

Design & Access Statement

**Proposed Motor Workshop
Stone Close
West Drayton
UB7 8JU**

Prepared by:



On behalf of:

OrchardStreet

23 April 2018



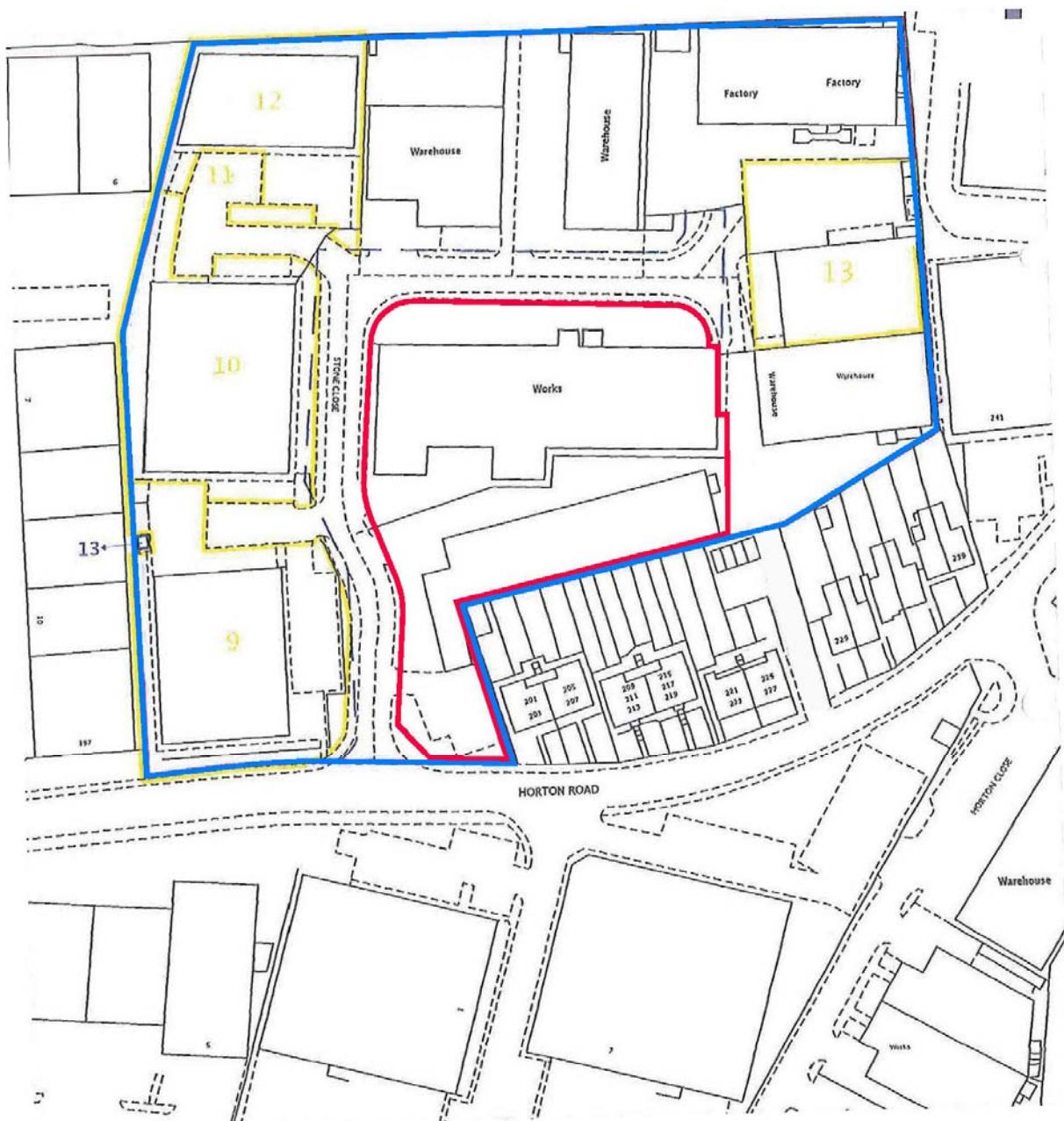
SUMMARY

This Design and Access Statement has been prepared by Langley Hall Associates (LHA) to accompany the planning application submitted by OrchardStreet.

PROPOSED DEVELOPMENT

Demolition of existing buildings and redevelopment of the site to provide a motor workshop to include service centre, workshop, vehicle preparation and valet facilities, MOT testing centre, smart repairs, bodyshop, parts and accessories sales distribution and store, administration offices, car parking, vehicle storage or other such uses within purpose groups B1, B2 or B8.

Site Location Plan:





USE

Existing Use: Use: B1c/B2/B8
Overall site area: 0.7069ha
Gross external floor area (GEA): 2,739m²

PLANNING HISTORY

Planning Statement: See planning statement prepared by Vincent-Gorbing.

DESIGN PROCESS

Assessment:

Location: The site is situated on a traditional industrial estate about 1km east of West Drayton.



Site location plans

Surrounding uses: The site is surrounded on the north, east and west sides by similar industrial, warehouse and motor trade uses. On the south side are houses on Horton Road.



- Character:** The character of the area is predominantly industrial, comprising single storey industrial/warehousing units with two storey ancillary offices and two storey B1 buildings. The only exception is the small row of semi-detached houses immediately to the south of the site. One of the existing industrial units on the site has a blank façade 1m north of the residential boundary, which protects the back gardens from the activities on the site. The new building should respect the current relationship with the housing.
- Topography** The site is flat and level with the surrounding areas on the north, east and west sides of the site. The site is up to 1m above the level of the rear gardens of the houses on Horton Road. The existing southern building acts as a retaining wall between the two levels. The southern external wall of the new building will perform the same function.
- Existing building:** There are two existing buildings on the site. The north building is a single storey industrial/workshop unit with a small two storey ancillary office and a small mezzanine store. The second is a single storey industrial/workshop unit with an attached two storey office. The buildings are currently vacant having previously been occupied by a printing company. The buildings are surrounded by service yards and car parking. The part of the site fronting Horton Road is secured by palisade fencing with gates onto Stone Close.
- The existing buildings are not fit-for-purpose, have poor insulation, single glazed windows and dated, inefficient services. It would be un-economic to refurbish them to modern standards.



Photographs of the existing buildings on the site

- Existing access:** The site is currently accessed via five crossovers off Stone Close. Existing crossovers to be retained, but reduced in number if possible.
- Transport:** Horton Road is served by Abellio 350 bus service at 20 minute intervals with bus stops close to Stone Close. The bus connects Stone Close with Hayes and Harlington, Stockley Park, West Drayton and Heathrow Terminal 5.
- West Drayton railway station is about 1km to the west of the site with services to London, Reading and the West.
- The site is approximately 2.5km from junction 4 of the M4 motorway providing a link to the national road network, London and Heathrow Airport.



Transport cont.:	Car parking is to be provided to suit the operational needs of the building. Cycle parking to be provided in accordance with Hillingdon Council standards. A Transport Assessment is to be prepared.
Amenities:	The closest shops, cafes and restaurants are on the High Street, West Drayton, about 1km from the site.
Environmental:	Flood Risk Assessment, Environmental and Geotechnical Assessments are to be prepared.
Sustainability:	The energy and water use are to be in accordance with the National Planning Policy Framework (2012).
Ecology:	Whilst there is minimal ecological value in the existing site, an Ecological Appraisal is to be prepared.
Planning:	See Planning Statement prepared by Vincent-Gorbing. A pre-application submission was made and a meeting held with the planners. The proposals have been amended in accordance with the comments raised, including lowering of the height of the building by 1m.
Brief:	Design a motor workshop facility in accordance with the occupier's brief, specification and design standards. Design to be compatible with similar buildings in the area.

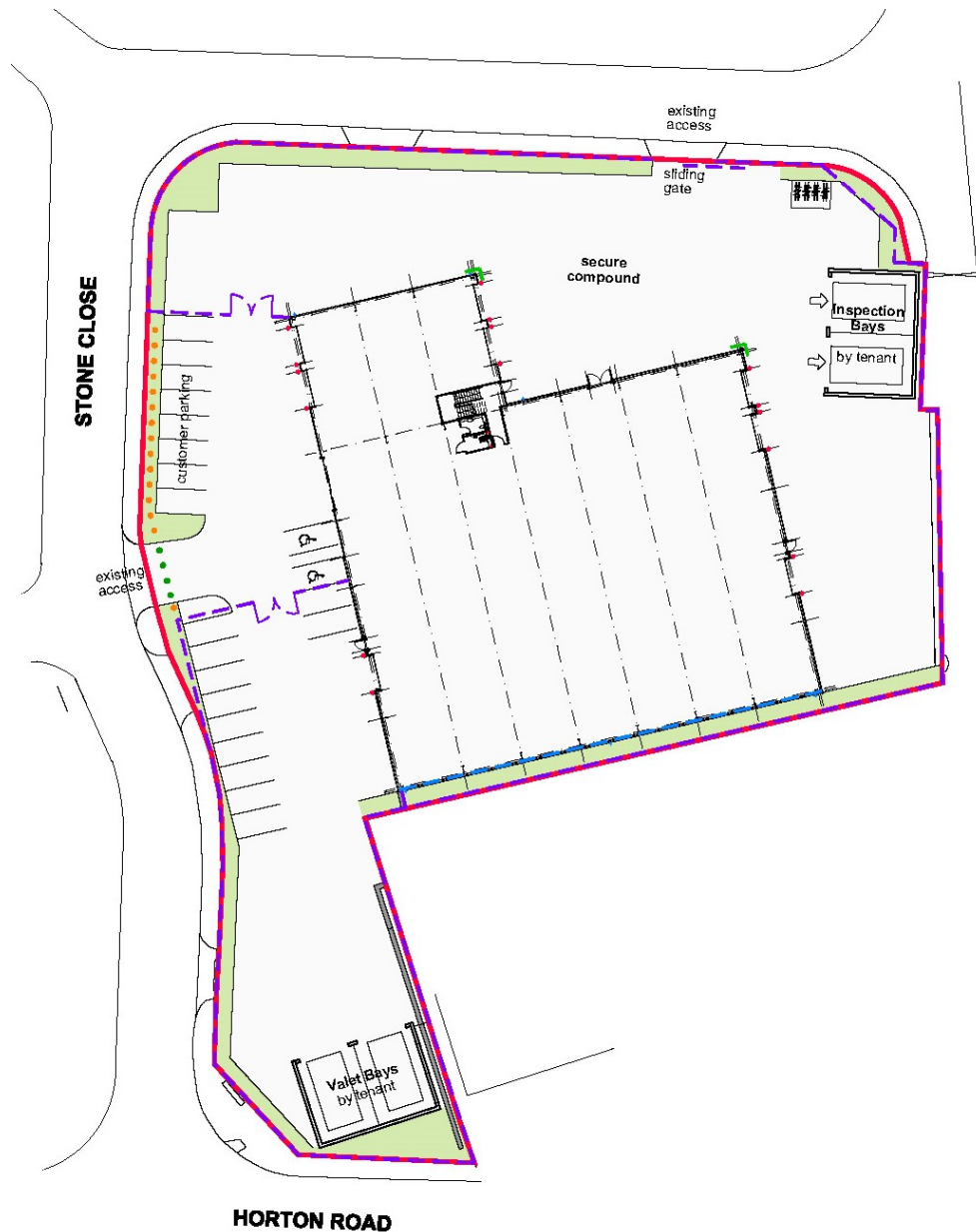
Evaluation: The assessment has informed the following issues:

- Motor workshop facility;
- Design and materials to be appropriate for the use;
- Use existing crossovers, but reduce number if possible;
- New building to respect current relationship with housing;
- Flood Risk Assessment required;
- Environmental and Geotechnical Assessments required;
- Ecological appraisal required;
- Car parking to be maximised to suit operational needs of the building;
- Cycle parking and servicing to be provided in accordance with Hillingdon Council standards;
- Sustainability to be in accordance with national and local planning policy.



PROPOSALS

Proposed Site Plan:



Use: Motor workshop to include service centre, workshop, vehicle preparation and valet facilities, MOT testing centre, smart repairs, bodyshop, parts and accessories sales distribution and store, administration offices, car parking, vehicle storage or other such uses within purpose groups B1, B2 or B8

Amount:

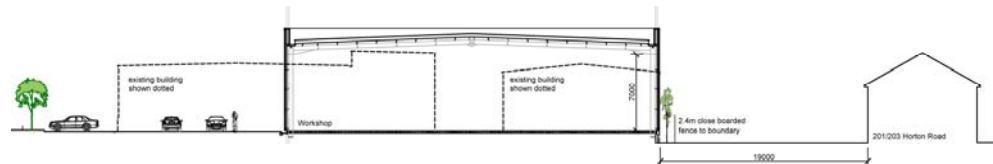
B1 offices:	250.4m ²
Workshop:	1,692.6m ²
TOTAL:	1,943.0m ²

Siting: The building is located with its blank façade against the residential boundary to help screen the building's activity from the houses. The site is on the north side of the residential boundary, so will not cause any shading of the back gardens.



Scale: The scale and massing are similar to the existing buildings on the site and to surrounding developments and are appropriate for the proposed use.

Layout: The building is surrounded by a service yard accommodating car parking, loading and manoeuvring space.
The majority of vehicular movements will be to the north, east and west of the building, away from the residential boundary.



Section through site

Access: The development uses two of the existing crossovers off Stone Close. All other crossovers to be removed.

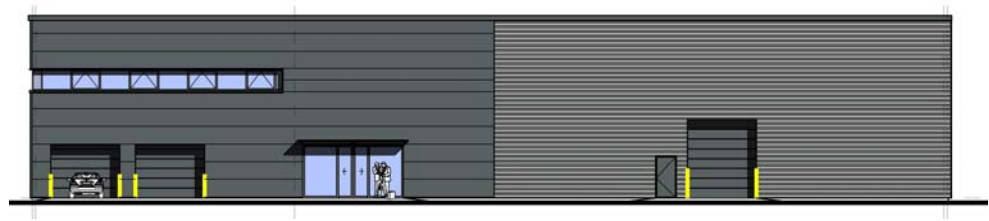
Disabled Access: The buildings is provided with disabled access and facilities to comply with the requirements of Building Regulations Approved Document M. Disabled parking is provided adjacent to the main entrance to the building.

Parking: Car parking is located around the building.
Covered secure cycle parking is provided close to the building in an open location to maximise surveillance.



Example of cycle shelter

Design: The building comprises a single storey portal framed workshop with 7m clear internal height. The roof extends to the north over a two storey wing comprising customer facilities and vehicle drop-off on the ground floor and administrative offices on the first floor.
A glazed customer entrance and ribbon windows are provided to the two storey 'Office' wing. The 'Office' elevations are clad in pre-finished insulated composite cladding panels. The 'Workshop' elevations are clad in pre-finished insulated twin-skin profiled cladding.
The building has a low pitched roof with roof lights to the workshop all concealed behind a parapet.



West Elevation

Materials:

The materials for the building comprise:

Micro-rib composite cladding panels in dark grey;

Trapezoidal horizontal half-round profiled cladding in silver;

Pre-finished aluminium framed double glazed entrance screen and ribbon windows.

Pre-finished insulated sectional up-and-over loading doors;

Pre-finished insulated steel fire exit doors and frames.



Horizontal profiled cladding

Half-round profile

Colours: RAL9006 Silver



Composite panel cladding

Micro-rib profile

Colours: RAL7016 Graphite grey

Hard Landscaping:

Access road and service yard will be in heavy duty stone mastic asphalt.

Footpaths within the site will be in block paving.

Car parking will be in bitmac.



Examples of block paving and weldmesh fencing



Boundary treatment:	The site will be enclosed with pre-finished weldmesh security fencing, 1m high on the Horton Road frontage and 2.4m high on the Stone Close frontages. Any dilapidated fencing to the residential boundaries will be replaced with 2.4m high close boarded fencing. Any dilapidated fencing to the eastern boundary with the adjacent industrial unit will be replaced with 2.4m high pre-finished weldmesh security fencing.
Soft Landscaping:	See landscape design and management plan prepared by TALA
Waste/Recycling:	Waste and recycling will be organised by the occupier.
Traffic/Transport:	See Transport Assessment prepared by RHD.
Geotechnical:	See Phase 1 Ground Investigation Report prepared by Delta Simons.
Environmental:	See Flood Risk Assessment and Drainage Strategy prepared by Bradbrooke Consulting. See Phase I and II Environmental Reports prepared by Delta Simons.
Sustainability:	See Energy Statement and Water Efficiency Report prepared by WPP.
Ecology:	See Preliminary Ecological Appraisal prepared by Ramboll Environ.