B. Access

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Former MSD Facility
Breakspear Road South, Ickenham

A1

Vehicular and Transport Links

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Former MSD Facility
Breakspear Road South, Ickenham

A1.01 Site Accessibility

The figure to the right illustrates the access and connection from the wider area to the site. There is no direct access with public transport or pedestrian routes so vehicle transport is currently the main movement to the site.

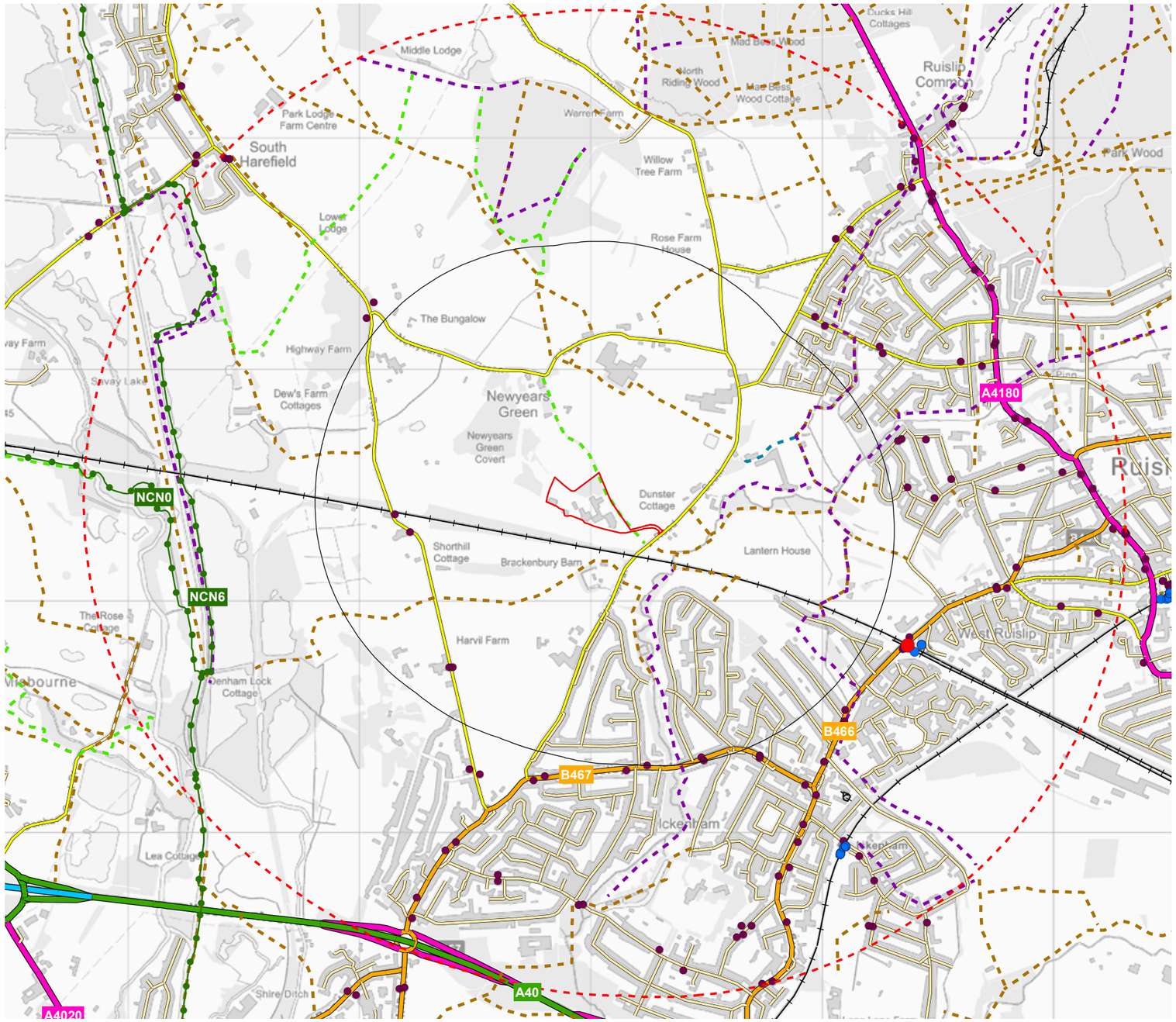
One direct access is through Breakspear Road South and this is limited to a single point due to security purposes. There are no visible foothpaths on Breakspear Road South but signalised crossing points are present for limited pedestrian movement.

Nearby public transport such as the bus and rail connections, albeit far, are alternative ways to the site in a more sustainable movement.

To the south east, Ickenham Underground Station is on the Uxbridge branch of both the Metropolitan and Piccadilly line and in between the Ruislip and Hillingdon stations.

Bus connections are spread out around the wider area of Ickenham, but no nearby stops are available in the designated site. Going through multiple routes are expected when traveling to the site by public transport.

As specified by the Transport Scoping Report by Mott MacDonald dated Feb 2022, the Public Transport Accessibility Level Rating for the site is:
No PTAL Present for 3 days of the week
1b (Very Poor) for two days of the week



Legend

- Red Line Boundary
- 1km Radius
- 2km Study Area
- Railway Station
- Metro / Subway Stop
- Bus Stop / Station
- Motorway
- Primary Road
- A Road
- B Road
- Minor Road
- Local Access Road
- Railway
- National Cycle Network
- Bridleway
- Byway - Open to traffic
- Footpath
- Trail

Fig A1.01 Accessibility plan within the site;
extract from "Landscape Report (September 2022)" by Optimised Environments Ltd (OPEN).

A1.02

Transport Strategy

Introduction

Mott MacDonald has been appointed to provide transport advice to Keltbray Developments Limited to inform a proposed planning application for a new storage yard located on part of the former Merck Sharpe Dohme (MSD) Animal Health Site, to the west of Breakspear Road South near Ickenham in the London Borough of Hillingdon (LB Hillingdon).

The Keltbray Group are a leading UK sub-contractor and the yard is intended to support future construction projects in West and Central London for which the Keltbray Group will be a key member of the construction supply chain. The site would be focused on supporting Keltbray's wider activities to service and facilitate these future construction projects. The proposals are not going to be utilised as a commercial builder's merchant which would generate activity from trade contractors or members of the public.

Current Transport Arrangements

The Proposed Development is based in the northern part of the former MSD facility. The southern section of the former MSD facility currently forms part of the HS2 Breakspear Road Satellite Compound. The construction compound is accessed via the former MSD facility access road, with a new road and associated priority junction constructed in 2019 / 20 to the north, to allow for the ongoing use of the MSD facility. However the MSD facility closed in 2020.

Recent HS2 enabling and mitigation works have included the diversion of footpath U46, resulting in the provision of new footpaths / footways alongside Breakspear Road South in the vicinity of the site. However, there are no footways beyond the area around the Site and the HS2 compound, with pedestrian connections limited to the PROW network, which provides access towards Ickenham and West Ruislip.

The Site has a PTAL of 0, indicating a lack of stations and bus stops in close proximity to the Site.

The Site is accessed from Breakspear Road South, which provides access towards Ruislip in the north and Ickenham and the A40 to the south. The Chiltern line railway travels over Breakspear Road South, across a low bridge (4.4m height restriction) which is located 50m south of the site access point.

Summary of the Proposal & the Effects on Local Transport

The Proposed Development will deliver an administration building, utilising an existing building on the site, with the remaining structures on the site demolished. Four independently operating storage facilities will be provided with associated yard space and access points onto an internal access road. Pedestrian facilities will be provided predominately along the northern side of the internal access road, with a crossing facility provided to connect to the proposed administration building. To facilitate the use of the occasional larger HGVs associated with such a storage yard, the existing site access road and bellmouth with the junction of Breakspear Road South will be widened. A gate will also be provided from the access road to an HS2 maintenance area, however the activity associated with ongoing HS2 maintenance is anticipated to be minimal (two vehicles per week).

The proposals include 65 parking spaces of which four would be marked for blue badge use and a further four would be enlarged bays. Twenty percent of the spaces would be provided with EV charging points at opening, with passive provision made for the remaining spaces. The overall level of car parking provision is below LB Hillingdon maximum standards but is considered an appropriate level of provision noting the forecast staff activity on the site and the desire to minimise the amount of land provided for car parking, noting the importance of maintaining the openness of the Green Belt, while ensuring sufficient provision is made in light of the site location and the impact that inappropriate parking would have on the operation of the Site.

The proposals include space to accommodate parking for three motorcycles in line with LB Hillingdon standards. Provision will also be made for 16 long-stay and 8 short-stay cycle parking spaces, in line with London Plan standards and in excess of LB Hillingdon minimum standards.

Surveys Conducted

The Proposed Development is intended to primarily provide a new facility to replace Keltbray's existing storage yards located in Ashford, LB Hounslow and near West Drayton on the edge of LB Hillingdon. It may also include some activity associated with another Keltbray yard located in Egham.

Surveys were undertaken of the Ashford and West Drayton facilities to establish the potential level of activity associated with the Proposed Development. Analysis of these surveys and allowance for potential relocation of some Egham activity indicated the following:

There will typically be in the region of 258 two-way (i.e. combined inbound and outbound) movements per day. The peak level of activity has been identified to be 296 two-way movements per day. Core activity is between 0600-1800, with minimal movements outside this period.

The inbound morning peak occurs between 0600-0700 (outside the local highway peak) and outbound evening peak at 1700-1800. Even at these peak times, the level of overall trip generation is very limited, with approximately 30 movements in an hour based on typical activity and 37 movements an hour based on the peak day. On an average day, there are expected to be 22 HGVs (44 movements) accessing the site, with a maximum of six movements in a single hour. For the peak day, there are forecast to be of the order of 56 two-way movements with up to nine movements an hour.

Further investigation of the surveys indicate that the level of larger HGVs will be very limited with eight vehicles accessing the site per day on average (16 movements). The peak day is forecast to have up to 24 two-way movements.

The forecast average and peak day trips were assigned to the local highway network and compared to existing traffic flow data obtained from surveys undertaken in May 2022. The subsequent analysis indicates that the level of vehicle trip generation would be insignificant in both absolute and percentage change terms. Activity associated with the construction of the Site would also be of a minimal level and not have a significant impact on the local highway network.

The forecast level of activity associated with the Proposed Development would be lower than that associated with the consented use of the Site.

A1.03

Transport Strategy

HS2 Implications

The construction of HS2 generates a significant level of HGV movements, working within a cap of average daily movements agreed with LB Hillingdon. The activity associated with the Proposed Development is considered to be minimal in this context. Once HS2 works are complete, the minimal ongoing maintenance activity associated with HS2 (estimated to be two vehicles a week) would be expected to mean a significant reduction in traffic flow, focused along the Breakspear Road / B467 corridor to the south of the Proposed Development. This would be anticipated to result in a significant reduction in local congestion at peak times, and the trip generation associated with the Proposed Development, given its absolute low hourly flow, would be considered to remain insignificant in the context of the local highway network operation.

Notwithstanding this, a series of demand management measures have been identified to further minimise any potential effects associated with the Proposed Development activity. This includes the production of a Travel Plan to encourage sustainable travel behaviour, including a Delivery and Servicing Strategy, and the identification of a Car Parking Management Plan.

Conclusion

Overall therefore, it is considered that the development proposals will have a minimal impact on the operation of the local transport networks and should be considered as acceptable on transport grounds.

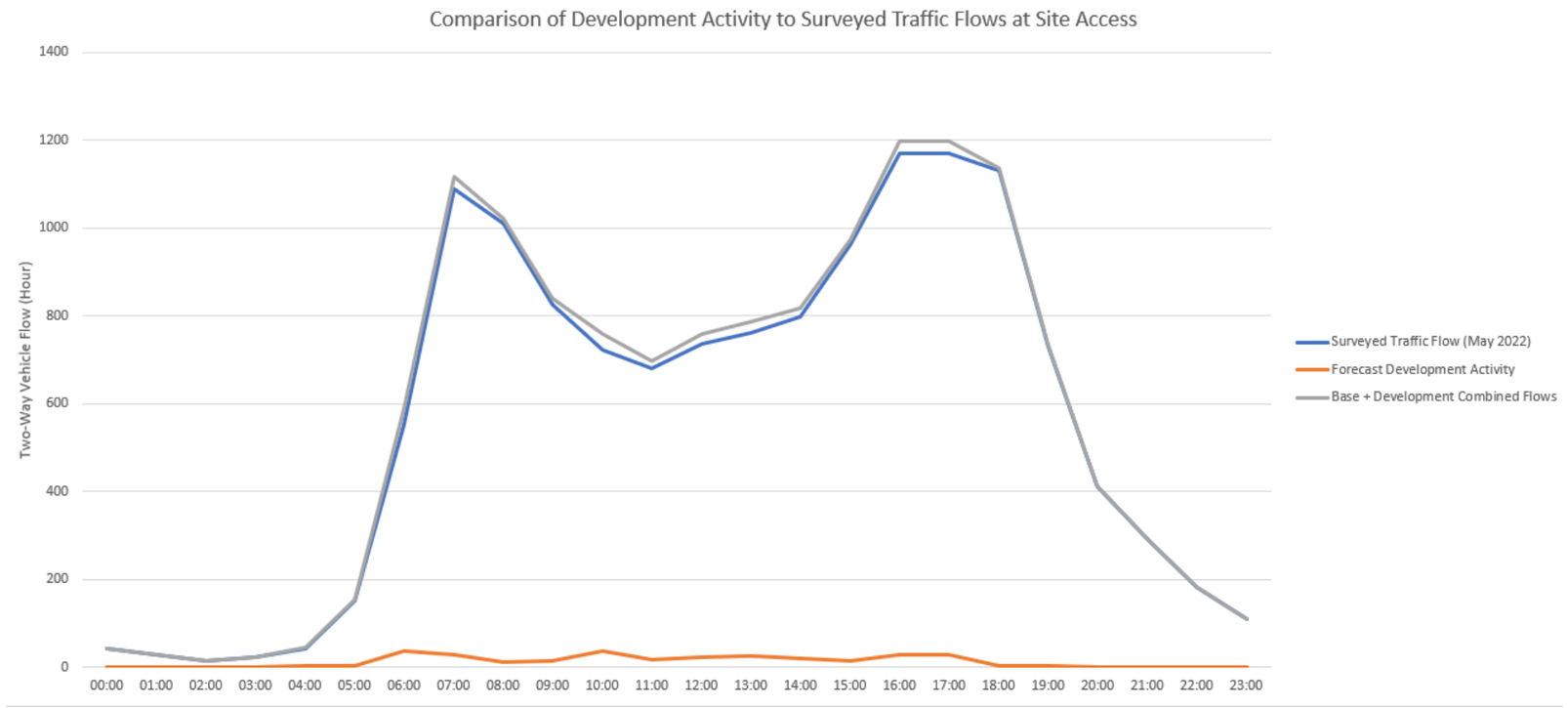


Fig A1.02 Graph displaying the comparison of development activity at Site Access.

A2

Accessibility Statement

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Former MSD Facility
Breakspear Road South, Ickenham

A2.01

Accessibility Report Introduction

Introduction

This section of the DAS is to demonstrate how the design of the proposed office building & light industrial units have been developed for equal use & accessibility. The building will continue to be designed for inclusive access in the following design stages and will provide barrier free access to staff and visitors.

General Principles

The proposal has been designed to incorporate the following principles:

- To maximise access to all parts of the development, its facilities and services for all staff and visitors
- To meet local, regional, and national access and inclusive design policies
- To ensure that appropriate access standards are met at the outset and as part of the mainstream, inclusive design wherever possible
- To design inclusively, which means designing beyond the minimum requirements of the Building Regulations Part M to ensure that all people, regardless of age, sex or ability can use and enjoy the built environment
- To meet the aims of the Equality Act, where applicable to follow design guidance given in the relevant British Standards and other currently published good practice guidance about meeting the needs of disabled people.
- The proposed office accommodation will comply with Part M of the Building Regulations and the British Standard BS:8300 Design of Buildings and Their Approaches to Meet the Needs of Disabled People – Code of Practice. This is a minimum regulatory requirement and where appropriate, additional further measures will be adopted to improve accessibility further.

A2.02

Access Strategy Review

Car Parking

A total of 65 car parking spaces have been allowed for in the proposal. 4 of these are blue badge accessible parking spaces, located close to the entrance of the building with marked out access zones & dropped kerbing where required, in line with Approved Document Part M 2021. Furthermore, 4no. oversized parking spaces will also be provided.

Approach

The proposal is made up of a series of 5 buildings.

A level approach through the site is not applicable due to the steep topography of the site. However as a light industry site, and the nature of the entrance sequence, (long access road) it can be assumed most users of the facility will arrive by car or bike.

The series of units have been arranged to utilise the changing topography as a means of gaining level access to the split level buildings. This is important as heavy machinery, tools & delivery vehicles will navigate the site regularly.

KEY

- Accessible Parking spaces (blue badge) - 4 spaces
- Enlarged Parking spaces - 4 spaces
- Accessible Safety zone
- E EV spaces

Fig A1.03 Car park & building 1 entrance arrangement

A2.03

Building 01 - Office & Reception

Entrance

The main entrance to building 1 is to the south of the building.

Level access into to the building will be provided. The main access doors are recessed to provide a covered access way. Entrance doors are to be power assisted, further detail to be covered in the next stage of the design. The access doors will exceed the minimum clear width required under Approved Document Part M 2021.

A slip resistant surface finish will be specified to the reception area at detail design.

Reception

Visitors are to be greeted in the spacious reception of Building 1. The reception desk will be fully accessible for visitors and staff with a counter level appropriate to both standing and wheelchair users. A low section of desk will be incorporated with dimensions of 1.5m wide and a height of 760mm. Ample legroom will be provided for wheelchair users.

Horizontal Circulation

The ground floor plan is entirely level providing step free circulation throughout.

Corridor spaces are designed with generous widths to allow sufficient space for passing users.

Doors to corridors, meeting rooms, other shared facilities will be fitted with slow door closers for ease of access for less able users.

Vertical Circulation

The main stair in building 1 is designed as an ambulant access stair. Stairs will be at least 1200mm wide and will be designed in-line with the requirements set out in Approved Document Part M 2021 & BS 8300.

Passenger lift access is also available. The lift car is minimum 1500 x 1500 mm in size and will be designed in-line with the requirements set out in Approved Document Part M 2021 & BS 8300. The lift & stair are easily accessed from all floors and located close to the main entrance.

All staircases are designed to meet the relevant requirements in Approved Document Part K 2012 for general access and escape provision.

Sanitary Accommodation

The Accessible WC can be accessed from the reception lobby for visitor and staff use. Accessible WC cubicles will be minimum 1600mm x 2200mm to reflect standards specified in Approved Document Part M 2021 and BS 8300: 2009. A 1500 x 1500mm wheelchair turning space is provided inside Accessible WCs excluding any door obstruction. Accessible toilets will be handed on either floor to ensure provision of both right-handed and left-handed transfer.

6 no. Unisex superloos are provided at ground floor, with separate male & female banks of 4 cubicles located in the office area of level 1. A variety of WC formats will be provided.

In both WC locations, one cubicle in each unisex, male and female block will be designed to ambulant disabled standards.

All WC accommodation will be designed in accordance with Approved Document Part M 2021 and BS 8300.

Visual Amenity

Manifestation will be used on all full height glazing fixed panels or doors in line with Approved Document Part K 2013, section 7.

Signage & wayfinding will be clearly visible from the building entrance, signalling locations of facilities including reception, WCs & passenger lift.

Fire Safety

In line with Approved Document Part B 2019, a 1400x900 Refuge space is located at top & bottom of escape stair within the protects corridor. A two way communication (EVC) system will be located at each point. The refuge zone will be clearly identifiable with appropriate signage.

Support Safety

The kitchen counter within the canteen will have a reduced height worktop to accommodate those in wheelchairs, with worktop heights of 850mm from the floor, and an opening below of at least 700mm.

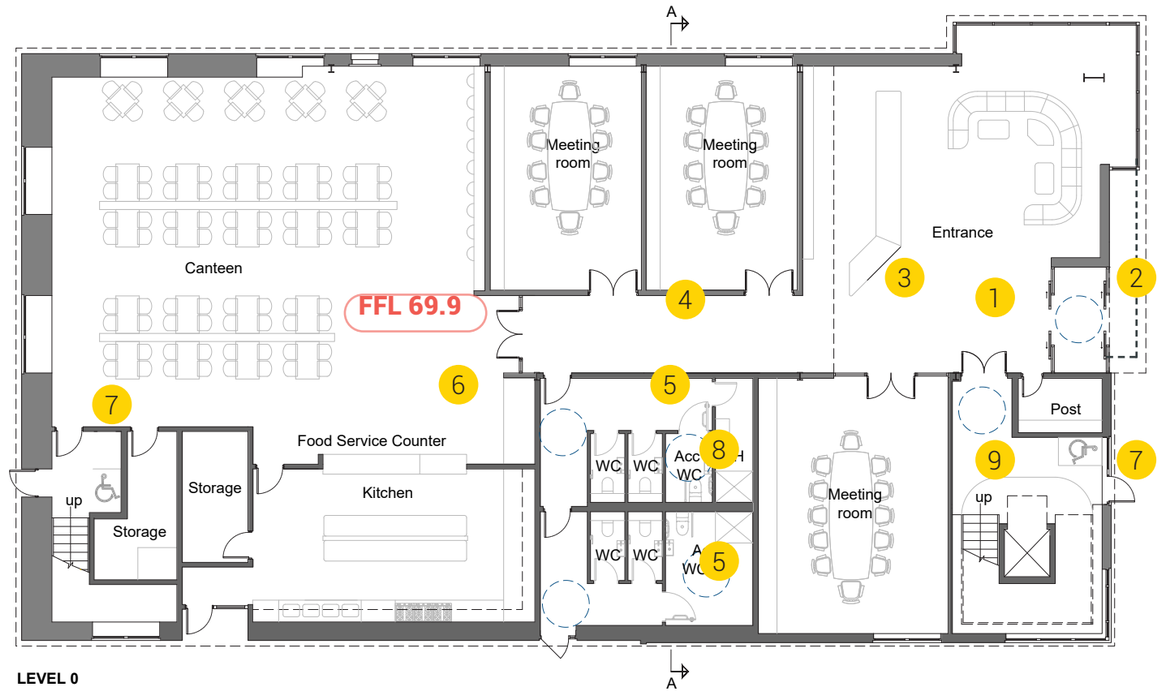
There are 2no. shower facilities within the proposal to support the staff and promote cycling. A superloo & shower room can be merged to provide an accessible shower / changing facility in the future should it be required.

A2.03

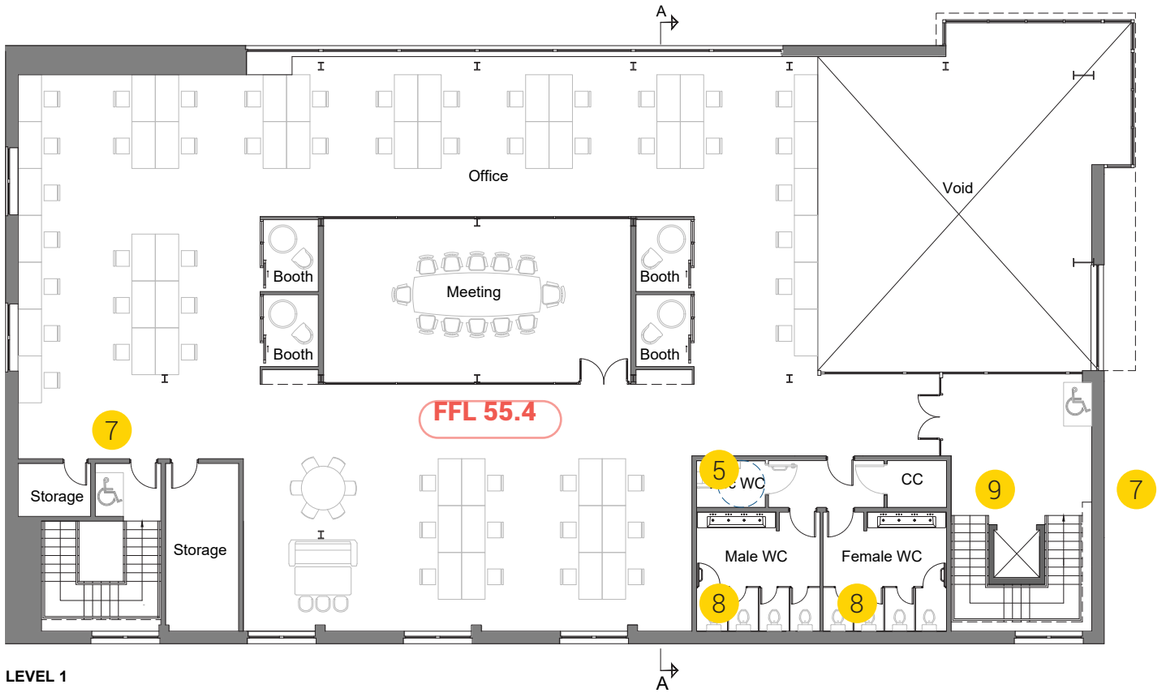
Building 01 - Office & Reception

Building 1

1. Wide access doors & compliant lobby
2. Entrance canopy
3. Accessible reception desk
4. Wide corridors
5. Accessible WC facility
6. Accessible kitchen facility
7. Refuge space with EVC
8. Ambulant WC facility
9. Passenger lift & landing zone



LEVEL 0



LEVEL 1

A2.04

Building 02 - Plant Workshop

Entrance

The main access into building 2 is provided on the south elevation with secondary domestic access to the western facade. The yard outside the building is flat, with limited falls for surface water drainage only. A small ramp at each shutter door threshold, no steeper than 1:12 will be provided for access up into the building. All ramps will be designed in-line with Approved Document Part M.

Horizontal Circulation

The ground floor plan is entirely level providing step free circulation throughout.

Vertical Circulation

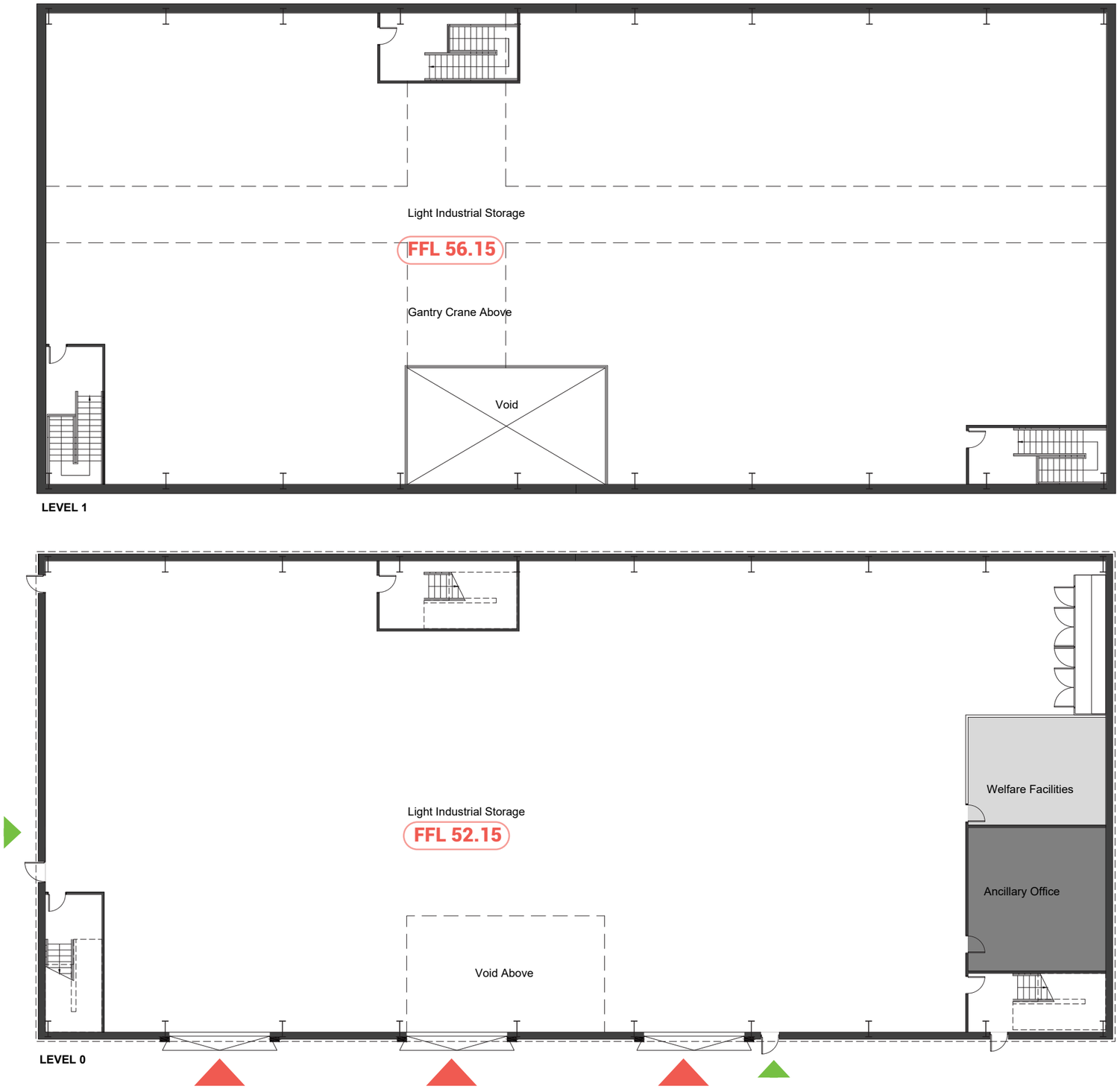
A service stair is provide for access to the L1 storage deck. Due to the nature of these buildings, it is deemed unnecessary and unsafe for persons with limited ability to circulate the spaces at high level.

Sanitary Accommodation

All WCs for the site are located within Building 1.

Visual Amenity

Building signage to front of building to be clear & visible.



A2.05

Building 03 - Small Tools Workshop / Store / Spray Shop

Entrance

Access from both sides of the building is provided, incorporating the changing levels of the site; from the south, access is granted to the ground floor. From the north, access is granted to level 1 (5.5m floor to floor). The yards outside each building entrance is flat, with limited falls for surface water drainage only. A small ramp at each shutter door threshold, no steeper than 1:12 will be provided for universal access up into the building. All ramps will be designed in-line with Approved Document Part M 2021.

Horizontal Circulation

The ground floor plan is entirely level providing step free circulation throughout.

Vertical Circulation

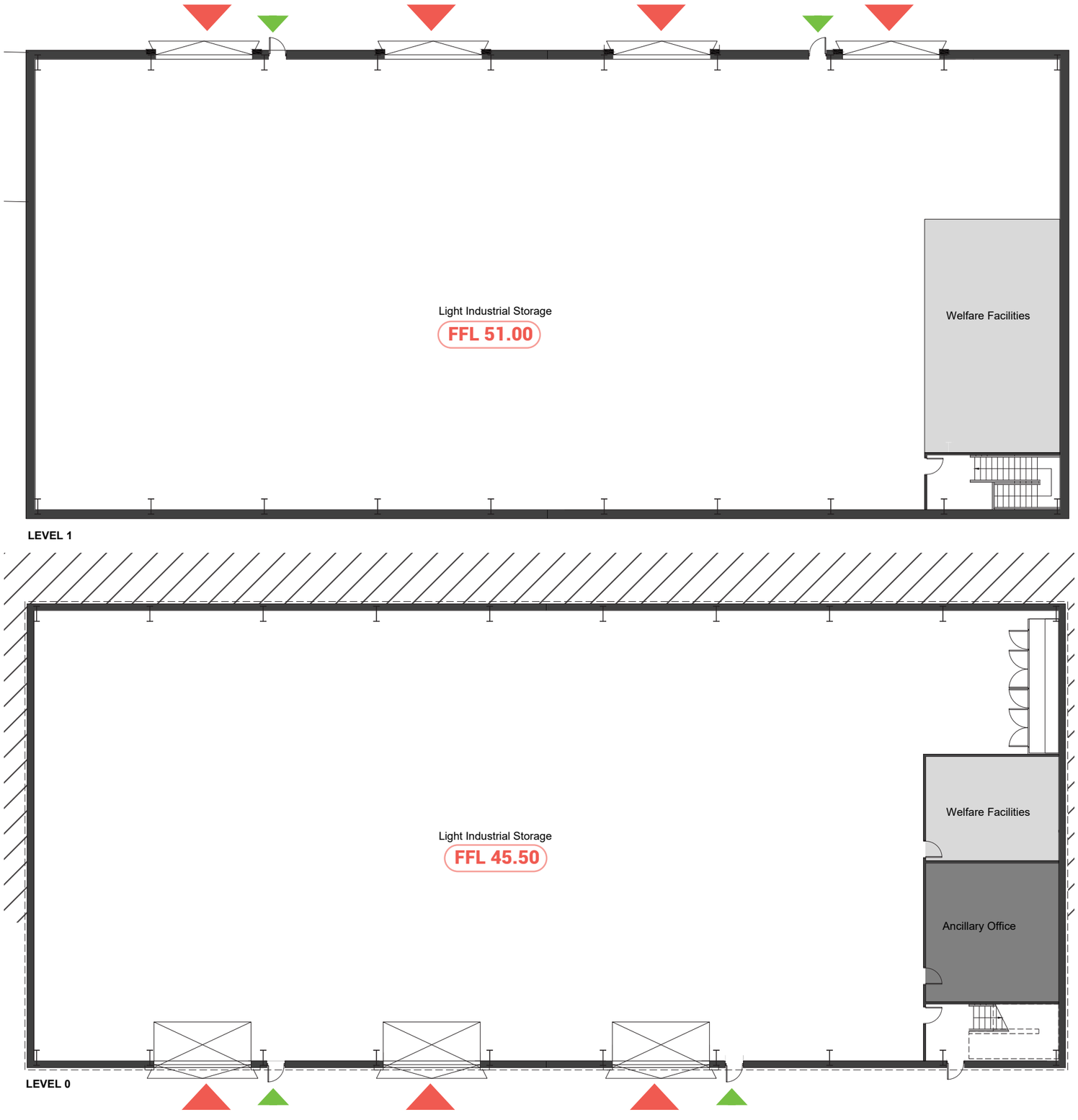
A service stair is provided for access to the L1 storage deck. Due to the nature of these buildings, it is deemed unnecessary and unsafe for persons with limited ability to circulate the spaces at high level.

Sanitary Accommodation

All WCs for the site are located within Building 1.

Visual Amenity

Building signage to front of building to be clear & visible.



A2.06

Building 04 - Storage / Workshop

Entrance

Access from both sides of the building is provided, incorporating the changing levels of the site; from the south, access is granted to the ground floor. From the north, access is granted to level 1 (4.5m floor to floor). The yards outside each building entrance is flat, with limited falls for surface water drainage only. A small ramp at each shutter door & domestic threshold, no steeper than 1:12 will be provided for universal access up into the building. All ramps will be designed in-line with Approved Document Part M 2021.

Horizontal Circulation

The ground floor plan is entirely level providing step free circulation throughout.

Vertical Circulation

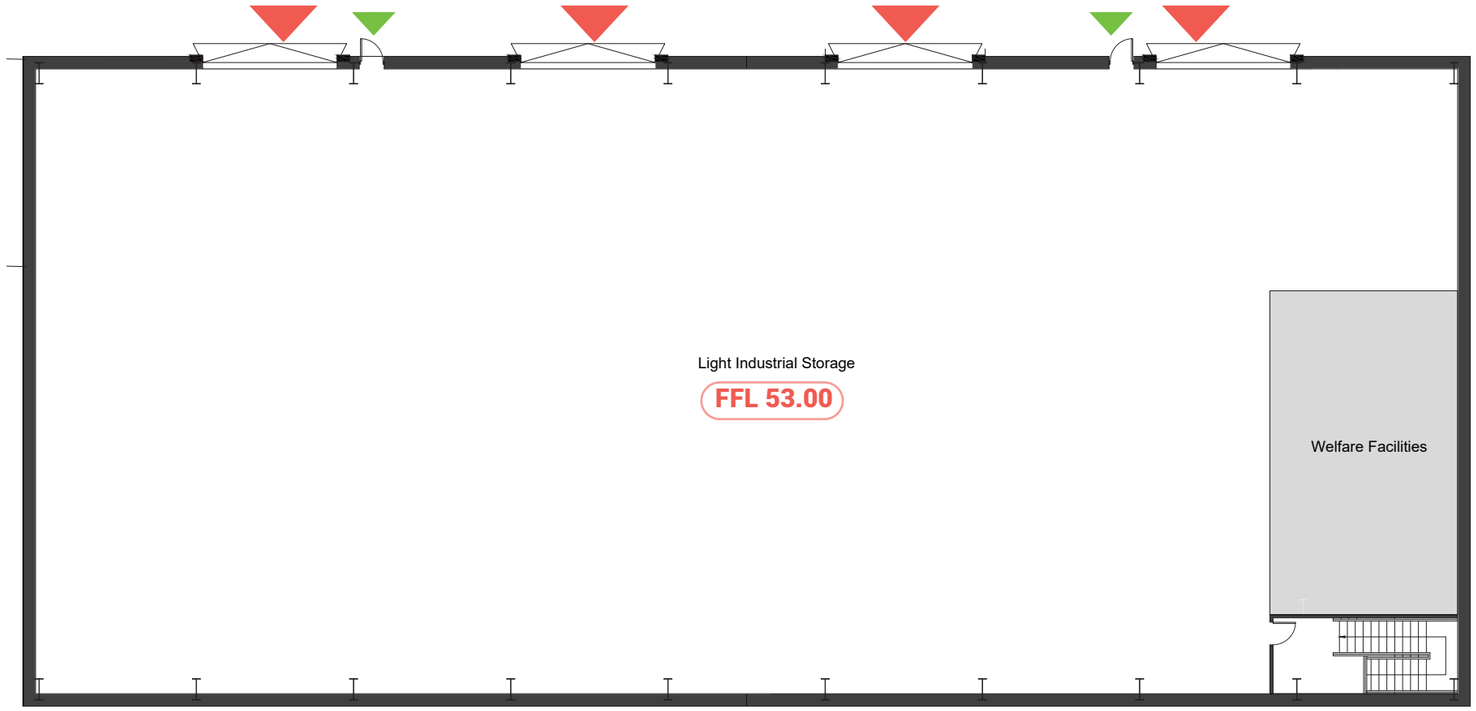
A service stair is provided for access to the L1 storage deck. Due to the nature of these buildings, it is deemed unnecessary and unsafe for persons with limited ability to circulate the spaces at high level.

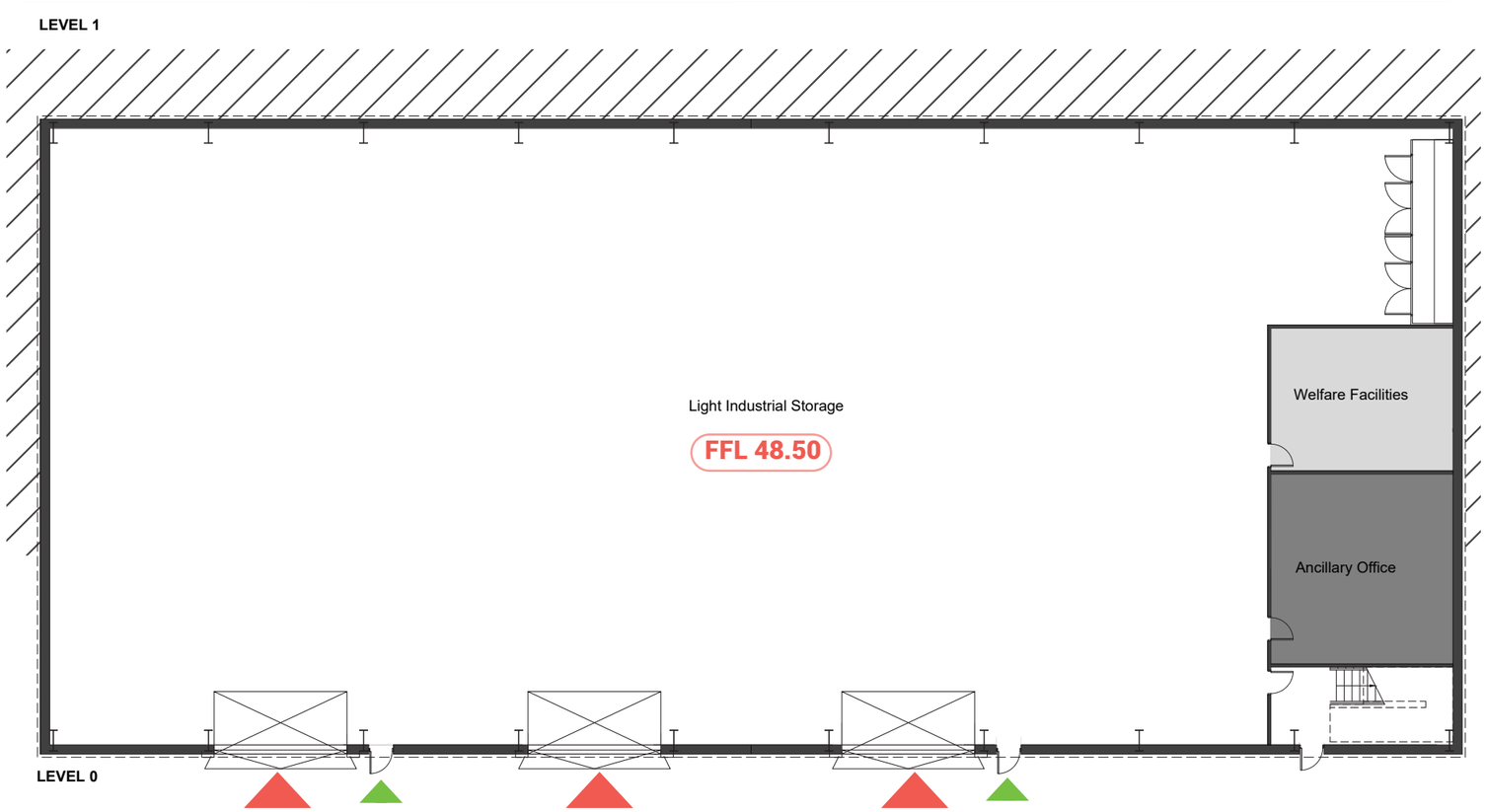
Sanitary Accommodation

All WCs for the site are located within Building 1.

Visual Amenity

Building signage to front of building to be clear & visible.





A2.07

Building 05 - Structures / Fabrication

Entrance

The main access into building 5 is from the north, directly off the road. Large shutter doors are aligned to both elevations allowing vehicles to drive through the building. The yard is located on the south side of the building. There is a domestic door to each facade. The yard and the road directly around the building is flat, with limited falls for surface water drainage allowed. A small ramp at each shutter door & domestic threshold, no steeper than 1:12 will be provided for universal access up into the building. All ramps will be designed in-line with Approved Document Part M 2021.

Horizontal Circulation

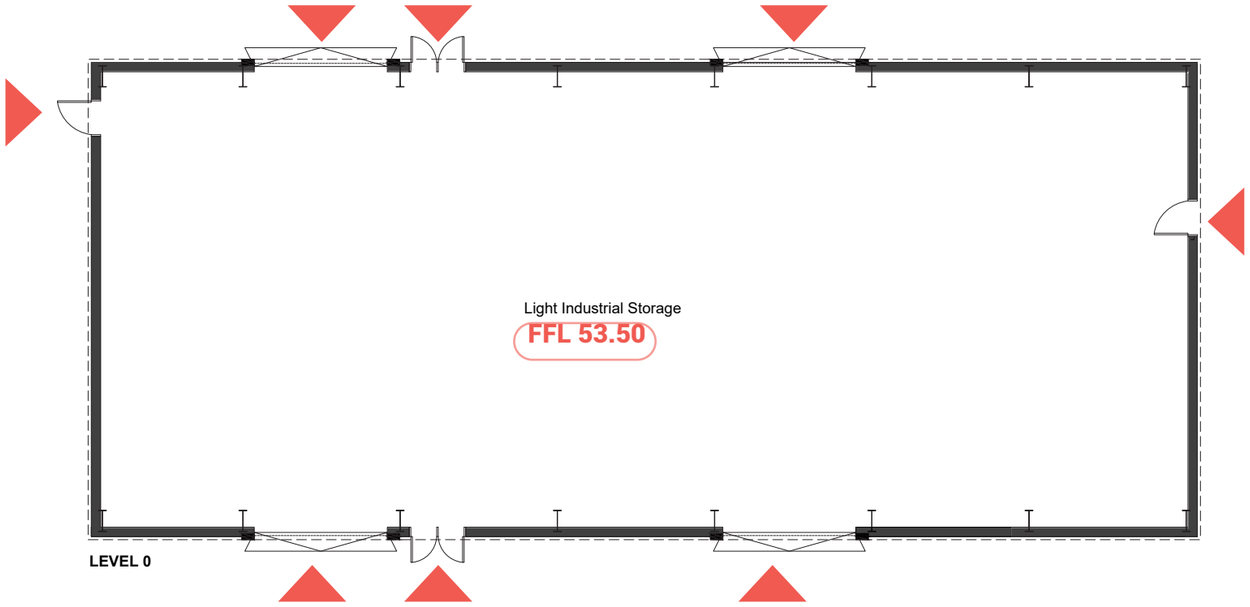
The ground floor plan is entirely level providing step free circulation throughout. There is no Level 1 in building 5.

Sanitary Accommodation

All WCs for the site are located within Building 1.

Visual Amenity

Building signage to front of building to be clear & visible.



A3

Flexibility to Changing Needs

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A3.01

Flexibility for Any Future Changes

A strategic approach to the design of the building has been adopted to achieve a long life development.

1) Flexibility: The units are designed to balance the needs of the present, with how those needs will change in the future and designed for change through future reconfiguring of non-structural parts. Major works are to be pre-agreed with planning and building control.

2) Longevity: The units are tailored to long term needs while being durable and resilient or able to cope with change with little modification/ no replacement of parts due to its 'loose fit', generous proportions and readiness for alternative technologies, different ways of working and a changing climate.

To provide a sustainable and future proof development, the design of each of the new industrial buildings has developed to ensure improved flexibility in use & extended life span of the structures.

The future proofing of each unit is achieved through a series of design features:

1) The simple form and column less footprint provides unlimited opportunities for uses within the space.

2) The volume of each unit with floor to ceiling heights of over 3.5m creates space that is useful for many purposes

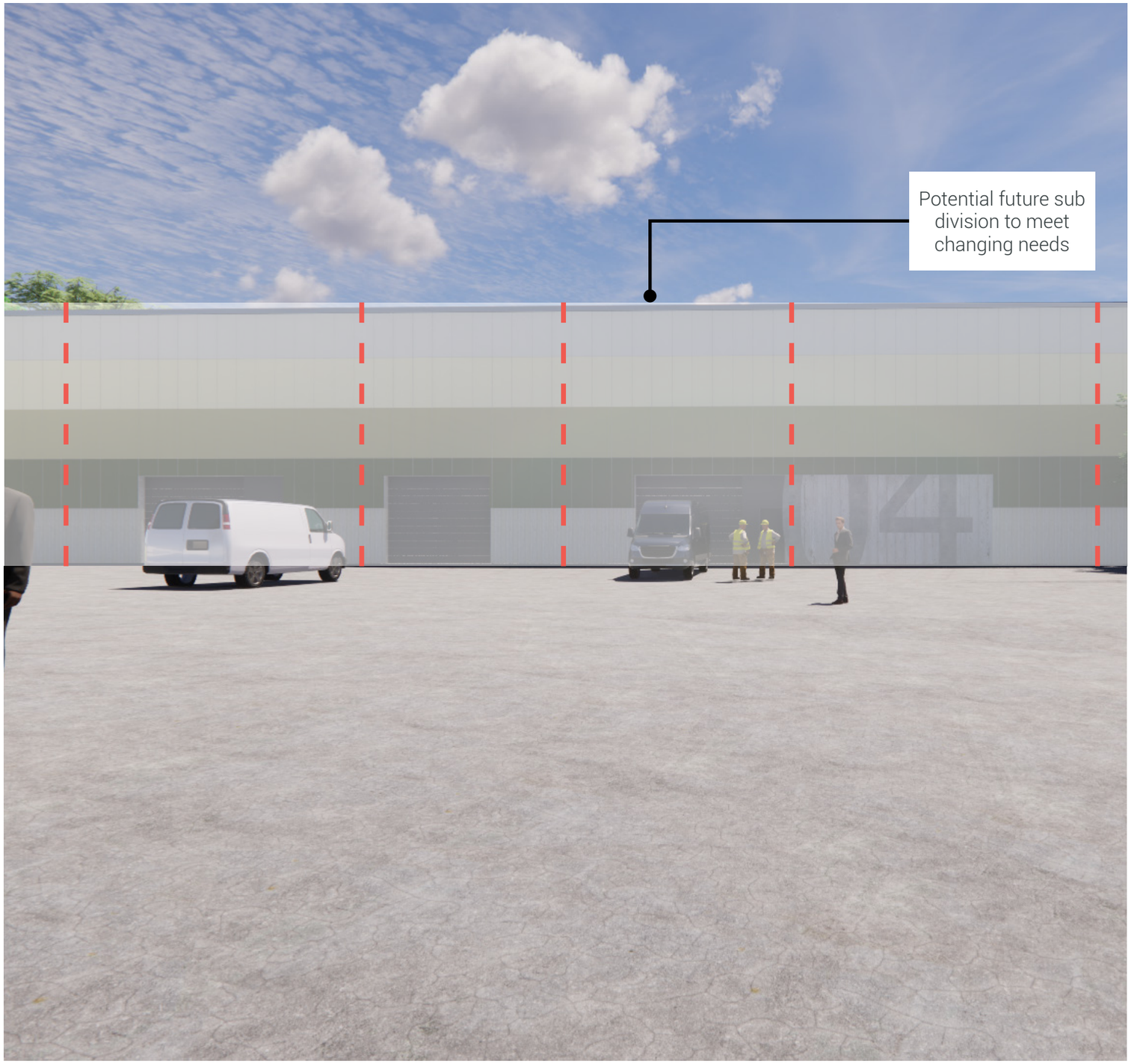
3) The structural arrangement to each unit provides opportunities to open up L1 floor for double height spaces

4) Multiple access points to each unit allows for potential subdivision in the future

5) Large scale openings allow various machinery / storage / kit to enter

6) Access to services (electric, water supply, waste water and gas) will be provided to each unit through an under floor trench following the width of each building

7) Materials are simple, panelised and easily attainable allowing ease of replacement and repair



Conclusion

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Breakspear Road South, Ickenham

00.00

Conclusion

Our approach to the scheme within lands on the Former MSD Facility, Breakspear Road South, has been one that has endeavoured to work sensitively within the context of the area, to bring forward proposals that respond positively to the existing site, whilst enhancing visual amenity, biodiversity, and sustainability of the lands.

The site is located within the Green Belt and any development within the Green Belt is subject to national policies to protect the openness (in accordance with paragraph 139 of the NPPF). A former light industrial site, our proposals acknowledge the position of the scheme within the Green Belt, whilst highlighting the need to rationalise the existing accommodation to create a facility that is suitable for contemporary use. In this regard, careful consideration has been given to retention and enhancement of strong landscape features within the site, alongside a clear rationale for the proposed scale and mass of new buildings.

A series of buildings have been proposed that have been located purposefully to maintain the openness of the Greenbelt and to endeavour to mitigate the potential for unwanted visual impact within the area. The orientation and location of the buildings are organised to address the varying topography across the site, to manage the required level changes, whilst responding to the levels of the site. For instance, Building 5 has been proposed with reduced overall height and footprint due to its elevated position within the scheme. This approach ensures buildings are sensitively located to adhere with the national, regional and local planning policies in order to maintain the openness of the Green Belt.

The complexity of the existing buildings, and their convoluted arrangement on site, arguably impact the openness of the Green Belt. Our proposals seek to rationalise the built form to provide fewer buildings, of larger, more efficient footprint, which will safeguard the future use of the site, where currently, the existing buildings are clearly not fit for purpose.

Previously, the site was a developed employment land that was vacant for around 2 years. Our strategy is to re-introduce and elevate the site's employment use while providing a range of jobs. Furthermore, the establishment of 4 new buildings creates an opportunity for sustainability and flexibility to the buildings which can be adapted for future use while maintaining the employment function of the site.

Thus, the re-use of previously developed land is a sustainable approach to development as the buildings and built development of the site are old and no longer fit for purpose. The redevelopment provides an opportunity to establish new, sustainable and modern buildings. In accordance with NPPF paragraph 8, the re-use of existing brownfield land promotes sustainable development.

The proposed development seeks to not only maintain the ecological and biodiversity value of the site but enhance it through the provision of additional landscaping by carefully selecting native planting and ponds to attract new species to thrive in the area. This will be managed by the applicant in ensuring a long term improvement to the immediate and wider area.

Moreover, the buildings themselves will be designed to be high in energy efficiency by using high quality materials while exploring opportunities to ensure the site operation is efficient and low in carbon. By retaining one building and providing four more, we are able to ensure that the buildings are sustainable and fit for adaptation and their future demands of the ever changing industry.

In summary, the proposal has developed to meet the national, regional and local planning policies in order to promote the Green Belt's openness, provide employment opportunities and maximise the opportunity to enhance the ecological value of the site.

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