



DESIGN & ACCESS STATEMENT

**ISLAND SITE, ESKDALE ROAD
UXBRIDGE
UB8 2RT
Class E(g)(iii), B2 and/or B8.**

Rev - First Issue 20.09.2024
Rev A Planning 11.10.2024



Contents

1.0 Introduction

2.0 Site Analysis

- 2.1 Site location & context
- 2.2 Site description
- 2.3 Site transport & access
- 2.4 Public transport
- 2.5 Site servicing

3.0 Design Principles & Response

- 3.1 Proposed site plan
- 3.2 Proposed elevations
- 3.3 Proposed 3D visuals
- 3.4 Proposed scale and materials
- 3.5 Proposed landscaping

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 units, to suit modern tenant requirements, continuing with the same use class E(g)(iii), B2 and/or B8.

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 for the new industrial units.

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



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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 within the cul-de-sac of Eskdale Road and is part of the Uxbridge Industrial Park consisting of two class E(g)(iii), B2 and/or B8 warehouses with a combined gross floor area of approximately 3,571 Sqm. The current service yard layout presents parking provision to the north, south, and west with gated access to the north and south. The site is bound on all sides by Eskdale Road. Uxbridge Industrial Park is situated 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 closest residential area is located to the east of the site adjacent to Cowley Mill Road.

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.

Overhead powerlines span North to South over the eastern side of the site.

The site is in between the River Colne running to the west of the estate and the Grand Union Canal running along the east.



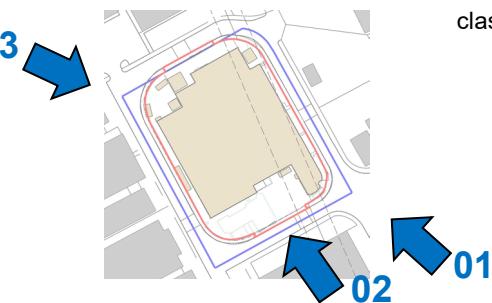
01 Street scene – junction between Eskdale Rd / Ashley Rd



02 Street view from Eskdale Rd



03 Street view from Eskdale Rd



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2.2 Site Description

The site is located within the cul-de-sac of Eskdale Road and is part of the Uxbridge Industrial Park

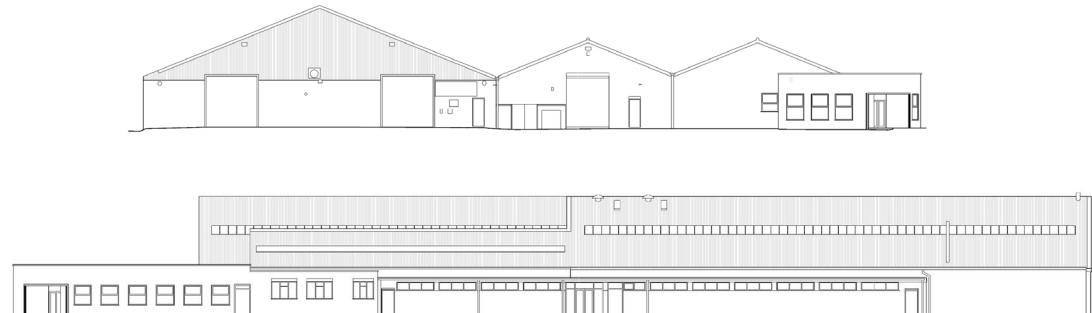
The site is generally level to match the surrounding pavement. There are pedestrian routes along one or both sides of roads within the local area that includes Ashley Road, Arundel Road and Eskdale Road. The nearby bus stops and residential areas are safely reachable on foot via the footway's facilities.

The building is currently divided into two units, of class E(g)(iii), B2 and/or B8 warehouses. 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. The existing building has reached its functional life expectancy.

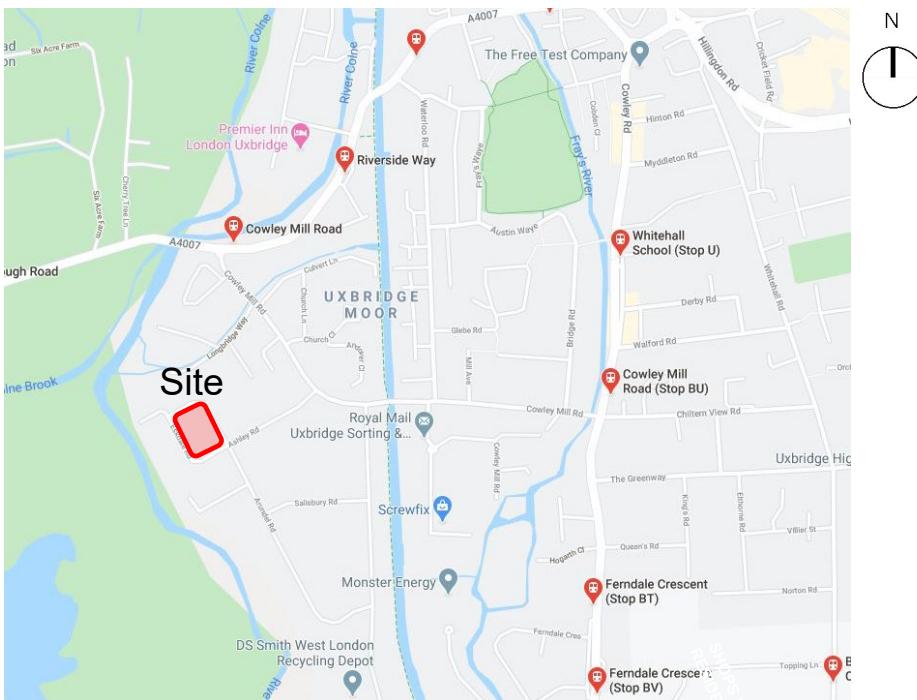
The front elevation is set back from the footpath to allow for onsite vehicle parking & deliveries. An existing substation is housed within the service yard.

An existing palisade fence with barbed wire top secures the perimeter.

The existing building 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 main elevations



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2.3 Site Transport & Access

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 Eskdale road.

Visitor and staff access to the buildings is via multiple entrance doors along the perimeter, which are generally at pavement level.

2.4 Public Transport

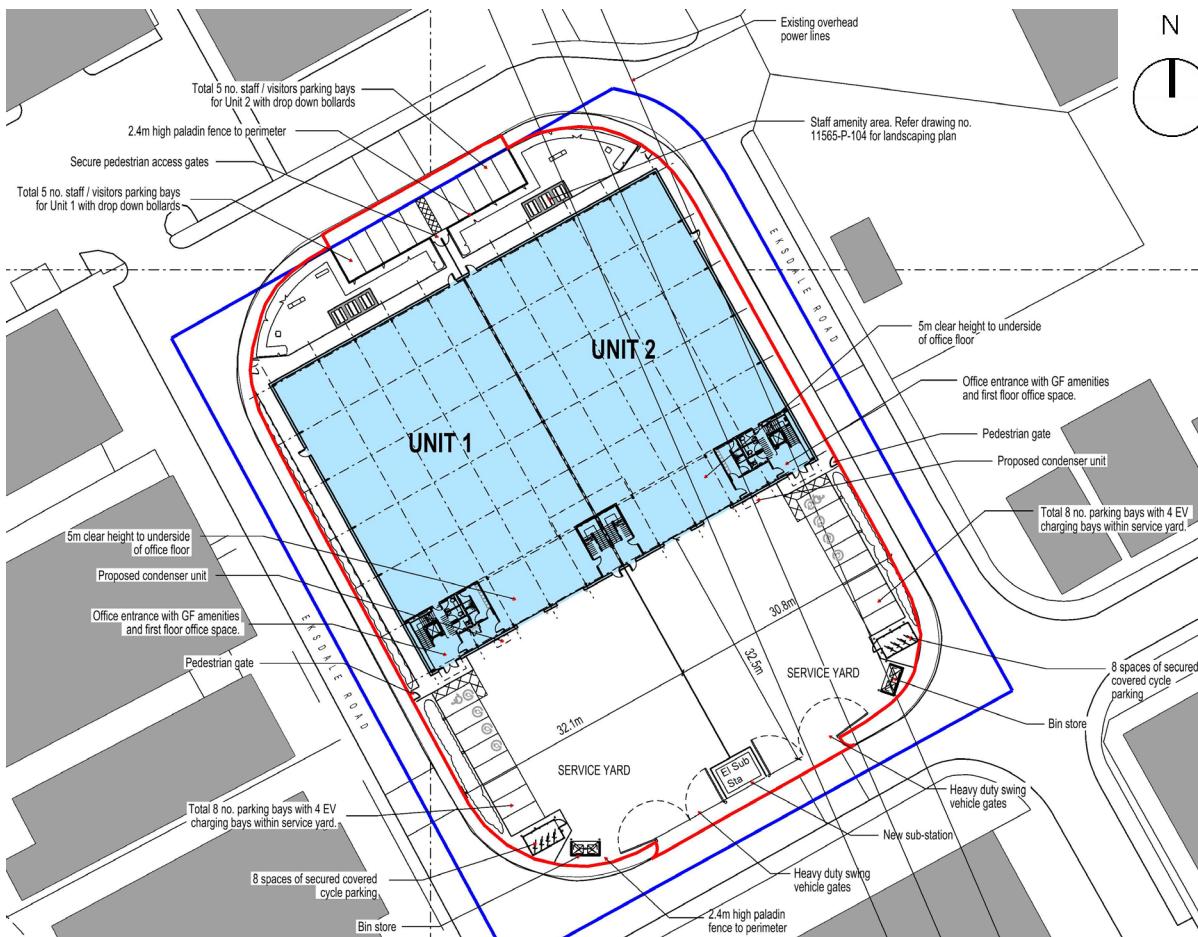
Given the use and location of the existing estate, there is limited access to the site by public transport as most of the units are industrial. Currently it seems most workers travel to site by car based on the unrestricted on street parking and generally sufficient onsite parking.

There are 2no. main bus routes nearby, on Cowley Road (n.583, n.222 or n.U5) or on St John's Road (n.3), both of which are approximately 8–10-minute walk. These routes connects the site to the northbound with Uxbridge Town Centre and Rail Station, and the southbound to Slough and Heathrow Bus Station.

The nearest tube or main line station is Uxbridge Underground, located 1.7km (21 minutes' walk) which requires a mix of walking and the above bus routes. The station is linked to Metropolitan and Piccadilly Lines.

2.5 Servicing

The existing servicing arrangement will be altered to suit the needs of the new building layout.



Proposed Site Plan

 OWNERSHIP BOUNDARY

 APPLICATION BOUNDARY

3.0 Design Principles & Response

3.1 Proposed site plan

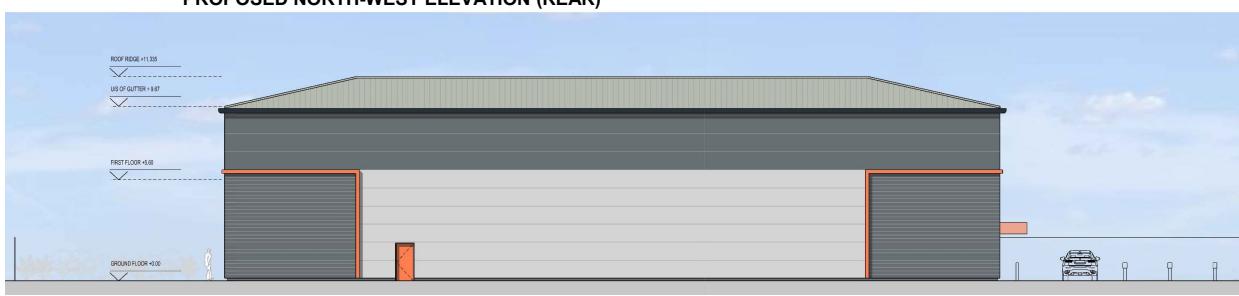
It is proposed to demolish the existing buildings occupying an area of approximately 3,571 Sqm with a new 2,850 Sqm high-quality flexible Class E(g)(iii), Class B2 and/or Class B8 commercial floorspace together with ancillary services, associated parking, landscaping and service yards.

The onsite car parking provision is 26no. Spaces split between each unit including 2 reserved for Blue Badge Holders and 8no. with EV charging facilities. Secure covered cycle parking has been provided for 16no. Cycles (8no. for each unit).

The proposed development introduces alterations to the access arrangements with the erection of a continuous fence line and introduction of pedestrian access and two heavy duty swing vehicle gates at the front of the building.

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.



3.2 Proposed elevations

The elevational treatment of the new units provides a mixture of cladding panels and windows, composite and built-up cladding in various cladding profiles including curved and microrib, with profiled aluminium feature details to corners, sectional door openings and entrance canopies. Glazing has been added to the elevation fronting Eksdale Road with glazed entrance core and windows to the first floor office area. The other three elevations are more subservient, finished with simpler detailing.

The fenestration of the facade is in line with the entrance feature cladding which wraps the corner to the facade. There will be solid projecting canopy over the main entrance glazing which houses the security shutter. The roof will feature two pitched roofs with a valley to the middle and perimeter gutters.

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

To protect the building elevations, there will be new anti-ram bollards at key openings and parking locations. As part of security enhancements, the existing metal security Palisade fencing boundary fence will be altered and refurbished to suit the new entrance point arrangements, and a new Palisade security fencing will be installed on the eastern boundary. There will also be post and building surface mounted security lighting.

The new building will target an EPC level "A".



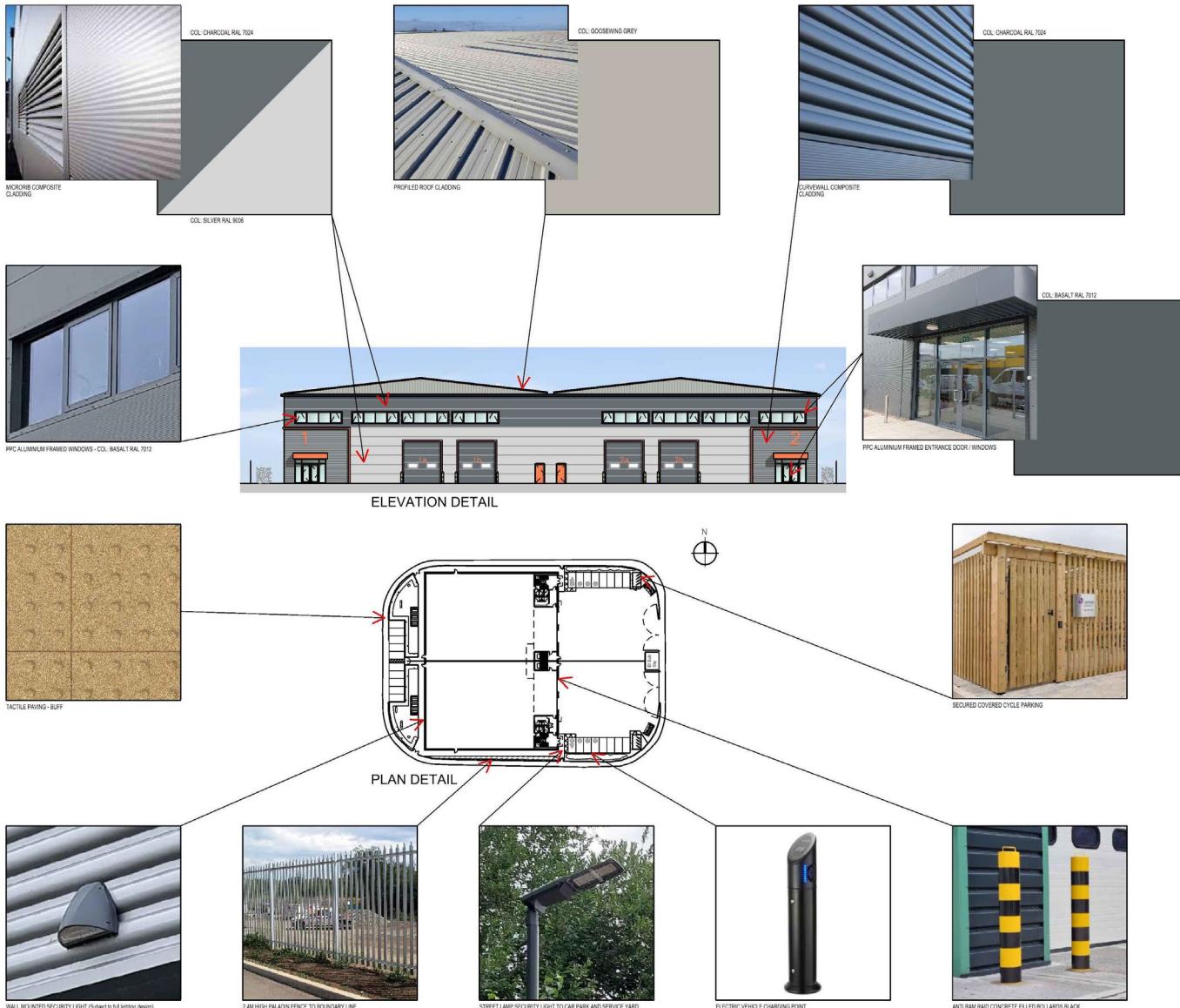
Proposed 3D Visual – Birds eye view.



Proposed 3D Visual – View from the service yard.

3.3 Proposed 3D Visual

As part of the Planning Application, we have prepared 3D visuals to illustrate the proposal.



3.4 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.

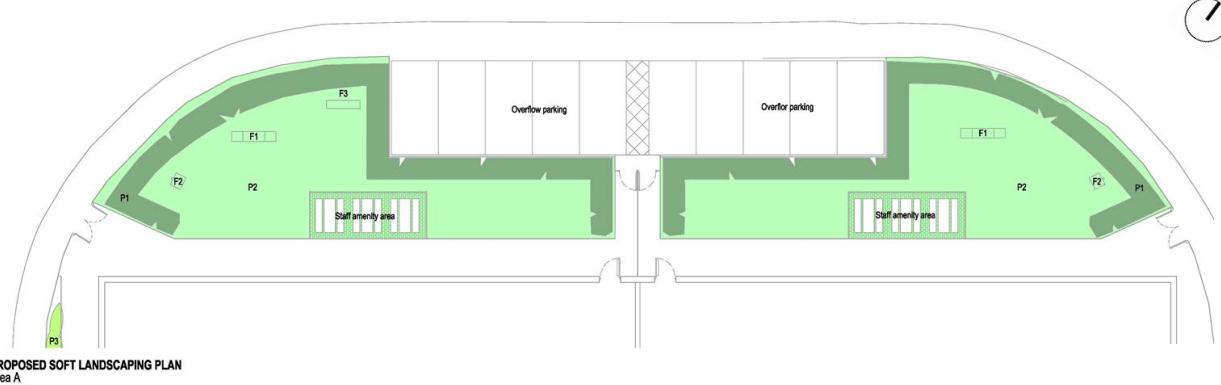
This has been achieved using a combination of contrasting materials such as the main elevations clad in flat metal panels and key features in curved wall panels.

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

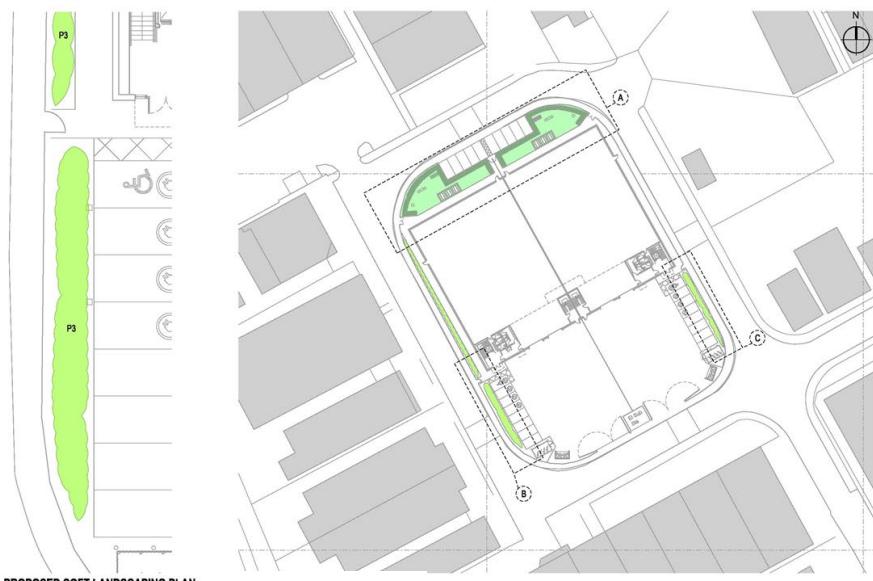
The new canopy over front entrances will shield customers from the weather whilst providing an encasement for the proposed security shutter.

The height of the new units at the front is 11.335m, which is sympathetic in scale to its immediate environment of mixed-use and industrial style of properties in the surrounding area.

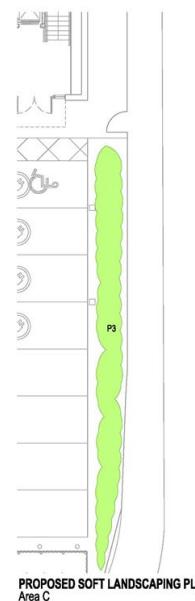
3.5 Proposed landscaping



PROPOSED SOFT LANDSCAPING PLAN
Area A



PROPOSED SOFT LANDSCAPING PLAN
Area B



PROPOSED SOFT LANDSCAPING PL
Area C

As the existing site has minimal soft landscaping, we have included new hedgerows, traditional meadow wildflower areas, and native scrub mix to the perimeter boundary lines to the North, West & East to improve the ecology, biodiversity & air quality of the site.

The proposed landscaped enhancements will provide amenity space for staff and support for wildlife.

2no. large bug hotels, 2no. bird boxes on a pole, 1no. bat towers will also be installed in the amenity area.

These implementation will help to achieve 10% biodiversity net gain and satisfy the compulsory trading rules.

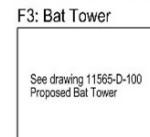
Please refer to the Ecology Assessment for further detailed information.



F1: Bug hotel (large)



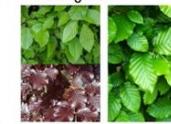
F2: Bird box (pole)



F3: Bat Tower

See drawing 11565-D-100
Proposed Bat Tower

P1: Hedgerow



Purple/Red Beech
(*Fagus sylvatica*
'Purpurea')



Green Beech
(*Fagus sylvatica*
'Purpurea')



P2: Traditional Meadow Wildflower



P3: Native Scrub mix



Dog rose

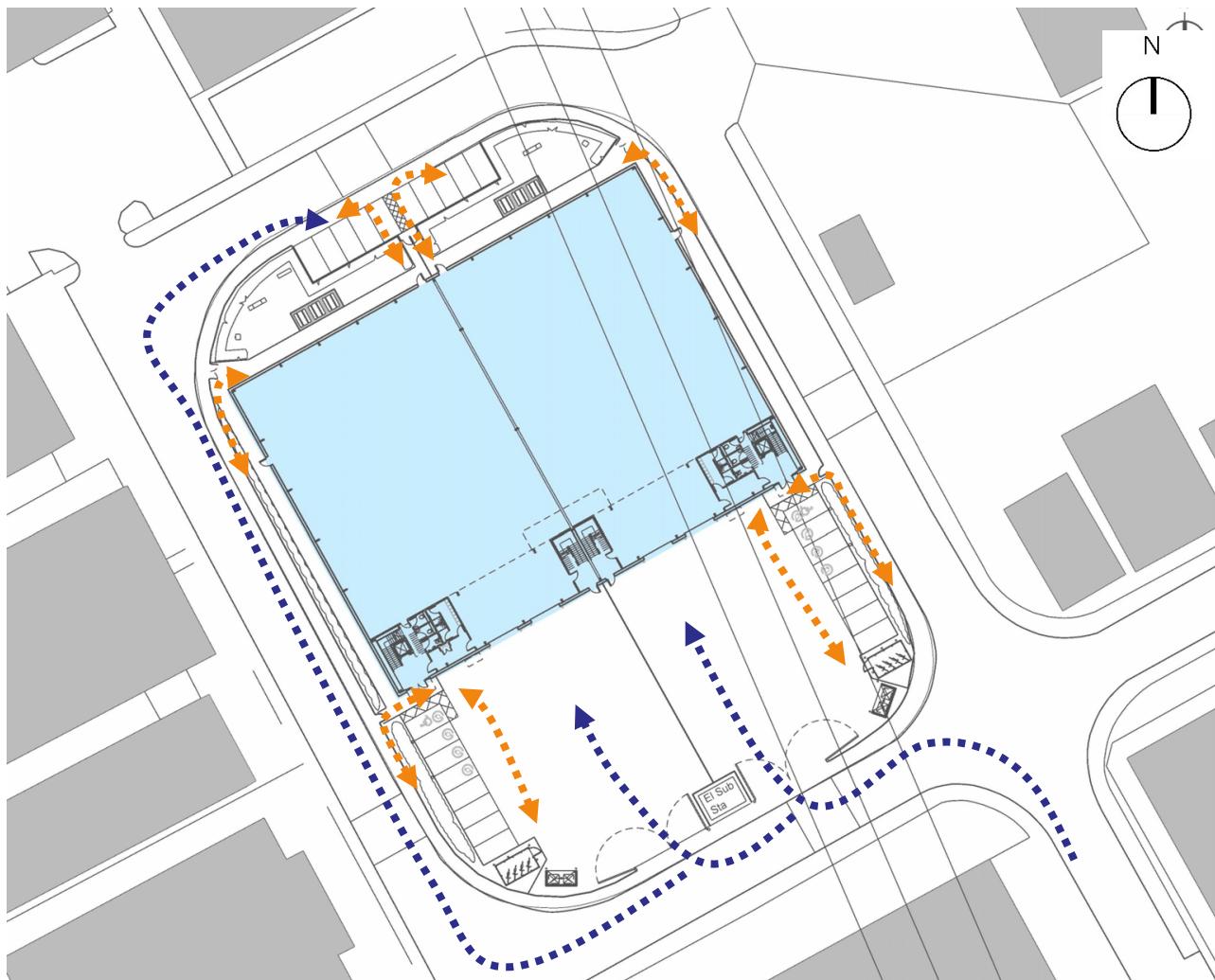


Hazel



Holly

Proposed Landscape Design



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.

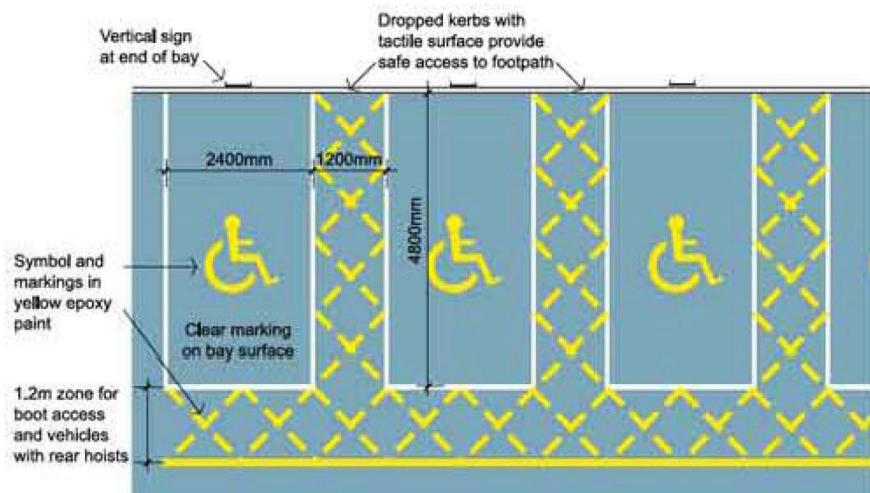
The issue of visually impaired building users and those with hearing impairments will be fully addressed as the project detailed design is developed to comply with the Building Regulations Approved document M, Equality Act 2010 and BS 8300:2001 – Design of buildings and approaches to meet the needs of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

4.1 Vehicle Access

The access to the proposed development will be via two new heavy duty swing gates taking vehicles to each self-contained service yards. The existing access on the north-western corner will be removed. The perimeter fencing will be replaced/ maintained, and a section of it installed as necessary and new pedestrian access are introduced in the proximity of the fire exit and entrance doors. A new car parking area is proposed on the northern boundary with 2 secure access gates linking to a pedestrian walkway along the side of the building.

There will also be new secure cycle parking on site, allowing for 12no. spaces.

Please refer to the Transport Assessment for further detailed information.



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. The existing unit provides no provision for Disabled parking. As proposed a total of 2no. Disabled spaces are provided.

4.3 Servicing Strategy

The proposed 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. Please refer to the Transport Assessment for further detailed information.

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 and PIR used throughout.

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

The new building will target an EPC level "A".

Please refer to the Transport Assessment for further detailed information.

6.0 Scheme of Drawings

11565-L-001	Site Location Plan
11565-P-001	Existing Site plan
11565-P-002	Existing Site Constraints Plan
11565-P-003	Existing Ground Floor Plan
11564-P-004	Existing First Floor Plan
11564-P-005	Existing Roof Plan
11565-P-006	Existing Block Plan
11565-E-001	Existing Elevations - Sheet 1 of 2
11565-E-002	Existing Elevations - Sheet 2 of 2
11565-S-001	Existing Sections
11565-P-100	Proposed Site Plan
11565-P-101	Proposed Ground Floor Plan
11565-P-102	Proposed First Floor Plan
11565-P-103	Proposed Roof Plan
11565-P-104	Proposed Landscaping Plan
11565-P-105	Site Survey with Proposed Overlay
11565-E-101	Proposed Elevations - Sheet 1 of 2
11565-E-102	Proposed Elevations - Sheet 2 of 2
11565-S-101	Proposed Sections
11565-M-101	Proposed Materials
11565-D-100	Proposed Bat Tower