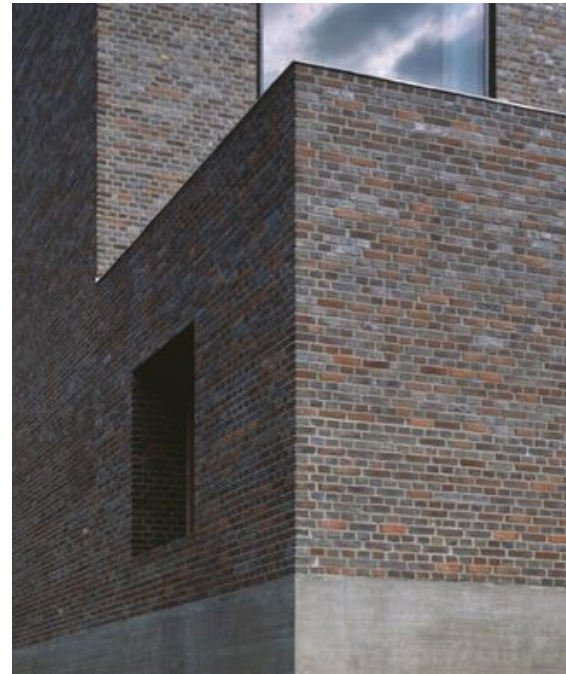
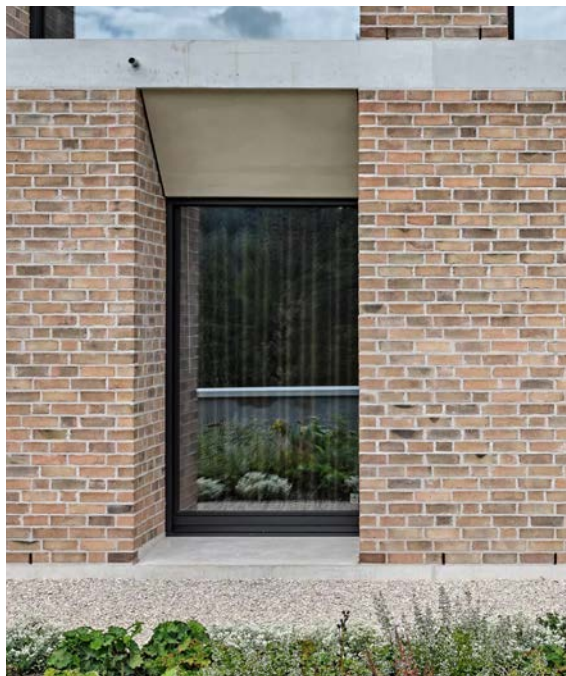




Material Analysis

The existing local material context is primarily brick in inconsistent colours, styles and laying patterns. Render, pebbledash and timber boarding are also prominent locally.

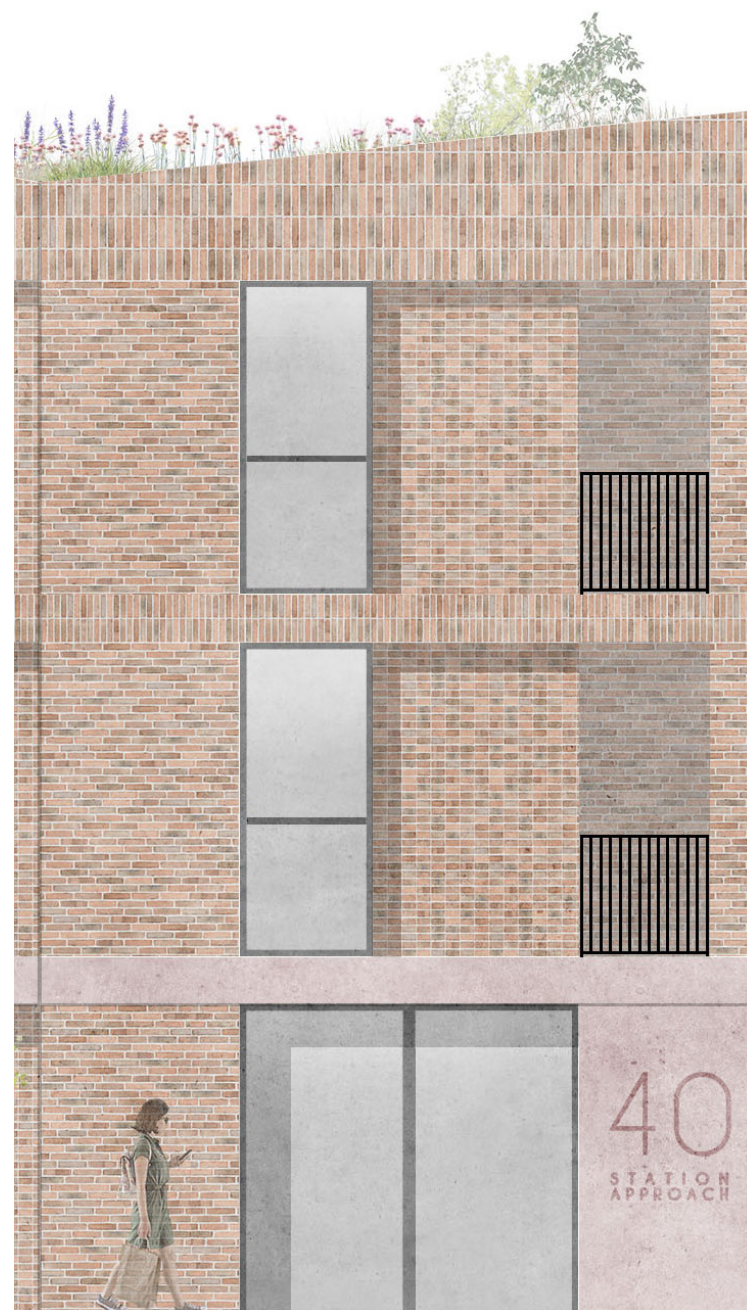
Roofs are a mixture of pitched and flat, to varying degrees and angles, and are clad mainly in simple roof tiles in different colours and sizes.

There is no set style for windows, with both timber, UPVC and metal windows present along both Station Approach and Northolt Avenue.

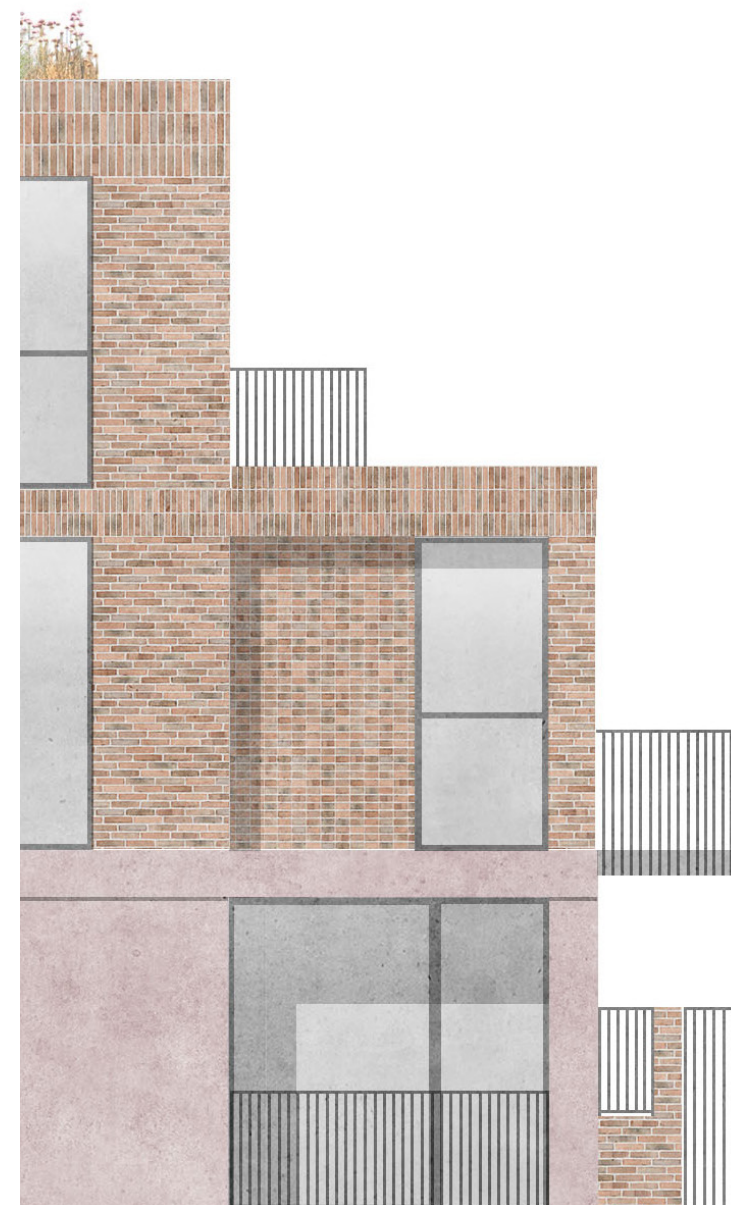
The Acol Crescent development opposite Station Approach is clad with red and grey brick, has a flat roof, and the protruding balconies and window boxes are clad in grey metal.

Due to this wide range of styles and colours, the design of 40 Station Approach seeks to offer a calm and subtle material palette. Brick has been chosen as a primary cladding material. Pre-cast concrete is also proposed for certain elements of the ground floor to create a soft and sophisticated feel, and to create a hierarchy to the design. These two key materials will act together to harmonise the design and bring a level of refinement to this corner site.

The exact brick will be carefully considered to ensure it compliments the local character, whilst also maintaining a high quality feel and textured quality.



North Elevation facing Station Approach



West Elevation facing Northolt Avenue

Elevation Analysis

Officers requested a greater emphasis was placed on verticality within the design. Therefore to break up the elevation aesthetic and overall mass, the elevation design focus's on the push and pull of the facade to create negative space, and create hierarchies.

The proposed texture and pattern of the brick are key design drivers to in breaking down the mass of the elevation.

The parapet is proposed to be of varying pitches that mimic the appearance of individual dwelling houses, and applying brick soldier courses to these ensure they remain contemporary, rather than pastiche.

The soldier courses are then repeated between the first and second floor window openings, to further break down a flat facade.

Inset bricks are proposed to be of a different laying pattern again, whereas the most forward and front facing bricks on the elevation will be a version of a running bond.

The ground floor concrete hue will be carefully chosen to complement the red brick.

The set back balconies on the West facing elevation take precedent in the design. Simple metal balustrades are proposed.

To the South of the building, the elevation is stepped, further breaking down the overall mass of the facade, softening the scale.

Planting on the roof terrace will be encouraged to grow so that glimpses of greenery are visible where the parapet pitches are low enough.

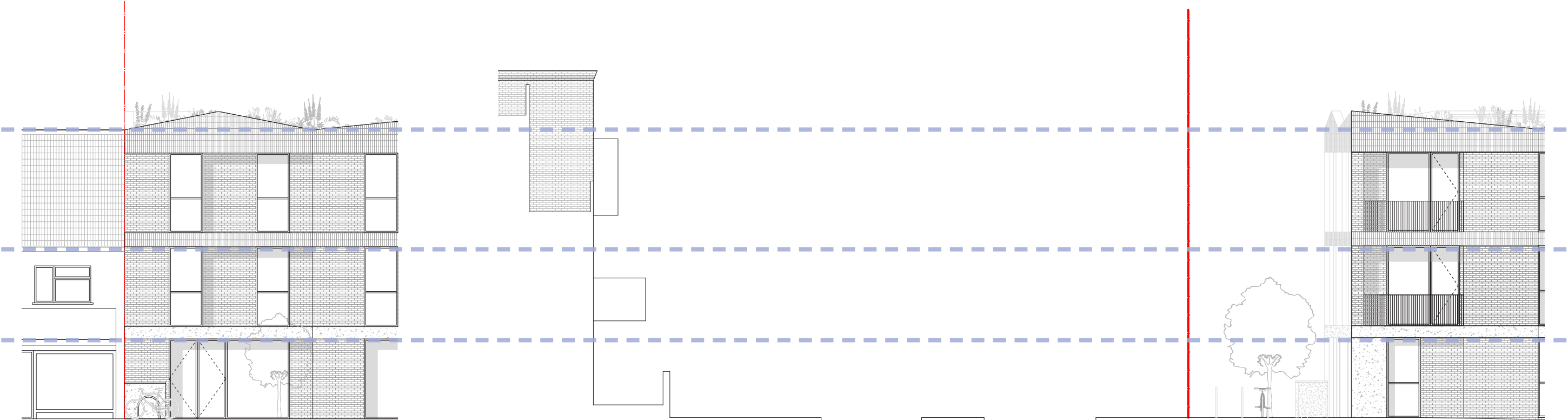
Elevation Massing

The top ridge height of the neighbouring building on Station Approach has been taken to align with the bottom pitches of the North, West and South Elevation, as indicated here.

This allows for the floor to ceiling heights within each storey to be the recommended 2.6m, and adequate roof build up for the external amenity space on the terrace.

The Acol Crescent building opposite has similar level heights regarding window openings and floor levels, albeit this proposal is slightly lower due to the natural gradient of the land.

The Acol Crescent development is significantly higher than the top parapet line of this proposal by approx 1.3m.



North Elevation facing Station Approach

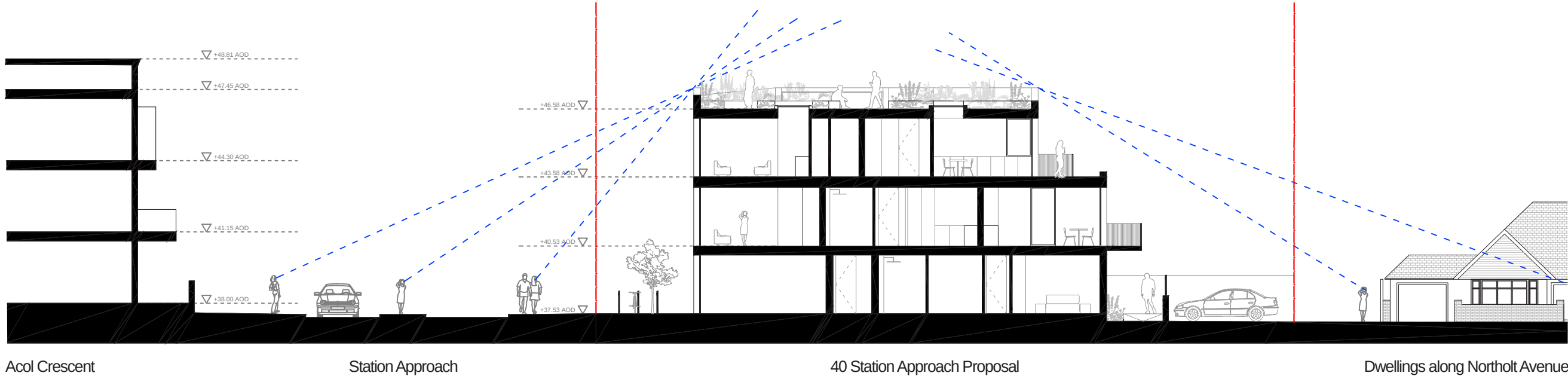
Acol Crescent development opposite Station Approach

Sightlines

The overall appearance of this proposal will sit significantly lower than the Acol Crescent development opposite Station Approach, by approx 1.3m.

The core pop out for access to the roof terrace has been removed since the previous application, and access to the roof will be via a sliding box rooflight at the top of the stair core.

Provision for a chairlift will be installed to the roof to ensure accessibility for all future inhabitants.



Street Context

Below images show the proposal in context of the surrounding streets - Station Approach and Northolt Avenue.

Building densities and heights increase toward local centre to East end of Station Approach



Station Approach Street Elevation - 1.250 @ A3

40 Station Approach



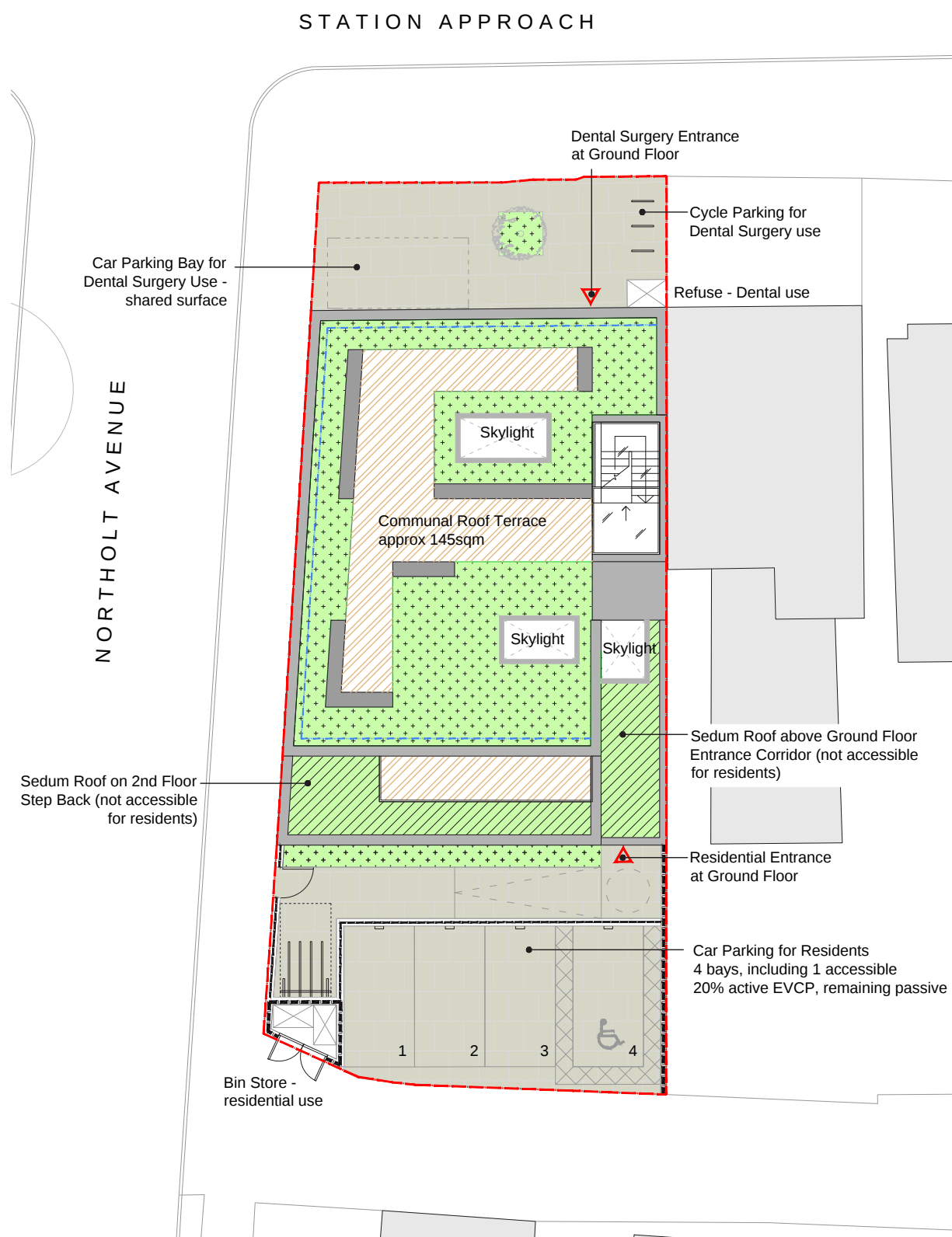
Northolt Avenue Street Elevation - 1.250 @ A3

40 Station Approach

Example Planting Styles:



-  Large format stone paving
-  Sedum planting mix
-  Native planting mix
-  Terrace hard landscaping
-  Benches inset as part of planters
-  Dwarf brick wall 1m with metal fencing above
-  Full height brick wall 1.9m height
-  Metal balustrade 1.1m height
-  Site boundary
-  Existing surrounding buildings



Amenity and Landscaping

Each of the dwelling units are designed with a private balcony, at least 5-7sqm in size, and at least 1.5m in depth. 2 of the units have protruding balconies to the South of the site, and 4 of the units have inset balconies facing the West of the site. No balconies are overhanging a public footpath.

A planted terrace is proposed on the roof to enable shared external amenity space. This will be fully accessible to residents via stair and chairlift. The roof terrace will be approx 145 sqm of planters, bench seating and hard surfaces. It is proposed to be carefully laid out to avoid too much expanse of hard surfaces, with as much planting and seating as possible.

On the site as existing there is negligible soft landscaping- the existing 'garden' to the rear of the property has been paved over. There are a few small shrubs/trees in the rear garden.

This proposal includes a full width planter of approx 750mm in depth in between the building line to the south, and the footpath leading to the residential entrance. This will help soften the building and also give some physical and visual distance to the ground floor flat.

To the North of the site a tree is proposed in the paved area between the public footpath and the building itself. This space is a shared space with a car parking space, pedestrian walkway, and cycle parking. A tree will help soften the appearance of the building especially in contrast to the domestic properties on Station Approach to the South West, and of Northolt Avenue, that largely have planting to the front of the properties.

The hard landscaping to the North and South of the property is proposed to be enhanced via neutral and continuous paving to compliment the proposed building facade and palette.

External Amenity Space Requirements

The below table illustrates the proposed residential mix with the correlating required external amenity.

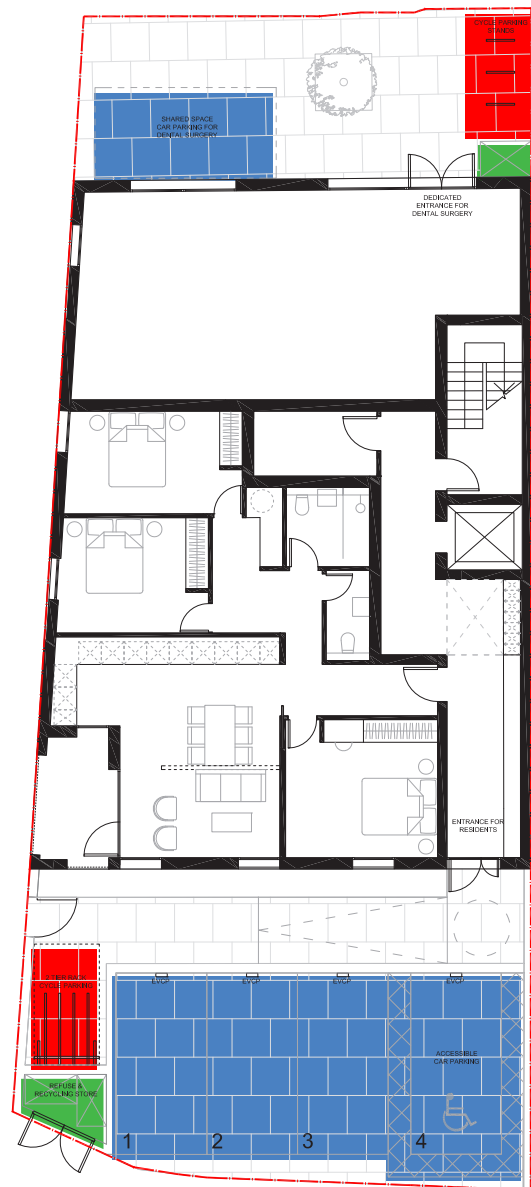
This table shows that the proposed scheme exceeds all private and shared amenity space requirements, as set out by both the London Borough of Hillingdon, and the London Plan.

Note: the *minimum* widths and depths of the balconies are shown below, however the balconies are not rectangular. Therefore the largest widths and depths of the balconies are greater than the minimum, creating the total area of the private balconies to be larger than simply multiplying the min width x min depth.

		Required:			Provided:			
Level	Unit	LBH shared/private amenity (sqm)	London plan private balcony width x depth (m)	London plan private amenity (sqm)	Shared roof garden (sqm)	Min width x depth (m)	Private balcony area (sqm)	Complies?
L00	Apt 3 Bedroom - 1	30	2 x 1.5	7	31.1	3.2 x 1.6	7.1	Yes
L01	Apt 1 Bedroom - 1	20	2 x 1.5	5	20.7	2.8 x 1.7	6.2	Yes
	Apt 1 Bedroom - 2	20	2 x 1.5	5	20.7	3.1 x 1.6	5.8	Yes
	Apt 1 Bedroom - 3	20	2 x 1.5	5	20.7	5.4 x 1.5	8.8	Yes
L02	Apt 2 Bedroom - 1	25	2 x 1.5	6	25.9	2.8 x 1.7	6.2	Yes
	Apt 2 Bedroom - 2	25	2 x 1.5	6	25.9	7.2 x 1.5	11.7	Yes
Total		140		34	145		45.8	Yes

STATION APPROACH

NORTHOLT AVENUE



Parking and Refuse

Please refer to the attached Technical Note by David Tucker Associates for a more in depth analysis of the below.

Car Parking-

-The proposed application includes the provision of 4 residential car parking spaces, including 1 disabled parking bay. Of these, 1 will incorporate an active EVCP point, and the remaining will be incorporate passive EVCP's.

-It is understood this falls below the maximum standards expected of London Borough of Hillingdon of 1-1.5 space per dwelling, which would equate in this instance to 7-7.5 spaces. However it is noted that the emerging new London Plan states that car free developments should be the starting point in places that are well connected by public transport. A car parking beat survey has also been carried out and concluded that the local area is not under parking stress.

-1 car parking space is proposed for the Dental Surgery in the shared space to the North of the site. A travel survey has been carried out which demonstrated that the majority of patients travel via sustainable methods, and that there are also on street parking bays nearby.

Cycle Storage-

-8 cycle storage spaces are proposed for the residential aspect of the proposal. These will be external, but within the security line to the South of the site. The storage will be a 2 tier system that will be covered and easily accessible to residents. This complies with the local policies for cycle parking provision.

-There are also 3 Sheffield stands proposed to the North of the site for use for the Dental Surgery.

Refuse and Recycling-

-A refuse and recycling store is proposed to the South of the site, along Northolt Avenue. This is easily within walking distance of the rear of the proposed building, and adjacent to the road to allow for easy collection. At least 140L of refuse space will be provided per 1bed unit and 200L+ per 2/3bed unit.

-A dedicated external refuse provision for the Dental surgery is proposed to the front of the site, intended for clinical waste. This will be removed by a specialist waste removal contractor and will be secure and locak-able so cannot be tampered with by members of the public.



- Cycle Parking
- Car Parking
- Refuse



Example of vinyl lettering displayed on glazing



Example of engraved lettering



North Elevation - facing Station Approach



South Elevation



West Elevation - facing Northolt Avenue

Dental Signage Location Options —————
 Building Number Signage —————
 Residential Signage —————

Signage

The existing dental surgery has 4 types of signage; external illuminated boxes, external canvas signage, vinyl lettering to the window, and an in ground metal sign to the boundary. This gives a fairly cluttered and disjointed appearance, indicating that the signs were installed at different times.

It is noted that the immediate neighbour at no. 42 Station Approach is a convenience store and has a large amount of signage on its front facing facade, as well as a billboard advertisement on its West facade that happens to overlook the site at No. 40. Other buildings in the immediate vicinity along Station Approach are largely residential, so have no signage aside from numerals.

This proposal is to create an attractive but uncluttered appearance that are not distracting to passing vehicles.

There are predominantly 3 signage remits for this proposal;

- Signage for the Dental Surgery
- Signage for the residential aspect
- Signage to indicate the building address.

Dental Surgery-

Vinyl lettering and graphics to the glazing is proposed to allow a bespoke and changeable format. The proposal allows for the dental surgery to make changes in the future, as well as displaying their logo. It also allows the glazing to be covered as much as needed, to allow for privacy to the consulting rooms facing the street.

Residential Aspect and Address-

Engraved lettering is proposed to indicate both the building address and for the residential dwellings. This would be cast as part of the cladding manufacture and would create an attractive and permanent signage, with no maintenance required aside from cleaning. This is therefore formed as part of the contextual material and would appear subtle and cohesive.

Lighting: Discreet signage lighting (wall mounted downlights) is proposed above each sign to allow clear visibility. No other lighting is proposed on the facades.



6.0 Sustainability

A sustainable approach to the development is proposed, via a predominantly passive approach.

All U-Value requirements will be met as the proposal is entirely new build. All units have West facing aspects, with 2 also having a North facing aspect, and 3 units also having South facing aspects. All balconies are proposed to the West or South facing elevations.

All habitable rooms have large, full height windows, that will incorporate low energy coatings to reduce heat loss while allowing solar gain. All habitable rooms will have openable windows or doors onto the private balcony, to allow for passive ventilation, and cross ventilation where possible.

The internal layouts are proposed to be as efficient and therefore sustainable as possible to allow for adaptability to different scenario's. A dedicated home office desk space is already proposed within each dwelling unit.

All light fittings will use low energy light bulbs. External lighting will be designed in accordance with CIBSE lighting guides to provide safe and secure lighting.

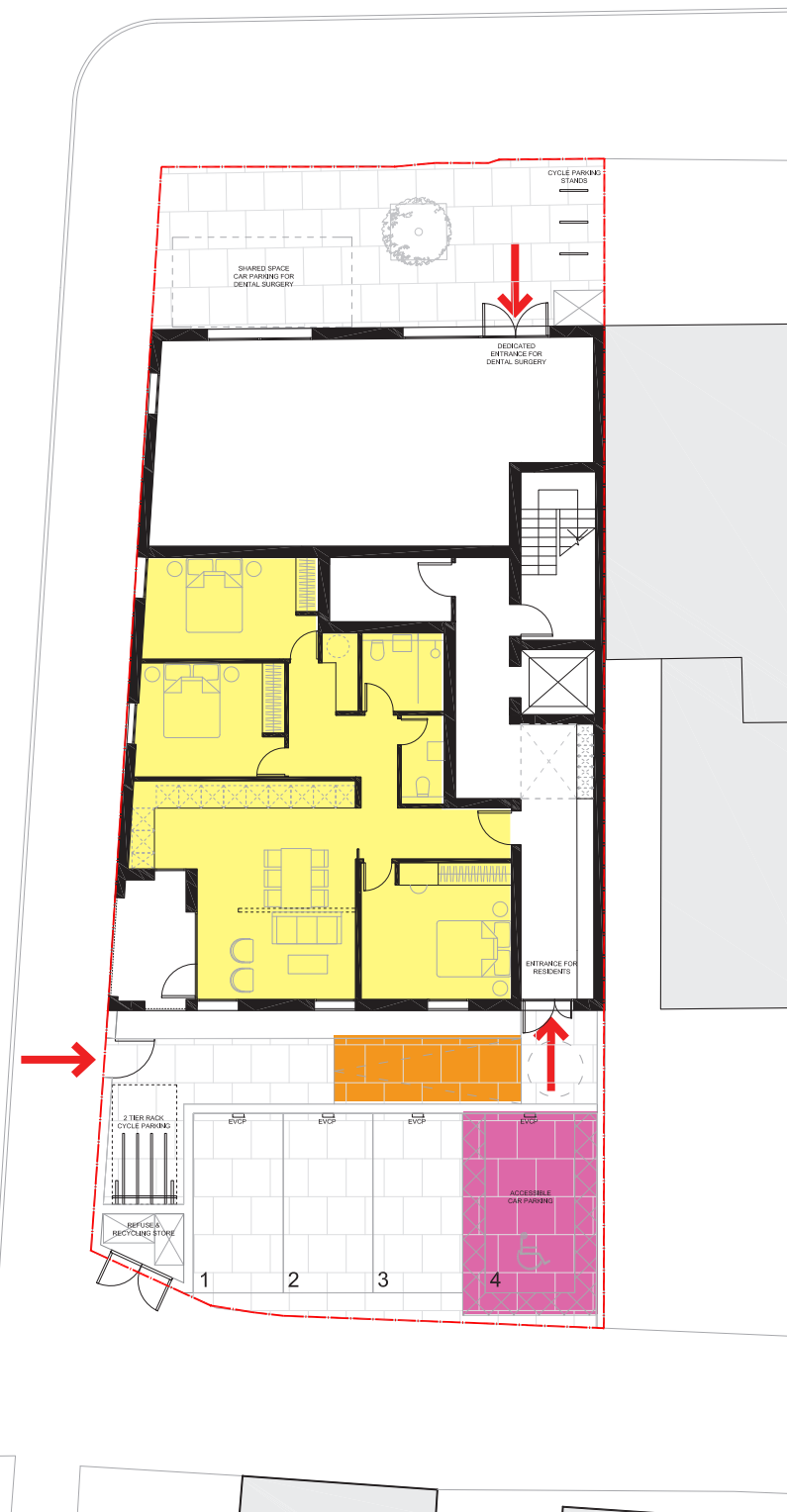
Sustainable drainage (SUD's) will also be incorporated where possible. The proposal of new planters on the roof and to the South of the site will help reduce the impact of surface water run off on the local water networks.

Sustainable modes of transport are encouraged for this proposal via cycle parking, EVCP's and its proximity to public transport.

The construction of the development is also considered. Off site construction and the use of renewable energy technology and high performance construction methods will be encouraged. Due to the tightness of the site whilst in construction, an effective Site Waste Management Plan will also be encouraged.

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7.0 Accessibility

The pedestrian access to the Dental Surgery is via the North of the site facing Station Approach. Pedestrians will cross a hard landscaped hard standing to the front of the building directly from the public footpath.

Pedestrian access to the residential units is made via a lockable secure gate off Northolt Avenue. As the site sits on a slight gradient, a slope will be incorporated between the public footpath and the entrance to the residential units. This will be fully compliant to Building Regulations Part M. A level threshold will also be incorporated to the residential front door of the building.

A dedicated wheelchair accessible car parking space is located to the South of the site.

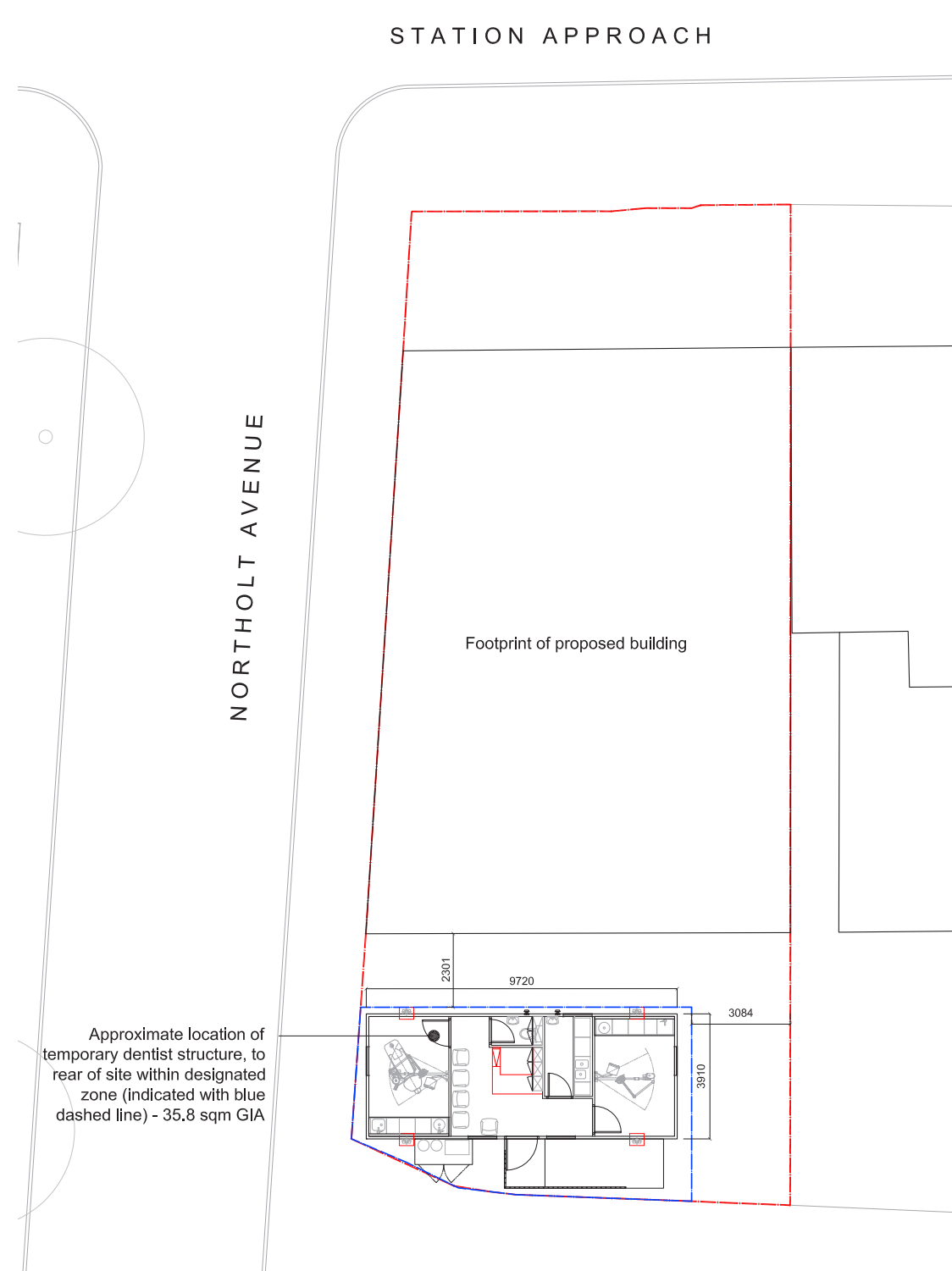
The security line between the residential private access footpath, and the car parking bays and Northolt Avenue, is proposed to be a half height brick wall up to approx 1m, with metal railings above of approx 90cm. This will create an obvious secure line but maintains a visible and domestic feel to the site.

The communal residential entrance on the ground floor is proposed to be at least 1.5m wide with additional storage and seating to the side. A fire protected stairwell and lift will serve all floors including the roof terrace. The communal corridors on Level 1 and 2 will have a minimum width of 1.15m.

The 3 bedroom flat on the ground floor is proposed to be wheelchair adaptable.

The length of the communal corridors and escape lengths within each apartment mean that a secondary fire escape is not required. This is also the case in the Dental Surgery. Both means of escape are separate between the two uses.

Provision for a chairlift will be included at roof level to allow for wheelchair access to the roof terrace.



Temporary Dental Surgery

In order to assist the use of the dental surgery without interruption, we propose to construct a temporary building to the south of the site through construction. This has been designed with the owners and users of the surgery to ensure it is suitable for use for the duration of the construction.

The temporary building consists of 2 surgery treatment rooms, a reception, WC and a decontamination room.

Users of the surgery will be able to access the temporary building via the access road to the south of the site as part of a designated zone. This designated zone will be completely separate from the secure building site to ensure the safety of users.

A relatively seamless transition of spaces between the existing dental surgery, to the temporary building during construction, and back into the proposed surgery will allow for consistent public use, with any pauses between use as minimal as possible.

8.0 Final Proposals



STATION APPROACH

NORTHOLT AVENUE



Site Plan

The design of the site surrounding the building has been considered with the surrounding context in mind - by how both local residents and inhabitants will interact with the site and building.

The design at the front of the site, on the North side facing Station Approach considers the wider context of the area. Reinstating and upgrading the existing local Dentist surgery retains a key local service to the area. A single parking space is proposed to the front of the site on a shared surface for the dentists own use. Cycle parking is also included at the front of the site for the users of the Dental Surgery.

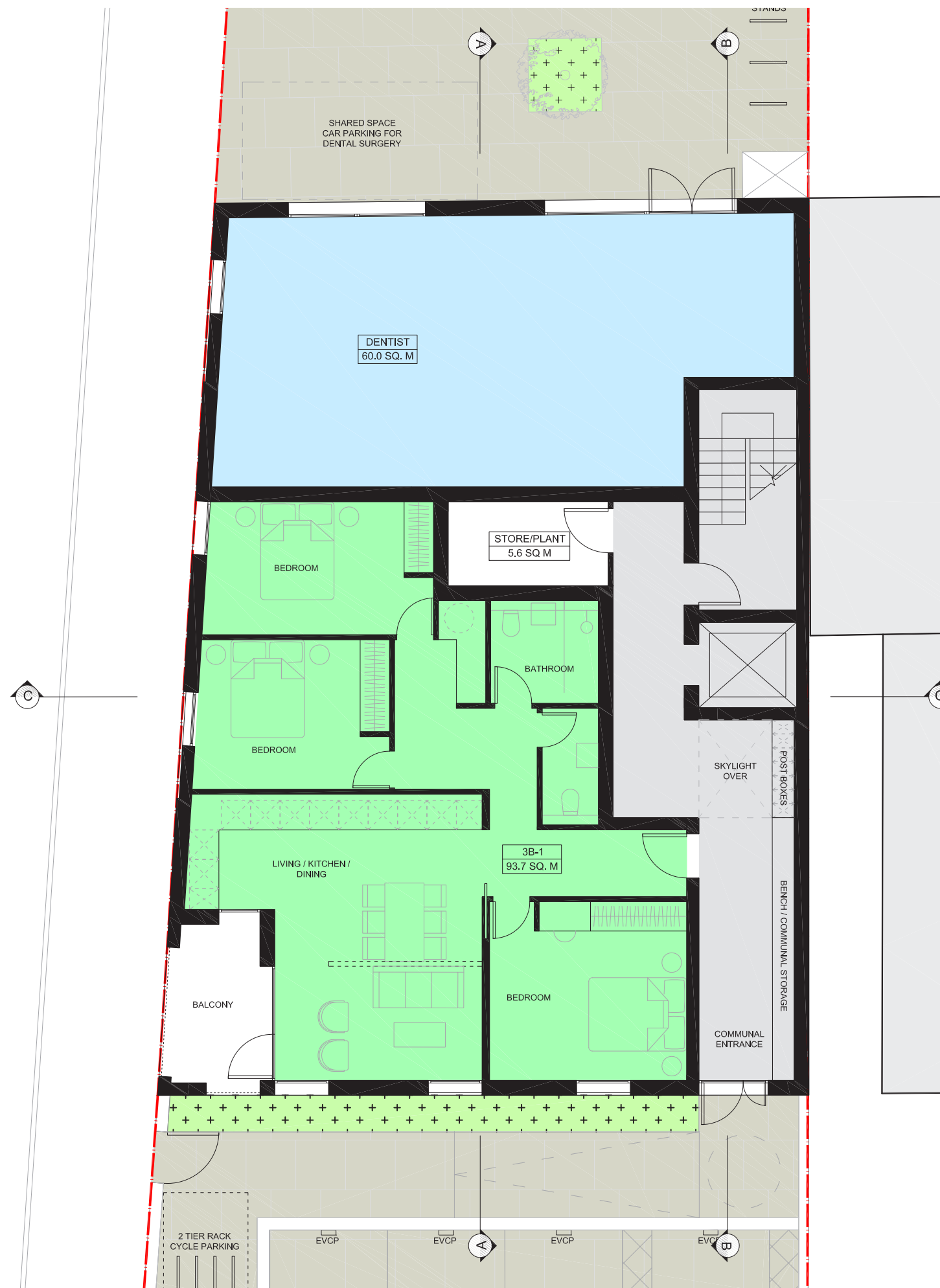
For the residential units, cycle storage will be provided with at least 1 space designated per flat. This will be within a secure, covered and well lit area of the site, via a 2-tier system.

Bins for the residential units will be situated near to the main entrance of the building and kept within the boundary, to the South of the site. The residential bin space will be lockable. At least 140L of refuse space will be provided per 1bed unit and 200L+ per 2/3bed unit.

An accessible parking space, plus 3 additional regular spaces will be provided to the South of the site. There will be 20% active EVCP's and the remaining passive.

Both vehicular and pedestrian entrances to the residential portion of the site will be accessed via lockable gates.

The dentist surgery and residential area of the building are physically separated both internally and externally to prevent shared space or security issues.



Floor Layouts

The flats have been designed to a high standard and exceed the space standards as set out in the Mayor of London's London Housing Design Guide.

Each flat will have an entrance door that is at least 30 minutes fire protected off which all habitable rooms can be accessed. Living rooms are able to cater for dining spaces and modern living arrangements.

Schedule of Accommodation				
LEVEL	USE	TYPE	GIA (sqm)	GIA (sqft)
L00	E(e)	Dental Surgery	60	646
	C3	Apt 3Bedroom-1	93.7	1009
		Sub Total	153.7	1654
L01	C3	Apt 1Bedroom-1	51.0	549
	C3	Apt 1Bedroom-2	51.1	550
	C3	Apt 1Bedroom-3	54.8	590
		Sub Total	156.9	1689
L02	C3	Apt 2Bedroom-1	67.1	722
	C3	Apt 2Bedroom-2	62.9	677
		Sub Total	130	1399
		Total	440.6	4743



Proposed Ground Floor Plan
1:100 @ A3



Schedule of Accommodation				
LEVEL	USE	TYPE	GIA (sqm)	GIA (sqft)
L00	E(e)	Dental Surgery	60	646
	C3	Apt 3Bedroom-1	93.7	1009
		Sub Total	153.7	1654
L01	C3	Apt 1Bedroom-1	51.0	549
	C3	Apt 1Bedroom-2	51.1	550
	C3	Apt 1Bedroom-3	54.8	590
		Sub Total	156.9	1689
L02	C3	Apt 2Bedroom-1	67.1	722
	C3	Apt 2Bedroom-2	62.9	677
		Sub Total	130	1399
		Total	440.6	4743



Proposed First Floor Plan
1:100 @ A3