3 Viveash Close

Hayes, UB3 4RY



FraserBrownMacKennaArchitects

Design and Access Statement

Detailed Planning Application

Revision 1, January 2018

3 Viveash Close

Design and Access Statement

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By
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Scope

This Design and Access Statement has been prepared to accompany the planning application for the site at 3 Viveash Close, Hayes. It describes the proposals for the building and public realm and should be read in conjunction with the application drawings.

Reference should also be made to more detailed supplementary information submitted as part of the application under separate cover, including the following:

- Planning Statement
- Schedule of Accommodation
- Affordable Housing Statement
- Landscape Report
- Energy Report
- Sustainability Assessment
- Transport Statement and Travel Plan
- Daylight & Sunlight Assessment
- Archaeological Assessment
- Heritage Statement
- Ecology Report
- Air Quality Assessment
- Environmental Noise Assessment
- Statement of Community Involvement
- Drainage Assessment & SuDS Strategy
- Tree Survey
- Phase 1 Contamination Report

A number of elements of the design, including particulars of the materials, lighting and landscaping, will be finalised at the detailed design stage and therefore will be either the subject of planning conditions to be agreed with the Council, or are not considered to be planning related matters. Where these details are shown within this Design and Access Statement, they are included for illustrative purposes only.

Contents

1 Introduction 7

2 Site Analysis 9

2.1 The Site 9
2.2 Surrounding Context 9
2.3 Existing context 10
2.4 GLA Masterplan 12
2.5 Site Opportunities and Constraints 14

3 Design and Layout 16

3.1 GLA Height Guidelines 17
3.2 Design Evolution 18
3.3 Design Development 20
3.4 Proposed Layout 22

4 Appearance 26

4.1 Materials 26
4.2 Form 28
4.3 Active Frontages 30
4.4 South Elevation 32

5 Accessibility 34

5.1 Transport Connections 35
5.2 User Accessibility 36
5.3 Waste Strategy 37
5.4 Fire Strategy 37
5.5 Car Parking 37
5.6 Cycle Parking 37

6 Conclusion 38

7 Appendices 40

7.1 Appendix A 41

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GIA

Acoustic Consultant

KR Associates

Air Quality Consultant

Gem Air Quality

Ecology Consultant

Applied Ecology

1 Introduction

This report should be read in conjunction with the reports of team consultants.

This document has been created for General Food Trading Co Ltd who have appointed Fraser Brown MacKenna Architects to prepare development proposals for a residential led mixed-use scheme at 3 Viveash Close, Hayes. This Design & Access Statement forms part of a suite of documents prepared to support a planning application for the development of the site; to provide high quality commercial space and accommodation for 68 residential units, comprising a mixture of private sale, shared ownership and affordable tenures.

The design has been developed following consultations with local planning officers regarding an initial application for full planning submission (April 2017). Every effort has been made to address the concerns raised and demonstrate a viable scheme that can make a significant positive contribution to the area.


Hayes & Harlington Station
3 Viveash Close
C
B
A
N

2 Site Analysis

2.1 The Site

The site is located to the south of Hayes town centre and adjacent to Hayes & Harlington train station and the approved Crossrail station. The train station is on one of the major commuter routes into central London, providing a direct connection to Heathrow, and links to the South West.

The plot is at the north end of Viveash Close and lies within Site B of London Borough of Hillingdon's Local Plan for redevelopment of this area. The site area is approximately 2335m^2 and currently has a food distribution business on site. It is accessible both on foot and by car and is located adjacent to the entrance to Hayes & Harlington train station car park.

2.2 Surrounding Context

The area is predominantly residential south of Nestles Avenue. The site itself is part of an area of light industrial units, also home to education buildings, self storage units, a car museum and car rental & repair shops. This area is subject to redesignation as mixed-use, including residential use.

This section investigates site context and the opportunities and constraints found on site.

2.3 Existing context

The area around Viveash Close has been subject to significant redevelopment over the past decade. Various residential schemes have enhanced the character of the area and have set the precedent for future developments. Notable developments in close proximity to the site include:

1. High Point Village - a development of 600 private and affordable homes, located on the other side the rail line adjacent to the proposed site.
2. Blyth House - housing development opposite Hayes & Harlington Station.
3. The Old Vinyl Factory - large mixed-use development to include cultural, commercial, and residential use.
4. 3 Viveash Close - proposed site.
5. London Motor Museum - small musuem home to a collection of classic and custom automobiles.
6. Claremont House - Victorian light-industrial building.
7. Victoria Litho Ltd - Victorian light-industrial building.
8. Nestle Factory - denoted as Site A of the Hillingdon Local Plan, this area is slated for large mixed-use redevelopment and includes listed factory buildings.



Location Map


1 High Point Village development viewed from platform at Hayes & Harlington train station.


1 Public courtyard at High Point Village development.


2 Blyth House development to west of Station Road.


3 The Old Vinyl Factory - Proposed (CGI)



4 Existing light-industrial building at 3 Viveash Close



5 London Motor Museum on Nestles Avenue on approach to Viveash Close from Station Road.



6 Claremont House on Nestles Avenue on approach to Viveash Close from Station Road.



7 Victoria Litho Limited on Nestles Avenue on approach to Viveash Close from Nestle site to east.



8 Former entrance to Nestle factory on Nestles Avenue.



8 Former Nestle factory building viewed from Nestles Avenue.

2.4 GLA Masterplan

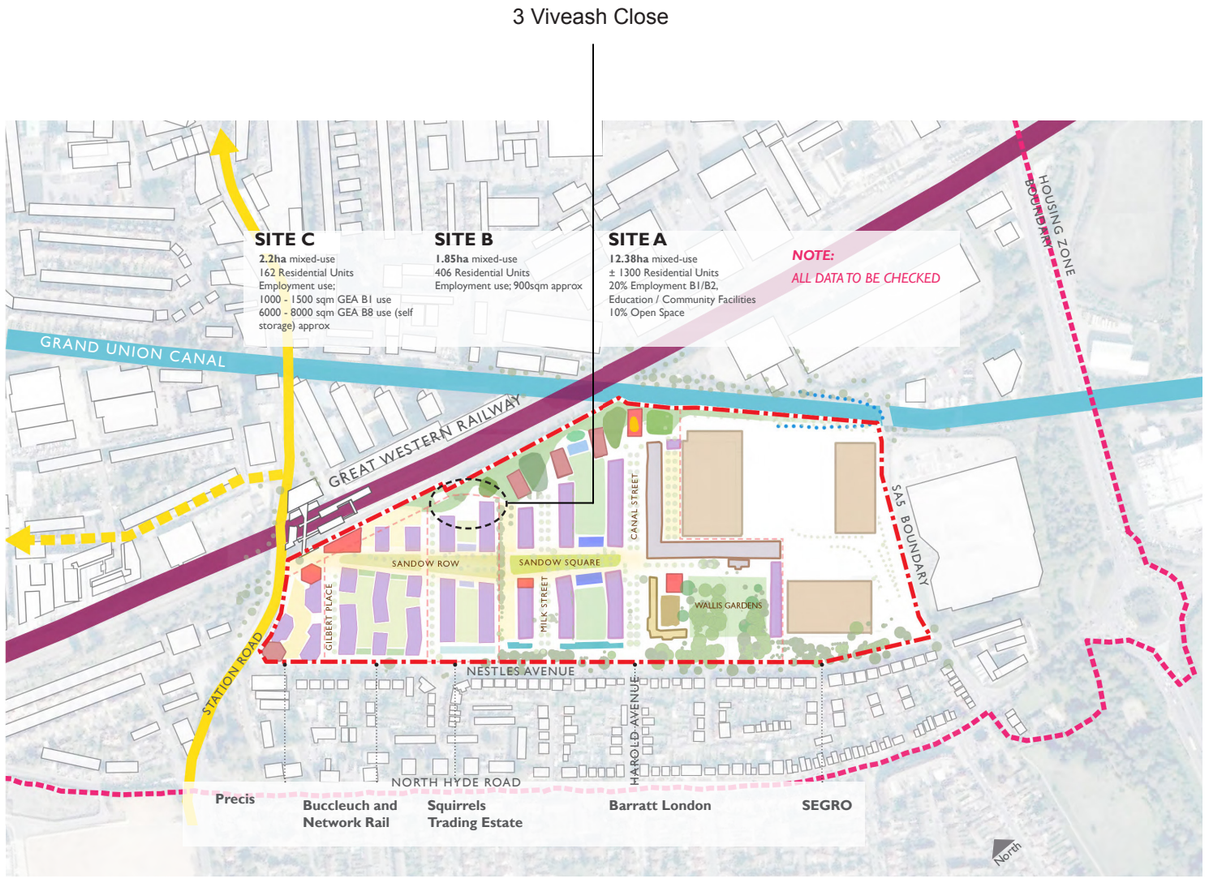
The design proposal responds to the proposed GLA masterplan *(SA5 Wider Masterplan Study Updated Draft June 2016)*.

As illustrated opposite, the masterplan is divided into three sites, providing approximately 1,860 new homes and maintaining B1/B2 employment use. Site B (where 3 Viveash Close is located) is part of the wider development strategy for the area and is the smallest of three development areas.

The three sites will be permeable and connected by green pedestrian links that will also enhance connectivity to the existing train station and Hayes town centre.

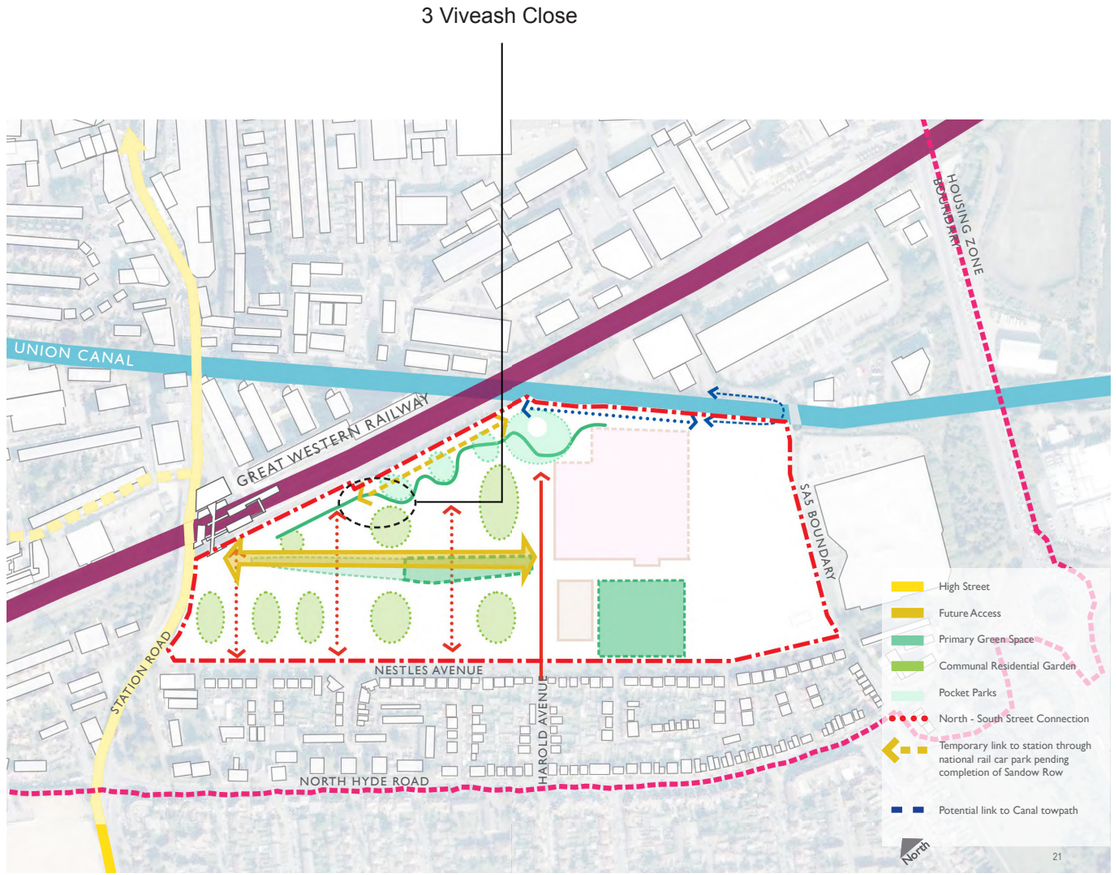
A proposal for the redevelopment of Site A, the Former Nestle Factory, is moving towards formal planning approval, and this has been considered during the design development, particularly in this latest revision of the design documents.

The green space to the north of the proposed site is intended to tie in with the Former Nestle Factory redevelopment landscape proposals. This will form part of a green link along the edges of the railway and canal, connecting Hayes & Harlington station with new commercial and residnetial development east of the town centre.



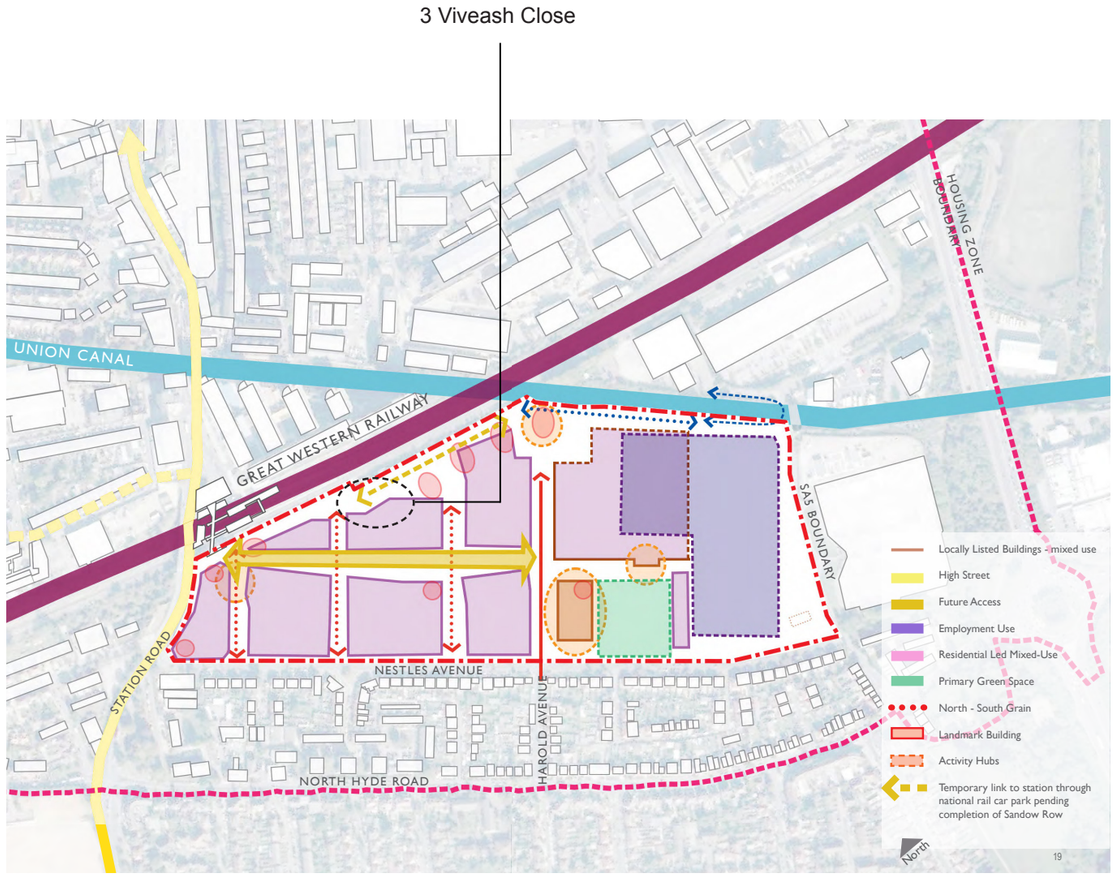
Masterplan Framework

Source: SA5 Wider Masterplan Study (Updated Draft June 2016), Greater London Authority



Open Spaces

Source: SA5 Wider Masterplan Study (Updated Draft June 2016), Greater London Authority



Block Layout and Use

Source: SA5 Wider Masterplan Study (Updated Draft June 2016), Greater London Authority

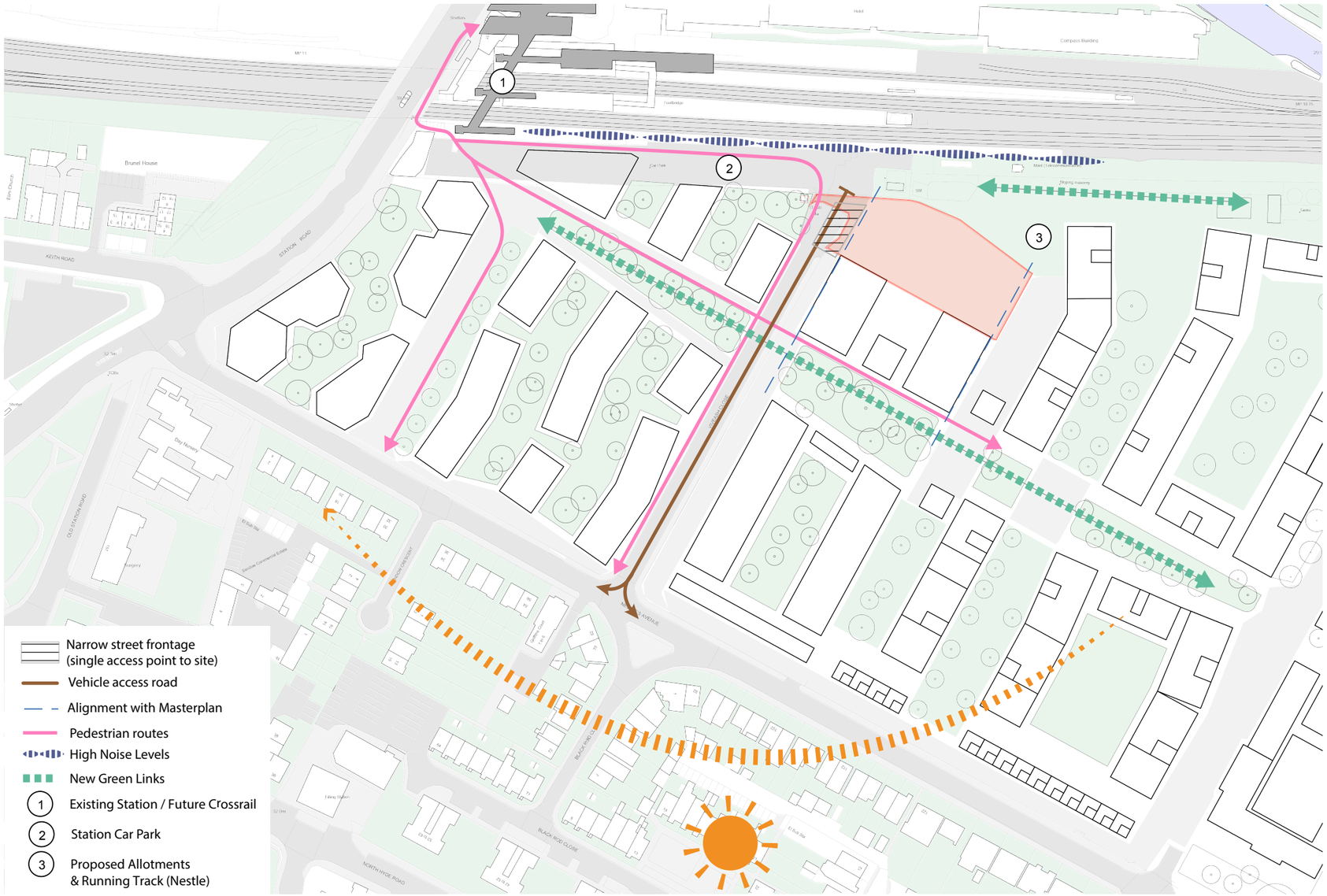
2.5 Site Opportunities and Constraints

The site at 3 Viveash Close is conditioned by a number of constraints such as:

- Narrow highways frontage accessed from Viveash Close.
- Busy railway tracks to north of site.
- Presence of existing industrial building to the south.

However, there are also a number of opportunities that should be taken advantage of. These include:

- Green pedestrian link along the north of the site faciliting an active frontage through east-west connection, between station / town centre and future development at Former Nestle Factory.
- Proximity to the Hayes town centre and Hayes & Harlington rail station.
- Good east-west aspect across the site.
- Viveash Close remaining as a vehicular access road, with direct access to site.
- Adjacency to railway can allow increased height and density.



Two Right of Way easements exist across the site. One of these is related to an existing electrical substation to the north east of the site, and the other benefits the adjoining landowner to the south.

The design proposal respects these constraints and keeps these areas clear of any obstructions.



3 Design and Layout

The following sections demonstrate the various design processes undertaken and the reasoning behind the decisions made.

The proposals carfully consider the various constraints and opportunities of the site, in addition to the client's aspirations for the development. Special attention was given at an early stage to ensure that the proposed design aligned with the suggested masterplan (draft: June 2016) outlined by the GLA.

The design evolved to take into account neighbouring development as much as was reasonably possible given the information available. Consideration has been given to the Former Nestle Factory regeneration to the east of the site and to the existing industrial building on the southern boundary. In relation to the latter, the design has imagined both existing and future scenarios - i.e. where the existing industrial building remains and also at a later date, when it may be redeveloped.

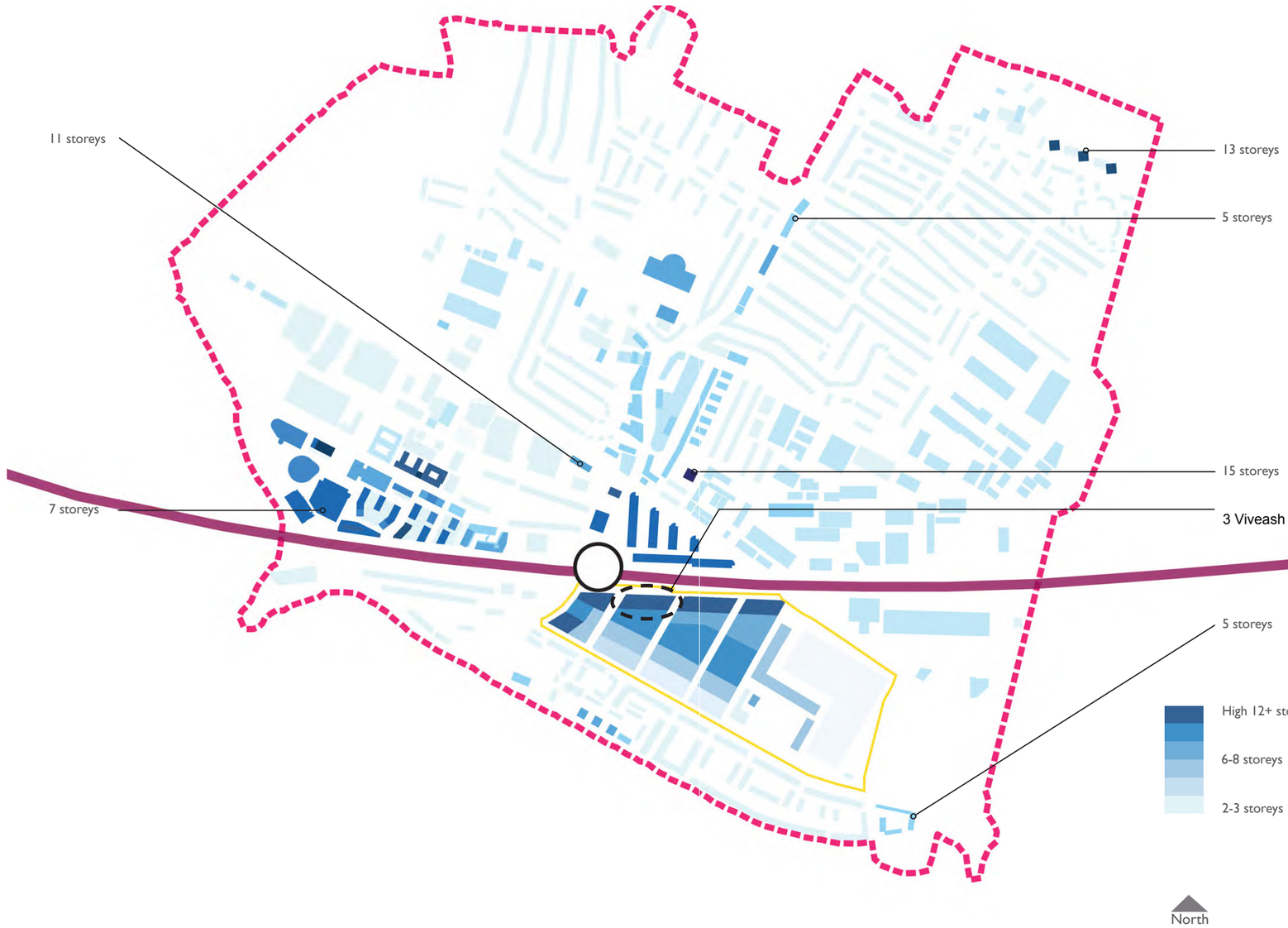
The height of the proposed building has at each stage of the design been reduced, primarily to accord with restrictions set by Safety of Aerodromes - Civil Aviation Authority, in relation to the site's proximity to Heathrow airport.

3.1 GLA Height Guidelines

The storey height guidelines provided in the GLA Masterplan document sets out a gradation of the residential blocks, with the tallest (12+ storeys) adjacent to the railway. The tallest blocks act as an acoustic shield and landmark for the entire development. Additionally, the shadows cast by the tallest buildings are cast over the railway tracks, rather than onto neighbouring buildings.

Safeguarding of Heathrow Airport has necessitated a reduction of the proposed building height, from 16 storeys at Pre-Application Submission (January 2016), to 13 storeys at Planning Submission (April 2017), and to 10 storeys as part of this Planning Re-submission (January 2018).

The building is now in full compliance with the 67.950m AOD height restriction imposed by the Civil Aviation Authority.



3.2 Design Evolution

Hillingdon Council Pre-App Meeting — 29th February 2016

NATS TOPA Assessment — 21st June 2016

Hillingdon Council Pre-App Response — 18th August 2016

GLA Pre-App Meeting — 17th October 2016

GLA Pre-App Response — 4th November 2016

3.2.1 Hillingdon Council Initial Consultation

An initial meeting with Hillingdon Council to discuss a proposed development considered the following issues:

- Outline of vision for area and reference to adjacent sites also being considered for development.
- Reference to sites A and C as coming forward for development.
- Recommendation to consult with NATS.
- Suggestion that any significant development will likely trigger requirement for EIA.
- Noted that Site B (wherein 3 Viveash Close lies) is complicated by virtue of the many different owners of individual sites.
- Re-provision of existing use queried as part of development.

3.2.2 TOPA Assessment (NATS)

The height of the pre-application proposal (16 storeys) was tested in a NATS TOPA Assessment.

The impact of the scheme was tested on the radar system and it was deemed that changes to the radar system would be required due to reflection issues. The mitigation would require a financial contribution to the upgrade of the radar by the applicant.

3.2.3 Hillingdon Council Pre-app Consultation

Hillingdon Council's response to the Pre-Application are summarized as follows:

- Building height of 16 storeys considered excessive.
- Advised to contact NATS for a Technical and Operation Assessment (TOPA).
- Support of tall buildings (above 6 storeys) only supported if proposed as part of a wider masterplan
- Height considered to have negative impact on the adjacent Nestle Conservation Area.
- Higher proportion of family sized accommodation required to accord with emerging Local Plan Part 2.
- High density, exceeding London Plan guidelines, would need to be justified.
- Future planning application to include a Transport Assessment justifying a lower car parking ratio.
- Encouraged to contact Crime Prevention Officer to discuss Secure by Design strategy.

3.2.4 GLA Pre-app Consultation

GLA's response to the Pre-Application are summarized as follows:

- The principle of high-density residential-led mixed use redevelopment is strongly supported in strategic planning terms.
- Request for a more comprehensive approach to redevelopment along east side of Viveash Close.
- Provision of affordable workspace at approximately 50% of what is currently on-site, is strongly encouraged.
- High residential density (375 units per hectare) is above-standard range, but supported in the context of the Opportunity and Housing Zone designation, and its proximity to both station and town centre.
- Provision of at least 35% affordable housing is expected. At this level a viability report is not required.
- GLA jointly working with Hillingdon Council and local stakeholders to prepare a Hayes Opportunity Area Planning Framework masterplan. Particular aspects of the OAPF that should be considered included the masterplan's primary north-south block orientation, 12-storey height datum (informed by safeguarding for Heathrow airport)

Secure by Design Meeting — 14th February 2017

Hillingdon Council Planning Submission Meeting 1 — 29th August 2017

Hillingdon Council Planning Submission Meeting 2 — 25th September 2017

Re-submission of Planning Application — January 2018

3.2.5 Responding to Pre-app Comments

Primary Design changes:

Modifying the building design and orientation to respond to the GLA's draft OAPF masterplan:

- Recognising that a height of 16 storeys was deemed excessive by the Local Council, the units were redistributed across the building footprint, creating two smaller towers with east-west aspects.
- Increased provision of affordable workspace (83% of requirement).

Additional steps:

- Met with Secure by Design officer on-site to discuss crime prevention strategy, with particular focus on the ground floor and secure residential access.
- Engaged a transportation consultant to comprehensively assess parking needs and tracking requirements.
- Engaged a landscape architect to assess playspace requirements and to design quality amenity space for residents.
- Attempted to bring adjacent site owners together to discuss proposed scheme.

3.2.6 Secure by Design

The following changes resulted from a meeting with the Designing out Crime officer, in order to improve the quality of the spaces and to minimise antisocial behaviour:

- Reconfiguration of the Ground Floor plan to minimise the number of entry doors into the development.
- All doors to buildings and individual units to be SBD approved, accessed by fob-key and utilise an air lock system
- SBD approved letter boxes provided in the entrance lobby
- Reconfiguration of the cycle store to only have one access door and access available only for bicycle owners.
- Using hit and miss brick for car park wall to provide ventilation and passive surveillance.

3.2.7 Planning Application Comments

Two separate meetings took place with Hillingdon Council Planning Officers, during which the following items were discussed:

- Building exceeded allowable height limit imposed by Heathrow safeguarding and would need to be reduced.
- Lack of comprehensive (in relation to existing industrial building to the south) still viewed as an issue. Argued that every effort had been made to contact adjoining landowner but that they had not been cooperative.
- Issue raised about lack of natural surveilance along north side of proposal.
- Objection raised about play space on the roof, and also the stepping of the recreational podium over two levels.
- Concern raised about view of building from the south, prior to potential redevelopment of existing industrial building.
- Connection to proposed Former Nestle Factory redevelopment.

3.2.8 Planning Application Re-submission

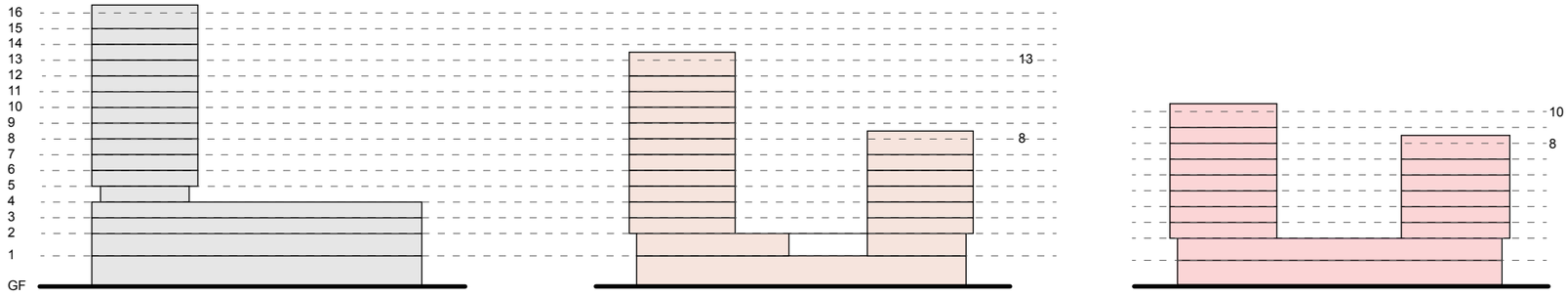
Following the meetings and feedback received from Hillingdon Council, the following design changes have been made for this latest submission:

- Height reduced from 13 to 10 storeys, to comply with Heathrow safeguarding requirements.
- Rooftop recreational playspace removed as this was not viewed favourably by the planners.
- Split level recreational podium revised to be across one single level, shared by both the apartments in both blocks.
- Ground Floor reconfigured to provide more commercial frontage to the north.
- Commercial floor space increased across entirety of First Floor increasing overall provision beyond the minimum planning requirement (50% of site area).
- Density reduced, with number of residential units coming down from 88 to 68.
- Design revised so that 100% or residential units have access to private outdoor amenity space.
- Further development of the north and south facades to improve the external appearance, ensuring that they are aesthetically pleasing whether they abut neighbouring development (potential future condition) or not (existing condition).

3.3 Design Development

3.3.1 Height Reduction

The proposed height of the building has been reduced during each phase of the development process, primarily in response to restrictions set by Heathrow safeguarding. Residential density has also been reduced, addressing a separate concern of over-development as noted by Hillingdon Council's planning officers.



Pre-Application Submission (16 storeys)

(January 2016)

Initial Planning Submission (13 storeys)

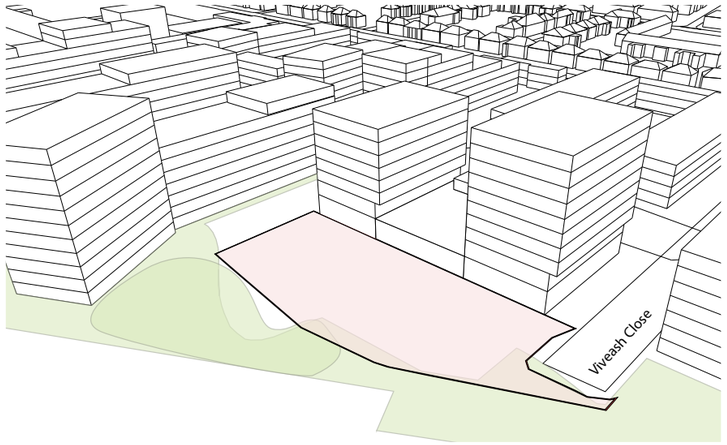
(April 2017)

Revised Planning Submission (10 storeys)

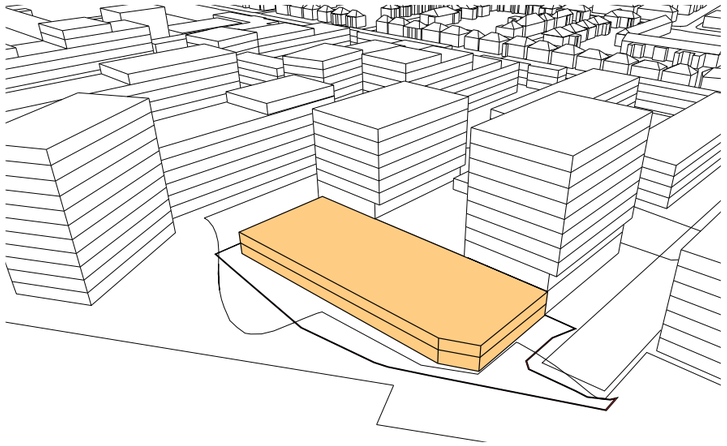
(January 2017)

3.3.2 Key Design Drivers:

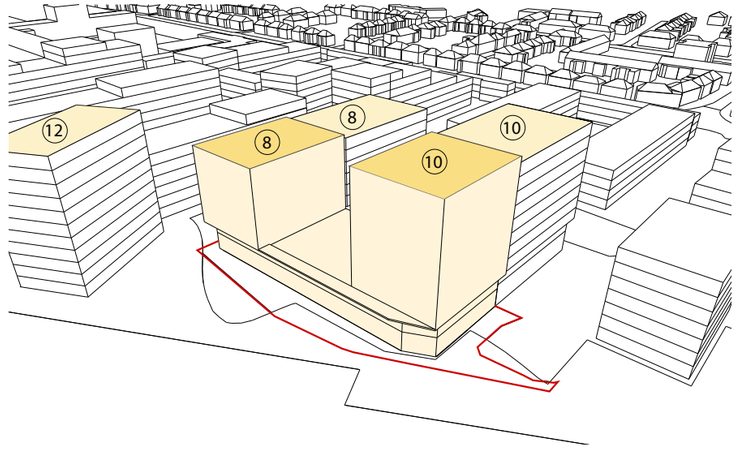
- Model the massing to respond to masterplan character and orientation.
- Maintain an East-West facade orientation and maximise window openings.
- Use the north facade as an acoustic shield and minimise openings facing the railway. Use materials and detailing to create a dynamic facade that is visually interesting.
- Pay careful attention to the design of the south facade, so that it is visually appealing in both existing and future contexts.
- Enhance private and communal amenity space by introducing full width balconies and a shared recreational garden and playspace at podium level.
- Vary the height of both blocks to provide visual interest and a dynamic profile.
- Provide active north frontage by placing all entrances and services to face proposed landscaping along the railway, tieing in with adjoining development at the Former Nestle Factory.
- Respond in character to the emerging urban landscape, whilst respecting the recent (and still relevant) industrial past.



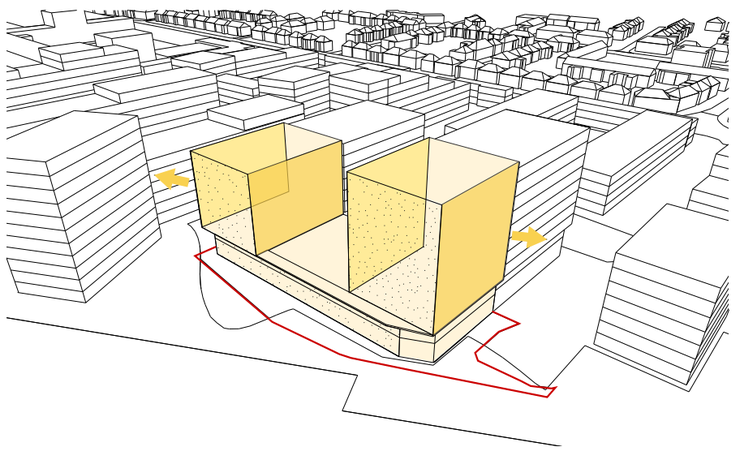
1. Existing site condition: Site location at the end of a suburban street, facing the railway. Indicative masterplan context, including proposed landscaping along northern boundary.



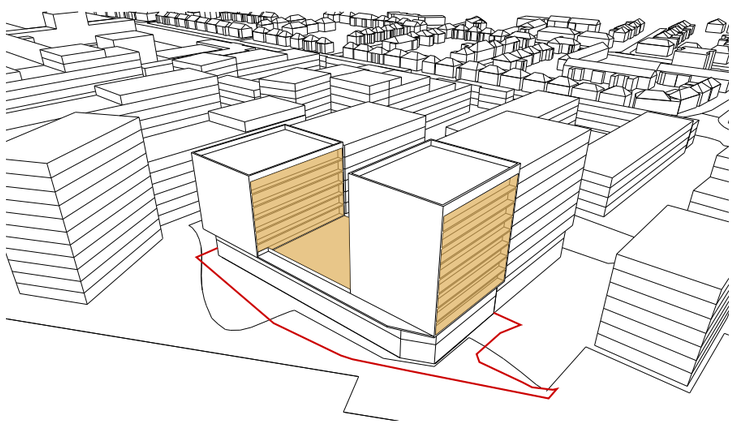
2. Maximise Commercial frontage: The ground and first floor maximise street frontage for commercial use, wrapping the parking and service zones with active frontages.



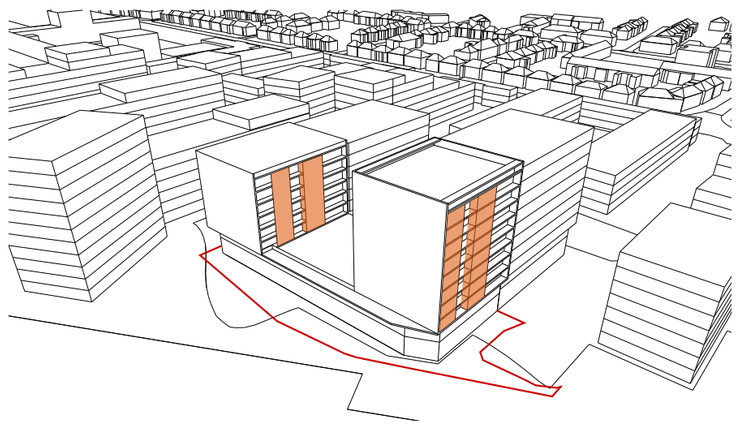
3. Proposed height: Building height of 10 storeys used to determine scale and density of development in line with the urban grain of the proposed masterplan.



4. Elevations maintaining E-W orientation: Maximising openings on East and West facades. North facade acts as an acoustic buffer with minimal openings.



5. Maximise amenity space: Introducing full width balconies as private amenity space. One large terrace provides a generous communal amenity space

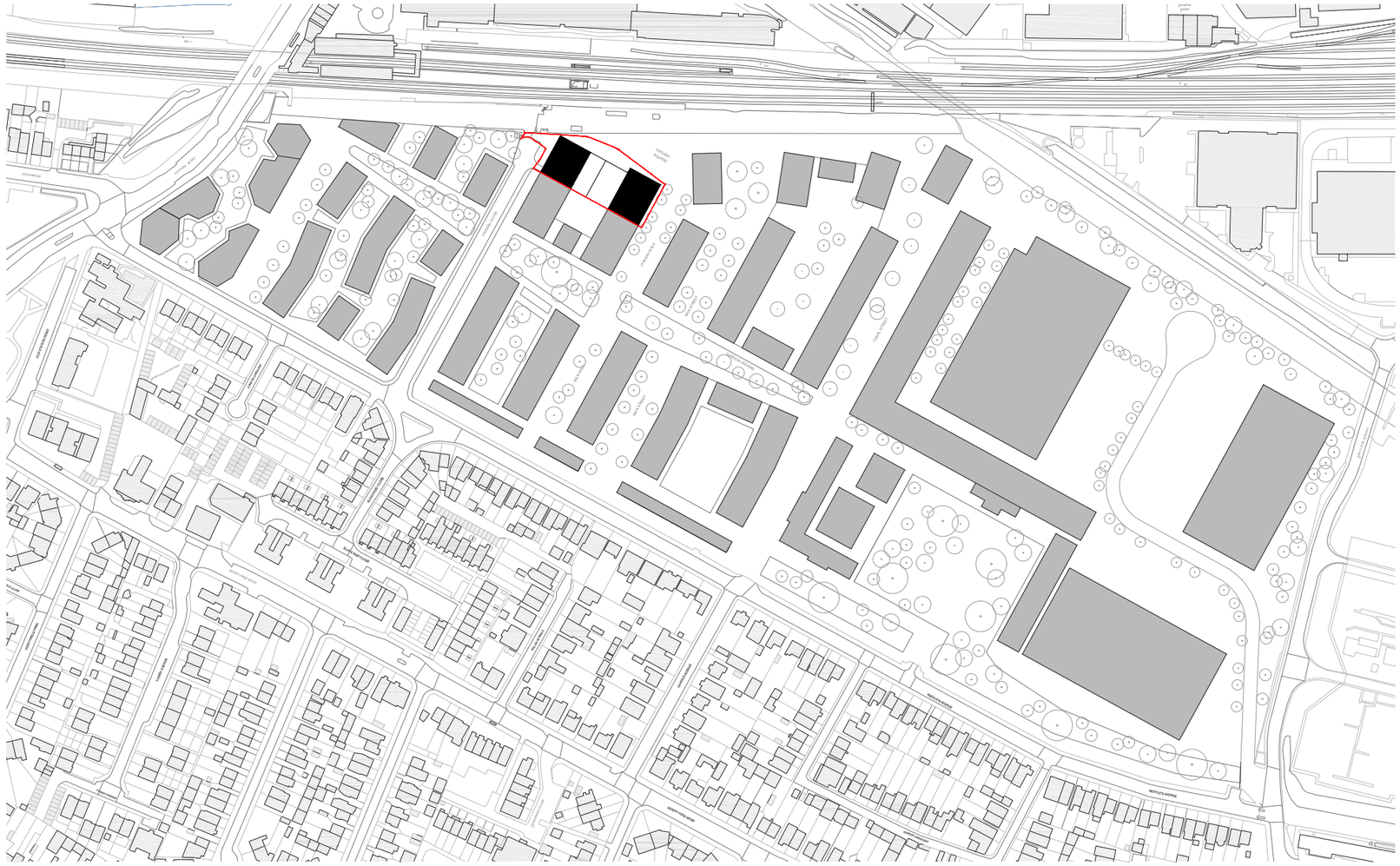


5. Detailing: Winter gardens enhance the quality and flexibility of private amenity space and provide an additional acoustic buffer. A cantilevered canopy visually connects the two blocks.

3.4 Proposed Layout

3.4.1 Site Strategy

The form of the proposed residential building is predominantly informed by the Masterplan guidelines and suggested massing. Additionally, the variation in height between the proposed blocks addresses the visual character of ‘stepping down’ suggested by the Masterplan, while also breaking the symmetry of the scheme.



Landscape Masterplan

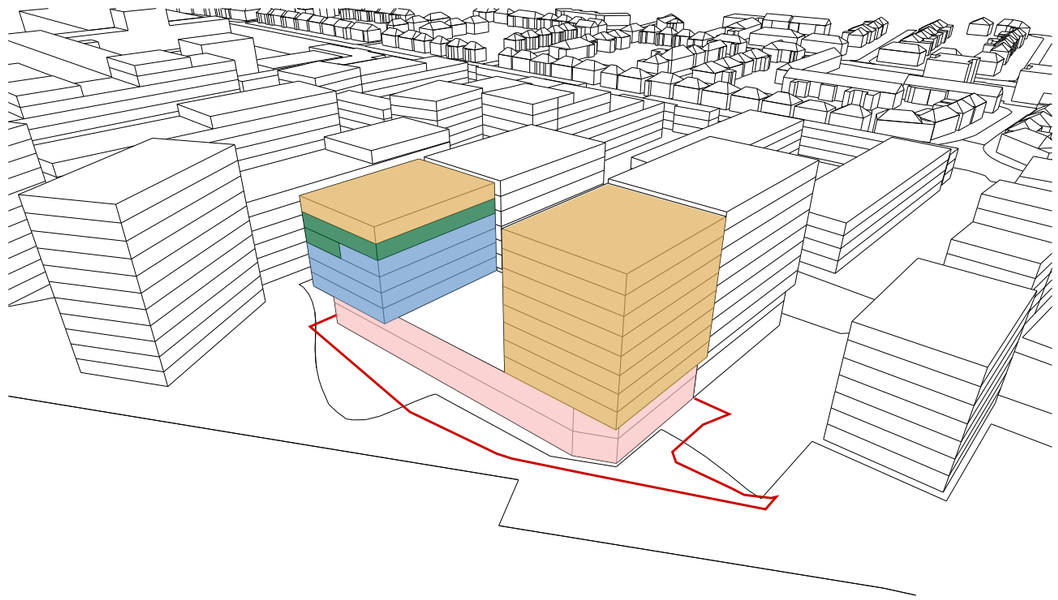
3.4.2 Organisation

Approximately 1,600m2 of commercial space is allocated over the Ground Floor and First Floor, well in excess of 50% of the site area, suggested as an outline requirement in local planning policy.

The residential component of the scheme comprises of 68 units across the 0.23ha site at 291 dwellings/ha (882 hab. rooms/ha).

Of these 68 units, 65% are for private sale and 35% are affordable. Of the affordable dwellings, 17 units will be allocated to rent (71%) and 7 units will be for shared ownership (29%). A detailed unit-by-unit schedule is included in the appendix of this document.

The diagram opposite illustrates the distribution of tenure types across the two blocks.



Private Sale

Shared-Ownership

Affordable Rent

Commercial Space

	Affordable			Shared Ownership			Private			
	1bed	2bed	3bed	1bed	2bed	3bed	1bed	2bed	3bed	
G										
1										
2	1		3				1	1	2	
3	1	1	3				2	2	1	
4	1	1	3				2	2	1	
5	1	1	1			2	2	2	1	
6				1	1	3	2	3		
7							3	4	3	
8							2	3		
9							2	3		
10										
Subtotal	4	3	10	1	1	5	16	20	8	
Total	17			7			44			**68**

3.4.3 Ground floor

The Ground Floor has been significantly revised to take into account concerns raised by the planning officers following the initial Planning Application (April 2017). The north side is now primarily composed of commercial floor space (replacing car parking in the initial design) that will help to generate an active street frontage and ensure passive surveillance. This is bound on both sides by access to the residential cores, creating a truly mixed-use building. Secure access is provided for all entrances to the building, in line with Secure by Design guidelines.

Commercial space

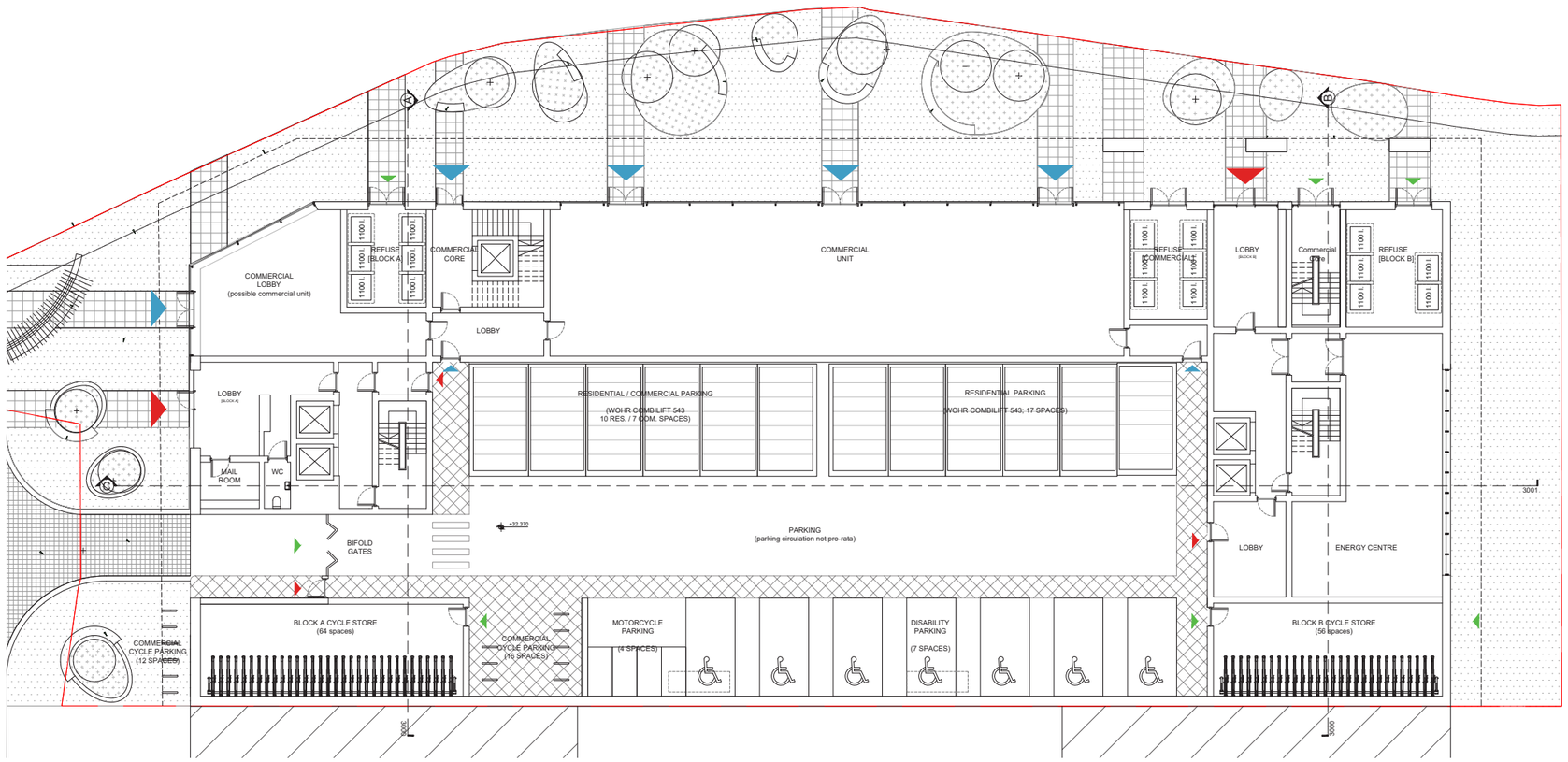
Access is from both the west and north. The space is designed for maximum flexibility, whereby it can be let as one large space, or alternatively subdivided into smaller units that may be suitable for start-up companies. The entirety of the First Floor is now given over to commercial, meaning that there is significant potential to connect the commercial space over two levels, depending on the prospective tenants.

Car Parking

Commercial and residential parking will primarily be through use of automated car stacker systems, within a secured car park.

Residential Ancillary

Cycle stores are accessed either from communal entrances or through the car park. Refuse and recycling stores are accessed along the northern boundary.



3.4.4 First Floor

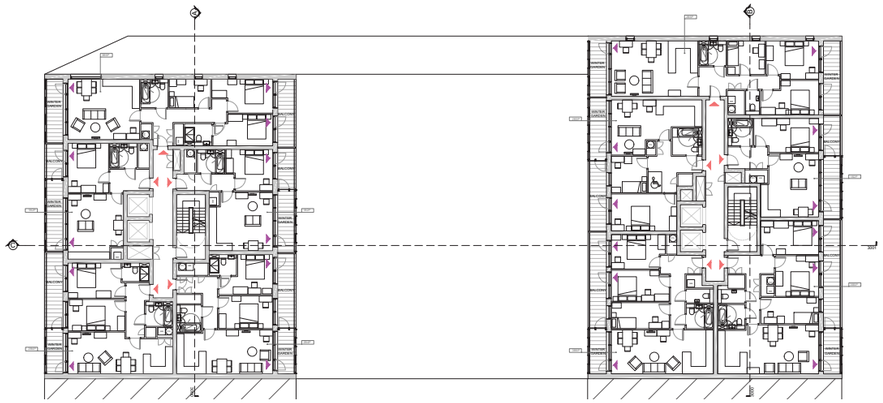
The First Floor is allocated entirely for commercial use, and is designed as open plan for the purposes of this planning submission. However, it should be noted that there is significant scope for subdivision of this space, potentially to include vertical connections to the Ground Floor, through the proposed void, enabling separate entrances at grade.

3.4.5 Residential Floors

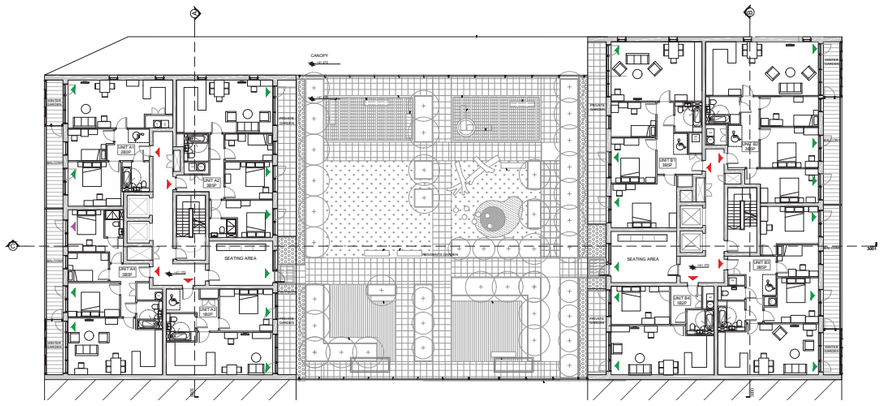
The building features 68 residential units divided between the two blocks in order to respond to both the needs of the community and prevailing market conditions. Block B consists primarily of affordable and shared ownership units, and is heavily weighted towards family-sized accomodation. Block A is fully private sale, and provides a balanced mix of 1, 2, and 3 bed units.

Full-width balconies allows for private amenity space that significantly exceed minimum requirements. In addition, all Living Rooms utilise winter gardens allowing year-round enjoyment of these spaces.

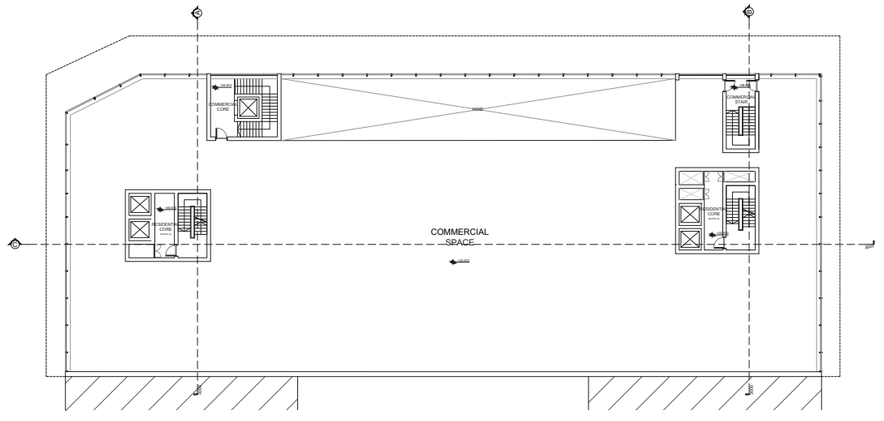
A communal residential terrace, with playspace, is provided on the Second Floor. A variety of spaces allows for a wide range of recreational activities benefitting a diverse profile of future residents. Refer to the Landscape Statement for further information on the residential amenity spaces and their design.



Typical Upper Floor



Second Floor (Communal Terrace)



First Floor (Commercial Space)

4 Appearance

4.1 Materials

The appearance of the scheme is influenced by the industrial context combined with a new exciting vision for the area as a new place to live and work. The opportunities and constraints of the site were also important considerations and led to the following design decisions:

- The minimal finishes and openings on the North facade respond to acoustic issues generated by the railway
- The south facade permits future development suggested in the GLA masterplan
- Glazing and transparency on the east and west elevations is maximised to counterpoint the muted north and south facades.
- Winter gardens are included for living areas in all apartments to increase year-round usability and further mitigate noise from the railway.

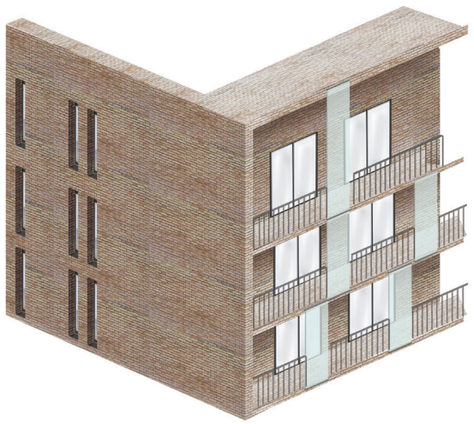
Different material finishes have been tested in order to respond to the form and mass of the building. The material and colour palette has been narrowed down to brick, concrete, metal and glass. These materials can be combined in multiple ways and produce results that vary from a heavy monolithic aesthetic, to a light, contrasting finish.



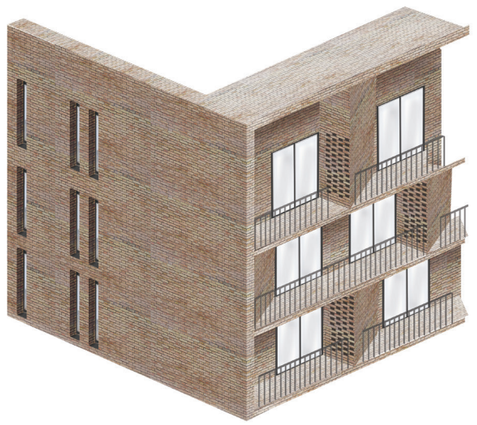
Light material study



Balanced material study



Monochrome material study



Monolithic material study

Two primary materials are proposed - medium-coloured brick and light-coloured concrete panels, contrasting elements reflecting the mixed-use nature of the building.

Brick is proposed on the Ground and First Floors, as a solid, monolithic base. These floors accommodate the commercial spaces, services, car park and access points to the building. The brick base will support two residential towers which will be clad in light-weight concrete panels on the north and south facades. The pale white colour and simple architectural form will compliment the former Nestle factory building & the High Point Village development on the opposite side of the railway. An irregular grid with subtle variations in depth will add visual interest, while the window size and locations on the north facade will also be varied to tie in with the overall concept.

The contrast between dark and light will help to create an elegant aesthetic, while full height glazing and generous full width balconies on the east and west elevations will further add to the lightness of the two primary massings. Operable winter gardens for all Living Rooms will allow user-controlled variation and animation of the facades.

Metal balustrades will be used on the balconies, a practical solution that references the industrial nature of the site context.

Balcony elevation treatments will use a coloured glazed brick that draws attention to the balcony interiors beyond the building line. Fair-faced concrete unifies the structural elements, while window and door frames, railings and flashings will be dark-toned.



North and South Elevation Treatment



East and West Elevation Treatment

4.2 Form

The proposed form has evolved through exploration of the following characteristics and individual building elements. Consultations with local planning officers and continued development has helped to refine the final proposal.

Footprint

The building footprint is defined by the constrained nature of the site. The southern boundary will likely abut future development, where there is logical reason to build to the property line.

Ground Floor open space is primarily located on the northern side of the site, tying-in with the landscape proposals of the Former Nestle Factory development to the north and east.

Height

The height of the proposed building is 10 storeys, comfortably below the Heathrow Safeguarding maximum established as 67.950m AOD.

Block A, on the west side, acts as a focal point for the scheme at the termination of Viveash Close. At 10 storeys it is a more appropriate location for increased height because any overshadowing will primarily be limited to the site itself, rather than onto neighbouring developments.

Block B, on the east side, is lower. At 8 storeys, it responds to the character of the adjacent green space, and also provides a formal contrast to Block A.

Profile

The building profile and the relationship of the different building volumes has been developed to create an elegant and varied form.

The local (and proposed) street pattern is north-south, with east-west orientation for buildings, and the formal layout respects and responds to this. This is also logical when considering the busy railway tracks to the north of the development.

A solid ground floor podium of commercial and ancillary space acts as a base for the two residential blocks, with a communal terrace situated between them. A canopy on the north facade acts as a horizontal datum and further unifies the two primary volumes.

Windows

North and South Facades

The scheme proposes slim profile windows, ‘punched’ through a solid facade to generate deep reveals. These are organised according to the irregular rhythm of the elevation grid. On the south facade, the arrangement is repeated, but windows are instead replaced with coloured metallic panels. These reflect light and will help to mitigate the impact of this boundary wall.

East and West Facades

All units benefit from floor-to-ceiling glazing on the East and West facades. Window widths are 1000mm and are treated as modules, providing more generous openings of 3 or 4 window modules for the living areas, and 1 or 2 window modules for the bedrooms.

Balconies

The full width balconies proposed ensure that generous amenity space is provided.

The balcony structure is articulated in fair-faced concrete. This will complement the concrete panels on the north and south elevation, helping to establish a common material language for the building.

The balconies have vertical railings formed in rectangular bar steel to create a delicate, open aesthetic.

Winter Gardens

The majority of units benefit from generous winter gardens, accessed through the living rooms and occupying part of the balcony space. The remaining part of the balcony is left open and can be accessed either through the winter garden or directly via the master bedroom.

The floor to ceiling glass panels enclosing the space are mounted on sliding tracks. This enables the space to be used either fully enclosed, partially enclosed or fully open. The degree of openness applied to the winter gardens also add variation to the facade appearance.

This flexible system allows for the private amenity space to be used all year round and will have a noticeable acoustic benefit, blocking noise from the adjacent railway tracks.

Materials & Detailing

Attention has been paid to the junctions of materials, and the experience of the end-user. Detailed consideration has been given to the quality of the ground floor treatments, including building entrances and boundary treatments.



Trinity Long Room Hub - Mccullough Mulvin Architects



Park Tower - Studio Farris Architects



Winter garden glazing



Ravenscourt - FBM Architects

4.3 Active Frontages

Active frontage on the north elevation has been maximised in order to create visual interest and activity and to ensure a welcoming and safe environment.

This development is a specific response to concerns expressed by the planning officers on the initial planning submission design.



Communal Entrances

Entrances are prominent, legible and conveniently located, while both blocks are treated using the same architectural language, using full height recesses to identify them within the building frontage. Glazing provides visual permeability during both day and night.



Facilities & Servicing

Refuse Stores are located on the North facade, in prominent, visible locations to improve the sense of safety for residents and promote movement along this boundary edge.

Controlled access maintains security, while the proposed locations minimise travel distances for all users as much as possible.

Commercial Space

The curtain wall system wraps around the north-west corner of the building, guiding residents and visitors towards the commercial spaces and communal entrances and also the beginning of the green spaces to the east. The cantilevered canopy provides a visual guide and offers shelter along this route.

4.4 South Elevation

During the planning consultations following the initial full planning submission (April 2017), concern was raised regarding the south facade, prior to the intended re-development of the industrial building to the south.

The elevation strategy has been further developed in a manner that addresses these concerns. The irregular grid pattern on the north elevation is translated to this facade, with coloured metallic panels interspered throughout it, acting as reflective windows, a jewel-like relief from the concrete panels.

The images opposite indicate how this elevation would look like in both existing and future contexts.



Viveash Close - view from south, with existing context



Viveash Close - view from south, with possible future context

5 Accessibility

A clear access strategy has underpinned the design approach to this scheme. Considering the needs of all users alongside the requirements of servicing strategies raises a number of issues which influence the design. These include the following:

- User Accessibility
- Car & Cycle Parking
- Fire & Refuse Strategies

These areas are examined on the following pages.

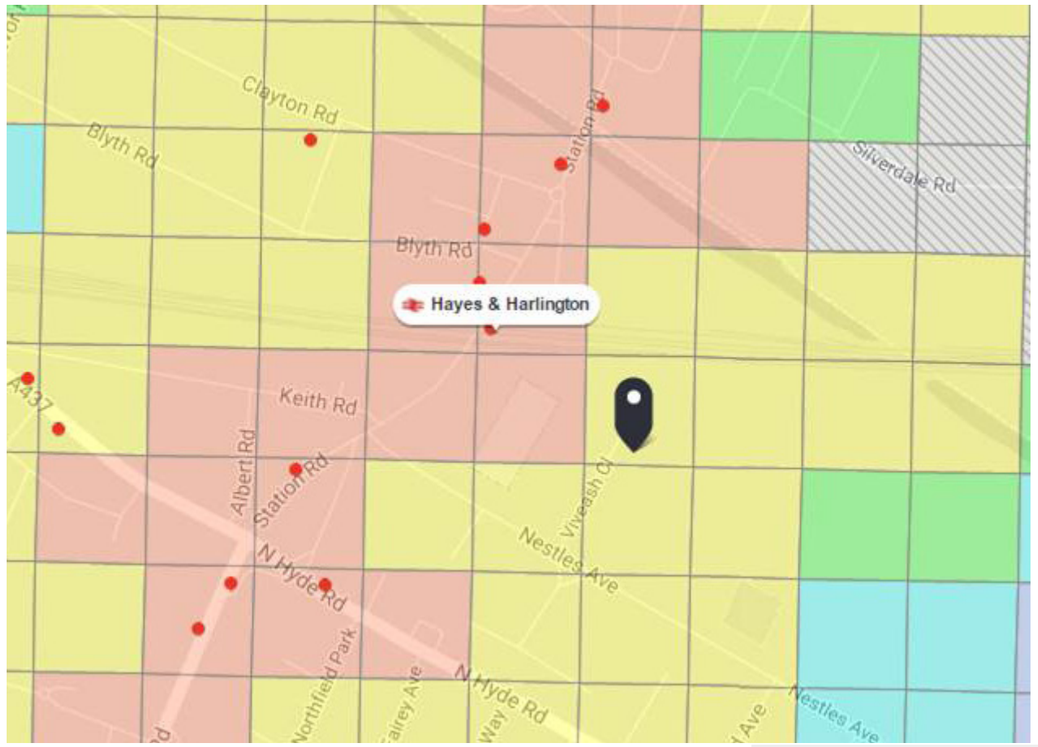
5.1 Transport Connections

The site is well connected to central London and the West country, with trains serving Hayes & Harlington station every 10-15 minutes. The site is within a short walking distance to the station, with access provided through the current car park.

With these transport connections and frequency of service, the proposal site has a PTAL rating of 4.

Hayes & Harlington station will also benefit from major improvements as part of the Crossrail programme, improving journey time and frequency. The improvement works are expected to be completed by 2018.

A full Transport Statement accompanies this application.



5.2 User Accessibility

The proposals include seven wheelchair adaptable units, which are capable of being fitted out as wheelchair accessible dwellings. This comprises 10% of the overall accommodation.

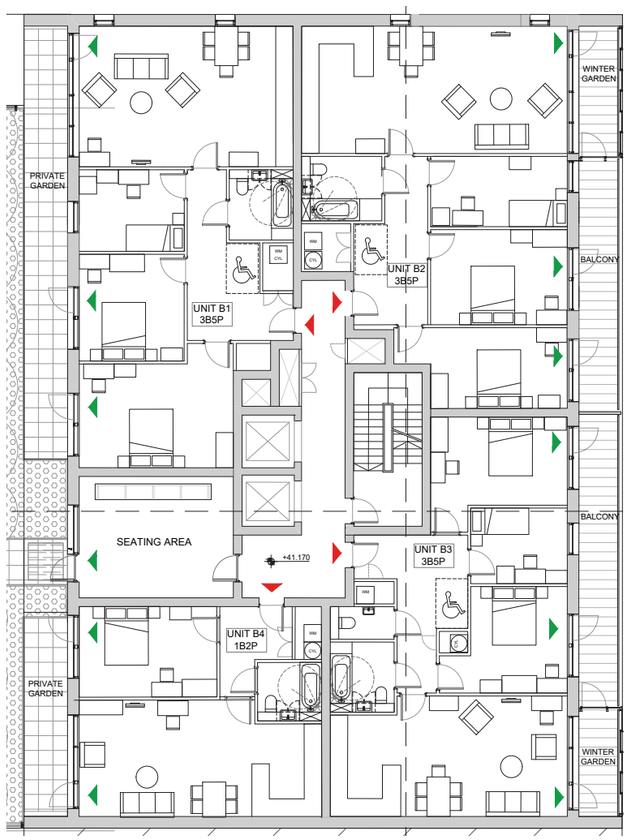
These units have been designed to comply with the standards set out in the Building Regulations Part M(3) for Category 3: Wheelchair user dwellings and are located on the lower floors, with five out of the seven units on the Second Floor, having direct access to the communal terrace.

The following criteria set out the key standards which have been addressed in the design of the proposed scheme.

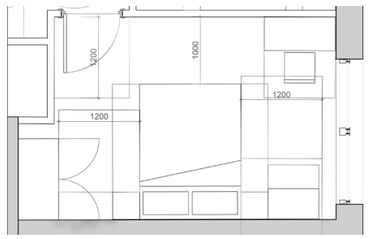
5.2.1 Approach to Dwellings

Both communal and private entrances and approaches to units comply as follows:

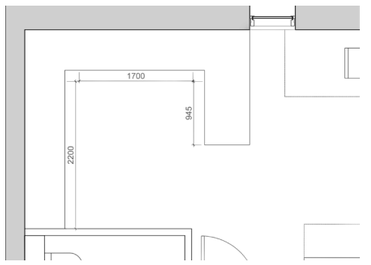
- Approaches are step-free, level and clear of obstructions.
- Approach routes have a minimum clear width of 1200 mm.
- There is a level 1500x1500mm landing outside the entrance.
- A clear turning circle, 1500mm in diameter is provided inside the entrance area.
- All communal lifts are designed to be accessible for wheelchair users and 2 lifts per Block are proposed.



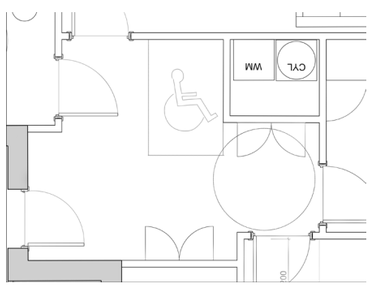
Second Floor Plan - Block B



Accessible bedroom



Kitchen worktop space



Wheelchair parking and charging space

5.2.2 Wheelchair User Dwellings

The following key criteria have been addressed for the following spaces:

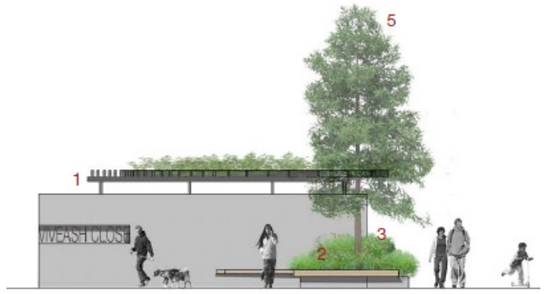
Bedrooms

- Principal double bedroom is 13.5m^2 and at least 3m wide.
- There is a 1200x1200 clear manoeuvring space on both sides of the bed in the principal bedroom.
- All single bedrooms are 8.5m^2. and at least 2.4m wide.

Kitchens/Dining Areas

- 1500mm wide in front of all kitchen units and appliances.
- The overall length of kitchen worktop meets the described requirements and there is a continuous section that includes a combined sink and drainer unit and is at least 2200mm long.

Detailed unit layouts are provided within the application drawings.



5.3 Waste Strategy

The scheme will benefit from two separate refuse and recycling stores, serving each of the blocks. These have been sized to provide suitable capacity, as determined by local council guidelines (Waste Strategy comments to initial planning application, issued by Robert Williams, 7th July 2017).

Refuse storage is also provided for the commercial space.

Loading of refuse vehicles will be on-street, with vehicles being able to stop within 18m of the refuse and recycling holding area to minimise drag distances. Due to the narrow street frontage and limited vehicular access to Block B, the refuse bins serving this block will be moved to a temporary store located at the end of Viveash Close on collection day.

Full details of the refuse and recycling storage facilities are included within the application drawings.



5.4 Fire Strategy

Automatic ventilation will be provided to the common corridors which will provide smoke clearance in the corridor and stairs.

In the event of a fire, emergency vehicles will be able to stop on the street within 18m of dry riser inlets.

Automatic sprinkler system is provided for the car park at ground floor. This will also benefit from passive ventilation by using hit and miss brickwork facing the North elevation.

Commercial space will be fitted with automatic sprinklers if required.



5.5 Car Parking

The proposed scheme provides a total of 41 car parking spaces and 4 motorcycle spaces. These are divided between commercial, residential and blue-badge spaces. The residential car parking spaces are provided at a 0.5 ratio by using triple car stackers. This system provides a safe and space efficient method of parking. Car stacker systems have been installed successfully in numerous projects in and around London.

Full details of the car parking strategy are included within the Transport Statement and Travel Plan which accompany this application.



5.6 Cycle Parking

As a sustainable mode of transport, cycling is encouraged within the scheme.

Two dedicated cycle storage facilities are provided within the building, shared by all tenants and accessed internally through the main core or through the car park. This provides safe, secure cycle parking in the form of ‘double-decker’ racks, of the sort used at railways stations etc. These allow safe locking of the frame and wheels, and are robust and space efficient.

Capacity has been sized in accordance with the current London Plan Cycle Storage guidance. This equates to one space for every one-bed dwelling, and two spaces for every other dwelling. A total of 136 spaces is provided.

Commercial cycle parking is also provided in accordance with Hillingdon’s standards. This equates to one space per 50m^2

In addition, external cycle parking for commercial tenants / visitors is provided. This offers 12 parking spaces, located directly outside the building on Viveash Close, in full view of the street. These would be of the traditional ‘Sheffield stand’ tubular type, proven to be both robust and secure.

Full details of the cycle storage facilities are included within the application drawings.

6 Conclusion

The proposals for this site have been subject to an extensive pre-application consultation process and subsequent planning officer review following the initial full planning application submission. It is believed that this has improved the proposals at each stage, resulting in a high quality development that respects and contributes to the local urban character, whilst meeting all relevant local and national standards.

It is hoped that the desire to enhance the industrial area and maintain employment on site, in conjunction with the provision of a significant number of new homes, a high proportion of which are affordable, represents an excellent contribution to local regeneration strategy for the area.


Viveash Studios

7 Appendices

7.1 Appendix A

Accomodation Schedule

FraserBrownMacKennaArchitects

Site:	**Viveash Close**
Job Number:	**897**
Client:	General Food Trading Co
Document:	**Accommodation Schedule**
FBM Ref	n/a
Date:	11/29/2017
Related Drawing	**n/a**

TOTAL Site Area	2335	m2	0.23 Hectares

1) RESIDENTIAL BREAKDOWN

	Block A															
	1B (2P)				2B (3P)				2B (4P)				3B (5P)			
TENURE TYPE	P	PR	AR	SO	P	PR	AR	SO	P	PR	AR	SO	P	PR	AR	SO
Hab Rooms per Unit	2				3				3				4			
Minimum Unit Area m2	***50***				***61***				***70***				***86***			
00 Ground	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01 First Floor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02 Second Floor	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0
03 Third Floor	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
04 Fourth Floor	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
05 Fifth Floor	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
06 Sixth Floor	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
07 Seventh Floor	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
08 Eighth Floor	2	0	0	0	0	0	0	0	3	0	0	0		0	0	0
09 Ninth Floor	2	0	0	0	0	0	0	0	3	0	0	0		0	0	0
10 Tenth	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 Eleventh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 Twelfth	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 Thirteen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub total by type & tenure	15	0	0	0	1	0	0	0	18	0	0	0	5	0	0	0
SUB TOTAL UNITS BY TYPE	15				1				18				5			
Private Sale- type/block %	38.5%				2.6%				46.2%				12.8%			100.0%
Private Rent-Type/block%	0.0%				0.0%				0.0%				0.0%			0.0%
Affordable Rented - type/block %	0.0%				0.0%				0.0%				0.0%			0.0%
Shared Ownership - type/block %	0.0%				0.0%				0.0%				0.0%			0.0%
TOTAL UNITS/BLOCK	**39**															
Sub TOTAL Hab Rooms	30	0	0	0	3	0	0	0	54	0	0	0	20	0	0	0
TOTAL HAB ROOMS/BLOCK	**107**															

	Block B															
	1B (2P)				2B (3P)				2B (4P)				3B (5P)			
	P	PR	AR	SO	P	PR	AR	SO	P	PR	AR	SO	P	PR	AR	SO
	2				3				3				4			
	50				***61***				***70***				***86***			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0
	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0
	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0
	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3
	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	0	4	1	0	0	2	0	1	0	1	1	3	0	10	5
	6				2				3				18			
	3.4%				0.0%				3.4%				10.3%			17.2%
	0.0%				0.0%				0.0%				0.0%			0.0%
	13.8%				6.9%				3.4%				34.5%			58.6%
	3.4%				0.0%				3.4%				17.2%			24.1%
	29															
	2	0	8	2	0	0	6	0	3	0	3	3	12	0	40	20
	99															

TOTALS
TOTAL PER FLOOR
0
0
8
10
10
10
10
10
5
5
0
0
0
0
TOTAL
68
TOTAL HAB ROOMS
206

1.2) RESIDENTIAL TENURE -ALL BLOCKS

	1B (2P)	2B (3P)	2B (4P)	3B (5P)	TOTAL	%
TOTAL by TYPE	21	3	21	23	**68**	**Total units**
Market	16	1	19	8	44	64.7%
	36.4%	*2.3%*	*43.2%*	*18.2%*	*100.0%*	
Of which						
Private Sale- Units	16	1	19	8	44	64.7%
Private Rent- Units	0	0	0	0	0	0.0%
Affordable	5	2	2	15	24	35.3%
	20.8%	*8.3%*	*8.3%*	*62.5%*	*100.0%*	
Of which						
Affordable Rented	4	2	1	10	*17*	*70.8%*
Shared Ownership	1	0	1	5	*7*	*29.2%*

DENSITY - NB Considers whole site	
Total Hab Rooms	206
Hab rooms per hectare	882
Dwellings per hectare	291

	Private Amenity Space Provision		**Communal Amenity Space Provision**	
Floors	Block A	Block B	Communal terraces	
0				
1			615	
2	65.5	28.5		
3	72	81.5		
4	72	81.5		
5	72	81.5		
6	72	81.5		
7	72	81.5		
8	72			
9	72			
TOTAL	**569.5**	**436**	**615**	**1620.5 m2**

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