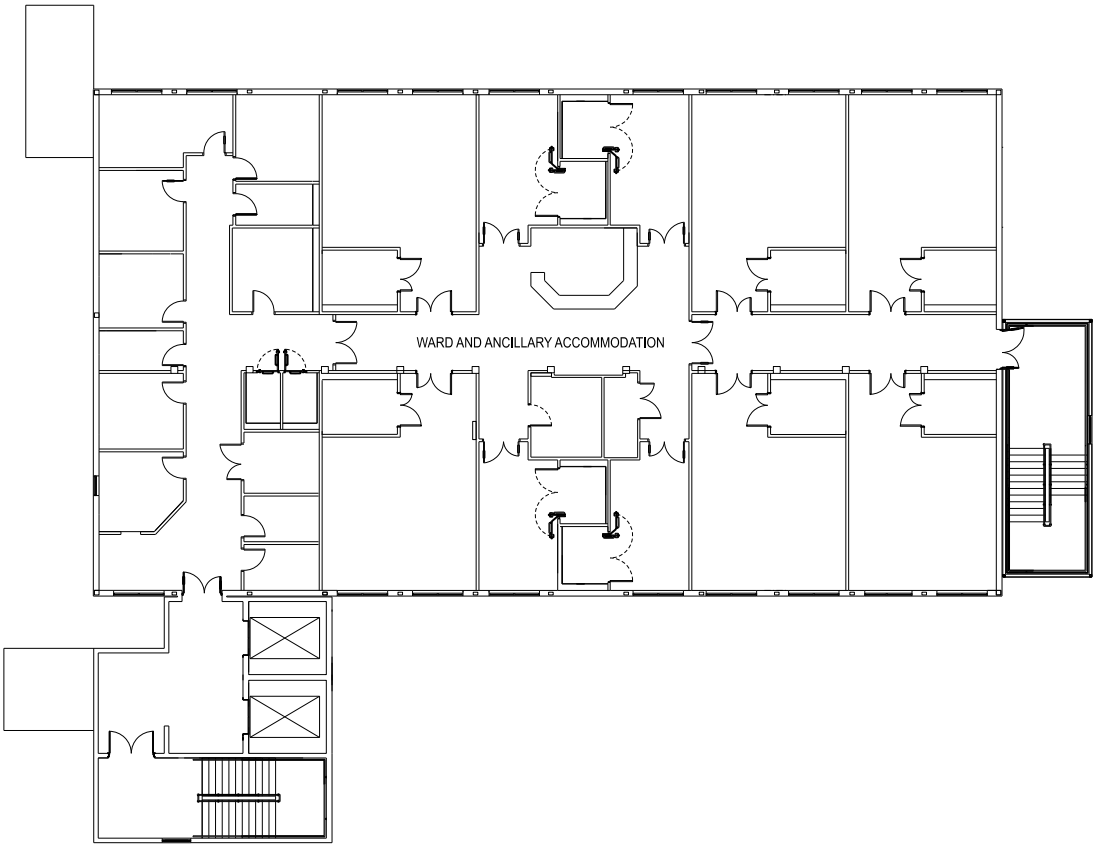
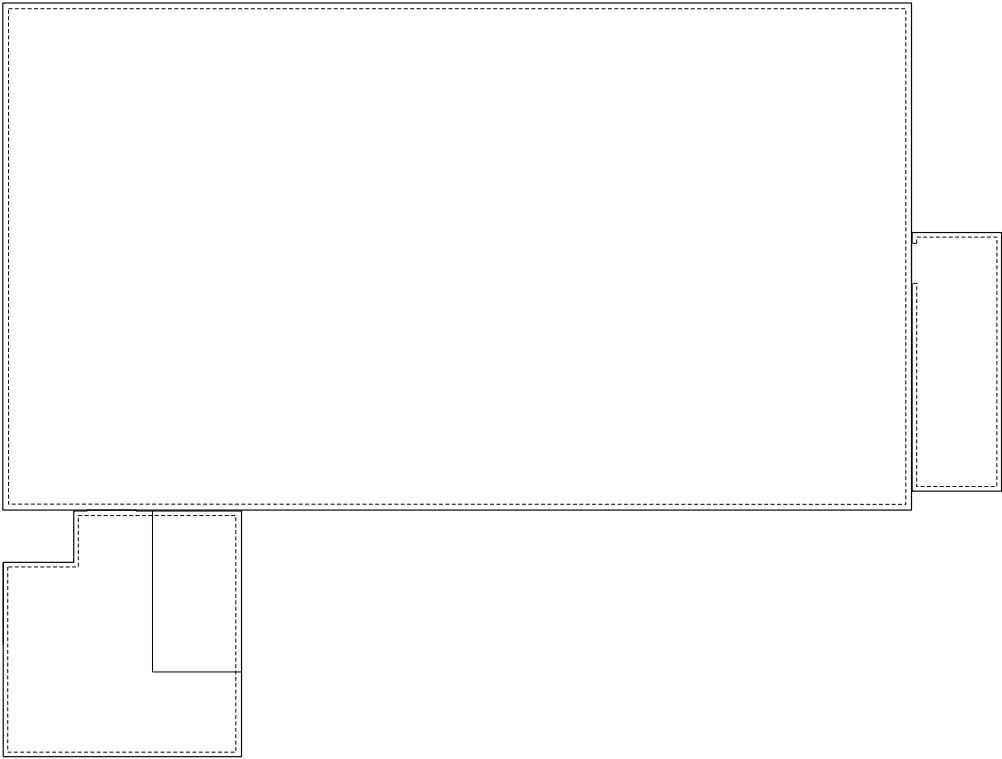


# 3.2 Amount

## Ward Building North



Second Floor Plan



Roof Plan

## 3.3 Siting

### Ward Building South

The siting of the proposed building has been carefully considered to ensure it can meet the operational requirements of the hospital and link with the existing hospital in an efficient and effective way. The proposed building will adjoin to 'The Pod', incorporate existing services spaces and link to the existing main circulation route within the hospital.

### Ward Building North

The proposed building will adjoin and link to the existing Nightingale AMU Building which is located immediately to the north of the proposed building.

Neither buildings will prejudice the comprehensive development of the hospital campus in the future external areas that surround the new build element as they are generally 'back of house' in nature.

The performance of the existing service yard is a priority and must be maintained since hospital wide strategies depend on its existing configuration. Patient rooms will inevitably overlook the service yard and the proposed Ward buildings South and North. The latter will require the relocation of the waste compound. The new ward buildings will displace some parking spaces and this is explained in Section 4.3 of this report.



EXISTING CORRIDOR LINK



VIEW OF "THE POD" FROM THE EAST



VIEW OF THE NIGHTINGALE AMU BUILDING



VIEW OF "THE POD" FROM THE SOUTH

## 3.4 Scale

### Ward Building South

The new three storey ward building fits between a single storey annex corridor, the proposed 28 bed decant ward building while linking to the ward known as 'The Pod'. The site could sustain a denser development than the currently proposed three storey option.

The new buildings size relates to its function, which is the clinical need to provide a certain floor area and mix of single bedrooms / four bed suites to accommodate clinical functions currently provided elsewhere in less than satisfactory accommodation.

### Ward Building North

The Decant and Overspill Winter ward fits between the single storey annex corridor and the post WW2 ward bungalows/barracks to the West and the 11-storey tower block to the north. The additional two storeys above the ground floor ward building will fit well within the context of the other buildings surrounding it.



## 3.5 Landscaping

### Ward Building South

The footprint area of the demolished Paediatrics building, outside the area of the proposed building will be treated as soft landscaping with a variety of hardy plants that do not require significant maintenance. Also, they are quite suitable for shaded areas being relatively close to the wooded area including protected trees along the southern boundary of the hospital. The extent of hard landscaped areas will include extending the existing car parking surface to provide new areas for parking. The building will require the levelling and reduced dig of an existing car park and the formation of a retaining wall. The proposed three storey modular building will be supported on piles and surface area beneath and with a narrow perimeter pathway (for maintenance purposes eg window cleaning etc) will be dressed in gravel to act as a soakaway.

Vehicle protection barriers are proposed using a combination of pre-cast concrete kerbs and stainless-steel bollards, particularly along the top of the retaining wall. The vehicle protection strategy has been proposed to stop vehicles from contacting the Decant ward North. The kerbs will likely be the half-battered type and bollards stainless steel with reflective bands.

### Ward Building North

The landscaping for this building was described in the Design and Access Statement for the 28 Bed Decant and Winter Overspill Ward.



NEW LANDSCAPED AREA TO COMPLEMENT THE WOODED AREA OF TREES

## 3.6 Appearance and Materials

### Ward Building South and North

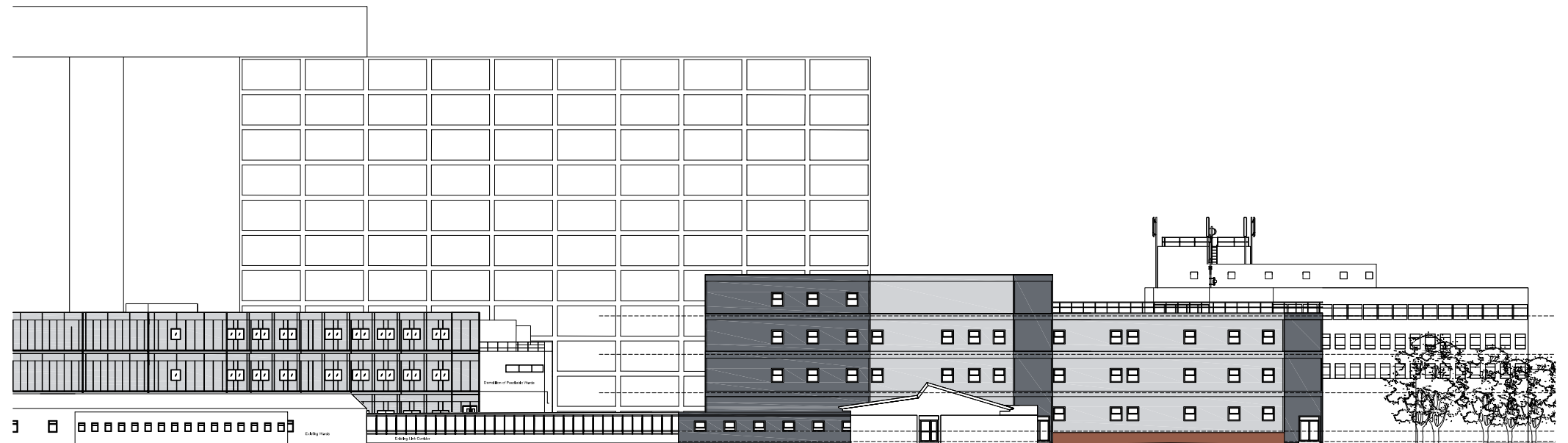
The existing podium and tower block completed in 1966 follows the international style, often called modernism which of course rejected traditional styles of architecture and inspired a new positive outlook for our world. The new ward building continues the tradition of the modern movement; using 'modern methods of construction' rather than traditional methods and these new emerging processes have informed the proposed design fundamentally.

The use of modular units provides a design that focuses on efficiency, cleanliness and sustainability. The architecture style is governed by how the modular units are made and transported. The nature of the Ward Building South and the additional floors to the Decant Ward Building North is that it is prefabricated structures and are not intended to be a permanent features of the site.

The external walls consist of insulated composite panels with an internal wall lining. Generally, the panels are Goosewing Grey and the roof a plastisol coated steel finish with a solar reflective finish to reduce heat gain. The windows will be double glazed UPVC frames. Placing the building in the proposed location does not prejudice the outcome of a future masterplan. If future largescale buildings ie larger than 250 sq meters, are proposed on the site then the Trust accept that the obligations of the S106 Agreement will still apply.

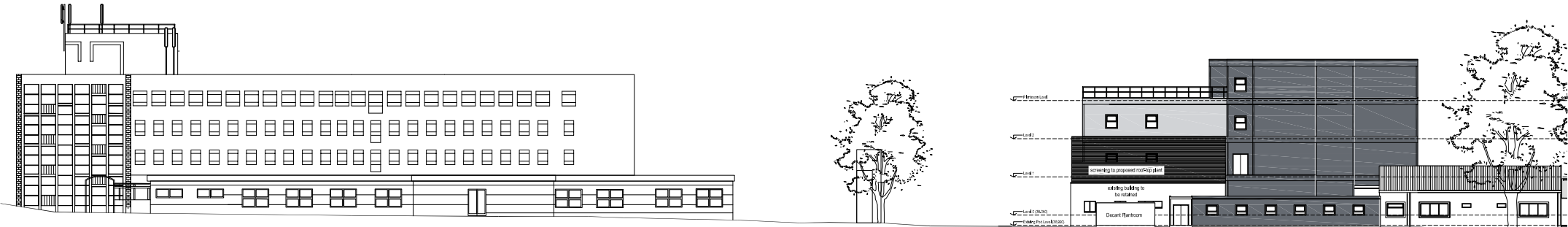


Proposed North East Elevation

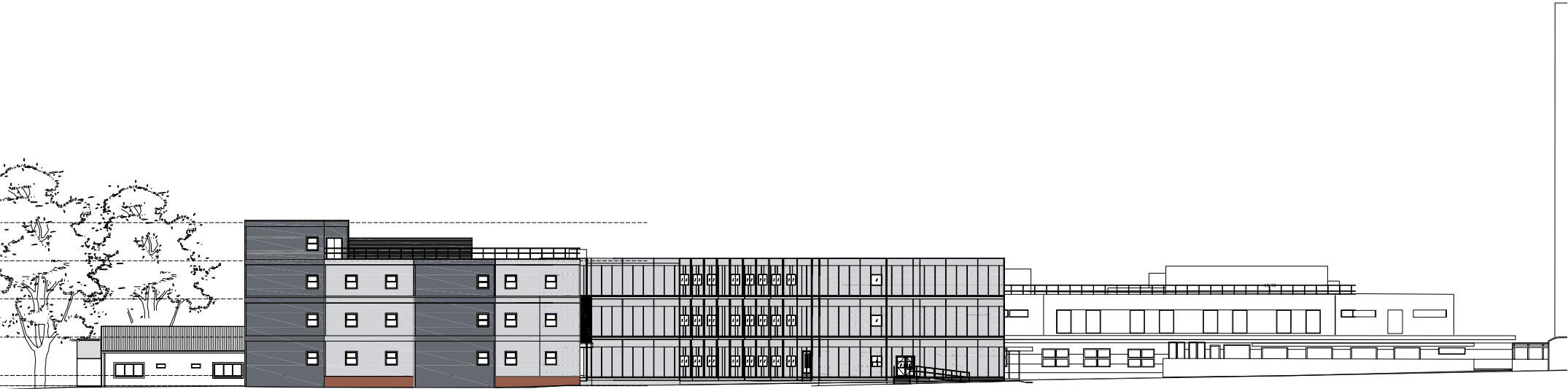


Proposed South West Elevation

# 3.6 Appearance and Materials



Proposed North West Elevation



Proposed South East Elevation



## 4.1 Inclusive Design

### Ward Building South

Clinically, the need exists to provide a seamless interface between the proposed temporary ward and the existing Paediatric pod building. However, it is not possible to provide step free access due to the flood risk assessment determining the floor level of the new ward building. This means the main circulation walkway running north south will need to be adapted to link the new facility and take up the level change by incorporating two through-lifts in the entrance lobby of the new ward building. This will accommodate the level change by providing easy access for those unable to use the short flight of steps or for the movement of beds in and around the hospital.

Once inside the Ward, the corridors, doors, toilet provision, patient rooms and clinical areas comply with Health Building Note standards which exceed statutory requirements for access. Lift access will be available serving both floors and of a size to accommodate the transfer of beds. Doors will be wide enough to accommodate wheelchairs only, wheelchairs and passer-by or even patient trolley in compliance with DDA and hospital guidance. Access will be all inclusive, including facilities

for hard of hearing and people with visual impairment. This will also include the necessary toilet facilities, wayfinding, etc.

### Ward Building North

Many of the above applies to the additional two storeys above the Decant Ward building. Accessing the additional two floors will be via a new stair and lift core external to the building perimeter to allow easy access.



DETAIL OF THE LEVEL CHANGE BETWEEN THE CAR PARK (ON THE LEFT SIDE BEYOND THE PLANTING) AND THE PETER PAN WARD



## 4.2 Vehicular and Transport Links

Ward Building South building will be sited in part both where the existing paediatrics building is located and the car park adjacent to where the medical gases / generator compound is located. The entrance while the demolition of the Paediatrics building takes place will be via a temporary covered walkway extending the main covered access route to the south and along the front to The Pod. Once the new modular building is in place a permanent, shorter covered walkway will link from its west side to the access route.

The new placement of the displaced car parking will provide parking in closer proximity to the hospital's main access route. The new ward building will require digging into the existing car park immediately to the north of the proposed ward where a retaining wall along part of its northern edge will be necessary to form the edge of new parking spaces. The proposed building is located away from the southern boundary which is screened by the wooded area. The south elevation will integrate the existing Pod ward element and with the façade further away from the boundary than the existing Paediatrics building and it will not have any impact on any land uses which adjoin the hospital site. The proposed development will enable the hospital to deliver its existing paediatrics services more efficiently and helped to provide much needed decant space to allow other areas of the hospital to be upgraded. There will be no requirement for additional staff and as such there is no requirement for any additional car parking.

Vehicular links for the two additional storeys above the Decant ward North Building have been described in the Design and Access Statement document for that previous application.



## 4.3 Replacement Car Parking

The Clinical Justification explains that the new buildings will be providing replacement ward accommodation for existing non-compliant accommodation that will be demolished or decommissioned. The new buildings will not result in additional services or staff. So there is no intensification of the use of the site as a result of the buildings.

The buildings will result in the loss of 116 parking spaces. As indicated on the car parking plan it is proposed that these spaces will be reprovided with 117 spaces comprising:

41 mainly visitor spaces to the north of the proposed building

59 staff spaces will be provided in the vicinity of Building 15, which is to be demolished

9 spaces will be provided adjacent to the Waste Compound

4 spaces will be provided on the southern boundary of the site

4 Disabled spaces adjacent to the Endoscopy department

So there will be no loss of car parking spaces. The replacement spaces will be for staff and visitor parking and 10 will be designated for blue badge holders. The barrier between the staff and visitor car park to the north of the site will be repositioned to ensure that the balance between staff and visitor spaces is maintained.

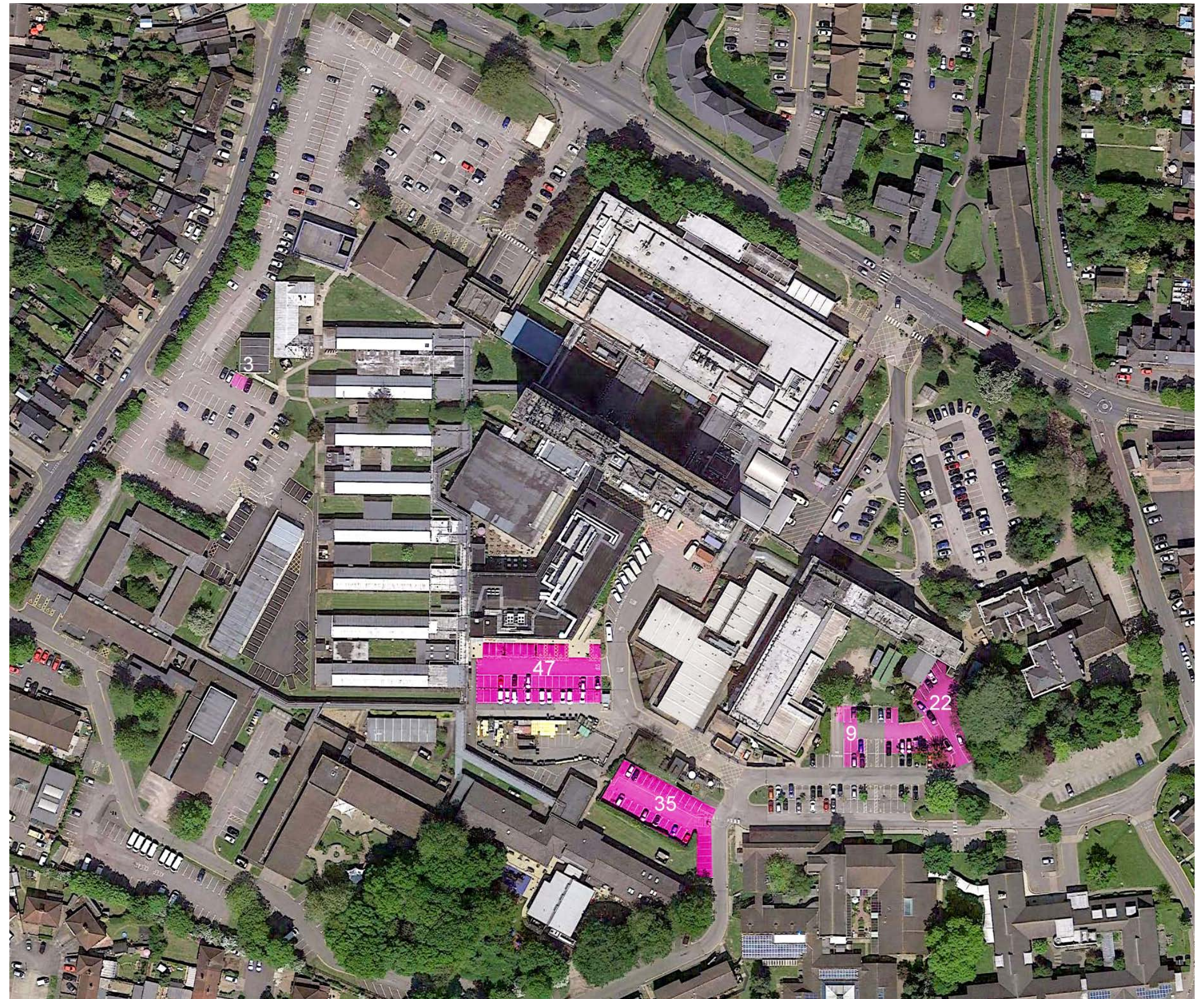
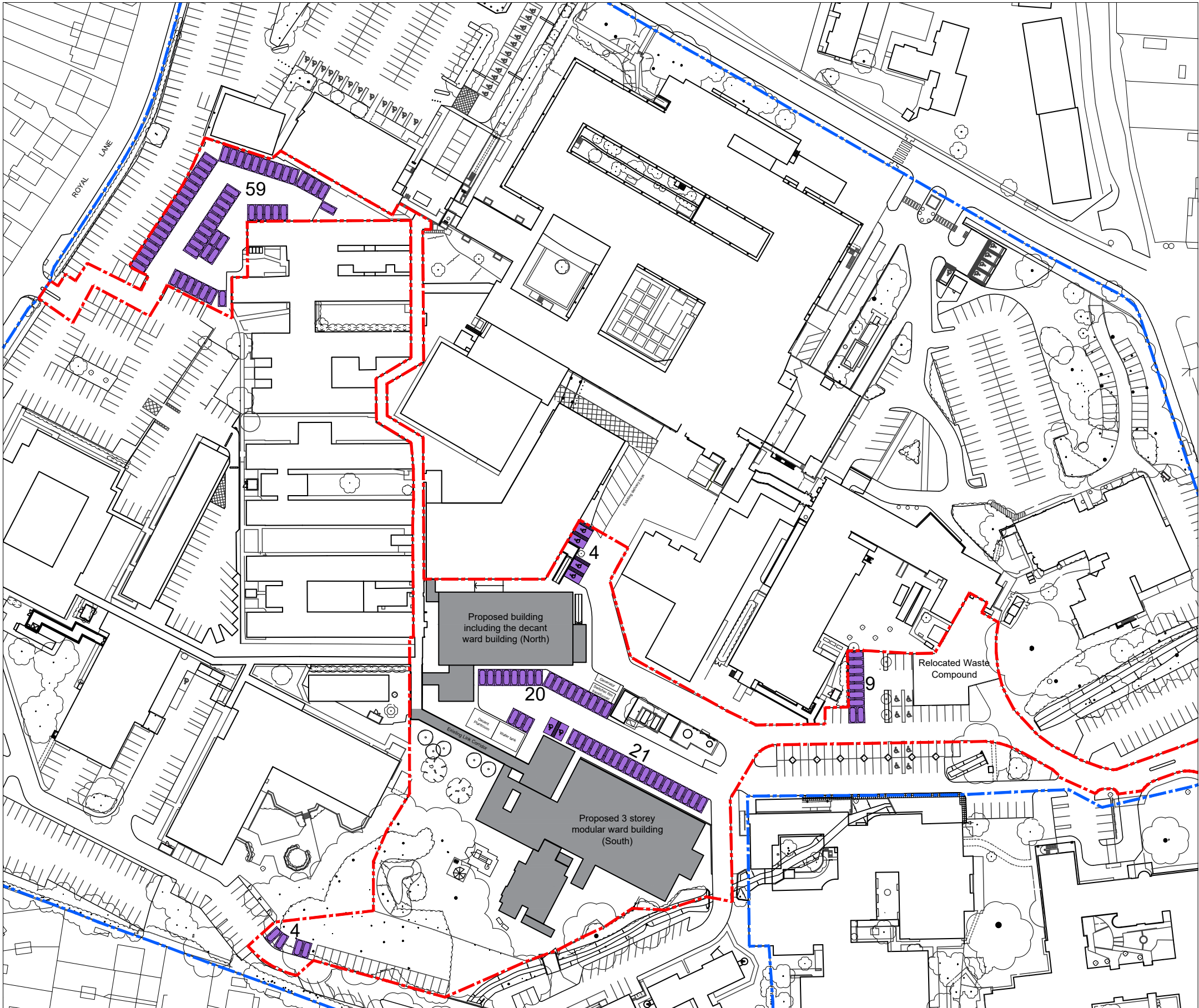


DIAGRAM SHOWING THE LOSS OF CAR PARKING SPACES TO BE RE-SITED (116 CAR PARKING SPACES OVERALL)

# 4.3 Replacement Car Parking

 Re-sited car parking spaces



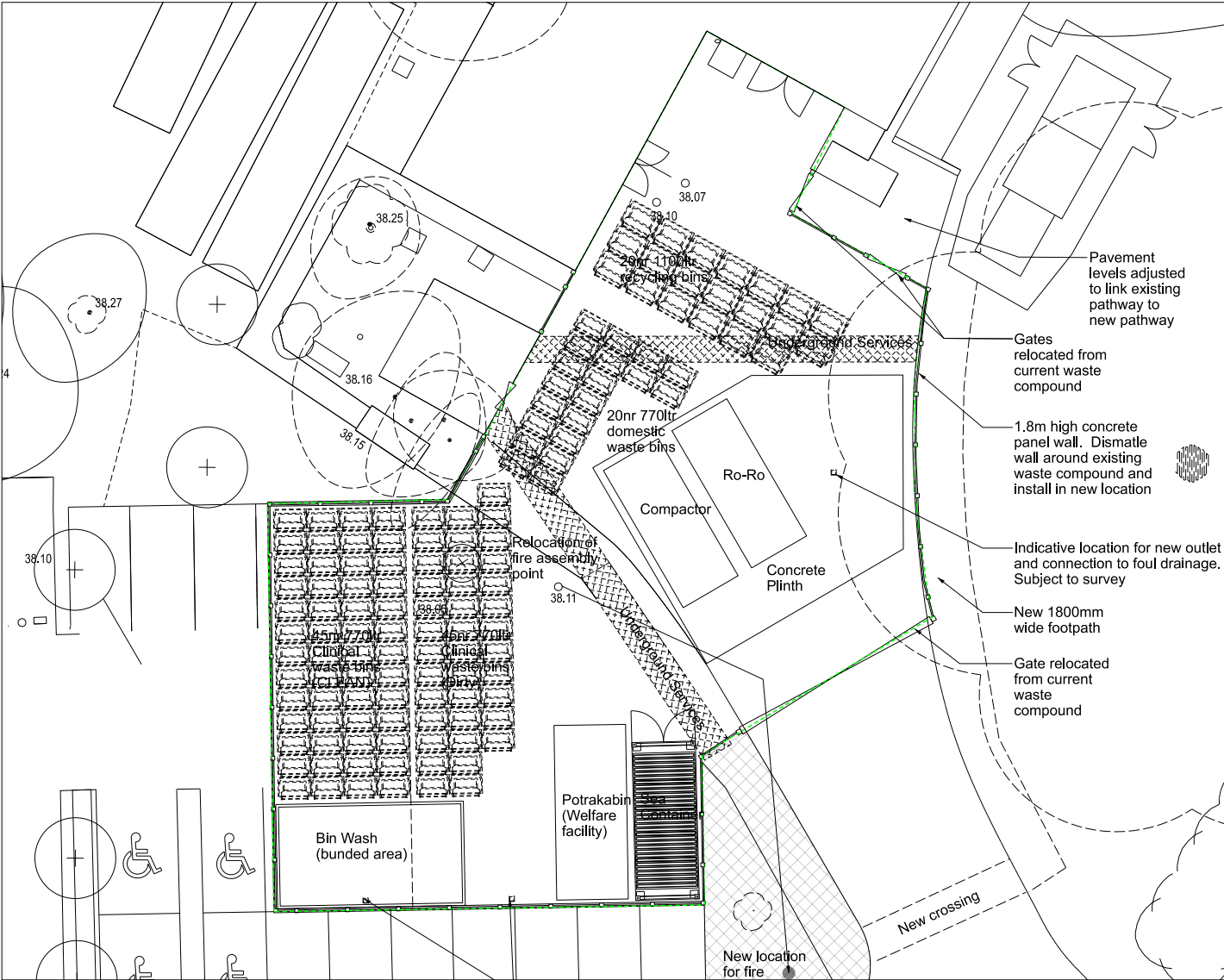
SITE PLAN SHOWING THE CAR PARKING REPROVISION



# 5.1 Waste Management

Designing with sustainability in mind relates to addressing global warming through energy efficient design. However, designing sustainably is also about creating places that are healthy, economically viable and sensitive to social needs. It involves respecting natural systems and learning from ecological processes. Sustainable design and construction have been at the heart of the design process.

The Trust has an existing waste and recycling management plan for the hospital and the new ward buildings will comply with the hospital's existing waste and recycling strategy. This includes relocating the displaced waste compound to accommodate the ward buildings.



LAYOUT OF THE RE-PROVIDED WASTE COMPOUND



VIEW OF THE EXISTING WASTE COMPOUND TO BE RE-PROVIDED



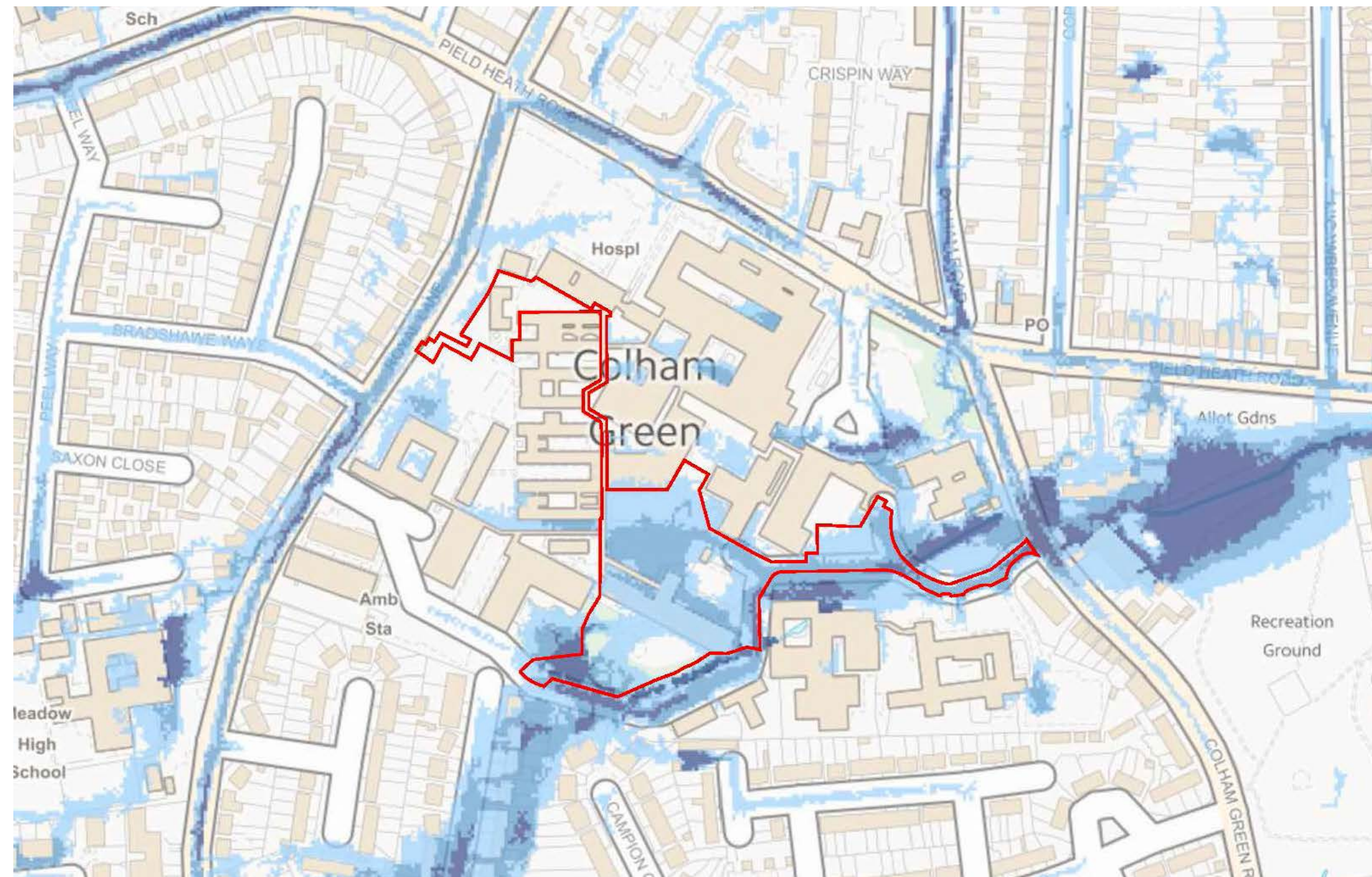
VIEW OF THE EXISTING WASTE COMPOUND TO BE RE-PROVIDED

## 5.2 Land Use and Ecology

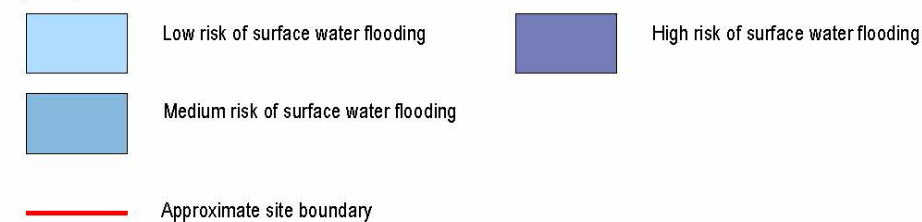
The proposed building is in land previously developed – brownfield land occupied by a building that has subsided to a point whereby it is not possible to reuse it.

The existing soft landscape will be extended to harmonise the demolished building area not occupied by the new building. The new landscaping has been indicated on the proposed site plans.

The application site is not located in an area at risk of flooding and is categorized as being within 'Flood Zone 1' according to the Environment Agency's Flood Map. Flood Zone 1 (Low probability) comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year. All uses of land are appropriate in this zone.



### KEY





## 6.1 Requirement for a Strategic Masterplan for the Hillingdon Hospital site

The Trust recognise the importance of planning for the future redevelopment of the Hillingdon Hospital site but have been hampered by ongoing discussions regarding the role of the site within the strategy for healthcare provision in west London

Planning permission for the AMU building was granted on 14th August 2014 and was accompanied by a Section 106 Agreement (the Agreement) which requires a Strategic Masterplan. The Agreement states that no planning application that involves “additional internal floorspace of greater than 250sq meters being created” shall be submitted prior to “the Council’s written approval of an overarching masterplan demonstrating how the Hospital as a whole will be redeveloped in a phased, coherent, sustainable strategic and comprehensive manner (the Strategic Master Plan)”.

Although some preliminary work on a Strategic Master Plan has been undertaken it is not completed and so the obligation of the Agreement has not yet been fulfilled. Planning permission has been granted for several additional buildings on the site since August 2014, including most recently the extension to the Accident and Emergency Department. But these have all had a floor area of no more than 250sq meters.

### Requirement for the ward building

The increasing demand for healthcare services means that the Trust are required to have the Ward building available for use in 2020. There is pressure to resolve matters as expeditiously as possible. It is proposed that a planning condition or Deed of Variation be entered into so that the requirements of the S106 Agreement do not apply to the proposed Ward building. Despite this Deed of variation the Trust accept the requirement to provide a Strategic Masterplan for redevelopment of the site.

For speed of construction the building is to be a modular structure. A modular building has

an expected life of 15 – 20 years, so it is not intended to be a permanent feature of the site. Consequently placing it in this location does not prejudice the outcome of the Strategic Masterplan.

### A Strategic Masterplan

Preliminary work on the Strategic Masterplan was started several years ago but progress has been halted due to a range of pressing issues including:

- Prioritising the backlog maintenance to address issues raised by the CQC.
- Strategic discussions relating to the role of Hillingdon Hospital within the west London healthcare plan
- Discussions around whether a new hospital should or could be provided at Brunel University
- The role of Mount Vernon Hospital
- Discussions regarding provision of a brand new hospital or upgrading the existing fabric.

### Providing a new hospital

At the present time the Trust are considering three possible locations for providing a new hospital:

- At Brunel University
- At an alternative location
- At a redeveloped Hillingdon Hospital site

No decision has been made regarding a preferred location.

## 7.0 Conclusion

This Design & Access Statement and the accompanying drawings explain the proposals and analyse the various aspects of them. They have been carefully prepared against the background of the statutory requirements for development and in relation to the national and local policy contexts. The design of both the ward buildings South and North take account the Health Departments Building Notes which has informed the size of the building footprint. Through careful design development, the benefits of the proposed building are achieved without adverse impact on the ecology of the site and the surrounding buildings. Therefore, we believe that the proposed development should be considered a positive and welcome addition to the Hillingdon Hospital site.

The clinical and operational justification (provided under separate cover) for the building is clear and compelling. The proposals will not have any detrimental impact upon neighbouring properties. Both sites are located within the urban area and the proximity of buses stops in Pield Heath Road means that it is in a sustainable location. The buildings are policy compliant and will provide clear health and social benefits to all sections of the community.

The proposed buildings will provide enhanced accommodation for the hospital and will considerably improve the patient experience. The Trust has secured funding for both buildings by demonstrating to the Department of Health that it has a sound clinical justification that meets a clear local need. It will enhance the quality of health care provision for the people of Hillingdon. The design of the buildings has been carefully considered to take account of the site constraints and is fully in accordance with National Planning Policy guidance and the relevant policies set out in the Development Plan.





Defining the cities of tomorrow  
[www.ibigroup.com](http://www.ibigroup.com)

#### CONTACT US

IBI Group  
Black Bull Yard, 18-22 Hatton Wall  
London EC1N 8JH  
tel +44 (0) 20 7079 9900