7.4 Appearance

Heights

The illustrative masterplan proposed building heights on the residential blocks were determined by the following design strategies:

Be responsive to the Existing Context

The height of the residential blocks increase towards the centre of the site and towards the hospital building. This creates a seamless continuation between the proposal and the immediate context.

Sunlight Studies

By doing sunlight studies with the proposed massing, the heights were determined in such a way that sunlight exposure on the façades and on the residential courtyards was optimal.

Contain the Civic Space

The intention of locating the six, seven and eight storey buildings towards the civic space on the pedestrian axis was to create a more contained space without removing the human scale out of it.

Break the Monotonous Residential Blocks

The residential blocks play with the building heights through the plots to break the monotonous block allowing the dwellings to have more views towards the development and the immediate context.

3 storeys

St Andrews Park, Uxbridge

Elephant & Castle, Southwark

4-5 storeys

Reynard Mills, Hounslow

Reynard Mills, Hounslow

5-6 storeys

Eastman Village, Harrow

Eastman Village, Harrow

6-8 storeys

Panorama, Uxbridge

St Andrews Park, Uxbridge

7.5 Private Outdoor Amenity Space

The residential component provides 'private outdoor amenity space' following Policy DMHB 18 which states that all new residential development will be required to provide good quality and usable private outdoor amenity space. Amenity space will be provided in accordance with the Council standards set out in the table below. (The units shown are in correspondence to the number of units illustrative masterplan).

LBH Policy Requirement

No. of bedrooms	Dwelling type	Minimum provision	Units in Illustrative MP	Area
One Bed	Flat	20m²	95	1,898m²
Two Bed	Flat	25m²	118	2,944m²
Three Bed +	Flat	30m²	62	1,863m²
	Flat	30m²	52	1,568m²
			327	8,272m²

LBH Council standards

Private Outdoor Amenity Space should be provided within the plot boundaries and depending on the design of the residential component it could be achieved through a combination of three different types of private amenity spaces:

- Balconies.
- Courtyards space on podium.
- Residential buildings' rooftops

As part of the Outline Planning Application it is required to provide a balcony per each dwelling unit. Balconies should have a depth of not less than 1.5 meters and a minimum of 4 square meters. This would contribute to at least 16% of the Private Outdoor Amenity Space requirements as per Policy DMHB 18.

The remaining requirement of space will be met by providing Outdoor Amenity Space in both building rooftops and/or courtyard space (at podium level). A minimum fifty five percent (55%) of the total surface area of each plot should be designated to Private Outdoor Amenity Space.

Example amenity space in balconies

Example of amenity space on building rooftops

Example of amenity space on podium level

Example of amenity space on podium level

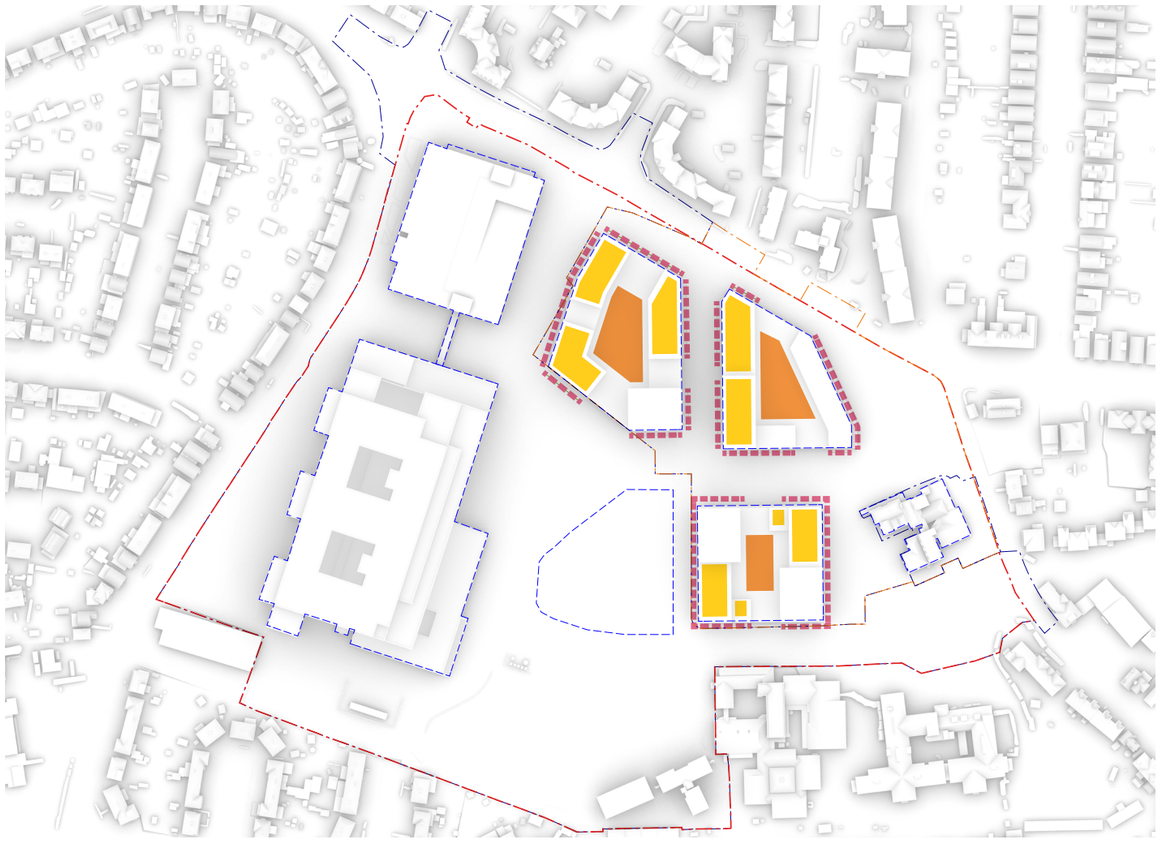
It should be noted that a minimum of seventy five percent (75%) of the total surface area of each plot is designated as green roof to contribute to the Urban Green Factor (refer to Section - Ecology) This results in at least a minimum of fifty percent (50%) of the Outdoor Amenity Private Amenity space being delivered as green elements.

The indicative location of Private Outdoor Amenity Space (Figure 2.55) shows the distribution of the spaces (balconies, rooftops and courtyards) within the plots of the Illustrative Masterplan.

In this scenario, most of the courtyard on podium (30% of the plot surface coverage) is to be designed as private outdoor amenity space, while suitable rooftops (25% of the plot surface coverage) of appropriate buildings are to be accessible for residents.

Residential balconies 327 units (4 sqm minimum)	**1,310m²**
Residential Courtyard (30% plot surface coverage)	**3,820m²**
Residential building rooftops (25% plot surface coverage)	**3,180m²**
	8,310m²

Private Outdoor Amenity Space provision (Illustrative Masterplan)



Indicative location of private amenity spaces

7.6 Parking Strategy

The parking strategy for the Outline Planning Application consists on on-street and off-street parking acknowledging the LBH and GLA standards.

The London Plan gives details of the maximum car parking provision for areas in Outer London based on Public Transport Accessibility Level (LTAL) ratings. PTAL assessment for the outline planning application shows the maximum provision rate is 0.75 spaces per dwelling for one to two bed dwellings. Also, disabled parking spaces will be provided in accordance to the London Plan.

Retail car parking and retail short-stay parking are not being considered given the nature of retail offer proposed. For the residential plots, the off-street parking will be provided within the plot boundaries and depending on the design of the residential component, it could be achieved through podium. Given the illustrative residential component plot areas, the parking provision rate is 0.85 according to the square meters per space needed.

The on-street parking for visitors on the residential component will be designed as inset parking with planting zones. These on-street parking will be provided on the residential streets along with street furniture.

The Outline Planning Application is considering three types of cycle parking:

- Off-street parking - it will be located within the plot boundaries along with the off-street car parking area.
- On-street parking - it will be located on the public realm close to the residential component. It is thought for residential use only.
- Short stay on-street parking - it will be provided on the public realm for the residential component visitors.

Example of off-street cycle parking

Example of off-street parking on podium

Example of on-street parking for visitors

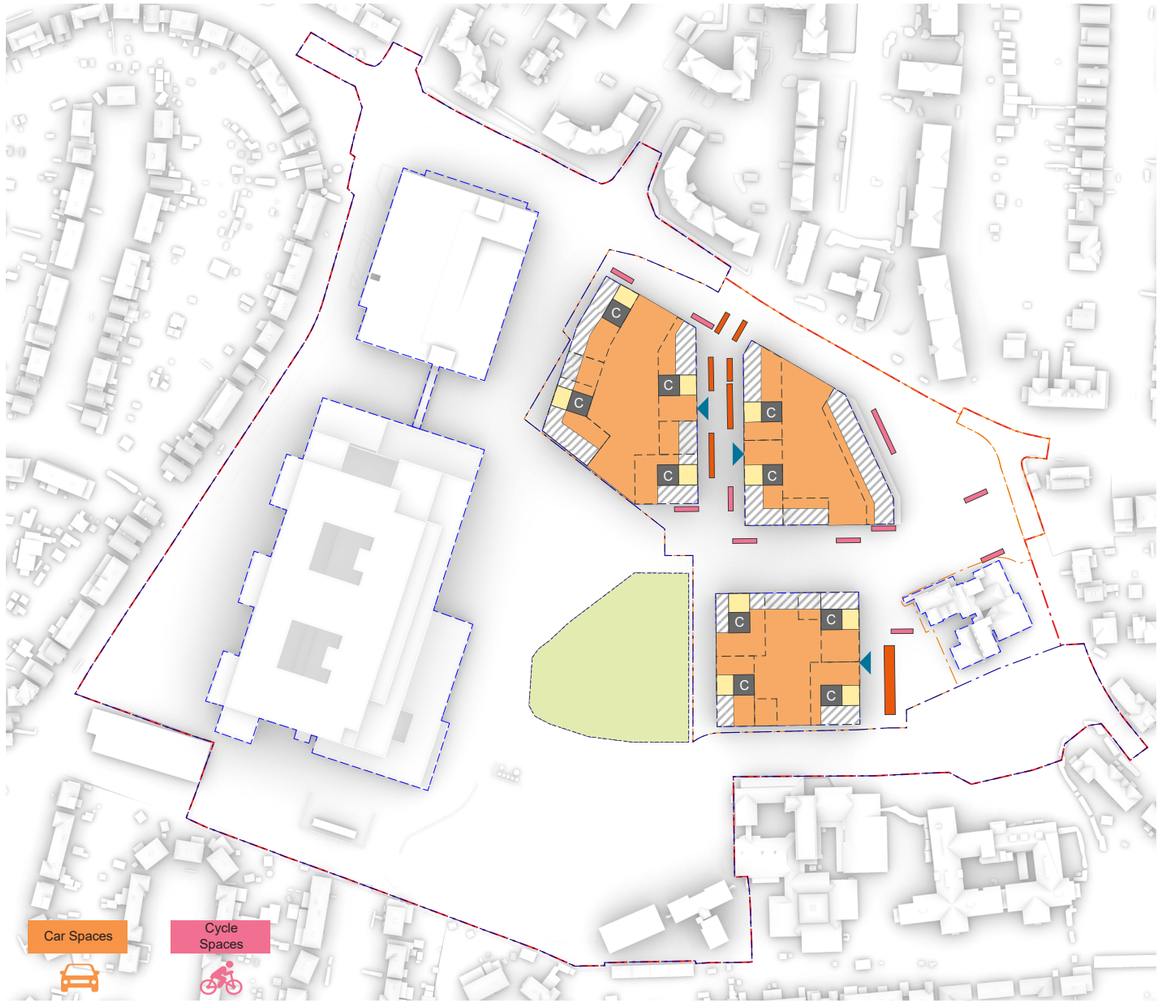
Example of on-street cycle parking

Example of short stay on-street cycle parking

Podium Car Park Capacity @28.5sqm per space

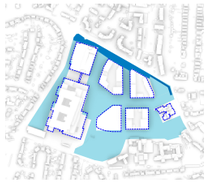
Plot	Podium area	Car Resi	%
P01	3,200m²	108	39%
P02	2,700m²	91	32%
P04	2,400m²	81	29%
	8,300m²	291	100%

0.85 spaces per dwelling



Indicative location of parking spaces

7.7 Public Open Space



Pield Heath Road Green Buffer

This green buffer space extends along Pield Heath Road and it forms part of the primary arrival space as this street is the main connector of the area. It tights together the MSCP on the east, the main hospital access route and pedestrian infrastructure south of Pield Heath Road. Its character is dictated in part by the existing trees and the desire to have the buildings set back from the street.

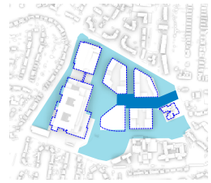
A green frontage will be welcoming the different users when approaching the hospital either by public transport, cars, walking or cycling. As well as being a welcoming space, its dimensions also work to mitigate the noise and pollution of the road and give privacy to the proposed plots on the north of the THHR site.

One of the main objectives of the Pield Heath Road Green Buffer is to facilitate the accessibility to the site, therefore a minimum of 6 meters has been reserved for any future enhancement of the pedestrian and cycling circulation.

Given the location of the Bus Stop on the east, this space encourages both movement as well as repose to enjoy the greenery of the landscape.

Pedestrian permeability

Design integrating existing trees



Colham Green Road Gateway

Colham Green Road Gateway is an important space on the east side being framed by The Furze and the PHR/CGR Amenity Space.

One of the main objectives of this open space is to create a directionality and visual connectivity with the new Hillingdon Hospital for people approaching the site from the east. Some of the existing trees are grouped with new planting elements to create a green yet permeable character. The street furniture and adequate pavement materials promotes the ease of movement in this space.

Although it is thought as mainly pedestrian, cycles are permitted baring in mind pedestrian safety. Cycle stations are provided at the edge of the main pedestrian link for long and short stay cycles.

The Furze building helps to contain this space and in response the design of public space frames the views to it and enhances its setting to allow visitors and residents to enjoy the surroundings and feel proud of the place they live in and its history.

Existing trees integrated in space

Street furniture

Pield Heath Road Illustrative Eye Level View

Colham Green Road Gateway Illustrative Eye Level View

7.7 Public Open Space

Children's Play Areas

Development Management Policies (2020) states that for all major development proposals, the Council will apply Hillingdon's child yields and the London Plan SPG; 'Providing for Children and Young Peoples Play and Informal Recreation', which specifies that 10sqm of play space should be provided for each child and an accessibility standard of 400 metres to equipped playgrounds.

Following GLA's Population Yield Calculator and the residential unit mix as shown in the illustrative masterplan:

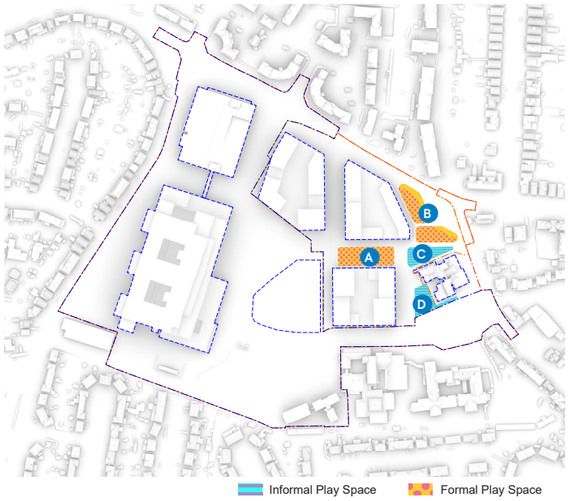
Play Space Policy Requirement GLA Population Yield Calculator)

Total Children	**239**

	Benchamark	Play Space
Play Space requirement	10sqm	**2,390sqm**

The masterplan formally designates two areas, Children's Play Areas A and B. In addition, Open Space C and Open Space D could provide a quantum of informal play space to meet the requirement of 2,400sqm.

Involving exploration and creativity, children develop a sense of well-being and improve their interpersonal skills. It should be a place that inspires and stimulates the five senses.



Children's Play Area A

Given its location away from main roads, Children Play Space could accommodate a formal contained space for small children with equipped playground within the residential development. The space is bounded to the south by Plot P03 and to the north by Plot P02, having the Fire Emergency route on the east, north and west. It should be noted this route is mostly a pedestrian/cycle environment which only helps to bring social interaction to the spaces.

The playground's character is joyful and eye catching for children with elements of vegetation to promote children's close contact with nature and a healthier environment. The pavement should be varied in texture and colour to provide multiple sensory experiences.

Example of Children Play Space

Example of Children Play Space

Children's Play Area B

Children's Play Area B is a green space suitable for children play space as it has a green buffer which makes use of the existing trees along Colham Green Road.

The character of this open space is imagined as a flexible space for social interaction, play and enjoyment so it is thought to have a multifunctional lawn at the core contained in part by the existing trees along Colham Green Road. The arrangement of furniture and variety of planting should create a variety of spaces within a space for people to be able to appropriate them.

The existing trees create the foundation to create a safe environment for different users, specially older children who are expected to use the western site of the green space to play.

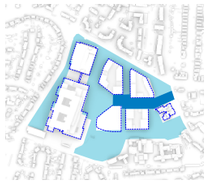
The alignment of the residential buildings on Plot P02 and the green space frame the view towards The Furze as you move east-west from Pield Heath Road enhancing the Graded II Listed building. Careful landscaping and planting needs to be considered on the north-west corner to allow visibility of the Furze as well as helping with wayfinding.

Existing trees framing views

Play spaces integrated on the landscape

PHR/CGR Amenity Green Space Illustrative Eye Level View

7.7 Public Open Space



Civic Space

The Civic Space encourages public engagement through a wide range of activities throughout the year. Its spatial qualities like, spatial flexibility, pedestrian access only and spill out area for the town centre uses offer the opportunity to be a congregational place, organise events and serve as a place of encounter.

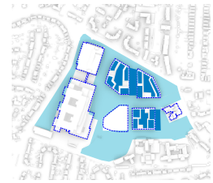
The masterplan's plot layout and its buildings create edges that contain and define the Civic Space. The ground floor promotes active frontages and the spill out areas from the town centre uses should help to animate the space while maximising sun hours.

It is a simple space that allows itself to be multifunctional and be appropriated by different neighbouring groups throughout the days of the week and throughout the year. The materials will reflect this simplicity and its character reinforced with the different street furniture elements which allow pedestrian movement at any different combination of uses and configurations.

Multifunctional space

Spill-out spaces

Civic Space Illustrative Eye Level View



Roofscape

Both the hospital and the residential plots have spaces on roofs to provide accessible green roofscapes. The roofscape at the hospital would have elevated views to the Central Green Space, the woodlands and the existing context. Refer to section 7 Hospital Landscape.

The illustrative masterplan assumes two roofscape typologies on the residential plots: habitable and inhabitable roofs. Habitable roofs are located at lower levels (podium roof terraces - depending on the given parking solution) and they should be accessible as public amenity space directly from the residential cores. Habitable roofs are thought to have extensive green areas for residents' recreational activities. Inhabitable rooms are located on top floors (plant rooms, green roof, brown roof, PV's) where intensive green areas will be located.

There are opportunities to provide enhancements to the biodiversity offer with wildlife installations such as insect hotels and mini hibernaculars as well as a diverse plant typologies by using the roofscape as green areas.

Streets

A new network of streets will become part of the urban grain of Yiewsle and Brunel, and Hillingdon as a whole. This network needs to provide continuity with its surroundings as well as respond to the functional needs of the Hospital. An integral part of the street design is to contribute to the urban greening which goes in line with the character of the streets in the surrounding.

Residential Streets

The residential streets are part of the pedestrian, cycle network of the development and give to the residential plots. They are also part of the wider emergency vehicle routing giving access to the main east-west pedestrian link. A green strip with formal tree planting with seating opportunities an other street furniture is proposed on these streets.

Multifunctional lawn

Green roof on communal spaces

Pedestrian and cycle friendly

Multifunctional lawn

7.7 Public Open Space

Material strategy

The aim of the material strategy is to create a cohesive, high-quality and long-lasting hardscape that is user friendly and easy to maintain throughout time.

Hard landscape

Although the materials are not being specified at this stage, they should create a sense of hierarchy, place and legibility throughout the development. They must be high-quality and aesthetically pleasing materials, aiming towards a warm colour palette to create comfortable and inviting spaces.

Hard landscape design will consider material characteristics like size and texture to reinforce the open spaces' character without endangering the user.

The following materials are for illustrative purpose only:

- Vehicle spec. high friction surface resin bonded gravel for the principal vehicular routes.
- Stone setts/flags or high quality concrete paving for pedestrian access unless otherwise indicated.
- Stone setts/flags or high quality concrete pavers (to be consistent with pedestrian surface) for vehicle service routes.

Flush stone/granite kerbs throughout the masterplan area, except:

- 25mm - 125mm stone/granite kerbs adjacent to highways
- Natural stone flags or high quality concrete slabs for footways in all areas unless otherwise stated
- Stone setts for speed tables/raised pedestrian crossing and shared surfaces at junction with carriageways.
- Stone setts for ramps - flush surface for pedestrians.
- In-situ poured concrete and resin bonded gravels within large public spaces such as the Plaza
- Resin bonded gravel where footway meets with existing S4.
- Resin bonded gravel to surfacing within garden areas such as Central Green Space, Adventurous Forest and The Woodlands.
- Resin bound gravel to be used where tree pits are flush with the public realm surface.

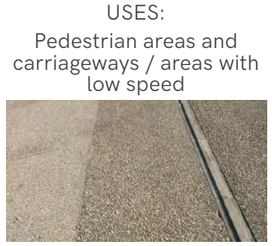
SPINE EAST-WEST

USES: Pedestrian and shared areas

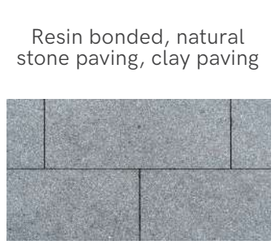
Natural stone paving, concrete block, clay paver (warm colour)

STREETS / SIDEWALKS

USES: Pedestrian areas and carriageways / areas with low speed



Resin bonded, natural stone paving, clay paving



CIVIC SQUARE

USES: Pedestrian and shared areas

Natural stone paving (warm colour)

CHILDREN'S PLAY SPACE

USES: Pedestrian and play areas

Self-binding gravel, rubber flooring

Street furniture and lighting strategy

The selection of street furniture and lighting features will be considered in a comprehensive manner to ensure a common language of elements is maintained across the Open Spaces. It will also help differentiate the character areas within the development to contribute to wayfinding and placemaking.

The street furniture and lighting features will be different but cohesive throughout the following spaces:

Hard landscape areas

Soft landscape areas

Private amenity areas - residential courtyards

Lighting strategy will be designed in such way that it will promote a sense of safety and enhance the user's experience. Contrast, colour, scale and glare will be taken into consideration to create a good lighting scheme. Also, it will mitigate lighting pollution and the effect on ecology and biodiversity by using target lighting and down light features where possible.

Example of street furniture for hard landscape areas

Example of street furniture for soft landscape areas

Example of street furniture for residential courtyards

Example of lighting strategies

7.7 Public Open Space

Secure public realm

The aim is to produce a sense of safety and security to create a successful neighbourhood. Public gardens and squares should be designed to achieve an appropriate balance between the provision of sheltered or enclosed spaces and visibility. The illustrative masterplan is designed in a way that all the open spaces are overlooked either be residents or non-residential users.

The provision of lighting, throughout the development must meet statutory levels of illumination and should be designed to create a safe night time environment. Access points, open spaces and residential entrances will be well lit to avoid blind spots.

The illustrative masterplan uses the following elements of design to reduce vulnerabilities and consequently strengthen resistance to threats whilst assisting in providing safe and secure spaces, they are:

- Access and Movement – places that are well designed for movement of traffic (people and/or vehicles), in all anticipated periods of occupancy. This includes the provision of defined routes and signage which prevents inadvertent access into controlled or high risk spaces.
- Structure – places that are designed to provide separation between different users, thus preventing conflict.
- Surveillance – places that provide good natural sight lines where people and activity can see and be seen. This will go a long way to dissuading antisocial activity. The use of CCTV can enhance surveillance but the area of coverage must be maintained.

Example of well designated places for different type of movement

Example of well lit spaces

Example of overlooked open spaces

- Ownership – places that define boundaries and promote a sense of community, ownership and responsibility. This will enhance the feeling of a safe and secure area.
- Physical Protection – places that provide necessary and well-designed security features commensurate with requirement.
- Active frontages - lively ground floor level by having active frontages with town centre and residential uses. This promotes activity throughout all hours of the day and night.
- Defensible Spaces - Dwellings with habitable rooms on ground floor will have a private defensible space to prevent people on the street to get close to the windows.

Example of active frontages

Example of defensible space