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DESIGN & ACCESS STATEMENT

Proposed Mixed Use Development at 152-154 Uxbridge Road, Hayes

Prepared by MS4 Architects Limited behalf of Kumarasamy Sivakumaran,

Visvanathan Yoganathan & Ganesh Jeyakumar

Issue P4: 02.07.2024

MS4 Ref: 5005_DAS V1.0 (Design + Access Statement)

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INTRODUCTION

TERMS OF REFERENCE

Application Site: 152-154 Uxbridge Road, Hayes, London, UB4 0JH
Local Authority: Hillingdon London Council
Grid Ref = TQ11418080

BACKGROUND

This application relates to 152 – 154 Uxbridge Road, Hayes London, UB4 0JH. The property has been owned by the applicants for many years and is currently let retail at street level with a 5-bedroom apartment above. The current owners have previously run the business and have an enduring commitment to the local area.

The property forms part of the Hayes Bridge Parade which is a standalone collection of eight small businesses serving the local community.

The future for the site is to replace the past with a new development to the highest modern standards, to meet the current needs of energy efficiency and access for the disabled with all the benefits of modern retail & residential design.

The owners wish to preserve and enhance the community benefits for future generations, in a form that will make a positive and lasting contribution to the local neighbourhood.

PURPOSE OF THE DOCUMENT

This Design and Access Statement has been prepared on behalf of Kumarasamy Sivakumaran, Visvanathan Yoganathan & Ganesh Jeyakumar in support of a planning application submission for the redevelopment of the site for residential and retail units.

This document considers the existing site analysis and site influences. It sets out the design development of the site, reviewing the options considered and the issues associated with the site that has led to the submitted scheme.

The issues considered in the document include the layout, use, amount, scale, appearance and materials. Although diagrams are included in the document, they are not to scale. Scaled floor plans, elevations and images have been submitted as part of the application and should be referred to in conjunction with this document.

This Statement accords with the national information requirements set out in the National Planning Practice Guidance and the form and content of Design and Access Statements which are prescribed by the Town and Country Planning (Development Management Procedure) (England) Order 2015.

NATURE OF THE APPLICATION

This is a planning application submission for the redevelopment of the 0.07ha site for the construction of 2,500sqm GIA retail space on part of the ground floor and 9 residential units on part of the ground floor and the upper levels.

Supporting Documents

In addition to this Design and Access Statement the application is accompanied by a full suite of plans and planning statement reports which should be read in conjunction with this Statement.

Application Team

Kumarasamy Sivakumaran, Visvanathan Yoganathan & Ganesh Jeyakumar	Applicant
Trisara Consultants UK Ltd	Developer/ Contractor
AJ Planning & Developments Limited	Planning Consultant
Reports4Planning	Site Assessment Consultant
Solas Realta	Fire Consultants
Bradford Smith	Landscape Architects
Sonic Element	Acoustic Consultant
MS4 Architects Limited	Architect

ASSESSMENT

SITE LOCATION & CONTEXT

Location

The application site is located in Hayes which is situated in the London Borough of Hillingdon.

Shown on the diagram as Site A; 152-154 Uxbridge Road (A4020) is located on the northern side of the road and is approximately 0.07 ha. The corner site can be accessed from Uxbridge Road & Brookside Road & is bound by a private access road & residential houses to the north.

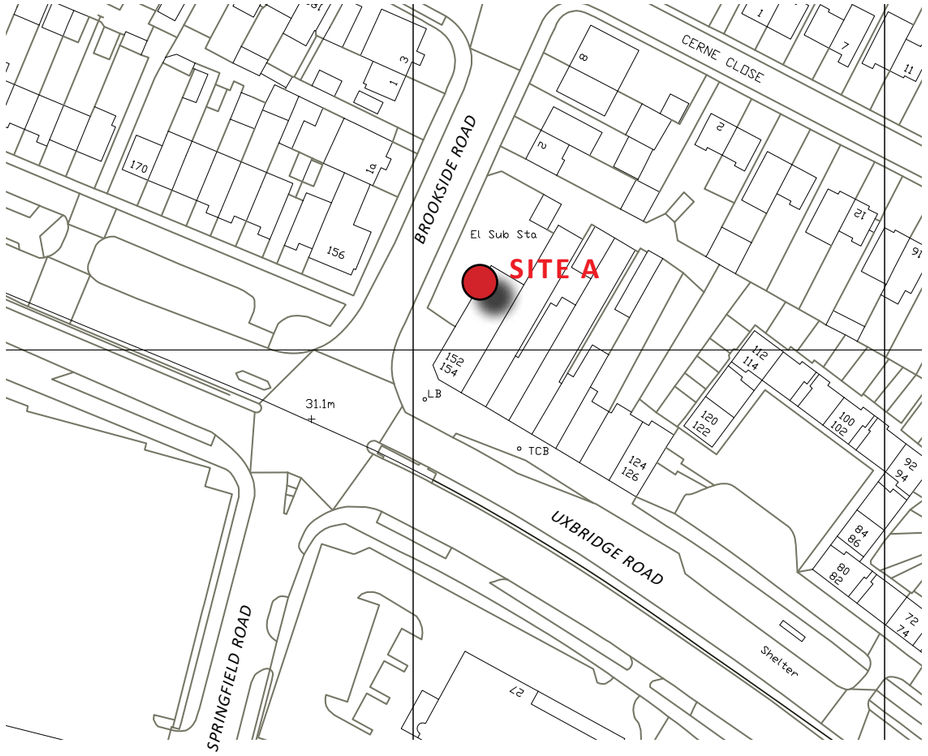
East of the site are private flats and houses. West of the site on the opposite side of Brookside Road are private houses.

South of Uxbridge Road road is Springfield Road Retail Park & the prominent 12 storey Hyatt Place Hotel.

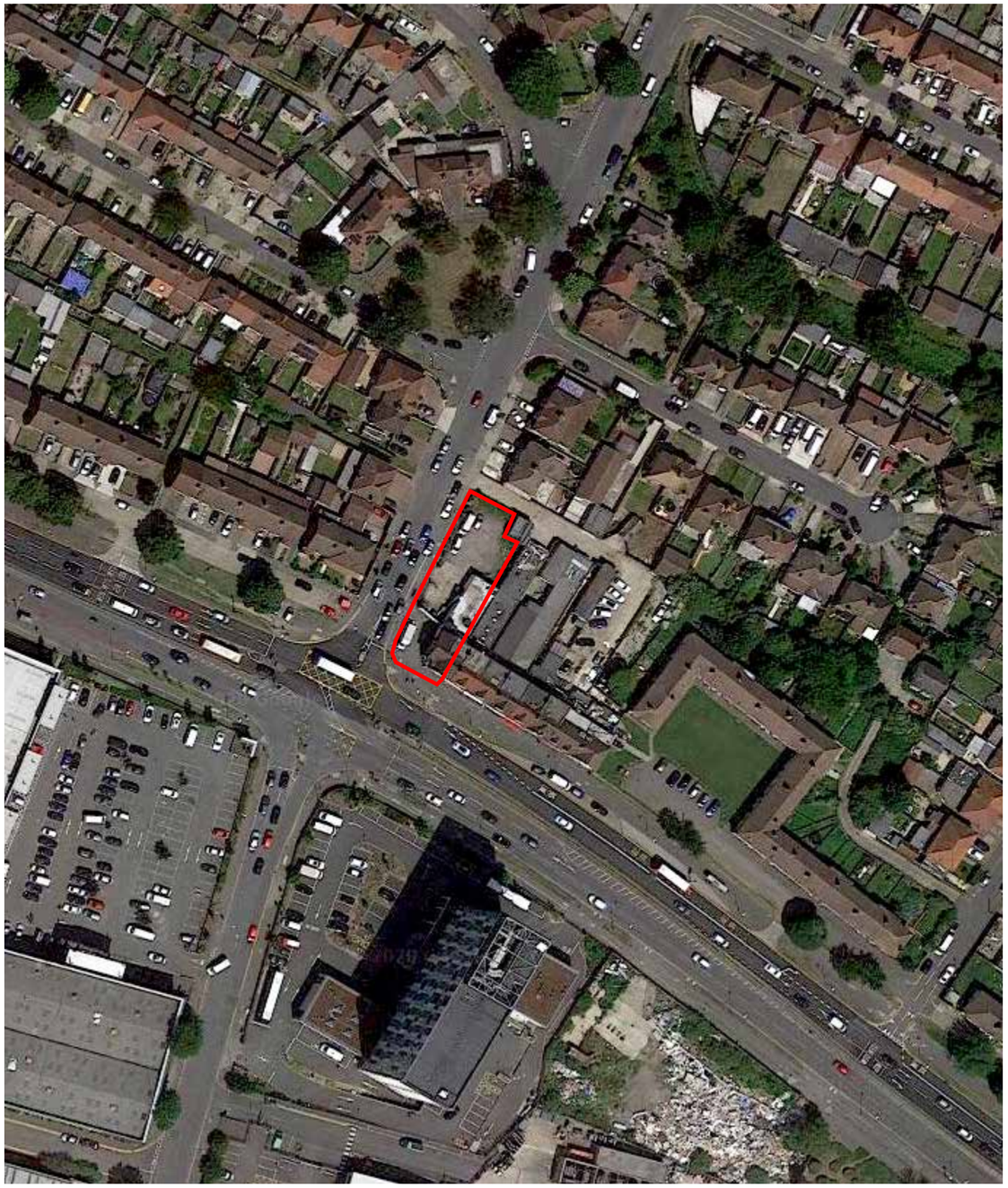
The site is located 300metres east of Ossie Garvin Roundabout connecting to The Parkway (A312).

Uxbridge Road (A4020) has a mix of residential properties above retail and commercial & residential units. This main road is well served by public transport and is met by Southall Railway Station to the east (2km) and Hayes & Harlington rail station to the south-west (2.8km).

Also within close proximity of the site is the large public open spaces of Minet Country Park (0.15km) to the south and Brookside Park & Gardens (0.5km) to the north.



Ordnance Survey map, showing the location of the application sites



Aerial map, taken from Google Maps, showing the location of the site within a wider context

ASSESSMENT

EXISTING SITE USE

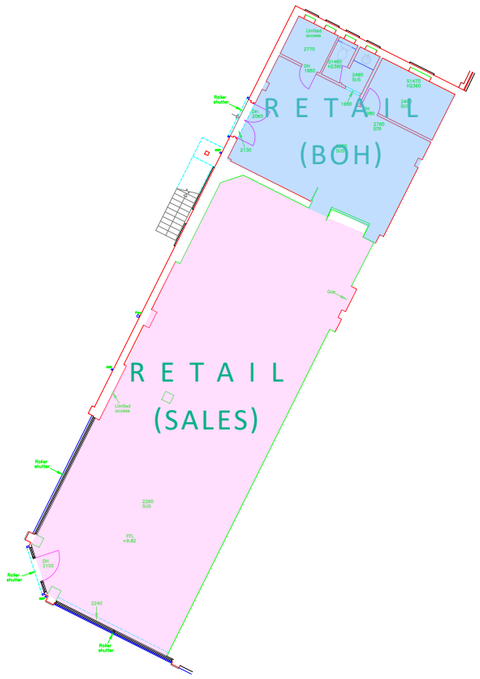
The site accommodates a ground floor retail convenience store fronting Uxbridge Road.

ACCOMMODATION SCHEDULE

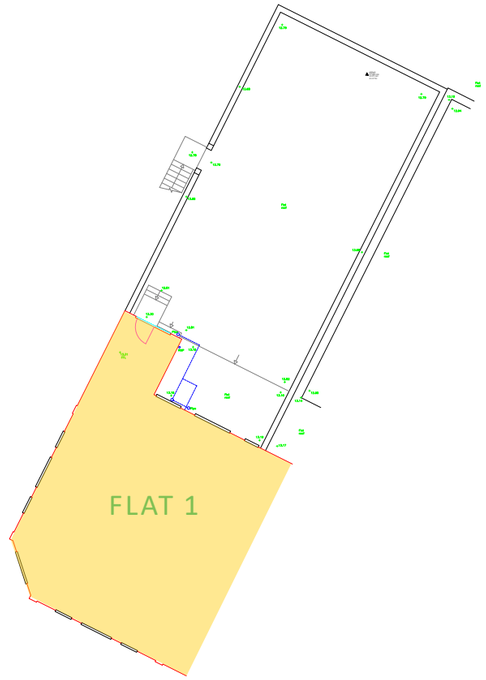
Ground Floor (Retail Sales)	- 131m2 (1,410 Sq.ft)
Ground Floor (Back of House)	- 47m2 (506 Sq.ft)
Total Retail	-178m2 (1916 Sq.ft)
First Floor (Flat 1)	- 67m2 (721 Sq.ft)
Second Floor (Flat 1)	- 45m2 (484 Sq.ft)
Total Flat 1	- 112m2 (1,206 Sq.ft)
TOTAL ACCOMMODATION GIA	**- 290m2 (3,121 Sq.ft)**

Note: All areas are Gross Internal Floor Areas (GIA) and based upon survey data. Flat above was not surveyed due to Covid 19 restrictions. Subsequently, areas are approx only.

Topographic survey - Twickenham Surveys (dwg - 20157LSxa)



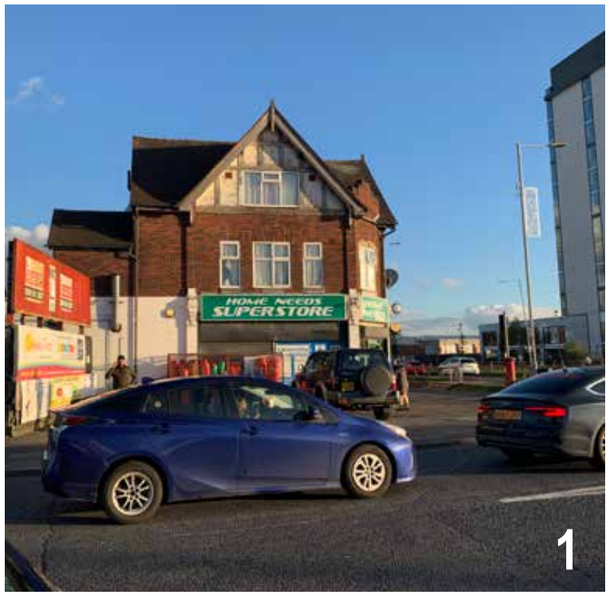
Ground Floor survey -
Twickenham Surveys (dwg - 20157G)

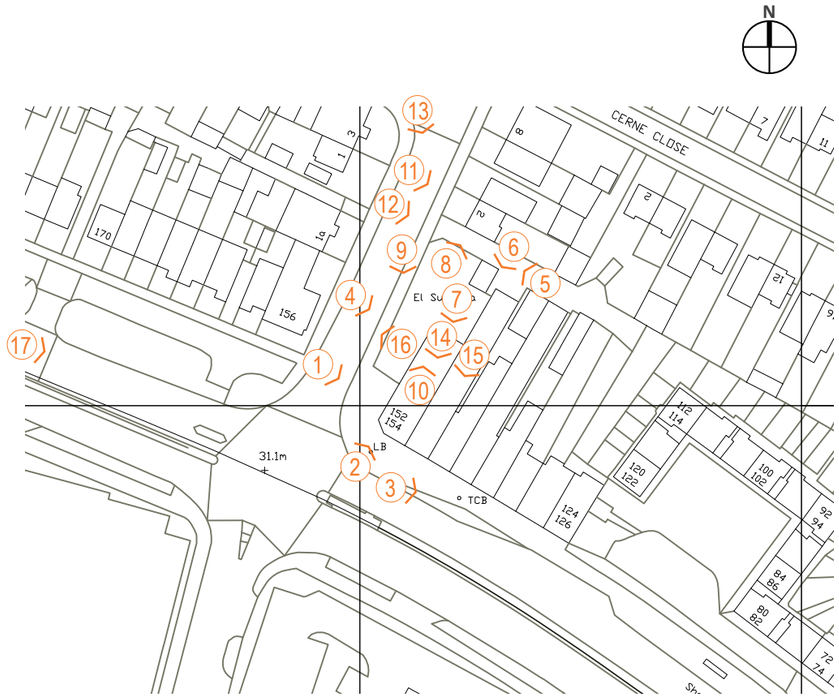


First Floor survey -
Twickenham Surveys (dwg - 201571)

ASSESSMENT

EXISTING VIEWS OF THE SITE & SURROUNDING AREA





ASSESSMENT

EXISTING VIEWS OF THE SITE & SURROUNDING AREA

ASSESSMENT

EXISTING VIEWS OF THE SITE & SURROUNDING AREA

ASSESSMENT

LOCAL CHARACTER

Site History

The site is located in Yeading Parish & is not within an area of designated status. The site has had limited development historically with the properties and surround context dating from 1930's onwards. As a result, the type and style of building designs vary in architectural style.

Historically, north of Uxbridge Road has been and remains residential with smaller shopping parades & businesses intermingled. In contrast, south of Uxbridge Road is commercial retail & services.

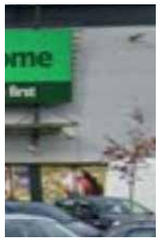
Architectural Styles

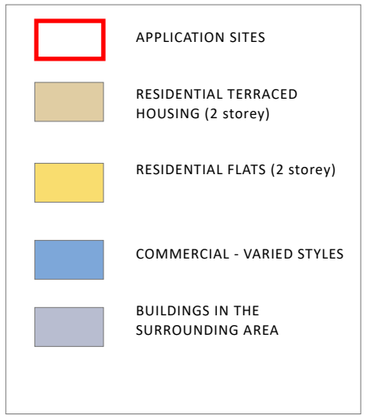
There is a variety of architectural styles and materials north of Uxbridge Road with terraced and semi-detached properties and stand blocks of apartments are prevalent.

Commonly found elements include projecting porches & bays, PVCu windows, concrete tiled pitched & flat roofs, strong horizontal window banding, render, red/ brown brick, articulation of units in the roof space, mixed heights and roof lines typically 2-3 storeys.

South of Uxbridge Road contrasts with larger scale insulated cladding panels, large format glazing, pitched metal profiled roofs. Taller building heights comprise 3-12 storey with building masses more monolithic in appearance with less articulation.

Below: Examples of building types in the area





Above: Diagram showing the conservation area in relation to the application sites

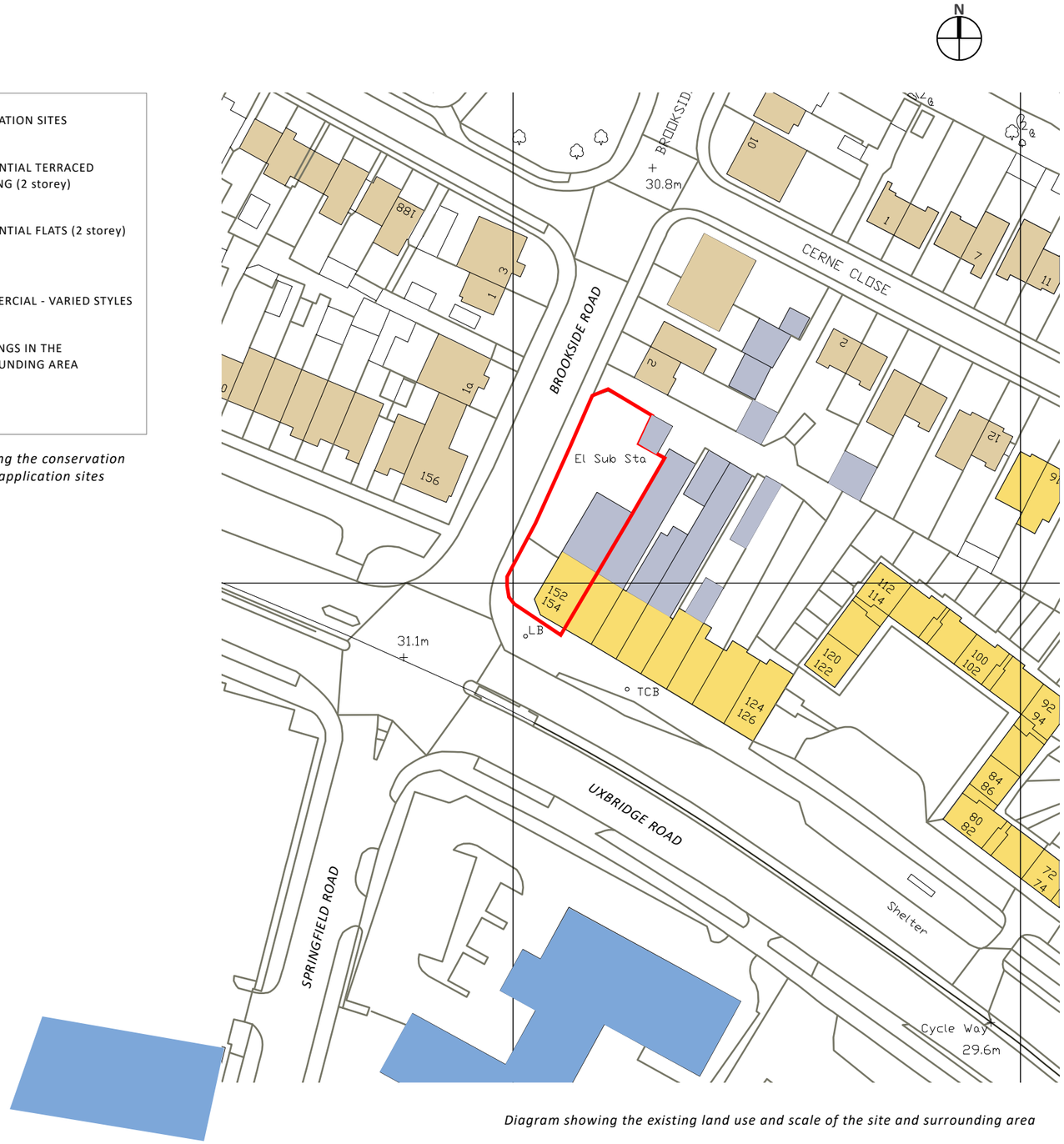


Diagram showing the existing land use and scale of the site and surrounding area

ASSESSMENT

EXISTING SITE ANALYSIS

Land Use

The Site is currently a retail convenience store with associate storage/ servicing (Use Class A1) at ground floor with residential (Use Class C3) above. The hard standing area to the rear is used flexibly by other local businesses for vehicle storage.

Frontages & Access

The corner site building primarily faces Uxbridge Road with its's retail frontage. Vehicle access is to Brookside Road with dropped kerb access.

The upper floor residential apartment is accessed through stepped access & private gate over the first floor flat roof to the rear.

Building Heights, Scale & Massing

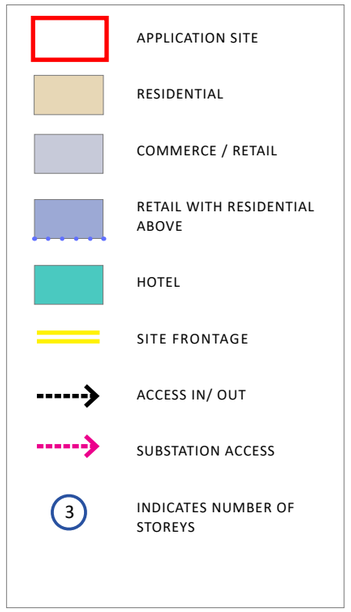
The existing Site contains a single building. A flat roof section faces rear with the 3 storey pitched roof building end stops the Hayes Bridge Parade.

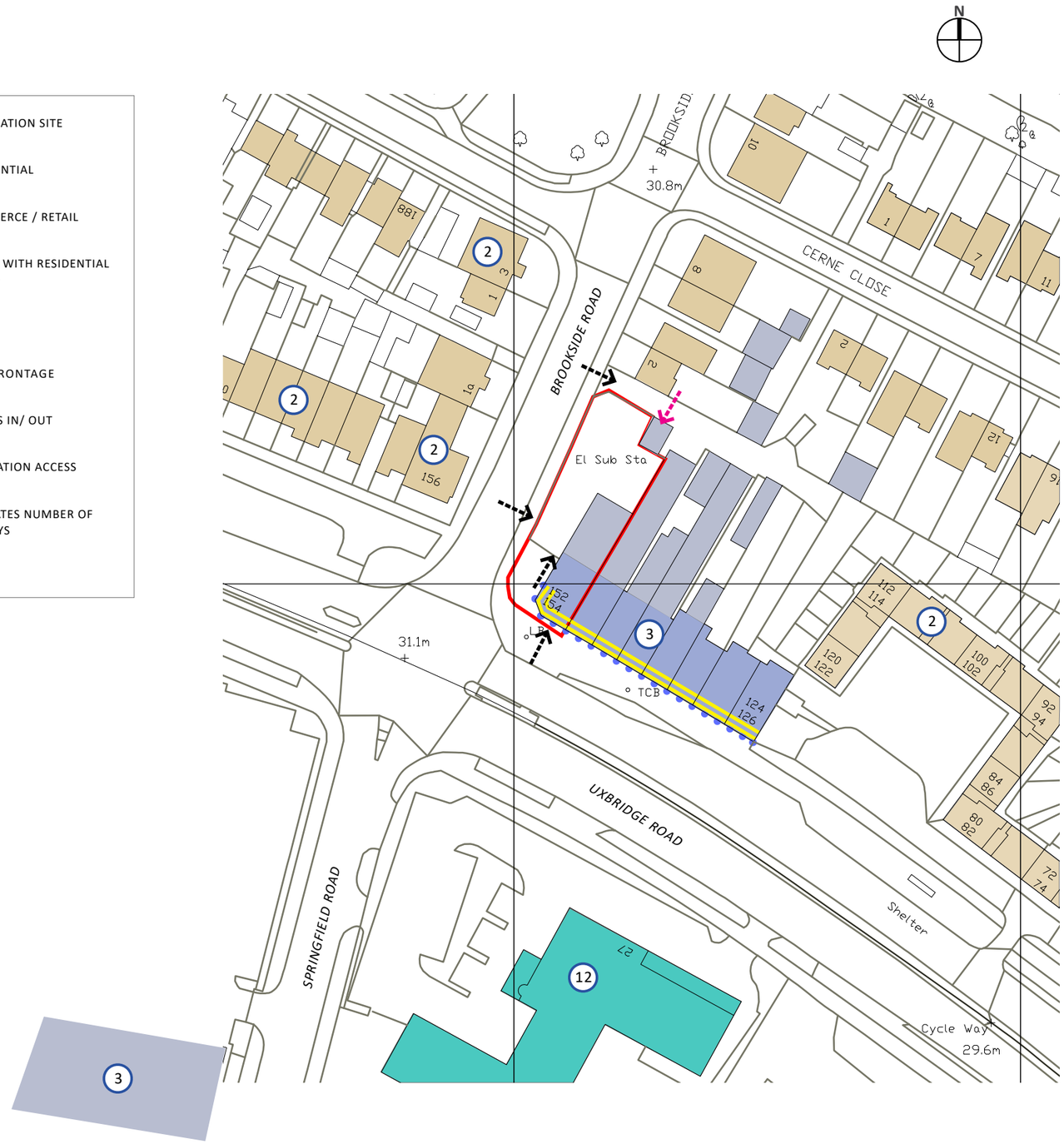
A substantial area of buildings to the rear of the parade has been extended providing single storey stores/ out buildings.

A brick sub-station is positioned adjacent to the site in the north-eastern corner. Access is made by the private access road to the rear.

The mass of building is contained to the southern boundaries on this plot, with the remaining north & eastern areas as hard standing.

To the west are 2 storey residential semi-detached & terraced properties and to the south is Hyatt Place hotel which rises 12 storeys with a further storey of plant services.





ASSESSMENT

EXISTING SITE ANALYSIS

Road Hierarchy

The primary routes within the area are the A312, A4020 & M4. The secondary connecting routes between these main trunk roads include Brookside Road & Springfield Road. However, the majority of the roads in the locality are the tertiary routes giving access to the residential properties within the area. Brookside Road & Springfield Road are two such routes which link directly to the A4020 primary route.

Vehicle Access

The site is accessed from Brookside Road an in/out dropped kerb arrangement for vehicles. There is no vehicle access from Uxbridge Road.

Parking

There is no designated vehicle parking on site for the commercial retail or residential occupants. The space within the site is used for delivery vehicles only. There is on-street parking exists to Brookside Road (8am to 6:30pm) with further unrestricted parking to the surrounding residential streets.

Pedestrian / Cycle Access, Routes & Links

There are pedestrian & dedicated cycle routes accessing the site. A 4.0m pavement exists on both sides of Uxbridge Road with cycle parking spaces infront of the application site. A bicycle friendly road network runs on both sides of Uxbridge Road.

Uxbridge Road also links to Q16 cycle route (Quietway 16) which runs north south along the Grand Union Canal.

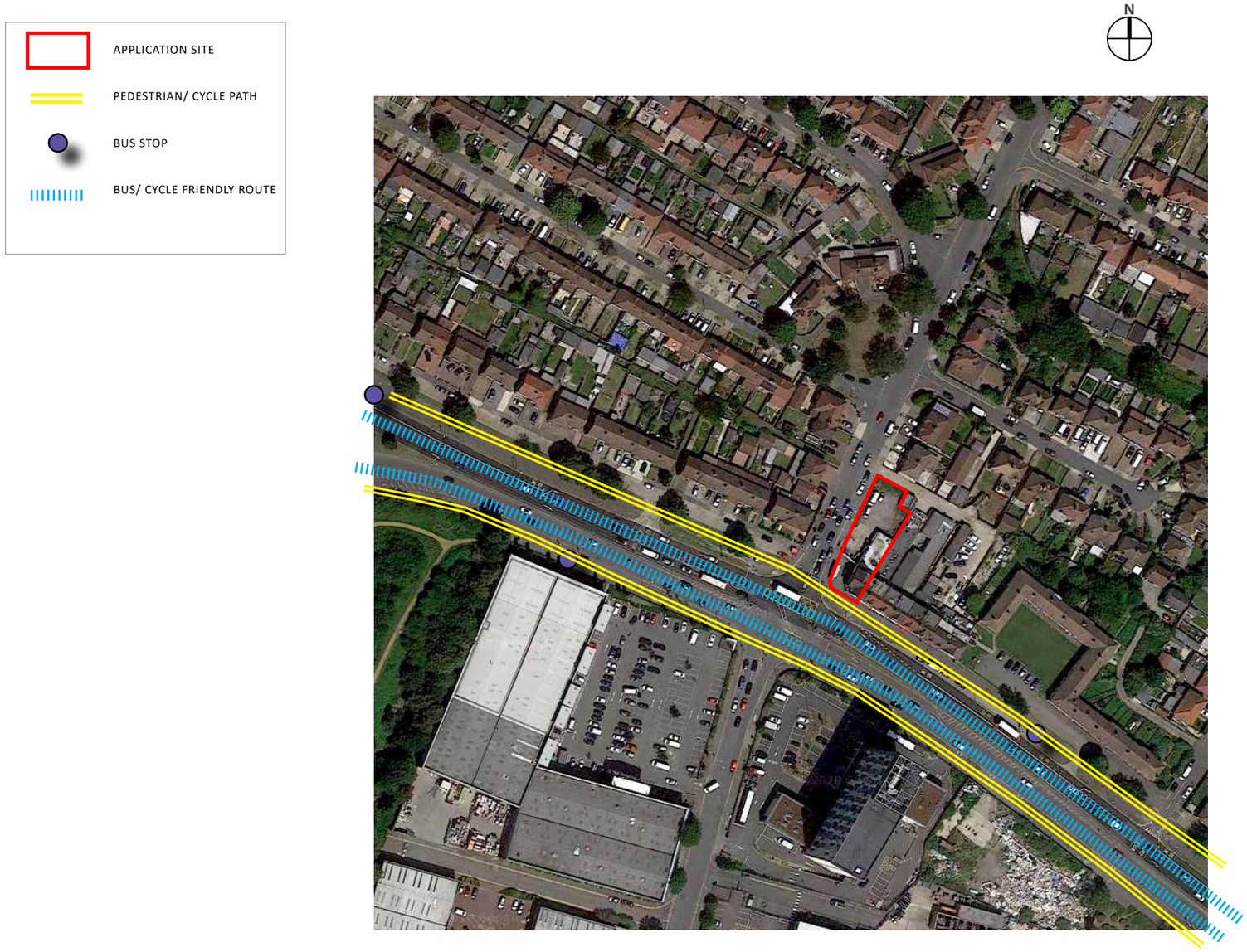
Primary bus routes run regularly along Uxbridge Road with bus stops within 90m of the site. The 207, 427 & N207 run east towards Hanwell & west towards Uxbridge.

Views

Views of the sites are open to the West and South along Brookside Road & Uxbridge Road respectively.

Landscape

There is no landscaping on the sites at present which is urbanised with tarmac hard standing. An area of trees and communal green space lies to the north where Brookside road meets Cranborne Waye.



EVALUATION

SITE INFLUENCES

Constraints

- Hayes Bridge Parade has a strong design uniformity & repeating pattern.
- The proximity to neighbouring residential properties.
- The dimensions of the site area available with the tapering in size towards the south.
- The sub-station to the north-eastern corner.

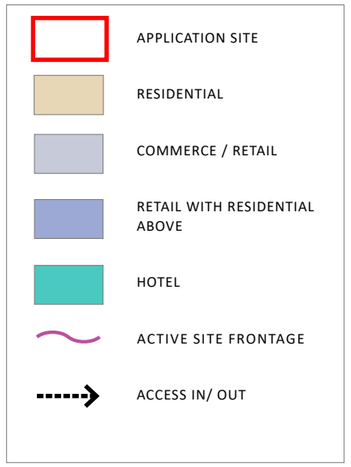
Opportunities

- Potential to repair the residential street urban grain.
- High quality residential design with active frontage onto Brookside Road.
- Creation of active street frontages and natural surveillance leading to greater feelings of security and safety from crime.
- Provision of much needed family housing.
- Improvement of retail frontage extending & promote the prominent corner plot.

Design Principles

Following close co-operation between the applicant the next step is to engage in dialogue with Hillingdon Council to establish the key design principles for the site which have been established in line with the local planning policy aspirations for the Site. These include:

- The reintroduction of active street frontages on the eastern side of Brookside Road.
- The creation of strong building lines to reinstate & reinforce the historic fabric of the street scene.
- Maximising the re-use of the Brownfield land for a mix use retail residential scheme.
- Creation of significant natural surveillance and active frontages with frequent windows/ amenity space & retail frontage at ground level and clear viewing from windows onto the street.
- Creation of a scale of development of up to 3 storeys with use made of the flat roof area for communal amenity accommodation.
- Creation of residential apartments that maximise the dual orientation of the site and minimise north facing apartments.
- Creation of a domestic scale street level with ground floor building heights and active frontages and street landscaping and furniture.



PROPOSAL

USE & AMOUNT

Use

The use of the site reinstates the community retail & residential uses maximise the under utilised brown field land opportunity which blights Brookside Road.

Subsequently, the use is wholly appropriate for the area.

Amount

The proposed scheme proposes the following:

- 2,508 sq ft GIA retail (2,000 sales & 508 back of house)
- 129 units per hectare density
- 9 residential units comprising 2bed 4person apartments
- 10% wheelchair accessible units
- 9 car parking spaces (including 2 blue badge holder spaces - shared equitably between tenures)
- 10 secure cycle spaces
- 110sqm of private communal amenity space to the residential units including roof top garden. In addition, each unit has exclusive private balconies/ terraces

ACCOMMODATION SCHEDULE

Ground Level:		**Amenity**
Plot 00_01	70m2 (753 Sq.ft)	16.5m2
Plot 00_02 (retail)	222m2 (2,390 Sq.ft)	21m2
First Level:		
Plot 01_01	70m2 (753 Sq.ft)	8.4m2
Plot 01_02	87m2 (936 Sq.ft)	16m2
Plot 01_03	70m2 (753 Sq.ft)	6.5m2
Plot 01_04	91m2 (979 Sq.ft)	9.4m2
Second Level:		
Plot 02_01	70m2 (753 Sq.ft)	8.4m2
Plot 02_02	87m2 (936 Sq.ft)	16m2
Plot 02_03	70m2 (753 Sq.ft)	5.5m2
Plot 02_04	86m2 (861 Sq.ft)	3.4m2
Third Level:		
Communal Amenity Gardens		258m2
Sub-Total	701m2 (7,545 Sq.ft) - residential 233m2 - retail	
Total	**934m2 (10,053 Sq.ft)**	

- PRIVATE APARTMENTS
- RETAIL
- CYCLE STORAGE
- BIN STORAGE & COMMUNAL ACCESS
- RETAIL SERVICE ACCESS & BIN STORAGE
- GARDEN / LANDSCAPE AREAS
- OFF STREET PARKING
- DROPPED KERB ACCESS

PROPOSAL

LAYOUT

Residential Amenity, Privacy & Impact on Neighbours

The relationship with the neighbouring properties on the north side of the site will significantly improved with the infilling of the car park/ storage hard standing with a residential street.

This will be provide a significant improvement to the outlook along Brookside Road. The high chain link fencing closing off the site will be removed and replaced with a new built form set back 1.0m from the boundary. A new boundary mid height railing will edge the site with soft landscaping providing private amenity gardens offered to plot 1.

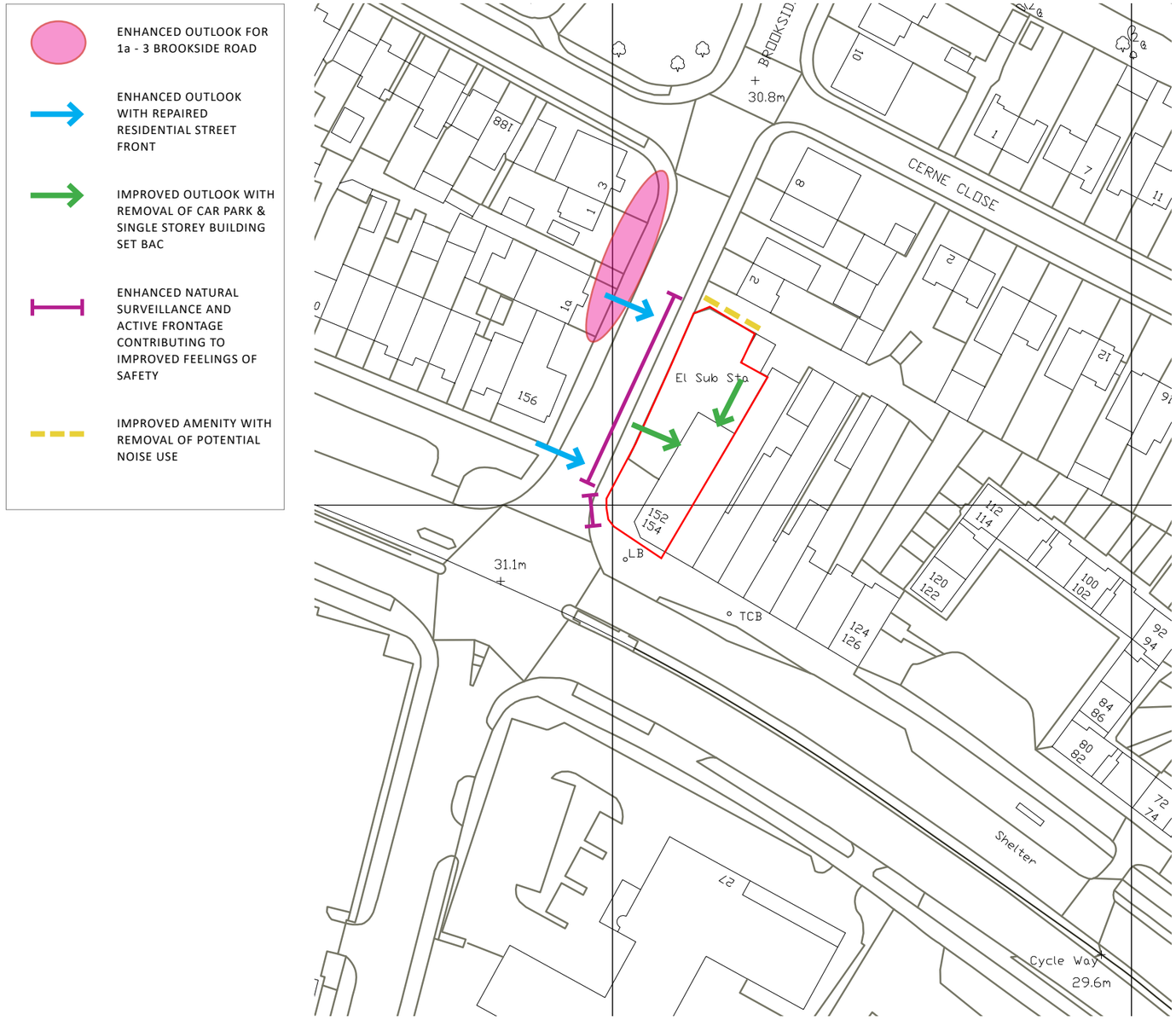
The design of the rear block is lower than that fronting Uxbridge Road. The latter sits circa 0.5m higher above the retail and aligns and continues the proportions & rhythm found in the Hayes Bridge Parade fenestration.

A minimum number of windows have been designed to the north elevation which provide enough interaction without impinging upon privacy. Inward facing private balconies utilise the courtyard seclusion while secondary balconies and windows overlook Uxbridge Road & Brookside Road.

Car parking is central to the site and concealed to the north & south by buildings. Access from Brookside Road maintains the existing vehicle movement relationship.

Primary retail frontage continues the Hayes Bridge Parade and wraps onto Brookside Road. Communal staircores break the building mass.

The flat roof area has been utilised with two separate communal roof gardens. Lift & steps provide access to a communal seating and planting area.



PROPOSAL

LAYOUT

Amenity Space

There is currently no green space at present within the site. The proposal comprises a sizeable amount of both private and communal amenity space comprising circa 258 sqm.

The ground floor apartments have outside terrace areas fronting Brookside Road and more secluded courtyard facing to the rear. All upper floor apartments have private balconies and dual east/ west, north/ south aspect.

The communal roof garden space incorporates seating and free standing pot planting.

Contemporary steel balcony designed with flat bar balustrades projecting down over edge profile

Decked communal gardens providing seating and potted plants for residents to grow their own & maintain

PROPOSAL

SCALE

Built Form and Massing

The built form of the proposal extends that of the existing Hayes Bridge Parade facade fronting Uxbridge Road. These are evident in the horizontal banding suggested by the signage, windows, dormers, eaves & roof ridge line.

The curved corner softens the visual transition onto Brookside Road while allowing the gable to bookend the terrace.

The built form reduces in height by 0.5m along Brookside Road and is divided into 2 blocks reducing the mass. Stepping and openings within the facade provide articulation to the elevations which combined with six strong repeating bays provides vertical rhythm a continuity to the development.

Impact on Views

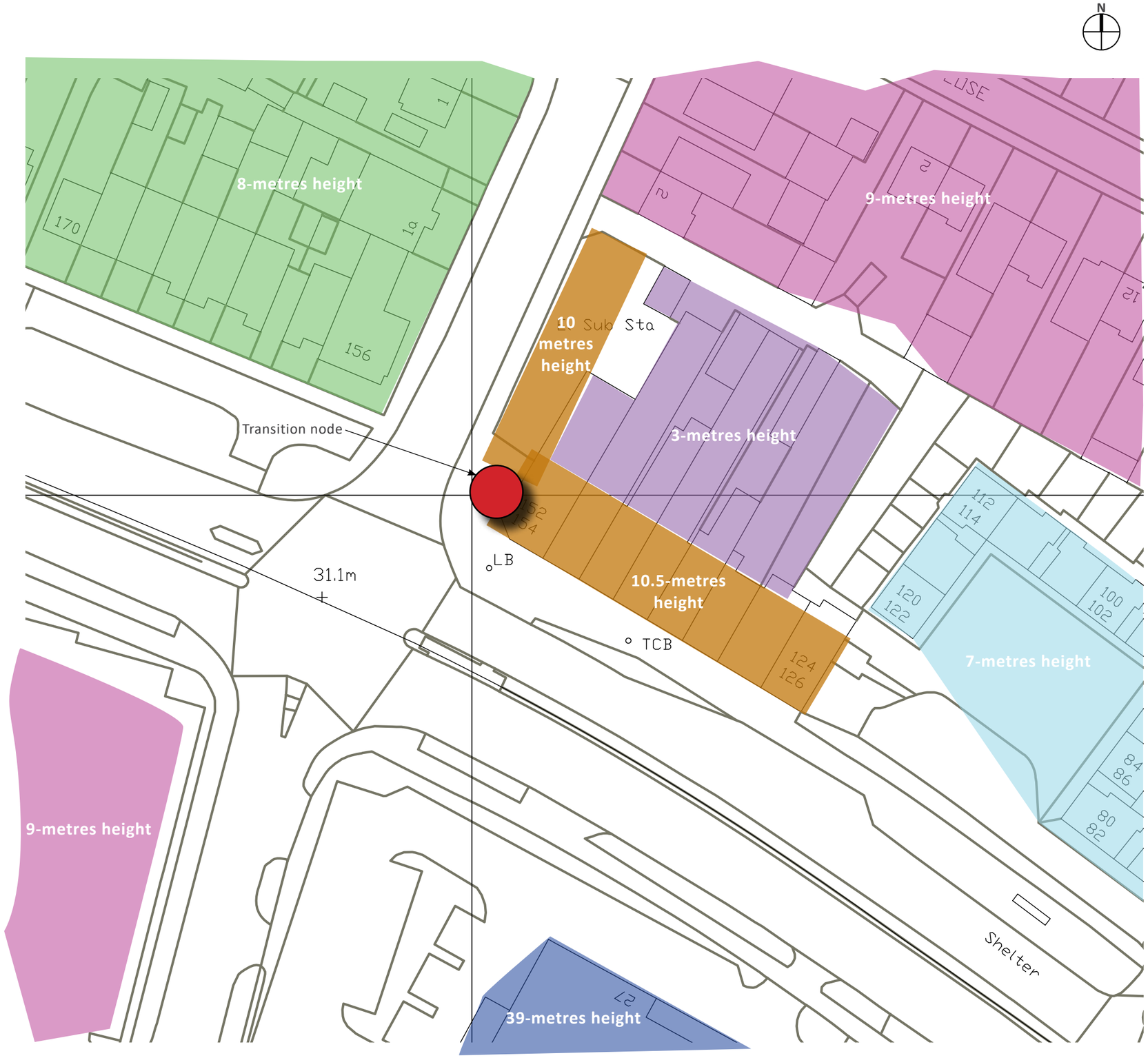
The existing views into the site will be substantially enhanced with the infill by development of the under utilised brownfield site.

Building Heights

The heights of the proposed buildings have taken careful consideration of the neighbouring buildings and the historic context of the adjoining Hayes Bridge Parade.

The building heights have been lowered and the residential scale maintained to enhance the Brookside Road residential street scene.

The first element of the proposed elevation reflects the same ridge height and eaves level as the adjacent parade. It then steps down to provide a visual link with the lower levels of the Brookside Road houses.



PROPOSAL

SCALE

Proposed Uxbridge Road Elevation

Proposed Brookside Road Elevation

PROPOSAL

RESIDENTIAL ACCOMMODATION

Housing Design Guide

The Council and GLA put great emphasis on the quality of the internal residential accommodation. Subsequently, the requirements set out in the 'Technical Housing Standards - nationally described space standard' and London Borough of Hillingdon Local Plant Part 2 have been followed.

Entrance and Approach

All main entrances are visible from the public realm and clearly identified through the careful use of materials and design of the entrance. The distances from parking to the lift cores and stairs is kept to the minimum possible. The levels to all entrances are level in compliance with Approved Document Part M4(2) standards.

Shared Circulation within the Buildings

No more than 8 dwellings are served by a single core with access entry points for all dwellings. Minimum widths of 1200-1350mm communal circulation is achieved. Principal access stairs provide easy access.

Car Parking

The proposal complies with Hillingdon London Plan parking standards providing less than one space per unit given its PTAL 2 rating location in accordance with Hillingdon Council's Highways Officer approval. All sizes of parking spaces comply with the standards.

Two accessible parking spaces have been located adjacent to site entrance and closest to the staircores. A rear entrance door leads to the staircore 1 for direct access in accordance with Hillingdons Access Officers approval.

Cycle Storage

The proposal complies with the cycle parking standards as required and is within secured storage areas.

Dwelling Space Standards

The minimum spaces standards are complied with as set out in 5.59 of the standards and can accommodate all the furniture, access and activity space required.

Flexibility and adaptability of the spaces is achieved providing the choice for occupiers.

All units have spaces for wheelchair turning in dining and living areas and level entrances are achieved. All opening windows start at 800mm above finished floor level.

Minimum size of bedroom space and potential for hoist within the structure are provided in all units where required.

All units have the necessary bathroom, storage, utility, study and work space are provided.

All units have easy access to private outdoor space and roof garden communal amenity space.

All habitable space have sufficient levels of privacy and will limit the levels of noise from circulation spaces.

RETAIL ACCOMMODATION

The proposed retail achieves modern standards following Approved Document Part M and fulfils the Hillingdon Local Plan aspirations:

DME 1 - Employment Uses on Designated Sites.
DMTC 3 - Maintaining the Viability of Local Centres and Local Parades.

PROPOSAL

LANDSCAPE STRATEGY

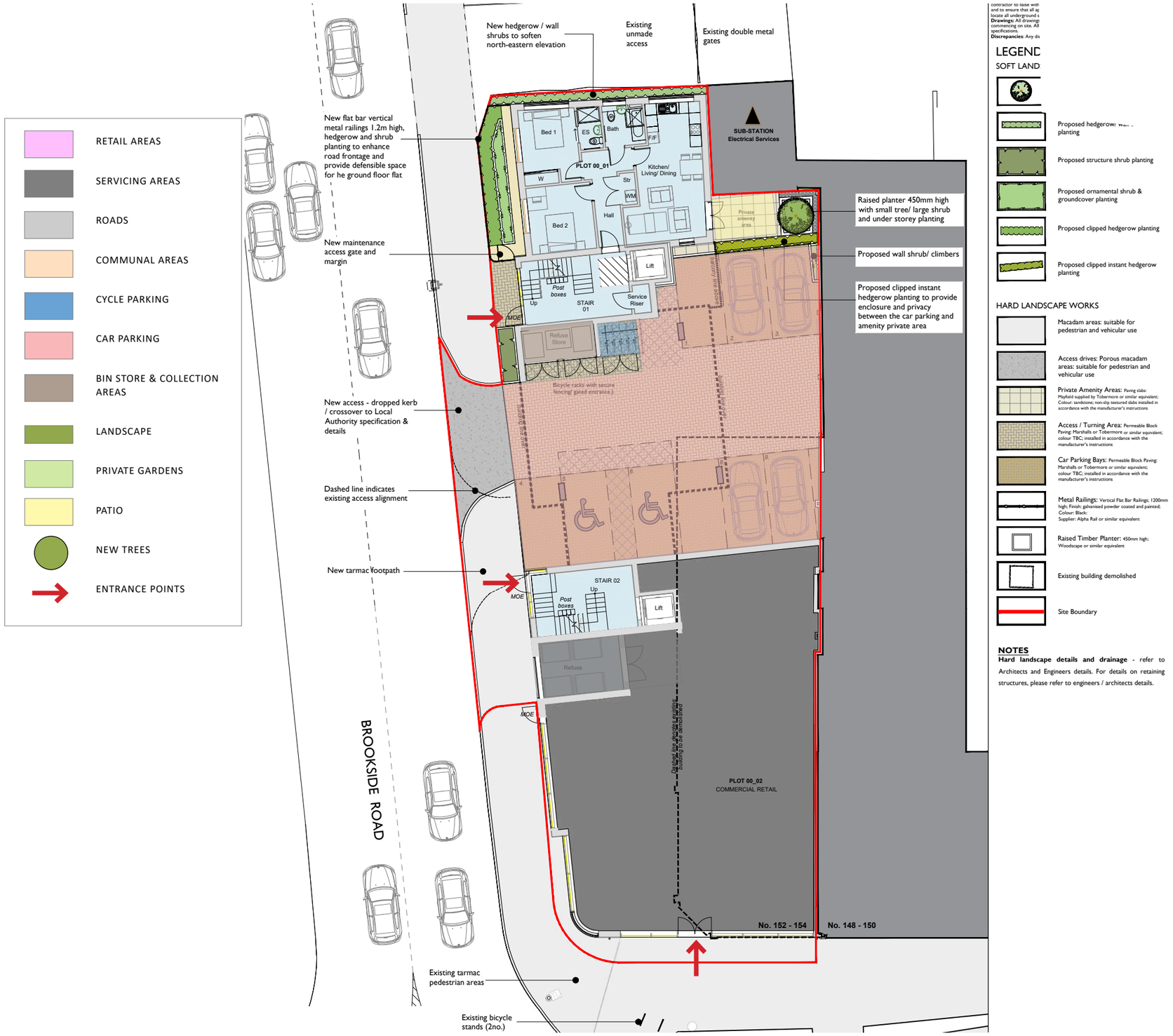
Treatment of outdoor spaces

The overall landscape strategy is to enhance and strengthen the existing street scene and provide typical private garden/ amenity spaces synonymous with a residential area within London. The detailed landscaping proposals will be submitted at a later stage and will be secured by condition.

The existing site comprises 100% hard surfacing. The proposed development through the introduction of soft landscaping will reduce the impermeable coverage on site by approximately 45% through soft landscaping & permeable paving, which alone will provide significant betterment in terms of volumes and flows of surface water runoff entering the existing public sewer network.

A further 27% reduction in surface water runoff is proposed through the use of Sustainable Drainage Systems (SuDS) which will primarily consist of underground geo-cellular tanks underneath the landscaped communal open space. It is the intention, subject to detailed design, to further supplement this SuDS provision by implementing other techniques where practicable such as porous paving that will provide further source control and water quality benefits (refer to accompanying SUDS & Water Mangement Reports).

The surface water drainage arrangement, where appropriate, will incorporate suitable pollution control measures such as trapped gullies, catchpit manholes to further control the quality of surface waters to the off site receptor, furthermore to ensure the effectiveness of the proposed drainage arrangement a robust maintenance regime will be implemented to ensure future performance of all SuDS and drainage components throughout the lifetime of the development.



PROPOSAL

MATERIALS & APPEARANCE

The materials and appearance of the scheme comprise 3 distinct designs to respond to the variety of appearances of each of the existing street elevations along Uxbridge Road & Brookside Road. The details of materials will be agreed by condition.

Uxbridge Road

This elevation adjoins Hayes Bridge Parade which is traditional pitched tiled roof, PVCu (white) windows, red brick & render.

The proposed heights complement the adjacent buildings and the roofscape continues through with a pitched roof dormer. This provides a visually pleasing approach to the roofscape design.

Brookside Road

The southern part of the development is punctuated by a contrasting recessed zinc box setback from Uxbridge Road. A single storey curved element rounds the corner as a transitional form and the retail glazing & signage straddles the box which provide one of the communal residential entrances.

A central red brick element divides the buff brick blocks. Stepping provides articulation while the northern communal entrance projects up providing a further dividing focal point. Both communal entrances are zinc clad tying the development together.

- PLAIN TILE ROOF
- RED BRICK
- ZINC CLADDING
- ALUMINIUM WINDOWS
- BACK PAINTED GLASS
- SOFT LANDSCAPE

PROPOSAL

MATERIALS & APPEARANCE

Proposed Uxbridge Road Elevation

Proposed Brookside Road Elevation

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ARTISTS IMPRESSION - VIEW FROM UXBRIDGE ROAD

PROPOSAL

IMPRESSION - VIEW ALONG BROOKSIDE ROAD

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ACCESS

Vehicular Access

There is an existing dropped kerb vehicle access from Brookside Road into the site which will be stopped up as part of these proposals.

Two new access are proposed north and south of the existing for residential car parking and retail servicing respectively.

The single shared private access road to the north outside of the site boundary is to be retained.

Pedestrian & Cycle Access

Pedestrian access to the site is direct into the communal staircores which are accessed from Brookside Road.

Cycle access to the site via the vehicle entrance and to the cycle storage units adjacent to the refuse store.

Inclusive Access

It is intended to provide a development with safe, easy and inclusive access for all people. The access strategy is based on an inclusive approach to design whereby all users and taken into consideration.

Communal entrances will be accessible and level surfaces and thresholds. Lifts will be provided to both staircores giving access to the apartments and communal rooftop gardens. Door openings and corridor widths have been designed to accommodate wheelchair access.

With regard to the common areas in the residential part of the building, the objective was to make reasonable provision for disabled people to visit occupants who live on any storey. Accordingly, lifts are provided in all central cores. The entrances will be accessible and level with external surfacing. All public pedestrian areas will be at a gradient of 1:20 or less including the route under the bridge link where the levels are the greatest.

All units will comply with the requirements of the Disability Act 1995 and provide Approved Document Part M4(2) compliant layouts (Access to and use of buildings) of the Building Regulations.

Refuse Strategy

A preliminary single refuse point has been designed within an integrated enclosure. This has been located adjacent to the vehicle entrance to enable residents convenient access and refuse collection personal ease of access & short travel distances.

The retail waste is proposed to be stored within the enclosed service area and private contract collection arrangements will be put in place to regularly collect these.

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SUSTAINABILITY PRINCIPLES

Site Layout Design and Passive Solar Gain

The majority of the apartments avoid a northerly aspect increasing the opportunity for passive solar gain and maximising sunlight.

Economic and Social Sustainability

- During construction work on the site, the contractor will pursue as much local employment and purchasing policy, offering suitably qualified companies the opportunity to tender for the works.
- Apartments will be designed to encourage home working, especially given the precedent set 2020-2022.

Energy Efficiency

- Homes will be highly insulated to maximise energy efficiency and heat retention, with insulation standards meeting the requirements of Building Regulations
- The air-tightness of the homes will demonstrate the minimum required by the Building Regulations and demonstrated through design SAP energy calculations and proved through as-built assessment review
- Subject to SAP assessment, photo voltaic panels are likely to be installed discreetly to the flat roof areas providing renewable clean energy to all homes to provide for targeted reduction in emissions
- All homes will be fitted with dedicated low energy light fittings in accordance with the Building Regulations
- All kitchen appliances, where supplied, will be A+ and A rated (washer dryers to the highest available environmental standard)

Water

- Water-reducing bathroom appliances will be fitted for daily water consumption in accordance with the Building Regulations
- Water meters will be fitted to all homes
- Semi-permeable materials with slow-release properties will be specified to landscaped areas.

Materials and Construction

- Construction materials will be selected for their environmental rating and preference will be given to materials which score an A+, A or B rating in the ‘Green Guide to Specification’
- All construction waste will be minimised through the use of a Site Waste Management Plan, and on-site water and energy use will be monitored.

CONCLUSION

The design of this proposed development complies with national, London Plan and London Borough of Hillingdon Local Plan policies. It provides a rejuvenation to the Brookside street scene at a highly visible gateway with Uxbridge Road.

There have been pre-application discussions with Hillingdon Council to deliver a high quality mixed use retail & residential development which will complement the surrounding developments, enhance the visual appearance of the area and meet local community and Council needs.

The proposed scheme significantly repairs the street frontage on both Uxbridge Road & Brookside Road introducing a building frontage and typical residential street.

The scale and massing of the built form sits well within the context of the site and it's surroundings. The design encompasses three distinct materials which reflected the traditional retail parade with which the scheme adjoins. But also acknowledges the contemporary Hyatt Place development opposite in a sympathetic scale suitable for the surrounding context.

The appearance of the proposed Uxbridge Road street scene will provide a continuation of the existing rhythm. This transitions into a more modern scheme infilling this dilapidated section of Brookside Road.

Design cues taken from these streets include pitched roofs, dormers, symmetrical elevations, stepping of facades to provide articulation & interest and parapets in the roof line.

The proposal includes a significant amount of private amenity space comprising rear gardens and communal landscape spaces together with balconies/ terraces for all properties.

Access for all has been designed into the scheme with levels, circulation route widths and parking designed to accommodate disabled people.

The development proposed is therefore of the highest quality design that will have a significant contribution to the visual uplift and architectural appearance of this area, and one that the area can become proud of.

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