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DESIGN & ACCESS STATEMENT
REV_C

Units 1-6, Addison Road Industrial Estate,
702b Field End Road,
South Ruislip HA40BP

Contents

1. Introduction

1.1 Site Location

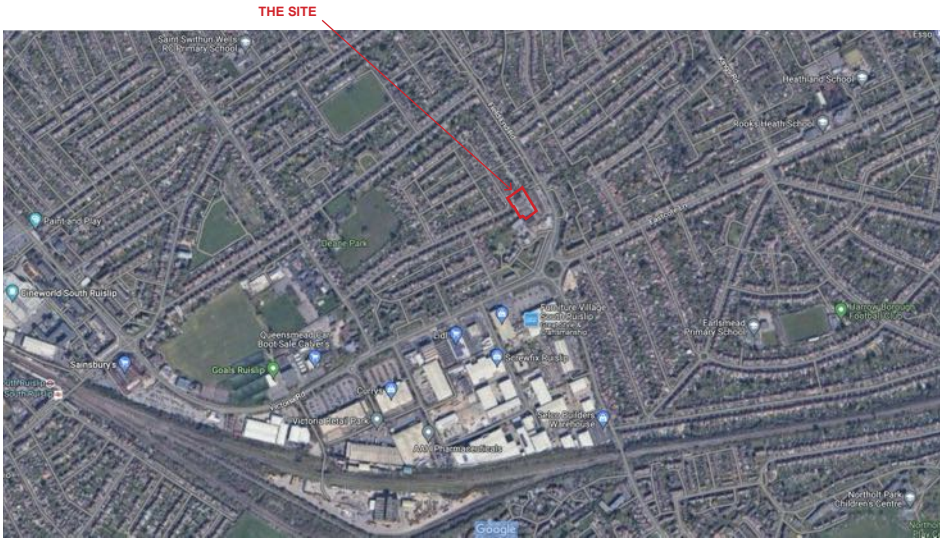
The application site is located on the west side of Field End Rad, Ruislip, at the rear of 702 to 724 Field End Road (a three storey mixed-use building with retail uses at ground floor and residential units above), approximately 100m north of the junction with Victoria Road and Eastcote Lane.

The local areas to the North, East and West of the site are low density residential areas dating from 1930s, with semi-detached two and three storey properties and short runs of terraces, all with rear gardens.

Directly to the south of the site is a large industrial park serving the surrounding residential areas with large commercial outlets such as Halfords, Wickes, TK Maxx and supermarkets, as well as commercial storage and distribution depos. The overground railway line between Northolt Park and Ruislip Gardens creates the southern boundary to this industrial park.

The road transport network throughout this predominantly residential suburban area comprises a network of crossing arterial roads linking south to the A40, serving central London. Field End Road is one of these main artery roads running north to south.

Fig 1.1 satellite photo of site location with the site outlined in red.



1.2 Land Use

The site is considered to be non-designated industrial land.
The site has been in industrial use for some years and the existing uses on the site consist of three units in use as storage/distribution (B8), two amalgamated units in use as a car wash (SG) and one unit in use as a car dealership (SG).

The surrounding land use is majority residential suburban areas, with the large commercial / light industrial site directly south of Victoria Road / Eastcote Lane.

1.3 Local Area

The local area is very much defined by the 1930s suburban housing developments in Ruislip and surrounding areas. These form the north west suburbs of London. Interspersed are many schools, green spaces in the form of local parks and playfields.

The shops and petrol station lining Field End Road (behind which the site is located) form the 'high-street' for the local residential streets. The site therefore forms part of this small 'pocket' of commercial / industrial units within a predominantly residential area.

Fig 1.2 satellite photo of site location with the site outlined in red showing the site and locality

The residential properties directly west of the site, on Jubilee Drive and Royal Crescent, form a large square crescent layout with access roads in and out.

Site Access

The site is accessed at three points: two from Field End Road, either end of the frontage of terraced shops. The third is from the rear / west, directly off the corner junction between Jubilee Drive and Royal Crescent. These are residential streets and therefore vehicular access to the site is restricted from these roads.

Fig 1.3 Access Road to Site off Field End Road North entrance and South exit / petrol station

Fig 1.4 Access Road to Site coming from Jubilee Drive, showing existing trees along boundary

1.4 Local Character

The local residential areas surrounding the site are, as mentioned, 1930s housing in both semi-detached and short terrace styles all with rear gardens along quiet residential streets, served by main arterial roads. The master planning of these residential London suburbs extend throughout the local area of Ruislip, with distinct residential street layouts of rectilinear and gently curving crescents. The local character has been heavily defined by these broad scale suburban housing developments.

The residential developments use traditional building materials (brick and render) and are an easily readable plan form and internal use. Each of the houses are easily identifiable mixed typology of semi-detached housing with short runs of terrace housing.

Fig 1.5 Typical semi-detached house styles along Jubilee Drive

Fig 1.6 Short runs of terrace housing along Royal Crescent

2. Site Design + Proposals

2.1 Proposal

The proposal is for demolition of the existing industrial units and re-development of the site to provide a 3 storey residential block of 9 flats providing 458sqm (GIA), as well as a separate commercial building providing 1,677sqm (GIA) of B8 Self-Storage.
The new flats will consist 1, 2 and 3 bedroom flats (3 x 3 bed flats, 2 x 2 bed flats, 4 x 1 bed flats), set within landscaped grounds. All with associated car parking, cycle storage and refuse collection facilities.

2.2 Pre-application Feedback

Pre-application feedback was given to an initial larger mixed-use scheme submitted last year. This feedback has been followed closely in arriving at the current proposal.

The pre-application response consisted of the following key points:

- Retention of existing industrial use on the site.
- Advice on providing *'opportunities to deliver co-location involving a mix of industrial and residential and/or other uses on the same site.'*
- The housing mix needs to focus more on larger 3 bedroom units for families given the suburban location *('at least 25% of the units being family units')*

- Materiality needs to be more in keeping with the houses along the adjoining residential streets, most notably the use of brick rather than a mix of modern materials such as render and metal cladding.
- Bulk, scale and appearance needs to be more in keeping
- Landscape design needs to incorporate a tree survey (included as part of this application) plus retention of the high-quality tree on Royal Crescent / Jubilee Drive
- Better landscape design within the scheme (see landscape design submission)
- A Transport Assessment needs to be carried out to address the site's 'very poor' accessibility rating (included as part of this application) as well as providing safe pedestrian access across the site, separate from vehicle access.

The present scheme is in response to the above advice, reducing the residential accommodation, retaining some of the existing commercial use, and in doing so creating smaller more defined blocks on the site in keeping with the surrounding building vernacular.

2.3. Layout (+ Transport)

The site is currently fairly un-neighbourly in terms of the close proximity to end of terrace houses on Jubilee Drive and Royal Crescent. This proposal seeks to improve this.

All flats have been designed with the primary outlook either west onto Royal Crescent / Jubilee Drive or east onto the laneway, avoiding any direct overlooking issues with no.181 Royal Crescent; all windows in this north west elevation are small high-level windows with obscured glazing. This west / east outlook and access through the site maintains the same outlook and access directions as the houses along Royal Crescent. The residential block has also been set back from this north boundary.

The commercial building has been moved away from this 'residential' corner of the site, creating a clear and distinct division between the uses on this dual-use site, with no overlooking between the two buildings. Any windows to the south east elevation of the residential block are small high-level windows with obscured glazing.

The commercial block has also been set back from the south west boundary with 128 Jubilee Drive; instead, it sits in closer proximity to the neighbouring commercial buildings of the petrol station to the south east.

All overlooking issues have therefore been mitigated.

Fig 2.1 – Site plan showing location of residential and commercial blocks within the site, plus new pedestrian / cycle route access through the site

Transport

The site has a Public Transport Accessibility Level (PTAL) of 1b (very poor).

The transport issues highlighted in the pre-application advice have been addressed as follows:

- Pedestrian access – clearly designated and separate from the vehicle access, a secure pedestrian route for residents across the site west to east with gates onto Jubilee Drive and Field End Road at either end *(See fig.2.1 above showing this route).*
- Dual use of the site with clear vehicle access for both commercial and residential transport in a one-way system, and clearly designated and required parking allocations for each block. Plus the commercial self-storage facility will be fairly quiet in terms of access with infrequent visits.

(Refer to Transport Assessment which accompanies this application for further details).

2.4. Scale and Unit Types

The development proposes a range of unit sizes, as shown in the below accommodation schedule, from smaller 1 bed units to larger 3 bed units, with the aim of creating a balance of community within the development.

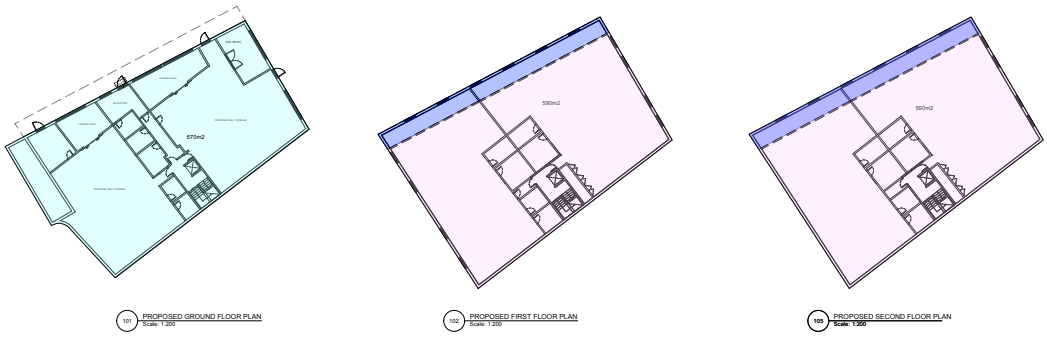
Please note the total amount of proposed commercial space in this development is the same as is currently on the site.

Fig.2.2 – Accommodation Schedule for both residential and commercial blocks

FLOOR	UNIT QUANTITY (on these levels)	UNIT CODE	No of Beds	No. of People	INTERIOR GIA (sqm)	BALCONY/ TERRACE (sqm)	
Ground	1	G.01	3	5	113	30.5	
	2	G.02	3	5	113	28.5	
1st	3	F.01	1	2	51	5	
	4	F.02	2	3	67	6	
	5	F.03	1	2	58	5	
	6	F.04	1	2	52	5	
2nd	7	S.01	1	2	52	5	
	8	S.02	2	3	66	6	
	9	S.03	3	5	112	10	
TOTALS	**9**			**29**	**684**	**101**	
COMMERCIAL							
Ground					570		
1st					590		
2nd					590		
TOTALS					**1750**		

Fig 2.3 – Residential block plans

Fig 2.4 – Commercial block plans



The overall scale of the residential development is much reduced from that of the initial pre-application scheme, most notably the height reduction, but also the footprint. The single residential block is more in scale and in keeping with the houses on Jubilee Drive / Royal Crescent.

The footprint of the residential block sits in the gap between the end houses on Royal Crescent and Jubilee Drive, bringing an anchor point to this corner site, pinning the perpendicular house types together at this junction.

The scale of the commercial block in relation to the residential block, and in relation to the Field End Road shop buildings in-front of the site can be seen in Site Elevation 2 below. The rooflines of both the residential and commercial blocks remains lower than the surrounding buildings. The commercial block has a low pitched roof that follows a similar pitch idea to one of the building fronts along Field End Road – see image inset here:

Fig.2.5 – building elevation to Field End Road shops in-front of the site.

Fig 2.6 – Site Elevation 2 showing a distinct separation between the blocks on the site, with parking and soft landscaping acting as a buffer.

2.5. Appearance of Buildings (Elevations / Materials)

The residential proposal has been informed by the historical usage of the site. The design is intended to represent a converted factory – taking the existing brick commercial block as a starting point. The materials proposed are predominantly red stock brick with feature brick detailing and dark framed windows and doors, in an industrial style. As the flats may be mainly occupied by first time buyers and younger people and families, the aim for this scheme, is to create somewhere stylish to reside in, and for it to have more of the feel of a conversion than of a normal new build block. These undoubtedly, create better atmospheres and more interesting materiality.

The red stock brick material finish is in keeping with the surrounding housing styles of the 1930s suburban houses along Jubilee Drive / Royal Crescent as well as the terrace of shops along Field End Road.

Because the site sits behind the shop units on Field End Road, the only street 'frontage' appears on Jubilee Drive / Royal Crescent corner. This outlook has therefore been carefully considered with regards to scale, proportion and materiality to give it a residential presence onto residential roads.

Fig.2.7 – View from Jubilee Drive / Royal Crescent (showing existing trees)

Fig.2.8 – Residential block elevations

The Commercial block follows this palette of red brick to the lower 2 storeys, with the third floor in render finish, all in keeping with the house styles along the adjoining residential streets.

Fig.2.9 – Commercial block elevations

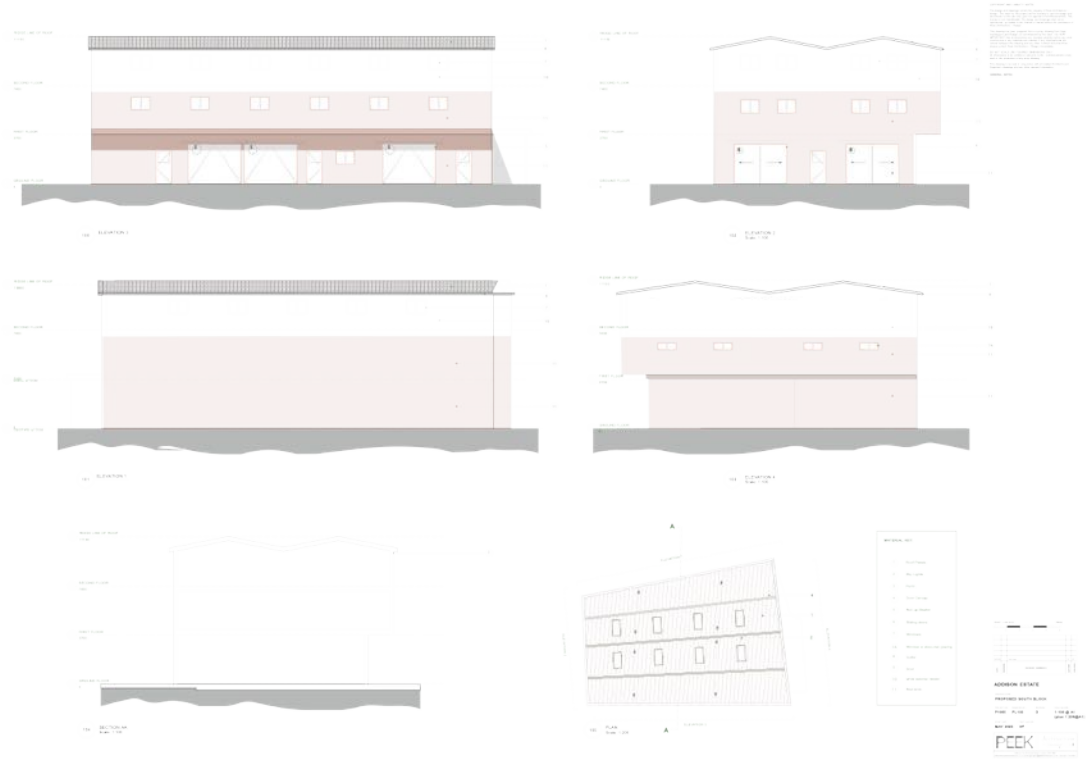


Fig.2.10 – Materials palette for residential block

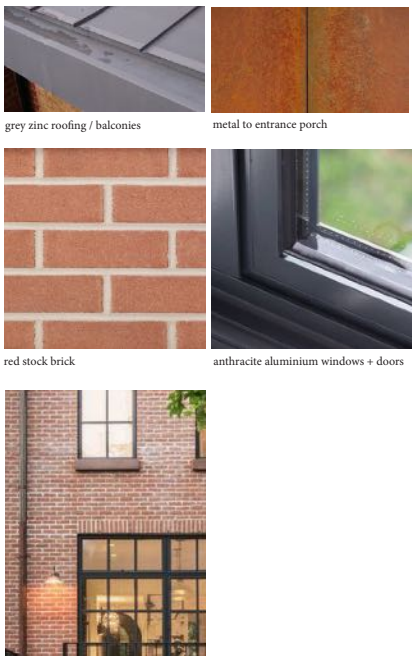
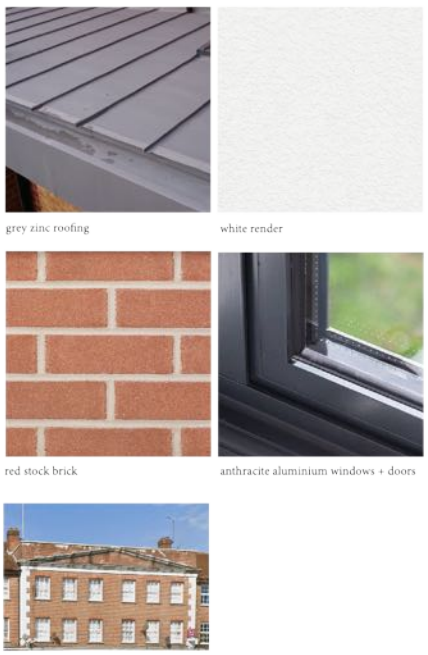


Fig.2.11 – Materials palette for commercial block



2.6. Townscape Visual Impact Assessment (TVIA)

The site is an in-fill site located behind the shop-front terraces along Field End Road, with access off Field End Road. The existing warehouse units on the site are medium to low height, sitting approx. 4m below the height of the 3-4 storey block of terraces along Field End Road, and are therefore not visible from Field End Road.
The existing warehouse units do however occupy a large footprint central to the in-fill site with no relation to the surrounding buildings, especially the residential street-lines along Royal Crescent and Jubilee Drive. The warehouse materials contribute nothing to the surrounding aesthetic; they

are low-quality commercial brick material with sheet metal roofing, a departure from the surrounding architecture. Fig 2.10 below shows the existing warehouse massing in relation to the surrounding buildings.

Fig.2.12 – Existing warehouse massing on site / relationship with surrounding buildings

The rooflines of the proposed development blocks continue to sit lower than the surrounding buildings to the east on Field End Road and south to the petrol garage – figure 2.11 below shows this in west elevation.

Fig.2.13 – West elevation showing proposed development in relation to the higher rooflines from surrounding buildings

The visual impact from the main throughfare of Field End Road is therefore negligible because the development remains lower than the shop-front terrace block and warehouse units surrounding the site to the east and south, and therefore cannot be seen.

To the west the overall scale of the proposed residential block has been designed to be more in-keeping within the Royal Crescent / Jubilee Drive streetscapes, especially when compared with the existing warehouse which had no relation to the residential streets to the west. When compared with the existing warehouse, the residential block moves slightly closer to this western boundary in order to establish a closer relationship to this streetscape. Not only does this create continuity at the corner of these end-of-terrace house runs on this corner site, but the enhanced appearance of the building and high-quality design of the new residential block and landscaping only further enhances the visual impact from this western boundary. The existing 3no. established trees bordering the site on Royal Crescent are to remain, and will continue to visually screen this corner site.

The proposal also sits more comfortably within the surrounding areas when compared with the previous pre-application scheme, with a much smaller massing to the residential block and therefore a much-reduced visual impact from the western residential streets.

2.7. Gardens and Amenity Space

Each residential unit has access to private outdoor space. A basic private garden allocation will be provided to the ground floor units comprising a paved patio area directly accessed from patio doors

and fenced with good quality close boarded fencing panels. The upper flats are provided with balcony terraces with glazed balustrades for maximum light.

The clearly defined communal garden area is located to the north end of the residential block, with access paths crossing from west to east across the site, and a number of small informal seating areas amongst the garden planting to be enjoyed by all the residents.
The garden landscaping continues to flow all around the ground floor of the residential block creating a harmonious outlook for all flats.
(Further information can be seen on the accompanying landscape plan and planting schedule).

The private garden and amenity areas propose a consistent palette of materials, railing and boundary treatments types and furniture will be promoted to create a unified garden environment across the site.

The boundary between the residential and commercial parts of the development offers an opportunity to create a green buffer zone between the parking areas, creating privacy for the residents.

A line of tree planting is also proposed to front the residential car parking, providing a secondary means of screening for the flats from the laneway.

Fig.2.14 – View of entrance and car parking to residential block with garden area to right (without tree planting to car park boundary)

Fig.2.15 – Landscape plan

Sustainable drainage

The site is located in a Critical Drainage Area.
Use of permeable paving types, gap graded sub bases and open channel surface drainage will be detailed to minimise surface discharge from the site and generally slow the passage of water from hard surfaces. The proposal will improve the permeability of the site compared with the current design.

3. Design Strategy

3.1. Refuse Disposal

Each block contains its own bin store, storing bulk bins and located at the entrance to the car parks for kerb-side collection. The waste is collected once a week, and separated out into waste, recyclables and organic waste. These are shown in more detail in the traffic consultants information, accompanying this application.
Calculations have been made on the development as a whole for the total combined waste storage requirements following The British Standard BS 5906:2005 'Waste Management in Buildings Code of Practice'.

The refuse store will be a lockable unit, timber clad for visual amenity in keeping with cycle storage. The bin stores are accessible via key controlled electronic double doors.

Fig.3.1 – Timber-clad refuse store to car park

3.2. Parking Provision

(Please see the detailed Traffic Assessment included in this application.)

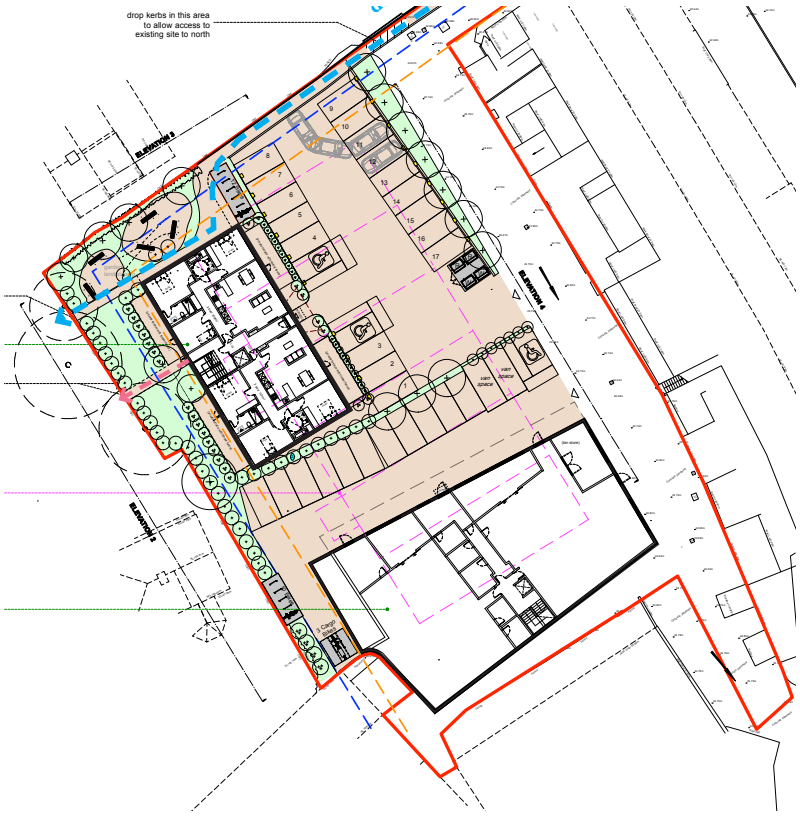
Residential Parking

Over and above policy standards the residential parking provision is as follows: 15 standard residents spaces including 2 wider blue / brown badge holder spaces, with 4 remaining spaces allocated as visitor spaces. 20% will have EV charging facilities.

Commercial Parking

Provision for 11 standard car parking spaces with 1 larger space for blue / brown badge holders and 2 larger spaces for van parking.

Fig.3.2 – Site plan showing numbered parking provision for residential block and commercial block



3.3. Cycle Provision

The Transport Assessment covers the provision for a secure cycle store for 12 bicycles on site at ground level within landscaped areas and located on the pedestrian / cycle route through the site. It is intended to provide high quality facilities for secure bike storage for all residents.

Figure 3.3 – High-quality secure bike store in timber / metal frame

3.4. Access

The development is designed and will be built out in full accordance with the Building Regulations which set out the technical standards for the quality / performance of buildings. Part M of the Building Regulations concerns 'Access' and ensures that the design of buildings does not preclude access for the disabled.

In order to comply with Part M, all buildings will incorporate related measures such as ramped / flush access with suitable handrails, guarding where appropriate, and compliant lighting design. Compliant ramps will be provided externally in addition to steps where changes in levels demand.

Parking spaces suitable for disabled users will be provided within the development and within close proximity of front doors to dwellings.

Public realm

Accessibility has been considered throughout the design process. Public realm and circulation routes of the proposed development are free from barriers and obstructions. Within the main circulation routes, gradients have been kept as shallow as possible, within the limits set by site constraints. External circulation routes will provide an even surface along their lengths.

Lighting

Internal and external lighting is an important facet of accessibility. Lighting solutions will enhance the feel and atmosphere of the development as well as being accessible. Lighting will meet acceptable lux levels and will be uniform, avoiding glare and pooling. Localised accent lighting may be used (subject to agreement with the Local Authority) to accentuate and highlight key features such as the central open space.

3.5. Sustainability

The development has considered and looked for ways to incorporate sustainable measures in its design, construction and life-time use that will reduce consumption of fuel and power, water consumption and (re)use of materials. These are further explored in separate report with this application but include the following:

- The insulation on the building will be over and above building regulations ensuring good passive retention of heat and reduction of fuel and power
- Large, double glazed windows to allow for natural light and minimised heat loss
- Efficient, computer automated building services, with electronic passive infra red controls: doors closing to retain heat; lights switching off; intelligent lifts; internal corridors for minimal heat loss
- Air source heat pump in communal plant room for efficient heating for hot water
- Restricted water flows and usage for all plumbing to conserve water use
- Drought resistant planting to reduce water use
- Prominent and promoted cycling strategy to reduce car use
- Large communal areas for recycling and organic waste, with internal space in each kitchen for this
- Minimal contemporary fit-out for each flat reducing material use and easy to adapt to future uses
- Re-usable/recylcable materials (brick, metal windows, block pavers) should building come to end of life