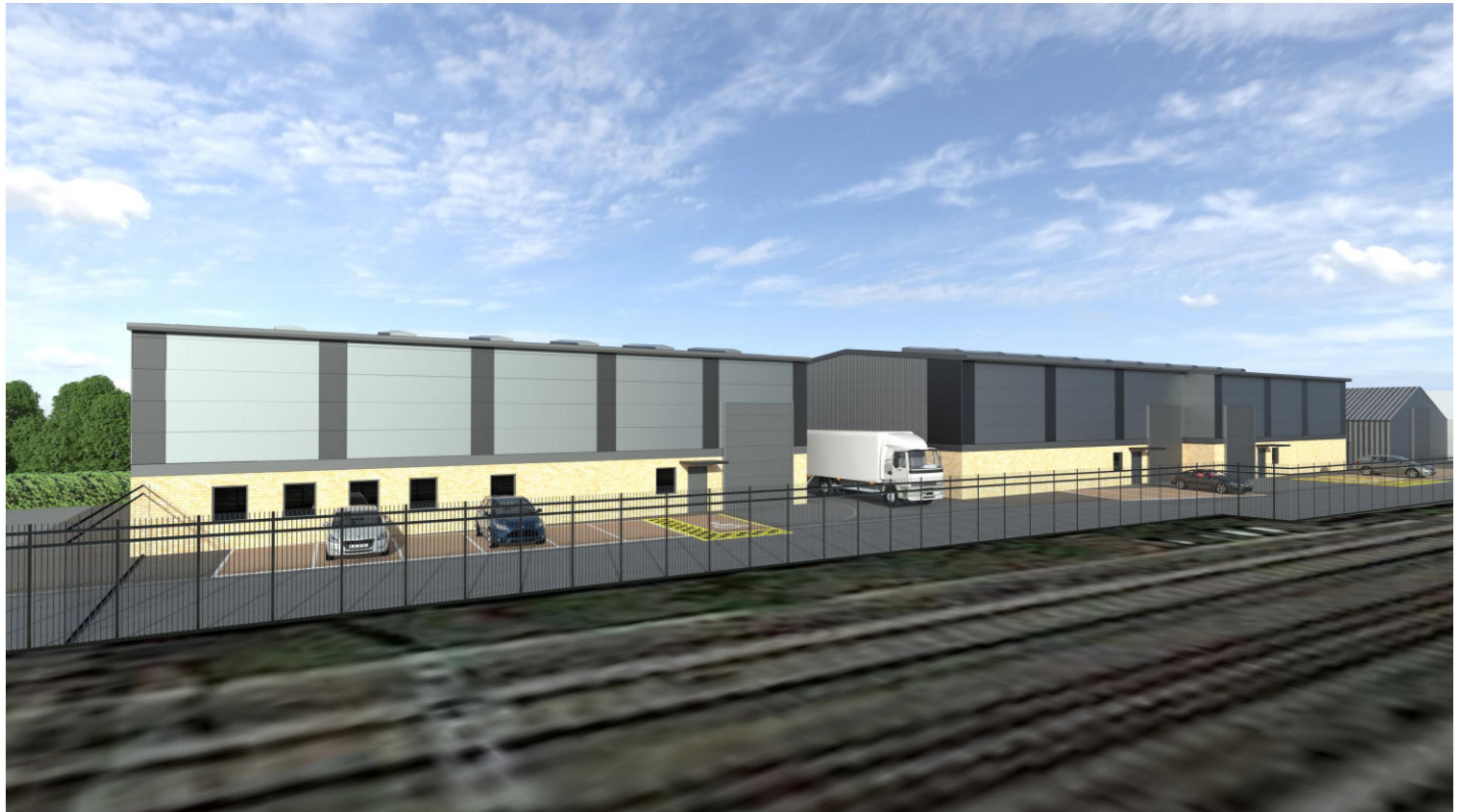
PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE  
DESIGN

Sketch View 02



PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE  
DESIGN

Sketch View 03



# PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE DESIGN



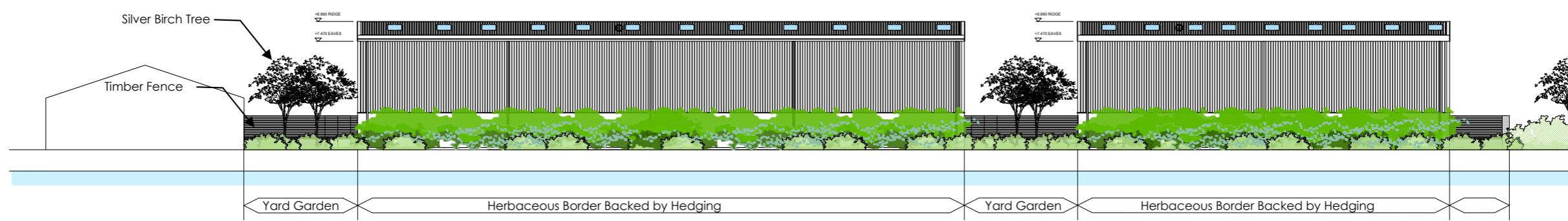
Existing view of rear of site

## Proposed Landscaping

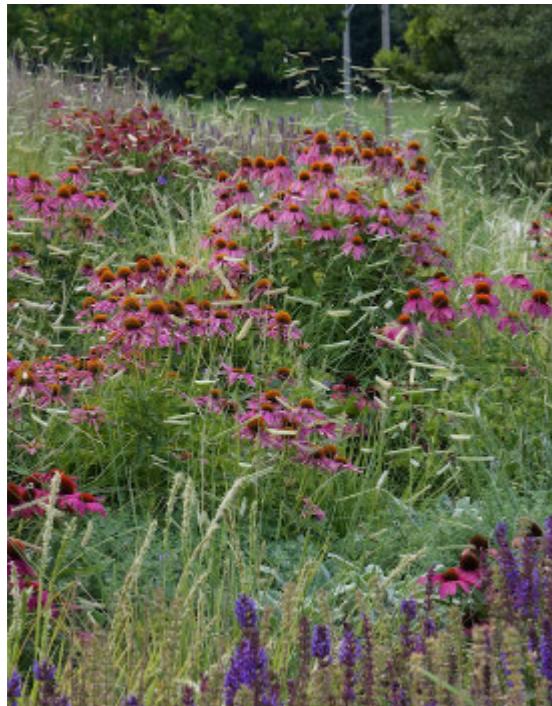
The site has key interconnection with the industrial past with its boundary shared with the Grand Union Canal and the Great Western Main Line. The interconnection to the railway is controlled and nothing can impact on the boundary for safety reasons as the line is in continuous use. The Grand Union Canal is no longer an industrial highway and has transitioned to predominantly providing a green corridor for pleasure craft on the water and walkers, runners, and cyclists along the tow path on the northern bank. Our site is on the southern bank of the canal with no tow path. Currently the land between our site and the canal is made up of non-functional machinery, tanks, Buddleia, and the concrete block canal bank itself.

Both green roof and green walls approaches have been considered for the development, but they would require regular access for maintenance. Given the site's proximity to the overhead powered railway and the bank of the canal which is partially outside our control it was felt health and safety would be better managed with the provision of landscaped area at ground level away from the boundary to the rail line and along the canal.

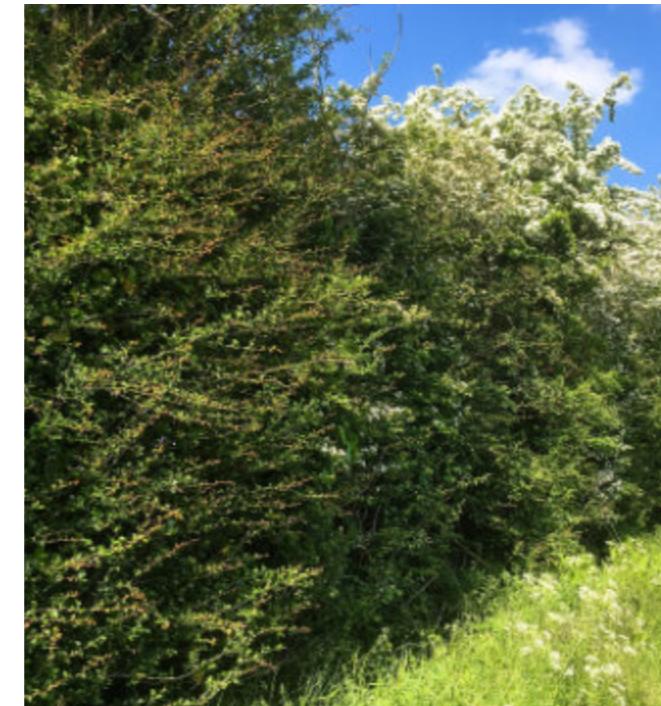
The created (approximately 215 metre squared) planted zone between the proposed new buildings and the Grand Union Canal will be made up of deeper planting zones coinciding with the new service yards and a herbaceous border with hedging and small shrubs along the rear of the new buildings. These areas will be planted with small shrubs, grasses, and flowering perennials with a limited maintenance access only to create a green edge to the canal. This will increase biodiversity and soften the new development into the edge of the canal in contrast to the existing concrete edge. A fall protection system will be provided along the edge of the canal to allow seasonal access to the planted area which will be set aside for biodiversity and nature conservation.



New rear elevation Panting



Grasses



Hedgeing



Silver Birch Trees



Herbaceous border of small shrubs, grasses and flowering perennials

# PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE DESIGN

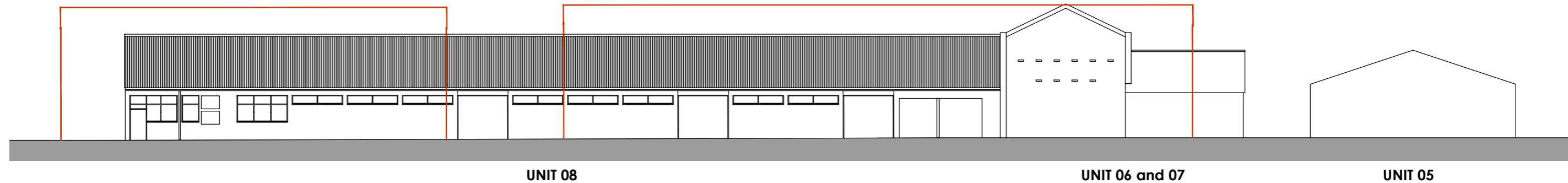
Existing building heights on the Berriite Estate.

- Unit 1 - Two storey unit approximately 10.68 metres high.
- Unit 2 - Single story pitched roof approximately 7.74 metres high.
- Unit 3 - Single storey warehouse pitched roof approximately 6.06 metres high.
- Unit 4a - Single storey warehouse pitched roof approximately 6.29 metres high.
- Unit 4b to e - Single storey warehouse pitched roof approximately 6.48 metres high.
- Unit 5 - Single storey warehouse pitched roof approximately 6.38 metres high.
- Unit 6 and 7 - Single storey warehouse pitched roof approximately 9.1 metres high.
- Unit 8 - Single storey warehouse pitched roof approximately 7.06 metres high.

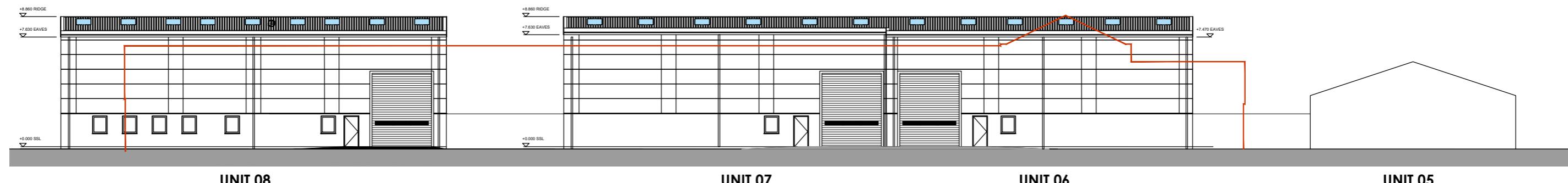
## Scale

The proposed buildings are design to be similar in height to the existing buildings to be demolished and on the wider Berriite Estate. The proposed building are broken into two buildings subdivided by 8 metre yards. This separating them from each other and neighbouring existing Unit 5.

The proposed building will be 8.86 m at the ridge from finished floor level.



Existing building elevation overlaid with outline of new proposed buildings.



Proposed Building elevation overlaid with outline of new existing buildings.

# COMMUNITY SAFETY

The site is located within an existing secure industrial estate with no public rights of way present and secure boundaries and access.

## Natural Surveillance

The development has been designed to protect property and ensure the community's and individual's safety by allowing for natural surveillance. The nature and design of the proposed development will encourage more active use and combined with active frontages on all sides ensure that all area is overlooked.

## Safety of Access to the Site

Access points to the buildings are distinct with canopies to provide weather protection. Footpaths will be integrated within the hard landscape and provide directional links from the access road to the entrance doors of each unit. The site layout ensures that access to the proposed new units on foot will be via the existing estate road. Significantly, the Site is not approached by any back routes and has clear and defined access routes. This makes control for the operators much simpler and prevents uncontrolled short cutting.

## Lighting

The external lighting is proposed to be mounted to the external walls of the proposed units and will be designed in accordance with CIBSE Lighting Guide LG6 and provided using Dark Sky floodlights. All luminaires will be selected to provide low light pollution. All lighting circuits will be concealed below ground with duct crossings to roadways. Generally, the lighting will be controlled via photo cells with a master override.

## Crime Prevention: Reducing Antisocial Behaviour

The proposal retains the open nature of the existing industrial estate with 24 hr camera surveillance, secure boundaries. The associated lighting will provide better night time security.

## Enclosure

The new yards between the new units will be enclosed by a 2.4 metre high welded mesh fence (manufactured and installed to BS1722 part 10) with gates commensurate to the level of the fence. This will ensure there are limited opportunities for intruders to enter other than through the highly visible access points.

# PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE ENVIRONMENT AND SUSTAINABILITY

Sustainable development is central to the aims of the UK Government and as such is embedded within planning legislation and policy documents. This section of the design and access statement provides details and explanation of how the proposed development has sought to deliver, and will seek to deliver in future detail design stages, these standards by incorporating sustainable design solutions.

## Materials

The proposed new industrial units are detailed in such a way as to maximise flexibility. Materials will be responsibly sourced, ensuring that the products incorporated are manufactured with minimal embodied carbon. The construction materials chosen also optimises the buildings recyclability potential at the end of 'life'. All material will be specified in accordance with Building Regulations and the latest guidance.

## Water and Drainage

The development is designed in such a way as to minimise water use during the construction process. It is also proposed to incorporate good practice specification, reducing potable water usage during the day to day occupation. The submission includes a drainage design to replace and upgrade existing drainage infrastructure on site.

## Energy

Given the minimal requirements of each unit they will be serviced by ceiling mounted electrically powered inferred heating panel heating the occupant rather than the building. Hot water will be provided by high efficiency electric water heater in welfare and toilet areas.

Photo-voltaic panels are proposed on all proposed units offsetting there energy usage.

Alternative energy sources have been reviewed, such as air source heat pumps, ground source heat pumps and solar thermal hot water provision but all discounted as not being viable for this scale of unit. Air source and ground source heat pumps could be fitted by a future tenant if there use case requires it but currently these buildings are not proposed to be kept at temperature given there industrial use case. The low hot water demand for this type of facility also discounts the viability of solar hot water provision.

The building will be lit utilising LED light fittings throughout incorporating daylight dimming facility. All external lighting will be by LED fittings with limited upward light and low levels of light pollution to surrounding properties.

The provision of a wind turbine has been investigated although discounted at this stage due to potential planning issues, cost and maintenance space requirements and site location.

An energy statement accompanies the planning application.

## Ecology

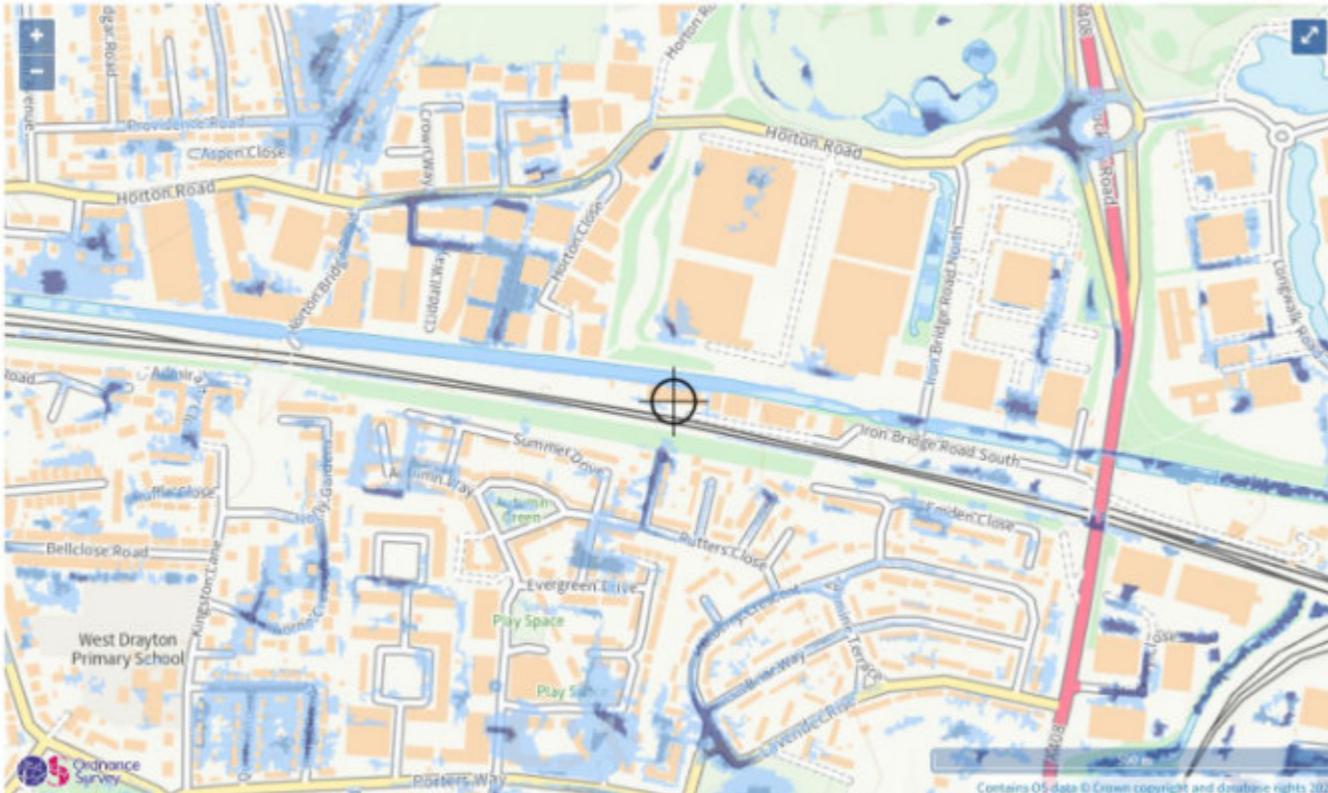
Ecological surveys have been completed of the site and its surrounds and existing biological data has been collected and assessed. The site is predominantly concrete hard standing with a green strip along the edge of the canal. The development will not result in significant loss of biodiversity and the provision of an enlarged landscape strip along the canal edge aims to increase the biodiversity of the site.

## Waste Management

Waste, including recyclables will be stored within the bin areas located within the provided secure yards to each unit. All waste will be segregated for collection by refuse/recycling lorries. Safe access routes are provided and turning area to access the bin stores.

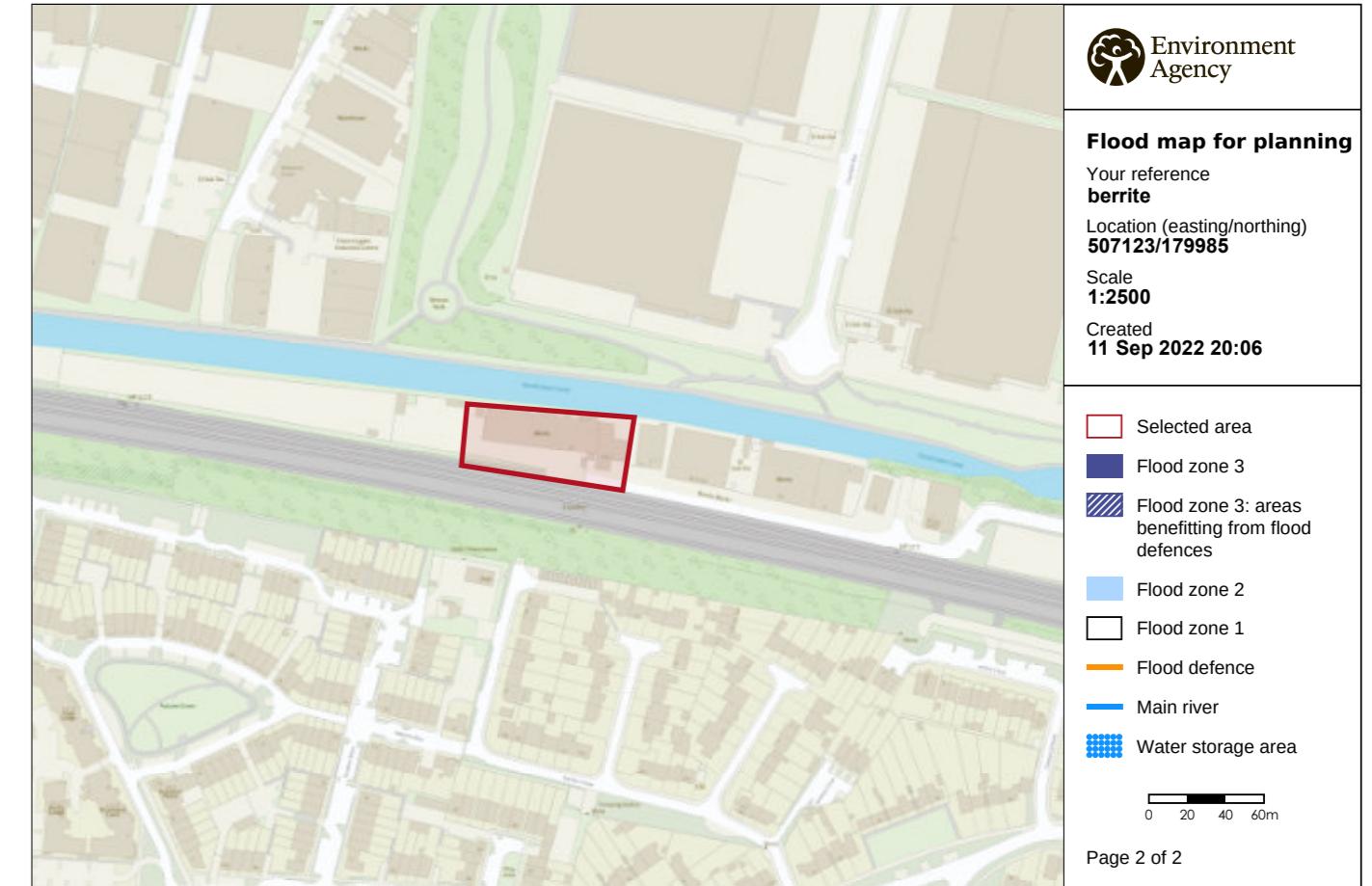
# PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE FLOOD

The Environment Agency flood risk summary for the area as indicated on the below map indicates the site as Zone 1 an area with a low probability of flooding. The Environment Agency surface water map to the left indicates low to very low probability of surface water flooding.



Extent of flooding from surface water

● High   ● Medium   ● Low   ○ Very low   ○ Location you selected



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## Flood map for planning

Your reference  
**berrite**   Location (easting/northing)  
**507123/179985**   Created  
**11 Sep 2022 20:06**

Your selected location is in flood zone 1, an area with a low probability of flooding.

# PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE ACCESS

Changes in the approach to the design of buildings to be 'inclusive' have developed over many years, culminating in the Equality Act 2010. Additionally significant changes were made to Part M of the Building Regulations in May 2004 to ensure that work carried out provided for inclusive design. The principle of a Design Access Statement is to complement a building design proposal to highlight the design philosophy, the building usage, and how the concept of inclusive design is to be accomplished. This statement is intended to demonstrate commitment to provide a development that follows the guidance on accessibility.

## Overview

The work relates to the proposed construction of three new light industrial buildings. These building are proposed to provide basic but compliant accommodation for users compliant with Approved Document Part M based on a generic use case. If a new tenant exceeds the generic use case changes to the building will fall to them to provide full compliance.

## Site Access

The site is designed to provide an equal and inclusive access to all users regardless of disability, age, or group. Level pedestrian access is proposed to all new units including accessible parking for blue and brown bag holders in close proximity to all new building entrances. Provision has been made for emergency exits in accordance with regulations.

The approach to /exit from all doors is using the 'level approach' regime. Access approach routes will be no greater than 1:60 with at least a clear level approach to the entrance door via paved surfaces.

Access for cars and operating vehicles is via the existing access road. Refer to the proposed site layout plan within the Planning Application.

## Vehicle Access and Car Parking

Access to the site for vehicles is proposed from Iron Bridge Road South and the existing internal roads of the Berrite Estate. In addition, the new development works include a turning head to facilitate turn of large vehicles at this end of the Berrite Estate. Turning for HGV or car transporters is provided within the western most yard.

The proposed site layout includes for parking of 19 car parking spaces including 3 accessible spaces provided in close proximity to the principal pedestrian entrance to each unit. Provision for parking of 1 Motorcycles and 6 bicycles are also allowed for.

## Main Entrances

The main entrance is designed to provide a level threshold and minimum 1000mm clear door width with canopy to provide weather protection. Circulation in front of this is achieved via paved surfaces.

## Circulation within the buildings

This will comply with Approved Document Part M. A minimum 1200 mm clear width is provided where wheelchair access is required as a primary route – as far as is practicable. Internal doors are provided with 1010 mm structural opening door sets.

## Sanitary Accommodation

All W.C are to an accessible standard compliant with Approved Document Part M.

## Colour contrast – Finishes

The intention is to provide all finishes, fixtures and fittings (where practically possible) to achieve the 30 point Light Reflective colour contrast as defined by Approved Document Part M.

## Switches/ Outlets/ Controls

Key controls and switches will be designed and located in accordance with both Approved Document Part M.

## Access to Public Transport

A bus stops are situated 650 metres to the northeast of the site on Horton Road. The bust stops service both direction and are called Iron Bridge Road (Stop K) and Iron Bridge Road (Stop A). Iron Bridge Road (Stop A) and Bridge Road (Stop K) provides access to busses 350, A10 and U5. These busses give access to Heathrow Airport and Uxbridge at regular intervals.

For full details please refer to the 'Transport Statement' in the supporting documentation.

## Servicing

The new buildings will be serviced from the exiting Berrite Estate internal roads which are maintained to give access to neighbouring sites and external road network.

# PROPOSED NEW INDUSTRIAL UNITS BERRITE ESTATE SUMMARY

The full planning application drawings and reports provide a comprehensive approach to the development of the proposed industrial buildings. The proposal offers a deliverable and high-quality development within a sustainable location, with uses which are well associated in the locality and the existing Berrite Estate industrial park. The design ensures an efficient and effective use of this industrial employment site.

The extent of the planning benefits that can be summarised as:

- Develop an existing site which is not being intensively used.
- Support the expansion of an existing local employment centre.
- Provide for new light industrial space and new employment opportunities.
- Provide purpose built, high quality modern industrial buildings to meet the current and future needs of the area.
- Provide a 215 square metre area for nature conservation not currently provided within the existing site.



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