



# BYSS Staples Corner

Renault/ Dacia, Staples Corner, North Circular Road, NW2 1LY

Design and Access Statement

December 2023

2410-PGB-03



# 00 Revisions

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Revisions			
Rev	Date	Initials	Description



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## 02 Introduction



# 02 Introduction

Scope & purpose of document | Background | Guidance & reference

## Scope and purpose of document

Mountford Pigott LLP have been appointed as architects, on behalf of .Big Yellow Self Storage Company Limited, to prepare designs for the redevelopment of West End Vauxhall House, North Circular Road, London, NW2 1LY.

This Design & Access Statement has been prepared to support a full planning application for demolition of the existing building and the construction of a self-storage facility (Use Class B8) including ancillary flexi-offices, together with associated service yard, car parking and landscaping areas.

Mountford Pigott have extensive national experience in a wide range of development sectors, including self storage facilities in line with the proposals for this site.

The purpose of this document is to accompany the Planning Application submitted for the development of the site.

## Background

### Legislative Context

Section 62 of the Town and Country Planning Act 1990 (“the 1990 Act”) (as amended) provides for a development order to make provisions about planning applications, and to require a statement of design principles and access issues, known as a design and access statement (“DAS”). Design and access statements can be a useful tool in planning for high quality development. If design and access issues are considered from an early stage of scheme development, this can and does result in good quality design. Paragraph 029 (Reference ID 14-029-20140306) (as revised 06/03/2014) of the National Planning Policy Guidance sets out in general terms what design and access statements should provide.

The Town and Country Planning (Development Management Procedure) Order 2015 sets out the procedure for making and deciding planning applications, including the requirements to provide a design and access statement (article 9). Article 9 of the Development Management Procedure Order 2015 sets out the following requirements for design and access statements:

(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about -

- (a) the design principles and concepts that have been applied to the development; and
- (b) how issues relating to access to the development have been dealt with.

(3) A design and access statement must -

- (a) explain the design principles and concepts that have been applied to the development;
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- (e) explain how any specific issues which might affect access to the development have been addressed.

## Guidance & reference

The proposal for the application site is being developed with reference to the National Planning Policy Framework 2023.

The design is being developed to achieve the objectives set out in the new National Design Guide published by the Ministry of Housing, Communities & Local Government. Consideration has been given to the topics and features which contribute to a well-designed place in the emerging proposal for the site. The National Design Guide has been used to help structure this Design and Access Statement.

The design principles which are being established will need to be elaborated in accordance with the detailed standards and requirements set out in documents including Manual for Streets 2010, the Urban Design Compendium 2000, The London Plan and the Building Regulations. Although this level of detail is beyond the scope of the current design, it is essential that the approach is robust so that all parties can be assured that in due course the design can be turned into a viable, compliant and deliverable scheme while retaining all of those features that characterise a well-designed place.

## National Design Guide

Planning practice guidance for beautiful, enduring and successful places



 Ministry of Housing, Communities & Local Government



The ten characteristics of well-designed places

# 02 Introduction

Brief | Technical consultants | Site location in wider context

## Brief

Big Yellow and their design team have carefully developed the brief for this site with the following objectives:

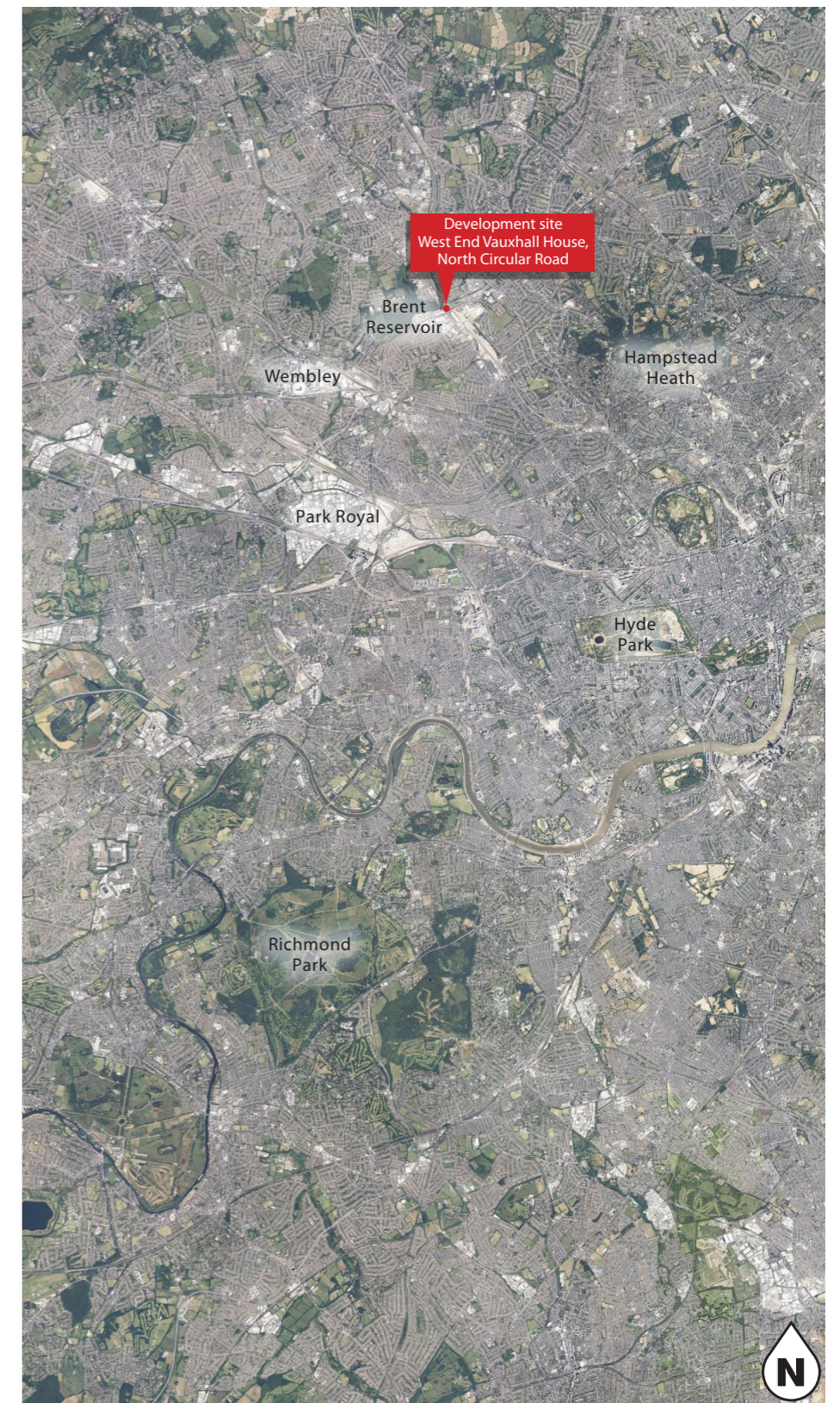
- Re-provide a new self-storage facility to replace the existing Staples Corner BYSS facility.
- Design a new self-storage facility that achieves the required storage capacity of 125,000ft<sup>2</sup> net internal area.
- Integrate ancillary flexi-offices associated to the self storage use amounting to 4,000ft<sup>2</sup> gross internal area.
- Take into consideration the existing context whilst ensuring the proposed building also responds appropriately to the emerging plans for this strategic road junction.
- Introduce active frontages and soft landscaping to create a welcoming environment at street level.
- Create a dynamic and attractive building that responds to the various view points and vantage points around the site.
- Create a sustainable design that improves the environmental qualities of the site and introduces wide-ranging sustainability measures, driven by a BREEAM 'Excellent' target.
- Provide good access for pedestrians, cyclists and vehicles.
- Design a building easy to maintain that incorporate robust security measures into the design.

## Technical consultants

The planning application has been prepared by a team of designers and technical consultants who have all contributed to the proposal in their respective areas of expertise. This team is formed by the following practices:

- |                                  |                        |
|----------------------------------|------------------------|
| • <i>Architecture</i>            | Mountford Pigott LLP   |
| • <i>Planning Consultancy</i>    | DWD                    |
| • <i>Sustainability / BREEAM</i> | TFT Consultants        |
| • <i>Energy assessment</i>       | TFT Consultants        |
| • <i>Structural Engineering</i>  | Evolve                 |
| • <i>Civil Engineering</i>       | Evolve                 |
| • <i>Highways Consultancy</i>    | Rappor                 |
| • <i>Daylight and Sunlight</i>   | TFT Consultants        |
| • <i>Ecology</i>                 | RPS                    |
| • <i>Arboriculture</i>           | Crown Tree Consultancy |
| • <i>Landscape Design</i>        | Rappor                 |
| • <i>Acoustics</i>               | Sharps Acoustics       |
| • <i>Air Quality</i>             | RPS                    |
| • <i>Utilities Assessment</i>    | SMS                    |
| • <i>Fire Engineering</i>        | Hydrock                |

## Site location in wider context



Wider context map

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# 03

## Context Analysis

# 03 Context Analysis

Local context | Economic context | Site location

## Local context

The site sits approximately 1.2 miles to the west of Brent Cross Tube Station and 0.7 miles to the south of Hendon Rail Station.

Immediately to the south of the site sits Staples Corner, a major road junction with two linked roundabouts and flyovers, which connect the A406 North Circular Road with the A5 Edgware Road and the start of the M1 motorway.

Running through Staples Corner, between the two roundabouts, is the Midland Main Line and Thameslink railway line, which form the northeast boundary of the site. The railway infrastructure is locally elevated and a number of light industrial units and small business are housed in the arches below the tracks.

The River Brent defines the northwest site boundary, whilst Edgware Road and Staples Corner West Roundabout surround the site to the south.

The Brent Reservoir sits to the west of the site, across Edgware Road.

## Economic context

The immediate context is mostly employment land, with Staples Corner Retail Park sitting to the south of the North Circular Road, in the linear plot of land between Edgware Road and the railway tracks.

Directly west of Edgware Road, to the south of Brent Reservoir, land is also dedicated to employment uses, mostly industrial buildings and trade units, with a small proportion of offices, and incubator units with art studios and workshops.

Further west and south, the land changes rapidly to low density residential, mostly a combination of terraced and semi-detached housing dating back to the interwar period. This same pattern of development applies to the land to the north of the site, on the other side of the M1.

There is a variety of uses to the north of the site in the strip of land between Edgware Road and the railway infrastructure, including hotel, educational, office and industrial uses, but within 500m the land changes to residential. Historic low density initially, with high density new developments in close proximity to Hendon station.

Brent Cross Shopping Centre occupies a significant portion of land to the northeast of the site, with its surface car parks extending the full length of the North Circular Road section connecting the M1 and the A41.

Additional retail uses sit directly south of this portion of the North Circular, with Brent Cross Town currently under construction transforming historically industrial land into a new high density residential neighbourhood aiming to create 6,700 new homes.

## Site location



Local context map



# 03 Context Analysis

## Existing land uses

### Existing land uses

As outlined in the economic context section, the wider context is mostly residential with a wide range of industrial and retail units in the vicinity of Staples Corner.

Residential land has been developed throughout many decades, and this reflects an extensive variety of residential types in the area: from family dwellings dating back to the interwar period to modern and contemporary residential blocks. As mentioned above, Brent Cross Town is under construction and will introduce a large number of additional homes to the area.

As the adjacent diagram makes apparent, the second most common active land use in the area is industrial and commercial, with retail uses also present in close proximity to the site. Brent Cross Shopping Centre is a very large individual large use block.

Community uses are dotted around the area and include religious, cultural and educational buildings whilst hospitality uses include several hotels in the area.

West Hendon Broadway has a High Street feel and accumulates the majority of independent retail and restaurant type uses as ground floor with mostly residential uses at upper levels.

Brent Reservoir and the recreation grounds, playing fields and open spaces around it combine into a large area dedicated to open and natural environments.



- Application site
- Railway Line
- Residential
- Retail/ Ground Floor Shop
- Industrial / Commercial
- Leisure/ Hospitality
- Educational/ Religious/ Cultural
- Open Spaces

Land use diagram

# 03 Contextual analysis

## Vehicular movement | Urban grain

### Vehicular movement

The site is in close proximity to major roads that accommodate high capacities of traffic providing connectivity between the area and the regional and national context.

These major roads are also connected to the local road infrastructure, which means the local network is conveniently connected to the wider region.

The site has direct vehicular access from Edgware Road and the North Circular Road.

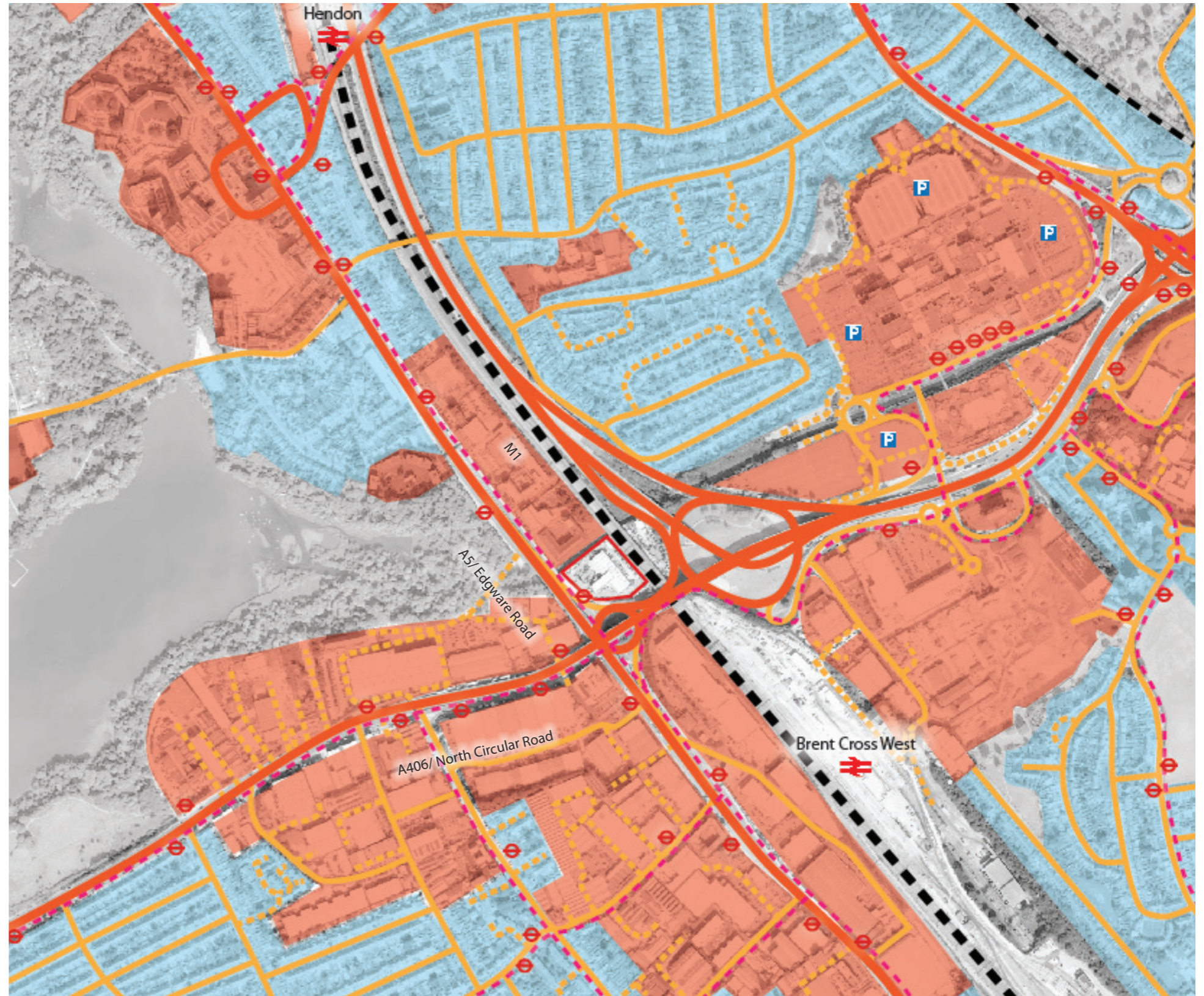
The public transport network combines the existing Hendon railway station, the Brent Cross West railway station, which is currently under construction, and a range of bus routes connecting the site to town centres in the region, like Ealing, Harrow Weald, North Finchley, Edgware, Brent Cross, Kilburn or Acton.

### Urban grain

As commonly seen throughout developed urban land, the urban grain diagram follows closely the split between historically developed land and more recent developments: fine urban grain is mostly associated with residential land developed between early 19th century and the interwar period in the mid 20th centuries, whilst the large urban grain tint highlights areas that have been developed generally after the 1950s.

The site sits in an linear portion of land bounded by major roads and railway infrastructure and organised in large urban grain.

- Application site
- Train Station
- Bus Stop
- Major Roads
- Minor Road
- Local Roads
- Overground railway
- Bus route
- Public parking
- Fine urban grain
- Large urban grain



Vehicular movement & Urban grain diagram



# 03 Context Analysis

Planning policy context | Site designations | Planning history

## Planning policy context

The adopted Development Plan comprises the following:

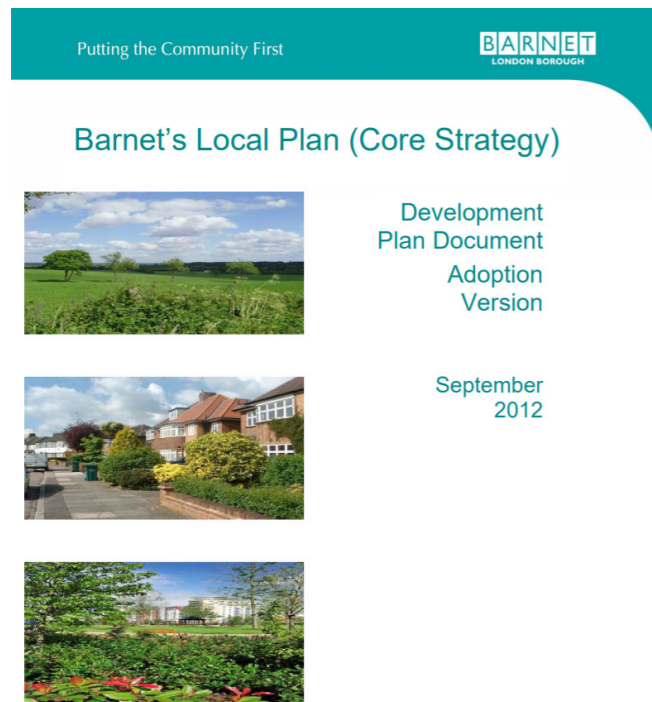
- The London Plan (March 2021)
- LB Barnet: Core Strategy DPD (Sept 2012)
- LB Barnet: Development Management Policies DPD (Sept 2012)
- LB Barnet: Unitary Development Plan (May 2006)
- Joint North London Waste Plan (March 2022)

Together these documents provide spatial policies, development management policies and site allocations to guide and manage development in the borough.

Barnet Council are also preparing a new Local Plan. The examination in public took place in Autumn 2022 and the latest version of the plan is the Barnet Draft Local Plan (Regulation 19) 2021 - 2036.

The Inspector submitted their Post Hearings Letter to the Council in August 2023. The Council are now working on progressing the Main Modifications to the Plan. Following the submission of a draft Main Modifications schedule the Inspectors will work with the Council to finalise the wording of the Main Modifications, ahead of a consultation.

Please see DWD’s Planning Statement, which accompanies the planning application, and which sets out the policies relevant to the application and assesses the development against these policies.



Putting the Community First



### Barnet's Local Plan (Core Strategy)

Development Plan Document Adoption Version

September 2012

### Local Plan

LB Barnet Development Plan Document front cover

## Planning history

The site’s planning history is as follows:

Application ref.	Description of development	Status
W02961S	Construction of 3 bay car washing facility.	Granted 29.10.1999
W02961U/04	Extension and refurbishment of existing car showroom and associated workshops.	Granted 31.01.2005
C/17559/08	Comprehensive mixed use redevelopment of the Brent Cross Cricklewood regeneration area comprising residential (Use Class C2, C3 and student / special needs / sheltered housing), a full range of town centre uses including Use Classes A1-A5, offices, industrial and other business uses within Use Classes B1-B8, leisure uses, rail based freight facilities, waste handling facility and treatment technology, petrol filling station, hotel and conference facilities, community, health and education facilities, private hospital, open space and public realm, landscaping and recreation facilities, new rail and bus stations, vehicular and pedestrian bridges, underground and multi-storey parking, works to the River Brent and Clitterhouse Stream and associated infrastructure, demolition and alterations of existing building structures, electricity generation stations, relocated electricity substation, free standing or building mounted wind turbines, alterations to existing railway including Cricklewood railway track and station and Brent Cross London Underground station, creation of new strategic accesses and internal road layout, at grade or underground conveyor from waste handling facility to combined heat and power plant, infrastructure and associated facilities together with any required temporary works or structures and associated utilities / services required by the development (OUTLINE APPLICATION)	Approved following legal agreement 28.10.2010

F/04687/13	Section 73 Planning application to develop land without complying with the conditions attached to Planning Permission Ref C/17559/08, granted on 28 October 2010 ('the 2010 Permission'), for development as described below: Comprehensive mixed-use redevelopment of the Brent Cross Cricklewood Regeneration Area comprising residential uses (Use Class C2, C3 and student/special needs/sheltered housing), a full range of town centre uses including Use Classes A1 - A5, offices, industrial and other business uses within Use Classes B1 - B8, leisure uses, rail-based freight facilities, waste handling facility and treatment technology, petrol filling station, hotel and conference facilities, community, health and education facilities, private hospital, open space and public realm, landscaping and recreation facilities, new rail and bus stations, vehicular and pedestrian bridges, underground and multi-storey parking, works to the River Brent and Clitterhouse Stream and associated infrastructure, demolition and alterations of existing building structures, CHP/CCHP, relocated electricity substation, free standing or building mounted wind turbines, alterations to existing railway including Cricklewood railway track and station and Brent Cross London Underground station, creation of new strategic accesses and internal road layout, at grade or underground conveyor from waste handling facility to CHP/CCHP, infrastructure and associated facilities together with any required temporary works or structures and associated utilities/ services required by the Development (Outline Application). The application is accompanied by an Environmental Statement.	Approved following legal agreement 23.07.2014
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# 03 Context Analysis

Bird's eye views

## Bird's eye views



Aerial view looking north - Google images



Aerial view looking east - Google images



Aerial view looking south - Google images



Aerial view looking west - Google images