

CRIME PREVENTION & PERSONAL SAFETY

Consideration has been given to the layout to ensure personal safety. This focuses not only on ensuring that the layout of the development does not create an environment conducive to crime, but also to how occupiers and visitors to the development can move freely without risk of injury. Such considerations are given to the design of public areas to ensure the following:-

- they are overlooked by occupied premises;
- the layout removes the risks posed by concealed entrances;
- the development is secure;
- comprehensive management measures are installed to ensure road and public routes are carefully monitored; and highway design and the layout of footpaths ensure that the risk to injury to road users is reduced to a minimum.

The OPDM Publication "Safer Places – The Planning System and Crime Prevention" published Feb 2004 focuses on seven attributes of design that are particularly relevant to crime prevention. The proposed development responds to this ODPM document and the attributes of crime prevention as set out below:

Access and Movement

Access to the site is provided from Oldfield Road and then subsequently to the Self-Storage unit. This access is overlooked by the shop within the building. The shop is placed on the corner of the building so as to allow visibility on the southern boundary as well as being able to monitor the access gates into the secure yard. The secure yard of the proposed development is controlled via a bi-folding security gate, which has fob access for the customers to use and again is visible from the shop.

Structure

The development is to be designed to limit opportunities for crime. The building is under Shurgard's own management.

Surveillance

CCTV ducting, poles, brackets and cameras will be provided within the access road. Car parking for the unloading of customers is located within a secure yard. Some of the visitor parking spaces are over looked by the shop with the remainder visible via CCTV.

Ownership

The site is currently owner by Shurgard UK Limited and are the sole owners.

Physical Protection

The buildings will be designed in robust materials – metal sheet cladding on a steel frame. Where glazing is incorporated, toughened laminated sections will be included as necessary (e.g. adjacent to car parking areas).

Activity

The main activity in the development will be self storage. By its very nature this type of activity does not generate a great deal of traffic movement, although it does generate consistent movement spread fairly evenly throughout the day. Traffic surveys have previously been undertaken at a nearby Shurgard self-storage site located on land at the northern end of Oriental Road, Silvertown, London. This showed there was between 2 and 8 vehicle arrivals and the between 2 and 8 vehicle departures between the hours of 6am and 10pm. As a result, this activity creates general surveillance and is beneficial for security.

Management and Maintenance

A dedicated management team will be charged with maintenance, landscaping and security of the site.

LIGHTING

All electrical lighting will be provided by low energy luminaires (TLD) and will be movement sensor controlled, where movements every 7 minutes are necessary to keep the lighting switched on. The corridors will be lit to a level of 80 Lux only. Areas that are not occupied for a length of time stay unlit and thus save energy.

The general principles of the external lighting scheme will be as follows:

Lighting will be provided for public access, egress and security of the development. The car parking and loading areas will also be provided with functional lighting. The lighting proposals will be in alignment with BS5489-1, BS EN 12464-02, CIBSE Codes for Lighting, the Shurgard building standards, the Institute of Lighting Professionals Guidance and the BREEAM requirements for the control of the external lighting. As such the External lighting will use low energy sources and be time switched so as to be extinguished in the dark hours. Opening hours are scheduled mostly during normal daylight hours.

Light pollution

The scheme has been designed to limit the environmental impact and potential light pollution through the installation of luminaires with suitable photometric optics to minimise light spill.

Building perimeter lighting

The general building perimeter includes maintenance and escape walkways which will be illuminated to a minimum level of 5lux at 0.25 uniformity. The luminaires used to illuminate the footpaths will be mounted at a height of either 3m or 4m above finished ground level. The walkway luminaires will be controlled by a photoelectric sensor providing automatic dawn to dusk control with a manual on/off switch to enable the lights to be switched off outside of business hours.

HEATING

Shurgard have a standard design approach with regards to sustainability throughout all of its European stores to both new buildings and stores to be altered or extended. The proposed building will be insulated to a level against frost and therefore not requiring a comfort heating system and as such it is exempt under AD Pt L2A (Conservation of Fuel and Power) of the current Building Regulations.

Mechanical Ventilation

Whilst the units will have the option of natural ventilation, mechanical ventilation (with heat recovery) will also be incorporated into certain area (e.g., office spaces) in order to preserve heat during colder months.

Low Carbon / Renewable Technologies

Where space heating is required (e.g. office areas), this will be provided predominantly by Air Source Heat Pump (ASHP). An extent of roof mounted PV will also be included to satisfy the planning policy targets.

With all proposed systems being electric, coupled with the decarbonisation of the national grid, the development proposals will be capable of being zero carbon.

Fire Assessment

For Shurgard's new development on Oldfield Road the building has been assessed using table "0.1 Classification of Purposes groups" Group 4 – Shops and Commercial within Approved Document B Volume 2 of the building regulations.

The following key items have been designed into the stage 2 proposals.

- A. Fire Detection
- B. Means of Escape
- C. Fire Spread [internal] & compartmentation
- D. Fire Spread [external] & Protection to neighbouring buildings
- E. Fire mains and hydrants

A. Fire Detection:

The new development will receive an L4 Fire Alarm and detection system in accordance with BS5839 Part 1. A detailed review will be provided by specialist systems consultant designer.

B. Means of Escape:

The system of means of escape for the proposed development at the Hampton store will be fully compliant with current guidelines. There are alternative means of escape from any given point at each floor level. It is not considered that this requires any further enhancement, given the low occupant capacity of the building, and the fact that they satisfy all aspects of Approved Document B. Escape will be 18m (category 4) in a single direction and 45m where more than one direction of escape is possible.

C. Fire Spread [internal] & compartmentation

For this development, the internal storage unit fabrication is made up of lightweight non-combustible profiled steel. Also, the internal linings of the external walls are similarly made from a profiled steel lining, the fire load is essentially the stored customer goods. As part of Shurgard's Terms & Conditions Storage Agreement, specific reference is made to flammable hazardous materials which are not allowed to be stored.

The storage units themselves are not fire segregated, rather contained with a system of fire compartments. The store is divided into fire separated compartments within the maximum area allowed by current building regulations, which is 2,000msq. Each upper floor area in the development has a total gross internal area which varies

between 1746 sqm and 1601 sqm, and each floor is its own fire compartment.

The proposed store is also augmented with two fire fighting stairs.

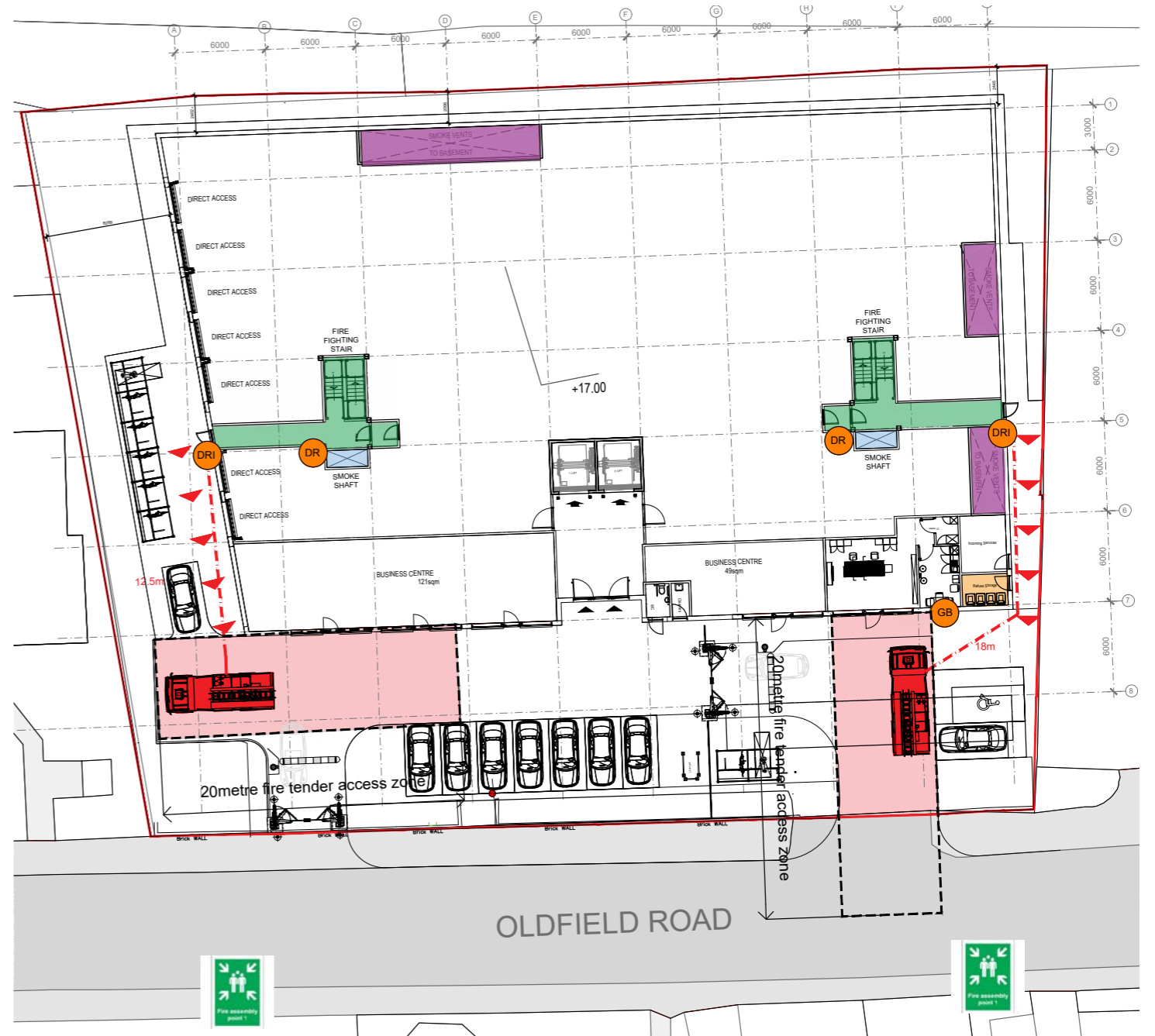
D. Fire Spread [external] & Protection to neighbouring buildings













Distance to boundary calculations to be carried out to determine fire rating of facade.

E. Fire mains and hydrants

As this proposed scheme will be fitted with dry fire mains, both of the following are required and have been designed into the stage 2 proposals.

- Access has been provided for a pumping appliance to within 18m of each fire main inlet connection point. Inlets will be on the face of the building.
- The fire main inlet connection point will be visible from the parking position of the appliance, with each fire hydrant being clearly indicated by a plate, fixed nearby in a conspicuous position, in accordance with BS 3251.
- As the stairs are internal a 3sqm smoke shaft is provided to each stair lobby.
- The ground floor also has smoke vents to the basement which are the equivalent of 2.5% of the basement floor area.



	FIRE TENDER PARKING ZONE		DISTANCE TO DRY RISER FROM TENDER - MAX 18M		FIRE ASSEMBLY POINT
	FIRE ESCAPE STAIRS		DRY RISER INLET		FIRE HYDRANT
	SMOKE VENTS TO BASEMENT 2.5% of basement floor area		GERDA BOX		
	SMOKE SHAFT - Min 3sqm		Emergency Escape Route		Site boundary

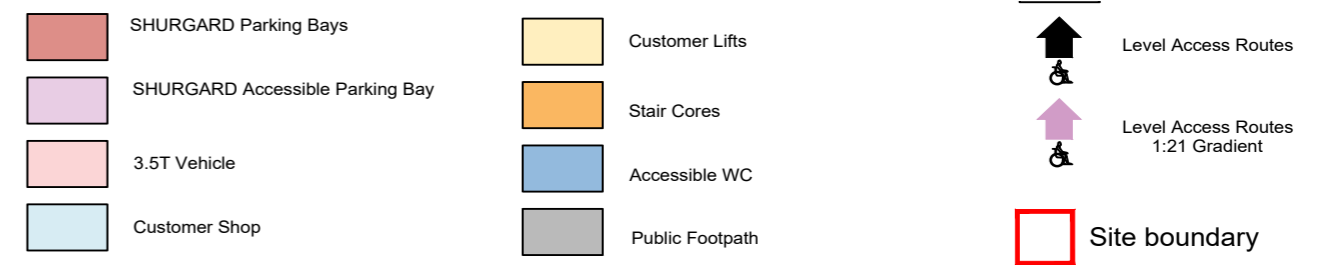
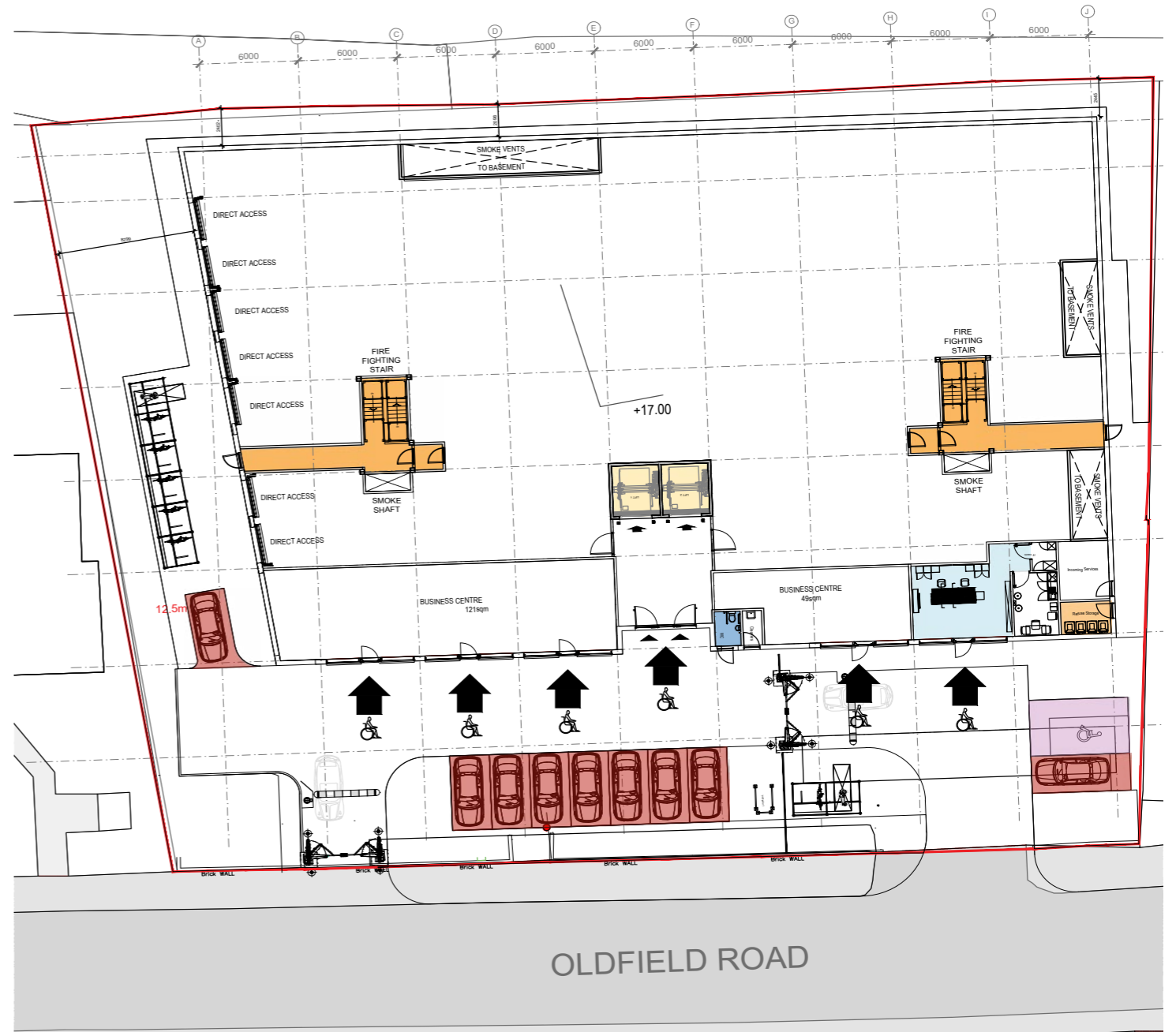
Accessibility

The development has been designed with a main aim of ensuring that everyone can access and move through the building on equal terms regardless of age or disability. The following principles, inline with the London Plan Policy D5, and taking cognisance of the Richmond's Local Plan have been adopted in the design of the development to ensure the overall inclusive aim is met:

- Inclusive so everyone can use it safely, easily and with dignity.
- Flexible so different people can use it in different ways.
- Convenient so everyone can use it without too much effort or separation.
- Accommodating for all people, regardless of disability, age, mobility, ethnicity or circumstances.
- Welcoming with no disabling barriers that might exclude some people.
- Realistic offering more than one solution to help balance everyone's needs and recognising that one solution may not work for all.
- Be designed to incorporate safe and dignified emergency evacuation for all building users. It is noted that within the London Plan it states that "In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building." The store will have circa 60 units on the ground floor, and it would always be Shurgards policy to offer any potential clients who require level access, a unit on the ground floor. All floors are accessible via a lift, and although fire fighting lifts are provided, which could be used for escape with the aid of a fire fighter, a disabled refuge point will be provided in every stair well in line with the current building regulations.

The facility will provide:

- 1 parking bay designated for disabled access which is accessed directly opposite the store entrance.
- Level access from the dedicated disabled persons parking space to each entrance door.
- No gradient exceeds the local authority guidelines and associated relevant disability discrimination advice documents.
- The shop has a reception desk which contains an adjustable counter for wheelchair users in accordance with local authority regulations
- The shop has a uni-sex wheelchair accessible toilet which accords with the setting out recommendations contained within local regulations.
- All spaces within the building will be accessible via lifts
- Level access will be available throughout the facility on each individual floor, achieving the objectives set out within the local regulations, relating in the main, but not exclusively, to the provision of sufficient space for wheelchair manoeuvre and design features that make it possible for people to travel independently within the building in its entirety.
- Customer Lift; should be ensured that:
 - Push Buttons have Braille included.
 - Landing Architraves Stainless steel push plate and call button with "call acceptance" indicator are located on the adjacent wall. These should be located between 900 – 1100mm above finished floor level.
 - Studded grey rubber non-slip flooring throughout the car.
 - Satin stainless-steel handrail support aid at 900mm above finished floor level.
 - Door protection system / Position indicator (digital) Overload detection.
 - All control buttons positioned in accordance with local regulations.



Bicycle Parking

Whilst the proposed self-storage use of the site is not conducive to generating cycle trips by visitors, owing to the transportation of personal items, cycling is supported as a sustainable mode of travel to the site for staff.

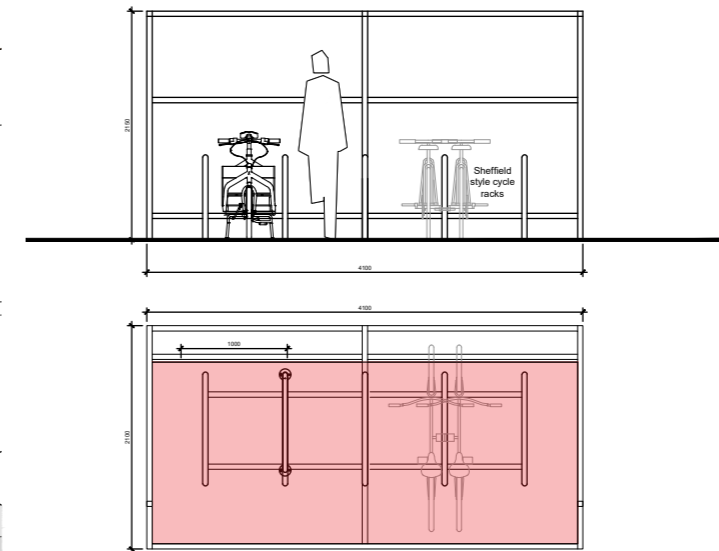
Cycle parking provision for the proposed development was assessed in accordance with the London Plan standards with 18 long stay and 9 short stay spaces being required under these guidelines for the self storage and 3 long stay and 1 short stay for the business centre. As such under the London Plan a total provision of 21 long stay and 10 short stay would be required on site. This has been provided with the 10 short stay spaces on the non secure side of the yard, and the 21 secure spaces within the secure yard. However Traffic surveys for similar Shurgard facilities which have previously been undertaken show that there are between 2 and 8 vehicle arrivals and between 2 and 8 vehicle departures between the hours of 6am and 10pm. As such it seems impractical to provide an even greater provision of bicycle spaces given almost ever customer arrives by car, given the practicalities of self storage. As such it would be welcomed if a conversation could be had during the planning process on what would be a realistic provision on site, which might reflect the car parking spaces.

It is felt that this approach would be more sustainable in terms of embodied carbon, given the manufacturing process required for these items which would ultimately not be used to the full capacity. Movement on bicycle is generally by Staff only, of which they only have 3 on site at any one time.

Cycle spaces will be in the form of Sheffield cycle stands for use by both staff and visitors. The short stay spaces are located opposite the shop within a shelter. The long stay spaces are located within the secure yard within a shelter.

Although it is acknowledged that if customers were to fill up a unit they would use a vehicle, given the fact customers can come and go as they wish, should they need to access a small quality of belongings, 2 cargo bike stands have been included within the provision in the secure yard, which is deemed a more practical solution for a self storage facility than a standard bike.

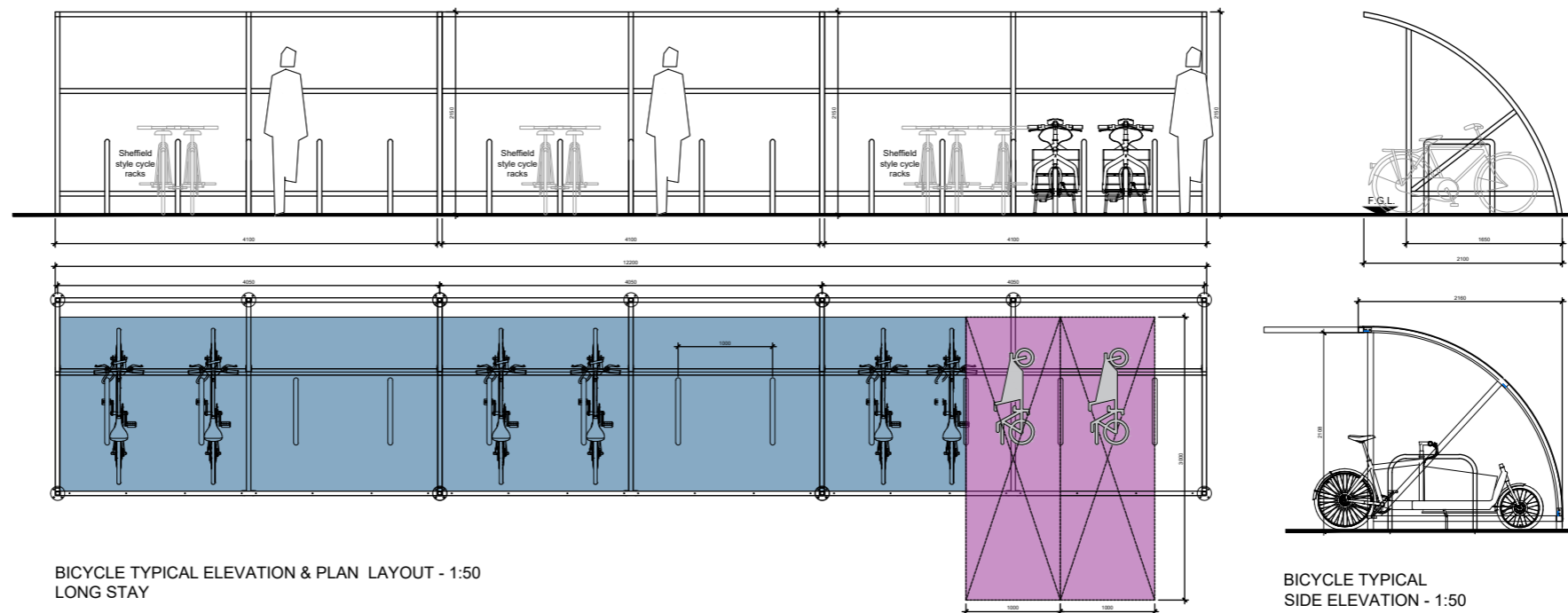
Should a customer arrive on standard bike to access 1 or 2 items which could be put in a backpack, they also have the opportunity to take their bike directly to their unit, with the corridors designed to 1500mm wide.



BICYCLE TYPICAL ELEVATION & PLAN LAYOUT - 1:50 SHORT STAY

- Bicycle Parking:
- 10 short stay - standard
 - 19 long stay - standard
 - 2 long stay Cargo Bikes

Site boundary



BICYCLE TYPICAL ELEVATION & PLAN LAYOUT - 1:50 LONG STAY

BICYCLE TYPICAL SIDE ELEVATION - 1:50

Waste & Servicing Strategy

The servicing strategy has been considered from the outset. There is 1 existing refuse store located behind the existing shop where any waste would be generated and close to the entrance to the site where any refuse vehicle would make a collection. As the only waste generated will be by the shop and business centre, it is not anticipated that the requirements will change.

Operational Waste.

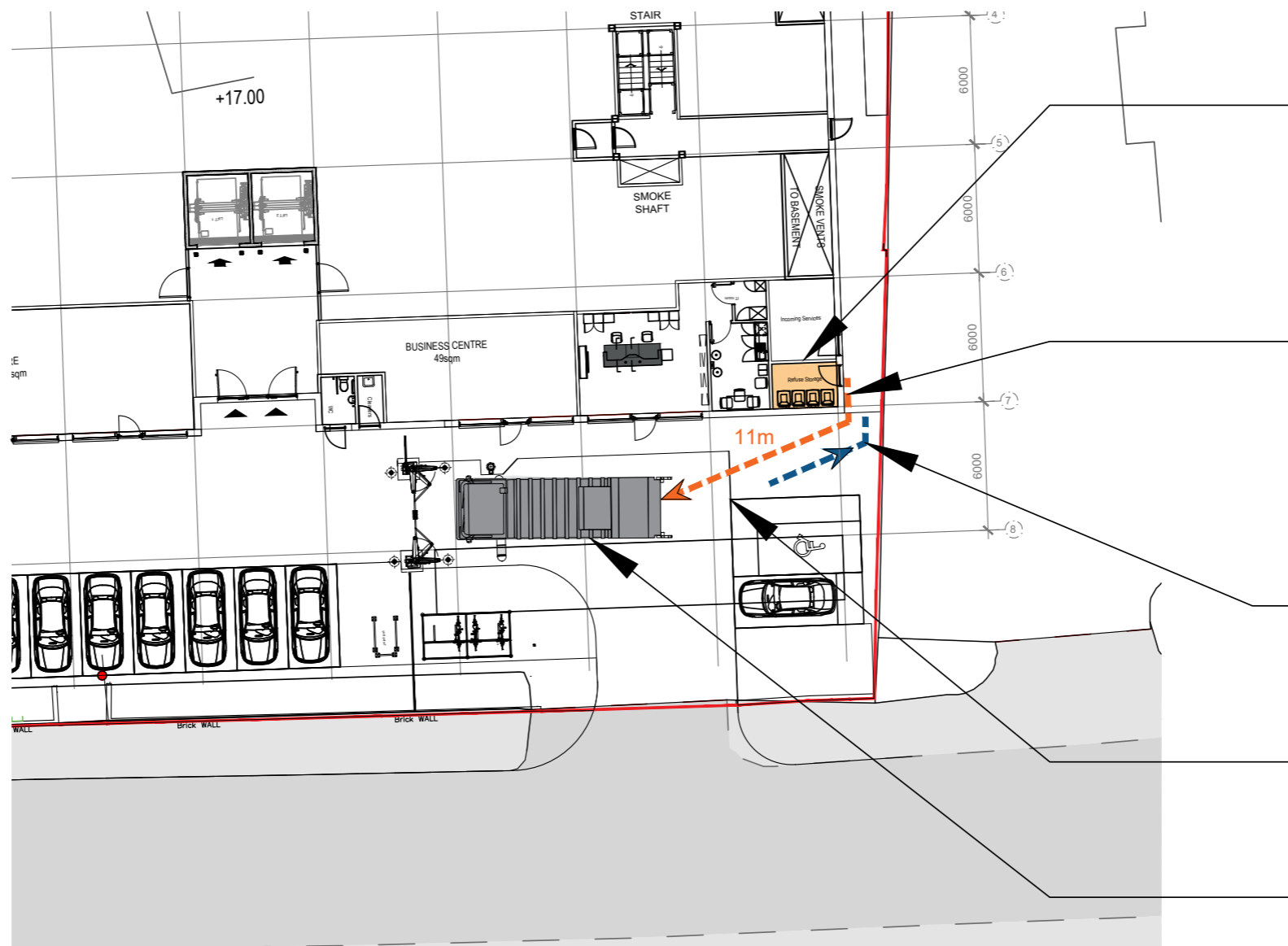
British Standard 5906:2005 Waste Management in Buildings Code of Practice provides a code of practice for the storage, collection, segregation for recycling and recovery, and on-site treatment of waste. It applies to new buildings, refurbishments and conversions of residential and non-residential buildings.

Table 1 of the Standard presents typical weekly waste arisings and subsequent storage requirements for a variety of building types. For this scheme it has been based on office use which is calculated on the Volume arising per employee [50 litres] x number of employees.

Consideration has also been given to anticipated waste arisings associated with the operation of the buildings. Shurgard customers are prohibited from leaving their waste on Site. Therefore, the only waste generated from the Site is from the front desk element in the building. Working on the assumption that circa four employees are present on site on an ongoing basis, and based on the BS 5906:2005 weekly arisings for offices, an estimated 200 litres / week is predicted. Using the WRAP conversation factor for co-mingled (plastic bottles, news & prams, cardboard, mixed cans and glass) of 84kg/m3 (as measured from samples taken from 240 litres wheeled bins); the total weekly arisings are estimated to be 16.8kg; equating to 0.4 tonnes over the course of the year. As such 4 x 240 litre wheelie bins have been provided which facilitate recycling including plastic, paper, general and glass. This aligns with the London plan policy SI 8 Waste.

Waste management

The waste produced will be sorted into 4 bins, those binning General Waste, Glass, Plastics and Paper. It is expected that a significant portion of the anticipated waste arisings will be diverted from landfill. Commercial waste operators in London indicate a commercial waste recycling rate of over 70% is feasible. On the basis that 0.4 tonnes is anticipated annually, potentially up to 0.3 tonnes could be diverted from landfill.



Bin Store

Space for 4 bins:

- Glass
- Paper
- General
- Plastic



On the day of collection, the Refuse Collection Vehicle (RCV) will park within 15m distance of the bin store. This will allow the collection operatives to access the bin store and wheel the full bins scheduled to be collected on that day to the RCV, where these full bins will be emptied.



Once emptied, the building management team will return these empty bins back to the bin store.

The path between the bin store and the collection point will be enhanced with drop kerbs to ensure ease of movement.

The one-way system throughout the site allows the refuse vehicle to easily manoeuvre around the site.

The building management team will be responsible for the collection of waste and recycling material from the shop and the business centre and then depositing these into the correct bins within the bin store.

On the day of collection, the Refuse Collection Vehicle (RCV) will park within 15m distance of the bin store. This will allow the collection operatives to access the bin store and wheel the full bins scheduled to be collected on that day to the RCV, where these full bins will be emptied. Once emptied, the building management team will return these empty bins back to the bin store

Vehicle Tracking & Visibility Splays

Vehicles

The scheme has space to provide 2 designated spaces outside of the shop. (of which 1 is accessible). In addition, a further 8 spaces are provided within the secure yard. It is proposed as part of the development that 2 spaces are allocated as electric charging points and the remaining spaces will have passive provision.

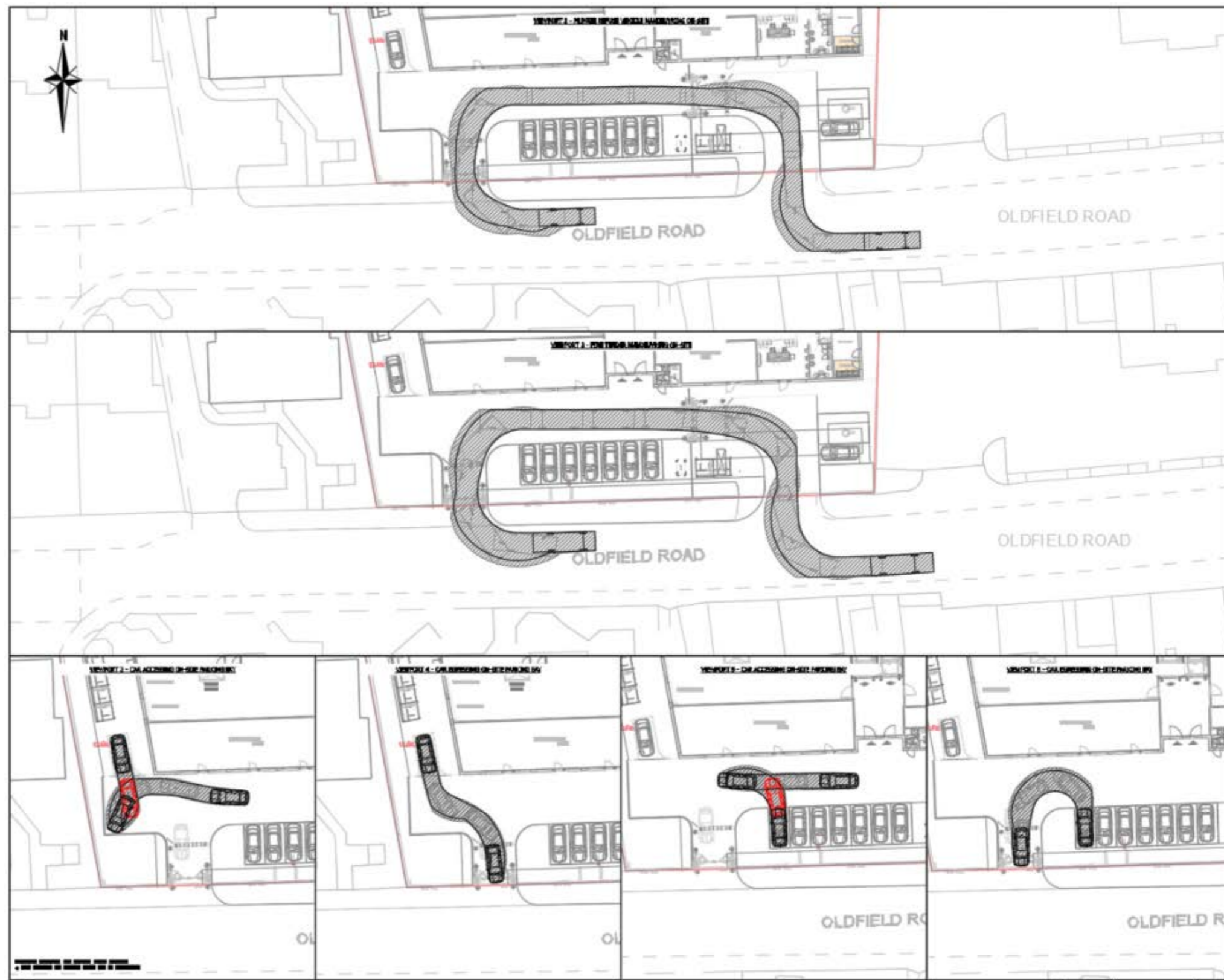
Vehicular access to the self storage yard will be off Oldfield Road. The access into the site remains unchanged from the original junction which has been historically utilised. A new exit is being proposed between the existing trees back out onto Oldfield Road. A tracking exercise has been carried out to ensure the turn back onto Oldfield Road works in an acceptable manoeuvre for not just cars, but a bin lorry and fire tender.

A Transport statement and Travel plan prepared by Ardent Consulting accompany the application.

Emergency & Service Vehicles

Emergency service vehicles will enter the site to access both fire fighting stairs. The fire tenders will be able to park within 18m of the fire fighting stairs which is a key requirement of building control. In the event of an emergency, customers and staff will be able to congregate on the opposite side of Oldfield Road in front of the building.

For the small amount of refuse and recycling dealt with on site, the refuse storage area will be located behind the shop on the eastern side of the building. The refuse vehicle will be able to come into the site, in a one way system, parking within 11m of the bin store.



Landscape Approach & Biodiversity

Landscape Statement prepared by Keith L Wood, Landscape Architect

The proposed soft landscape areas at the Shurgard Self Storage Facility at Oldfield Road in Hampton will look to retain and protect the existing trees along the Oldfield Road frontage and along the site boundaries.

The area to the base of the retained Birch and Pine trees to Oldfield Road will be reviewed and any non-native, non-flowering shrub species will be removed. The areas surrounding the trees will be topped up with a low fertility topsoil and a 'Flowering Lawns' grass and wildflowers seed mix sown. Areas of wildflower plugs and bulbs mix planting will be undertaken.

The area will then be managed to encourage the wildflowers in the seed mix during the summer months.

Areas of native species shrub planting will be undertaken at the site entrance from Oldfield Road below the retained existing trees.

Along the western boundary the existing trees (Plum and Beech species) will be retained and protected and supplementary mixed native species hedging and mixed native species shrub planting will be undertaken.

Native species tree planting and fruit trees have been proposed in an area of 'Flowering Lawns' grass and wildflower seeding to the western side of the building. Additional wildflower plugs and bulbs mix planting has been proposed for this location. (Mix to include 5no. native bulb species and 20no. native species plug plants.)

Along the northern boundary a mixed native species hedge planting is proposed with native species fastigate trees and native species shrub planting.

Areas of 'Flowering Lawns' grass seeded areas have been included in the proposals and will be maintained as mown grass except for the months of July and August when the flowering species will be able to bloom. Areas will revert to mown grass in September and October.

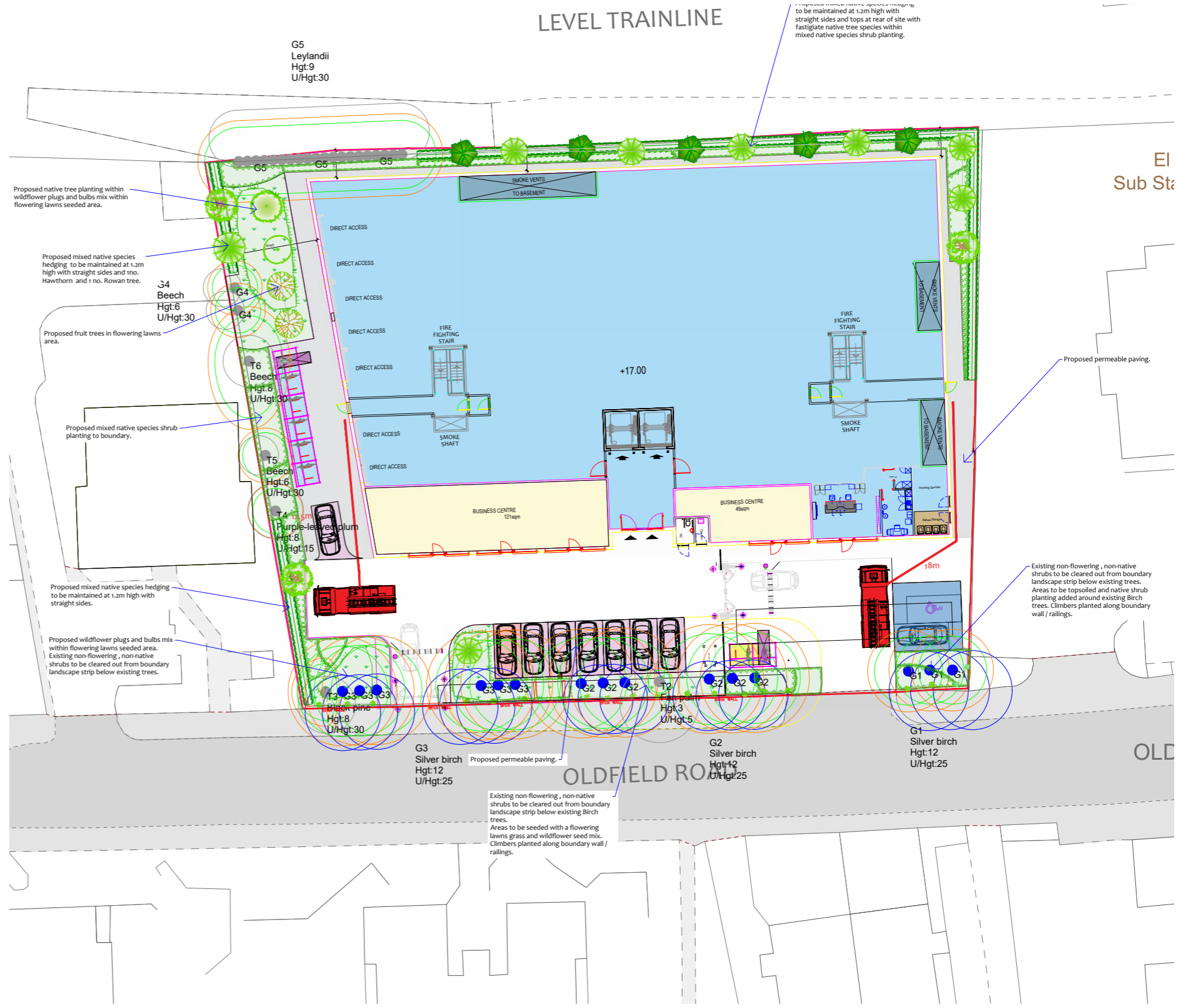
The proposed shrub planting with native and perennial plants will include native shrubs and plants from the 'RHS Plants for Pollinators List'.

The proposed use of native species shrubs, perennials and bulbs / plug plants is to provide a species rich planting areas with biodiversity enhancements to encourage plant pollinators to visit the site.

Additional biodiversity enhancements will be installed in the soft landscape areas as directed by the project Ecologists.

In order to provide a solution to future drought periods during the plant establishment period, establishment watering visits will be undertaken as part of the landscape maintenance works.

- KEY**
- EXISTING TREES**
 - Existing trees to be retained and protected to comply with BS5837:2012. Refer to A T Coombes Associates Ltd Preliminary Arboricultural Impact Assessment - March 2024 for full details of the existing tree conditions and tree protection recommendations.
 - PROPOSED TREE PLANTING - FASTIGIATE NATIVE SPECIES.**
 - Proposed 3-3.5m tall, 12-14cm girth, fastigate heavy standard tree planting: Pot grown, 80L (Oak, Birch, Rowan and Hawthorn species.)
 - Proposed 2.5-3m tall, 8-10cm girth, standard tree planting: Pot grown, 45L (Apple and Pear species.)
 - PROPOSED MIXED NATIVE SPECIES HEDGING.**
 - Proposed mixed native species hedging: Species to include Field Maple, Guelder Rose, Hawthorn, Dog Rose and Honeysuckle. Hedging to be planted at 5 plants / m in double staggered rows and maintained at 1.2m high with straight sides and tops.
 - PROPOSED NATIVE SPECIES SHRUBS AND NATIVE SPECIES PLUG PLANTING MIX**
 - Proposed specimen mature native species and 'RHS Plants for pollinators' shrub species.
 - Proposed planting using mixed native species and 'RHS Plants for pollinators' shrub species.
 - Proposed mixed native species bulbs and wildflower plug plants mix: 5 native bulb species and 10no. native species wildflower plug plants.
 - PROPOSED FLOWERING LAWNS GRASS / WILDFLOWER SEEDING AREAS**
 - Proposed areas to be decompacted and a low fertility topsoil spread over to provide a 150mm depth. Cultivate, stone pick and sow Emorsgate Seeds (or equivalent) EL1 Flowering Lawns Mix @ 4g/m². Allow for a non-glyphosate herbicide application prior to seeding. First year management to include regular mowing (no shorter than 40mm) with the mowing stopped in late June. Restart mowing in late August and remove clippings after each cut.



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