

APPENDIX A

A - Building for a Healthy Life Assessment

Introduction

Building for a Healthy Life (BHL) is a Design Code to help people improve the design of new and growing neighbourhoods. It is a process of designing in quality from the start, rather than trying to fix problems later which leads to delays. Building for a Healthy Life is the latest edition of - and new name for - Building for Life 12.

BHL is organised across three headings comprising 12 considerations to help those involved in new developments to think about the qualities of successful places and how these can be best applied to the individual characteristics of a site and its wider context. Building for a Healthy Life's 12 considerations are the following:

Integrated Neighbourhoods

- Natural connections
- Walking, cycling and public transport
- Facilities and services
- Homes for everyone

Distinctive Places

- Making the most of what's there
- A memorable character
- Well defined streets and spaces
- Easy to find your way around

Streets for All

- Healthy streets
- Cycle and car parking
- Green and blue infrastructure
- Back of pavement, front of home

Achieving the best outcome

BHL is foremost a design process structure, not a scoring system. In fact it encourages a collaborative working between developers, local authorities, communities and other stakeholders.

The assessment is based on a traffic light scoring system. The more green lights a proposed development secures, the better it will be. The objective is to minimise the number of amber lights and avoid red lights. A red light suggests that one or more aspects of a scheme need to be reconsidered.



Natural Connections

Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

- *Natural connections are maximized with several point of access for pedestrians and cyclists. Internal streets and paths have a good degree of connection and in all the cases are as direct as possible resulting in a very permeable site. Key desire lines through the site have been carefully considered.*
- *Where retained, hedgerows and trees are kept within the public realm, safeguarding their future retention and management.*
- *The landscape framework of existing landscape features of note (including existing retained hedgerows and protected trees), are reinforced and enhanced with additional habitats to create movement corridors for nature and people alike.*



Walking, cycling and public transport

Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

- *The redevelopment of the Hillingdon Hospital site sought to invite people to cycle within the site and beyond by the creation of new routes through green spaces, quiet streets alongside prioritised and protected routes on busy streets, junctions and roads.*
- *Provision of cycle friendly streets with pedestrian / cycle priority and signalised crossing.*
- *In addition to the main footway / cycleway provision, a network of interconnecting shared-use paths are proposed through the sites Green Infrastructure.*
- *Adjacent to the main hospital entrance and Emergency Walk-in Entrance two new bus stops and shelters are proposed. This provision is strategically located to not only serve the hospital building in the first phase of development but also the future phase to the east.*
- *Exploit a new mobility hub on site which provides parking for staff and visitors, EV charging points, car club, long stay cycle parking and repair workshop, cafe and real time bus information, to encourage sustainable modes of travel.*



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Facilities and services

Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.

- Provision of public spaces where people can meet each other to provide opportunities for social interaction – helping to improve public health by encouraging physical activity and helping to tackle those affected by loneliness and isolation.
- Provision of seating areas and benches throughout the public open spaces.
- A full range of facilities are to be provided as part of this development such as healthcare facilities, mobility hub, town centre uses at ground floor of the residential blocks to contribute to the activation of the public realm and recreational walking routes through new areas of woodland and public open spaces.
- Public transport bus stop located on site to drop off / pick up patients and visitors near the main entrance and the emergency walk-in entrance.
- A sequence of diverse open spaces catered to different users, enhance the accessibility to the Hospital and neighbouring areas while creating a contiguous public realm throughout.
- Creation of active frontages along the central spine which is the backbone of the masterplan.

Homes for everyone

A range of homes that meet local community needs.

- A full range of homes are provided, from 1 bed apartments through to 3 bed+ to make a broad-based community.
- Affordable houses are to be provided across the development.
- The residential component is provided with some private outdoor amenity space such as courtyards space on podium, balconies and terraces for homes above ground floor. In addition 75% of the total surface area of each plot is designated as green roof to contribute to the Urban Green Factor.

Making the most of what's there

Understand and respond.

- Site constraints and opportunities have been fully understood and explored by the design team and discussed with the different stakeholders during the design process in order to identify the best outcome possible.
- The major constraint was the limited amount of area available to build the new hospital and allowing the existing hospital to remain operational throughout the construction period. In addition the site included 2 protected tree zones, the proximity to a grade II Listed Building in hospital use and an area of flood risk to the south of the site.
- The majority of the existing trees has been preserved and integrated in the newly designed green spaces.
- A sustainable drainage system has been developed to incorporate a mix of wetlands and water attenuation features along the western edge (Royal Lane) and in the Woodlands area. It has been explored how water can be used to enhance biodiversity, create character and improve people's sense of wellbeing.
- Protecting and enhancing existing habitats; creating new habitats.

A memorable character

Create places that are memorable.

- Character is integral to the development of the scheme and has been developed through an understanding of the existing site features, as indicated previously. This masterplan is the result of an iterative process where a number of different ideas and options were explored.
- Create a place with a locally inspired or otherwise distinctive character.
- The landscape framework will be linked through the site to the landscape beyond to maximise habitat, biodiversity, and amenity connectivity, as well as assimilating the development proposals into the landscape. The proposals provide planting species and landscape features that are locally distinctive.
- The new hospital will be constructed from a palette of high quality materials that will reflect the landmark status of the new building and the quality of service to be offered by the Trust. Materials selection and detailing has been carefully chosen based upon durability, sustainability, low embodied carbon and low maintenance solutions that will provide the Trust with an easily maintainable building throughout its lifespan. The materials selected create an approachable, welcoming public building located within the heart of a public realm.
- The façade materials are mainly organised in response to the townscape and context.



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Well defined streets and spaces

Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

- The urban design principles adopted for development block and plot design follow best practice guidance.*
- Streets with active frontages.*
- Well defined streets and spaces, using buildings and landscaping to enclose and define spaces.*
- The arrangement of blocks will help provide an appropriate transition to the public realm including streets, retained landscape features, dedicated footway /cycleways and green space), and ensure that streets and blocks allow for a range of housing densities.*
- The design has sought to, wherever practical, maximise solar gain and light penetration through building orientation.*
- As noted on previous topics, the street layout has been specifically designed to maximise views through the site and to the landscape beyond, in well resolved vistas that are integral to the scheme.*

Easy to find your way around

Use legible features to help people find their way around a place.

- The layout incorporates a series of 'street types' based upon a hierarchy. These will have different functions and design characteristics, delivering changes in character across the layout.*
- The streets are direct and well connected so as to deliver a legible environment for all users.*
- Frontages are further defined through the soft landscape scheme, with streets types having distinct mixes of species, hedgerows and street trees to help define the streets and further provide legibility through the site.*
- The alignment of the plots is arranged to frame specific views to aid at wayfinding and to bring attention to special elements such as entrances of the hospital, The Furze and natural assets.*
- Permeable site and full of focal points*

Healthy streets

Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.

- Vehicle speeds are designed to be kept low through the development, at 20mph for general traffic.*
- Streets and pedestrian routes are provided along key desire lines.*
- Raised tabled areas are provided in key locations to assist in slowing vehicle speeds further and enabling pedestrian movement through desire lines, and where there are higher numbers of people. For example, such locations are prevalent at the hospital entrance and drop-off zones.*
- Healthy streets improve people's physical and mental health. Encouraging walking, cycling, outdoor play and streets where it is safe for younger children to cycle can create opportunities for social interaction and street life bringing wider social benefits.*
- Public greenspaces are incorporated into the scheme to provide places to sit and space to chat or play along routes.*

Cycle and car parking

Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.

- Cycle storage is to be provided for every residential block and within the mobility hub as mentioned in previous topics.*
- Parking for visitors and medical staff is provided through the scheme, within the multi-storey car park and the surface car park. These also incorporate electric charging points.*
- Private parking spaces are provided within the podium of each residential plot.*



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Green and blue infrastructure

Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal façades of buildings face streets and public spaces.

- A strong landscape strategy has been designed at the start of the project, and is evident in the retention of the existing landscape features. A 'ground-up' approach has been adopted, where existing features of note are retained as a basis for a landscape framework into which built development has been sensitively integrated.
- This landscape framework has been linked through the site to the landscape beyond to maximise habitat, biodiversity, and amenity connectivity, as well as assimilating the development proposals into the landscape. Active frontages have been designed to give public open space natural surveillance.
- The Green Infrastructure includes: a) Two Tree Conservation Areas on the site; b) Green buffers along Pield Heath Road and Royal Lane ; and c) A diverse public realm along the Central Spine which includes the Central Green Space.
- Creation of a network of different types of spaces.
- Extensive public footpath network through the Green Infrastructure.
- Sustainable drainage by capturing water as close as possible to where it falls. Provision of rain gardens, ponds and swales. Allow people to connect with water.

Back of pavement, front of home

The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

- Manage changes in level in a way that does not compromise the qualities of the street.
- Well integrated waste storage and utility boxes.
- Provision of terraces or balconies to above ground floor apartments – these can also help to enliven the street, increase natural surveillance and provide residents with access to the open air.
- No left over spaces with no clear public or private function.



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