

DESIGN & ACCESS STATEMENT

**BARTON BUILDINGS
UXBRIDGE
UB8 2SN**

May 2021



ARUNDEL ROAD ELEVATION



SERVICE YARD ELEVATION

Contents

1.0 Introduction

2.0 Site Analysis

2.1 Site location & context

2.2 Site description

2.3 Site transport & access

3.0 Design Principles & Response

3.1 Planning history & response

3.2 Proposed design

3.3 Scale and materials

4.0 Access Statement

4.1 Vehicle access

4.2 Disabled access

4.3 Servicing Strategy

5.0 Sustainability & Environmental Strategy

6.0 Scheme of Drawings



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1.0 Introduction

This design and access statement has been produced by RGP Architects to support a full planning application for the demolition of the existing mixed-use industrial buildings which are in poor condition and the creation of 2no. new larger units, to suit modern tenant requirements, continuing with the same use class of B1, B2 & B8.

A full planning submission was submitted in May 2020 taking on board the pre-application advice and this was granted permission on 16th September 2020 with conditions. Please refer to ref: 74891/APP/2020/1614 for further details.

This new resubmitted scheme for the full planning application retains the recommendations following feedback received at the Pre-application from the Planning Officer, with the concerns over the footprint & layout of the units, car parking quantity and general vehicular movements on site. The alterations proposed to the unit reflect market advice that the scheme should be designed for a single occupant only, hence the scheme has been altered to suit with single entrance, fully designed amenity block and first floor office mezzanine to the main elevation fronting Arundel Road.

The servicing and car parking will be reconfigured along with the relocation of the existing centrally located sub-station. This will provide better access & circulation around the new industrial unit.

The purpose of this statement is to consider in detail the site and surroundings, relevant design policy guidance and the principles behind the development of the site.



2.0 Site Analysis

The Proposals are based on a thorough assessment of the site's immediate wider context, undertaken through desk based research and site visit observations.

2.1 Site location / Context

The site is located to the West of the existing large Industrial and Commercial estate, known as Uxbridge Industrial Estate, which is to the south of central Uxbridge and near the M25.

The area is a mixture of commercial and industrial units and small linked access roads with extensive parking either side. The units in the area vary in size and scale building to building, due to the redevelopment of the area over the years.

The existing building forms part of a terrace of architecturally very different buildings which is typical of the buildings within the estate, with a mixture of style, scale, form and uses. Most buildings in the local area have metal cladding facades, some elements of brickwork (facing or rendered) and metal roofs.

A major constraint for the site is the overhead powerlines which span North to South directly over the building.



Street scene



Vehicle access to rear yard



Rear yard for parking & servicing



Side of building with overhead powerline shown

2.0 Site Analysis – cont.

2.2 Site Description

The site is located to the north end of Arundel Road, backing onto the local authority car park and River Colne.

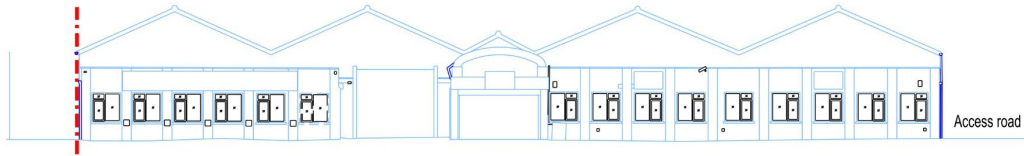
The site is generally level to match the surrounding pavement, with 1no. main crossover which is located to the righthand side of the building and to the boundary line, which provides limited vehicle access to the rear service yard & rear units. There is also a crossover to the mid terrace entrances to serve the 2no. roller shutters.

There are existing entrance doors and windows to the front, side and rear elevations for the various units, along with a central self contained rear yard for deliveries and additional car parking. The building is currently divided in to seven units, for a mix of uses, from sound studio through to car repairs and similar uses. The existing buildings are generally single storey, with pitched metal roof (some are suspected to be part asbestos), rendered brickwork walls to the front and side elevations, whereas the rear & service yard elevations are in facing brickwork. All these elements are now very tired looking and old, especially the roofs which leak constantly.

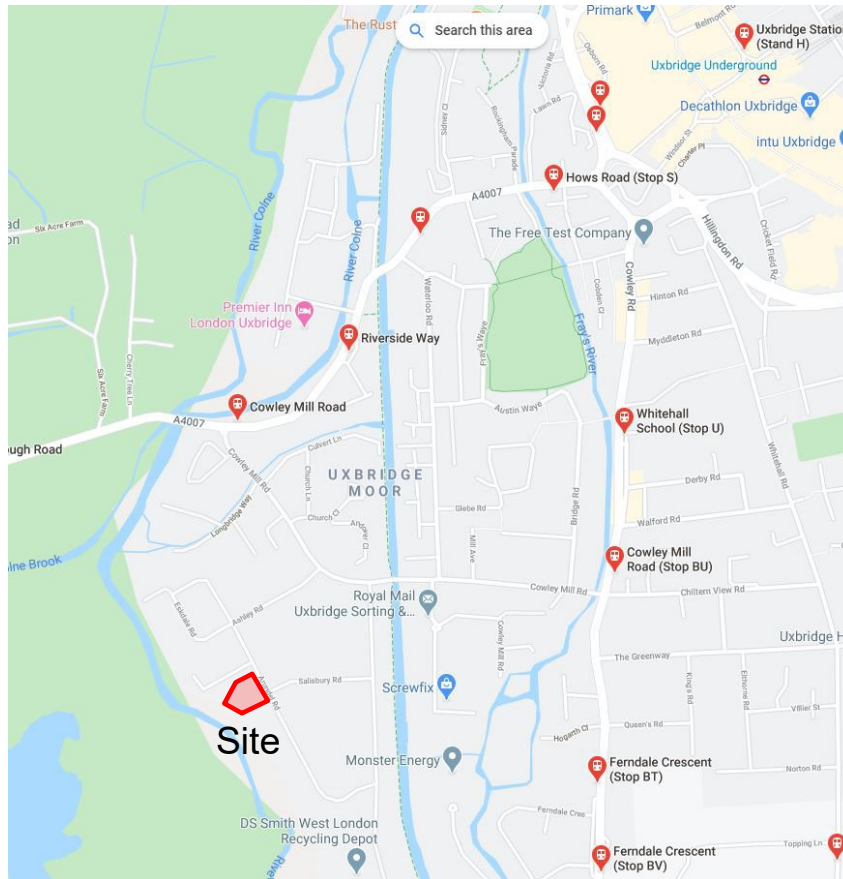
The front elevation is set back from the footpath to allow for onsite vehicle parking & deliveries. Within the service yard is the existing GRP clad substation.

To the north and west boundaries, there is an existing old timber fence, whereas the rear boundary is in metal security palisade fencing. Beyond the rear boundary and through the existing pedestrian gate is the local authority public car park.

The disorganised and poorly laid out arrangement is in real need of improvement and this proposal seeks to enhance the site to current market and environmental standards and enable an improved tenant use and flexibility, whilst retaining the industrial use class.



Existing elevation



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2.0 Site Analysis – cont.

2.3 Site Transport & Access

Overall

The site is fully accessible to pedestrians, cyclists and public transport users as well as vehicles – cars and large box vans, etc.

Vehicular access and refuse collection to the site is currently via the side access road.

Visitor and staff access to the main building is via the centrally located main doors and 1no side door, which is generally at pavement level or features a nominal small step up at the threshold.

Public Transport

Given the use and location of the existing estate, there is limited access to the site by public transport as most of the units are industrial. Currently it seems most workers travel to site by car based on the unrestricted on street parking and generally sufficient on site parking.

There are 2no. main bus routes near by, on Cowley Road (583, 222 or U5) or on St John's Road (3), both of which are approximately 8-10 minute walk.

The nearest tube or main line station is Uxbridge Underground which requires a mix of walking and the above bus routes.

Servicing

The existing servicing arrangement of using the side access road for the rear units and main building will be retained.

London Borough of Hillingdon

PRE-APPLICATION ADVICE – 7489/PRC/2019/130

Issued 17th September 2019

Key comments received & conclusion:

8. CONCLUSION

To conclude, there is no in principle objection to the redevelopment of the site to provide new commercial units (Use Class B1, B2 and B8). There are concerns relating to the footprint and layout of the proposed units. Insufficient car parking has been proposed and there are concerns that the proposal would result in the conflict in vehicular movements. The applicant is requested to reconsider the layout of the proposal and provide further details relating to the highways impact of the proposed development.

Pre-Application Advice: Zhaji Haji-Ismail, Planning Officer

3.0 Design Principles & Response

3.1 Planning History & Response

Pre-application Advice – 2019 Application.

The pre-application submission to planning was made in early 2019 with a meeting held on site on 30th July 2019 with the Planning Officer. The application demonstrated the proposal of 2 no. new current spec units with relocated car parking & servicing.

Please refer to the full report dated 13th September 2019. Also refer to the Planning Statement prepared by Planning Potential.

A full planning submission was submitted in May 2020 taking on board the pre-application advice and this was granted permission on 16th September 2020 with conditions. Please refer to ref: 74891/APP/2020/1614 for further details.

3.0 Design Principles & Response

3.2 Proposed design

This new re-designed scheme for the full planning application retains the recommendations following feedback received at the Pre-application from the Planning Officer, with the concerns over the footprint & layout of the units, car parking quantity and general vehicular movements on site. The alterations proposed to the unit reflect market advice that the scheme should be designed for a single occupant only, hence the scheme has been altered to suit with single entrance, fully designed amenity block and first floor office mezzanine to the main elevation fronting Arundel Road.

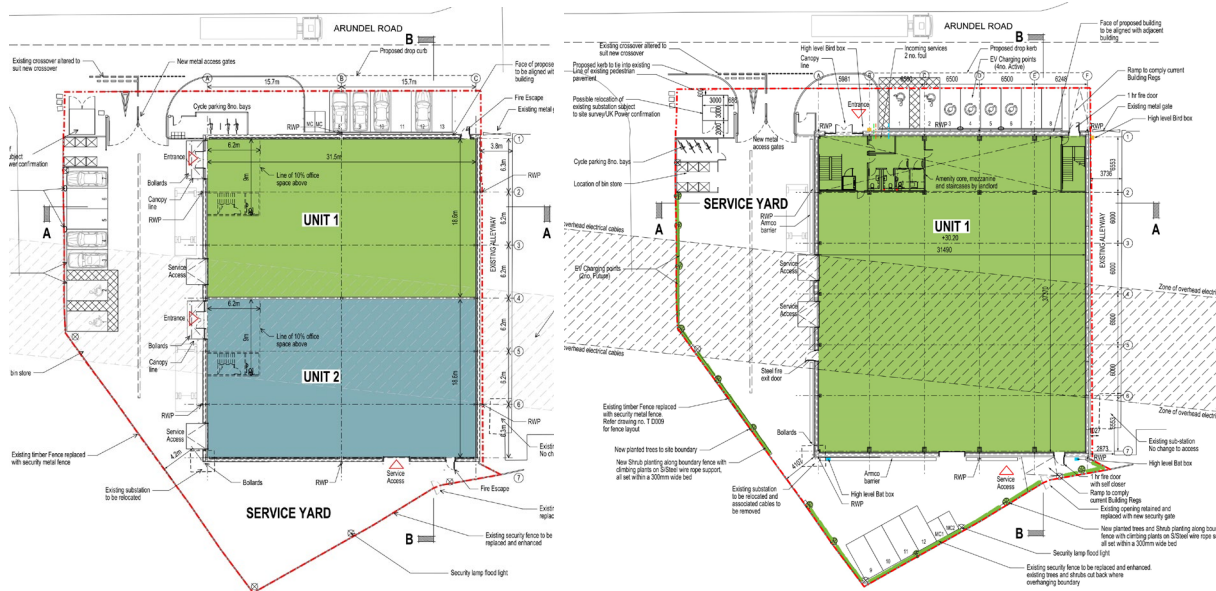
The building footprint and site position is unchanged from the approved planning application drawings. The alterations are focused on the removal of unit 2, entrance, glazing etc. and making alterations to the internal parking arrangement to afford a larger service yard to the side of the unit.

The bin store has been swapped with the cycle store as there was concern from the electricity utilities provider that the bin store was too close to the substation. The bin store is still easily accessed from Arundel Road.

The onsite car parking is 12no. spaces and secure cycle parking has been provided for 8no. cycles. As per the Pre-app advice, there will be now 20% active and 20% passive electric vehicle charging bays.

The proposed height of the building relates to the existing surrounding buildings but will achieve current tenant requirements for Industrial units.

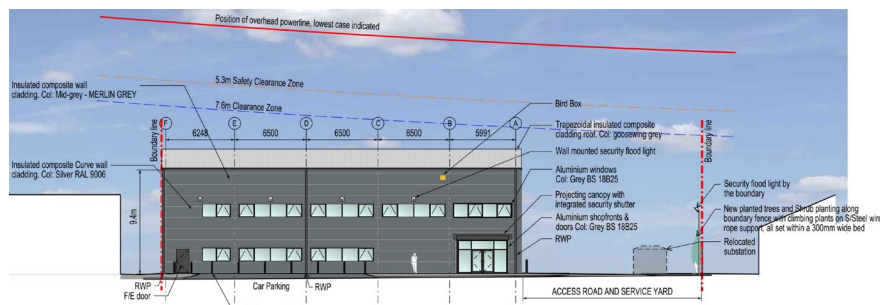
The new unit is typical of national Industrial design approach with separate pedestrian access and roller shutters for goods entrances, keeping a safe separation between uses.



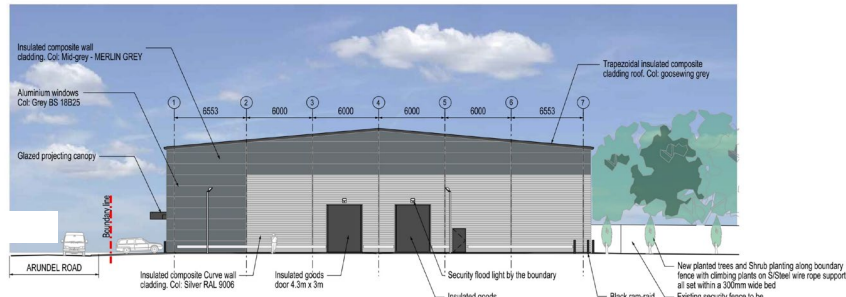
Approved Proposed site plan

Revised Proposed site plan

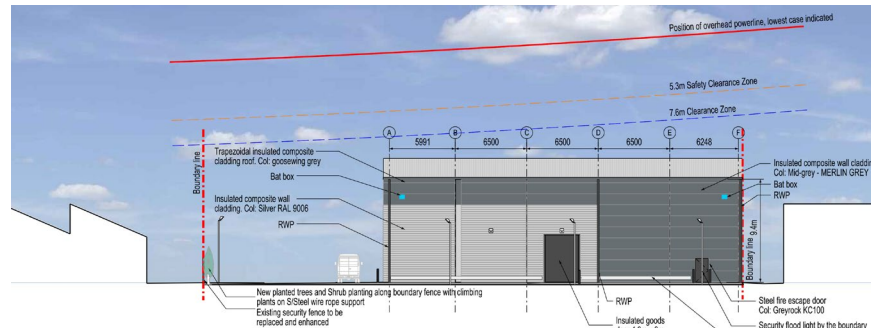




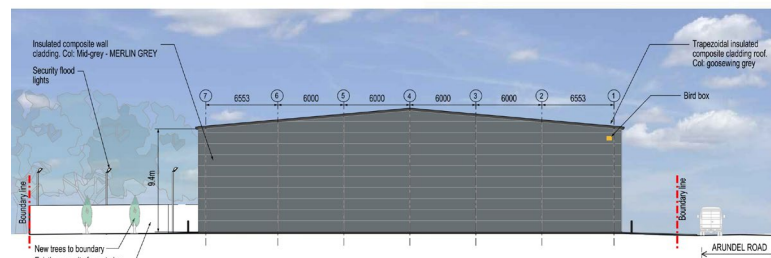
Elevation to Arundel road



Service yard elevation



Rear elevation



Side elevation facing existing alleyway

3.0 Design Principles & Response

3.2 Proposed design – continued.

The elevational treatment of the new units provides a mixture of curtain walling and windows, composite mid-grey metal cladding panels including the silver Curvewall metal profiles as features. Glazing has been added to the elevation fronting Arundel Road with glazed entrance core and windows to ground and first floors. The other three elevations are more subservient, finished with simpler detailing.

The new curtain walling will match the cladding finishes, with a mix of Mid- grey and silver.

The fenestration of the facades balance glazing with cladding and set out panel depths to correspond with glazing cills and head heights and floor levels. There will be solid projecting canopy over the main entrances glazing which houses the security shutter. The roof will feature single pitch portal roof with external gutters and rwp's.

All new materials and their assembly will be constructed to current building regulation standards.

To protect the building elevations, there will new anti-ram bollards at key openings and parking locations. As part of security enhancements, the old timber boundary fence to the northern and west boundaries will be replaced with new Palisade security fencing. There will also be post and building surface mounted security lighting.

The new building will target a BREEAM rating of "Very Good" and EPC level "A"

3.0 Design Principles & Response

3.3 Scale and Materials

The intention of the scheme is to achieve a simple and yet high standard of design using contemporary materials to provide a visually interesting and cohesive design.

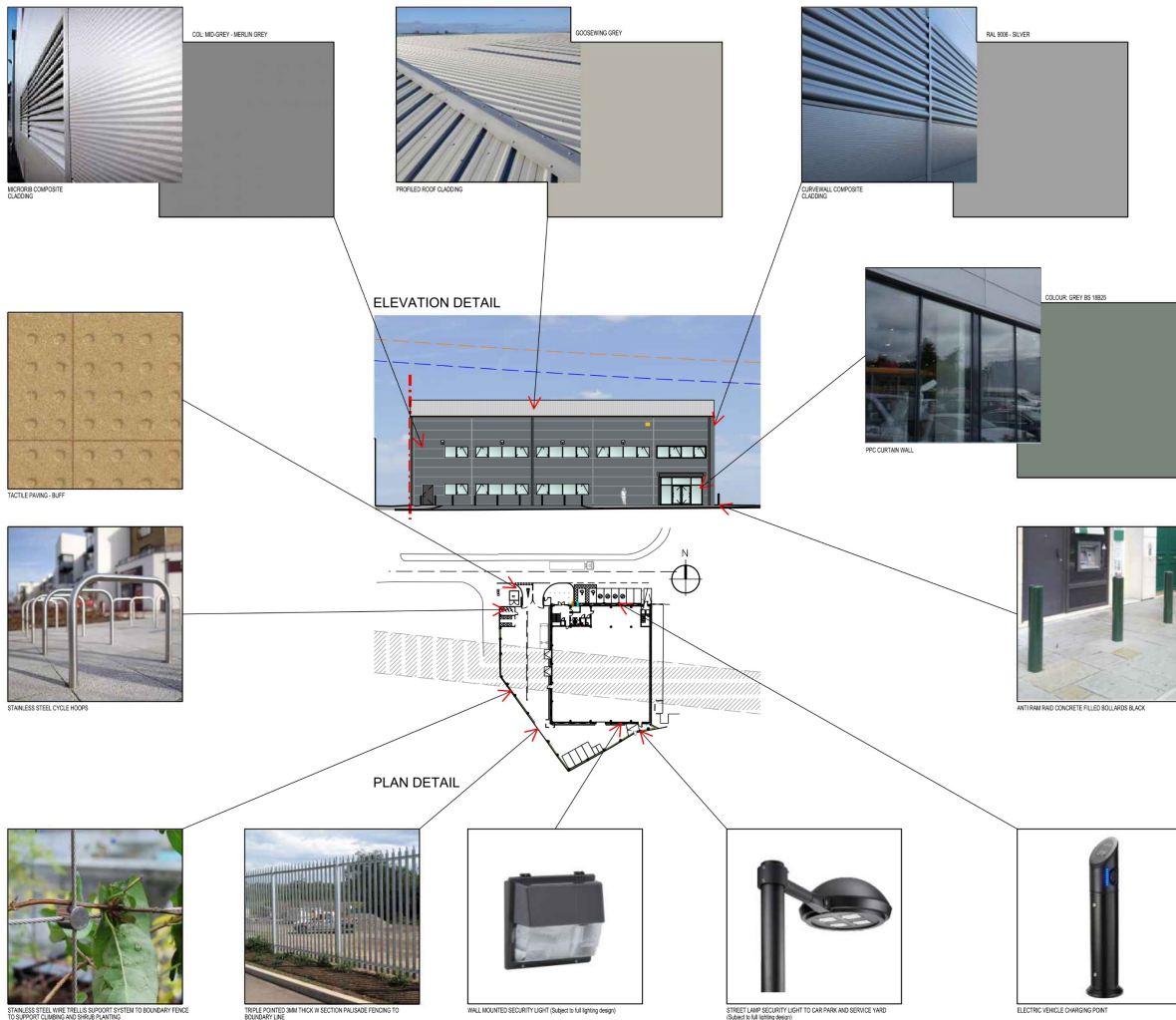
This has been achieved using a combination of contrasting materials such as the main elevations clad in flat metal panels and key features in curvewall panels.

The main elevation entrance glazing, strip windows and projecting canopy help break up the large areas of mid grey panels.

The proposed single span pitched roof in Goosewing grey, falls towards the perimeter edges, which will be easily accessible via cherry-picker, which aids safe maintenance of the building. The new canopy over front entrances will shield customers from the weather whilst providing an encasement for the proposed security shutter.

The height of the new units at the front is 9.4m, which is sympathetic in scale to its immediate environment of mixed-use and industrial style of properties in the surrounding area.

In response to Planning policy DME1 1 (Living walls & Roofs), as the existing site has no soft landscaping, we have included new small trees to the perimeter boundary lines to the West & South to improve the ecology, biodiversity & air quality of the site. Due to the nature of the retained/proposed use and tightness of the site, all elevations are exposed and any vertical planting will be susceptible to damage by passing vehicles or material movement. A green roof had been considered however due to the regular maintenance required and the absence of parapet walls to the perimeter, for safety reasons, proximity of the overhead powerlines and the extra weight & cost added to the roof structure, it was deemed not viable for the size & type of scheme.





4.0 Access

Access is established as a fundamental planning issue owing to its importance to a growing percentage of the population with mobility impairments. The design provides an inclusive development that can be used safely and easily by staff and visitors alike without undue special treatment, allocating appropriate space for all people including those with disabilities.

The layout of the proposal aims to provide ease of use for people arriving and using the buildings. The principle entrance doors to the building and other doors will meet / exceed the effective clear width of 800mm through doorways as stipulated in BS 8300:2009. Doors will incorporate vision panels and manifestations as appropriate.

The issue of visually impaired building users and those with hearing impairments will be fully addressed as the project detailed design is developed to comply with the Building Regulations Approved document M, Equality Act 2010 and BS 8300:2001 – Design of buildings and approaches to meet the needs of disabled people.

4.1 Vehicle Access

The access to the proposed development will be via the adjusted existing crossover, giving access to the side and rear service yards. Also the existing car parking to the Arundel Road elevation will be adjusted & increased to allow for motorcycles. This has been increased in line with the Pre-app advice, to a total of 12no. spaces & 2no. Motorcycles.

This will give a clear separation between visitor's vehicles and tenants staff and deliveries.

There will also be new secure cycle parking on site, allowing for 8no. spaces.

Also refer to the Transport Assessment

4.0 Access

4.2 Disabled Access

In accordance with The equality Act 2010, the Equality Act 2010 (Disability) and Approved Document (AD) Part M Volume 2, 2015 edition, Section 0.13 and 0.14(i) a and c, the following provisions have been made:-

- People regardless of age, disability or gender are able to reach the principle entrance to the building from the customer and staff car park within the realms of the site boundary.
- For convenience and to assist the ease of access for disabled people, parking spaces have been located in accordance with the provisions of AD Part M. The spaces include accessibility and safety zones to aid egress and access to vehicle once parked. A total of 2no. Disabled spaces are provided.



4.3 Servicing Strategy

The proposed B1, B2 & B8 class units are of medium size so the demand for servicing is therefore likely to be low-medium, possible one delivery a day per unit. The units will most likely be serviced by box vans and small vans. Refuse is also likely to be collected once a day. Also refer to the Transport Assessment

5.0 Sustainability & Environmental Strategy

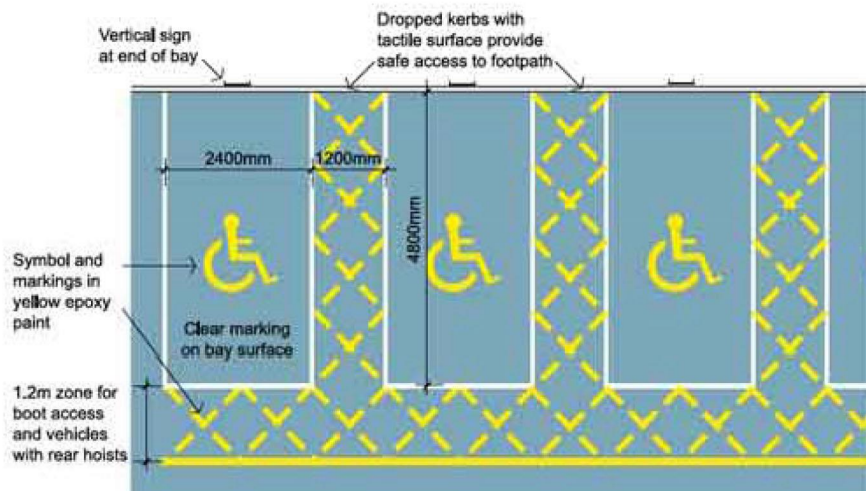
The new units envelope, including floors, walls, glazing and the roof will comply with current Building regulations for thermal performance, under Part L of the approved documents. The new M&E services will be installed under a separate fitting out package, in accordance with latest Building Regulations requirements.

There will be the use of energy efficient lighting with control by daylight sensors used throughout.

There will be no loss to landscaping, as the new building will occupy the existing buildings footprint.

The new building will target a BREEAM rating of "Very Good" and EPC level A.

Also refer to the sustainability statement



6.0 Scheme of Drawings

Unaltered from approved planning drawings

10773-L-001	Site Location Plan
10773-P-001	Existing site plan
10773-P-002	Existing Site constraints plan
10773-P-003	Existing ground floor plan
10773-P-004	Existing Block plan
10773-E-001	Existing Elevations 1
10773-E-002	Existing Elevations 2
10773-PH-001	Site photos

Altered from approved planning drawings

10773-P-101	Proposed site plan
10773-P-102	Proposed ground floor plan
10773-P-103	Proposed roof plan
10773-P-104	Proposed first floor plan
10773-P-105	Site constraints plan
10773-P-106	Site survey with overlay
10773-E-101	Proposed elevations 1
10773-E-102	Proposed elevations 2
10773-S-101	Proposed sections
10773-M-001	Proposed Materials