

Design & Access Statement

Proposed Alterations to the former
Northwood Police Station (listed Grade II)
to provide a Children's Nursery

2 Murray Road, Northwood, HA6 2YN

Revised application

July 2024



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THE ARCHITECTS PRACTICE



Summary

Site Address:

2 Murray Road, Northwood, HA6 2YN

Applicant:

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Middlesex HA6 2HW

Architect:

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Contact: Simon Foxell

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Project Description:

Alterations to an abandoned former Police Station (Sui Generis Use Class) to be used as a pre-school children's nursery (Class E9(f)). The proposals retain and repair the existing building and its setting in Northwood, while adding a new lightweight entrance structure at the rear to allow its continued use.

Proposed works include: a new entrance, bike, buggy and bin storage, a lift enclosure at the rear and garden amenity play areas at the front. The non-original plant room will be demolished and the electricity station reduced in size. Parking will remain at the back of the building. Internally the existing space will be converted to provide four separate learning zones for children from aged 6 months to five years old along with ancillary support spaces.

Planning Consultant:

Jeremy Peter Associates
21 Britten Road
Penarth, CF64 3QJ
Contact: Jeremy Peter

Environmental Consultant:

Aval Consulting Group
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Contact: Megan Tudor

Acoustic Consultant:

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Contact: Shane Lanigan



Fig. 1: Location Plan – Ordnance Survey

Site & Context

The site is a 1.5-hectare plot on at the junction of Murray and Maxwell Roads, a short distance from Northwood town centre and underground station. It is within the Northwood Conservation Area in the London Borough of Hillingdon.

The site marks the transition between the commercial buildings of the town centre to the residential streets to the southwest. Immediately across Murray Road is the car park to the Waitrose supermarket on Green Lane, across Maxwell Road to the west is the campus of Northwood College.

Vehicle access to the site is from the west on Murray Road and there are pedestrian entrances to the building on both Murray and Maxwell Roads. Access to public transport is good (PTAL score of 3) with both the Metropolitan Line trains at the Northwood underground station and bus stops on Maxwell Road and Green Lane all being less than 5 minutes walk from the site.

The site is lined along both road frontages by a series of mature and previously pollarded London Planes at approximately 5.5m intervals. These are predominantly planted within the site but several are in the adjacent pavement. Around the tree trunks is a deep Laurel hedge running along the back of the pavement behind a low timber fence that is contemporary with the Police Station building.

Police Station building

The building on the site is a Grade II Listed, purpose-built combined Police Station and Station House designed by the architect John Dixon Butler in 1910 for the Metropolitan Police. Opened in 1911 it was closed in 2019 and has remained empty ever since. For detailed information see the accompanying Heritage Statement prepared by Manorwood who have also obtained copies of Dixon Butler's original drawings for the building.

The building is three storeys high and is in Arts and Crafts style with a mixture of red brickwork, ashlar and black and white half-timbering. The pitched roofs are clad in a red plain tile with a range of gables and hips. It has 7 tall brickwork chimney stacks. Much of the exterior of the building is true to its original design but it has been altered over the years, including by the addition of windows and a basic brick plant room at the rear. There is a significant difference between the quality of the two carefully composed roadside elevations and the utilitarian aspect of the semi-courtyard at the rear.



Photo 2: Aerial view

METROPOLITAN POLICE DESIGN FOR PROPOSED NEW POLICE STATION
AT NORTHWOOD

724
DRAWING N° 1

~~DRAWING~~ N° 1

• ACCOMMODATION

INSPECTORS' OFFICE (WITH LABORATORY)
CHARGE ROOM (AVAILABLE FOR USE AS OCCASIONAL COURT
TWO ASSOCIATION CELLS.
QUARTERS FOR FOUR MARRIED OFFICERS.

A hand-drawn floor plan of a house. The layout includes a central entrance hall with a staircase leading up. To the left is a large living room (12' x 18') with a fireplace. Adjacent to the living room is a dining room (10' x 12') and a kitchen (10' x 12'). A central hall leads to a store (5' x 8') and a pantry. To the right of the central hall are two bedrooms: one (14' x 16') with a fireplace and another (11' x 12') with a fireplace. A bathroom (5' x 8') is located near the bedrooms. A back entrance leads to a rear yard. The plan also shows a front entrance and a side entrance. Various dimensions are marked in feet and inches.

• R009E • 11 314

SECOND FLOOR PLAN

GROUND FLOOR PLAN

SCALE: ONE EIGHTH INCH EQUALS ONE FOOT

HOTEL
A. B. C. D. E. F. G. H. I. J. K. L. M. N. O. P. Q. R. S. T. U. V. W. X. Y. Z.

In its original configuration the building was predominantly a Police House with 12 bedrooms and 4 living rooms spread over the three floors. These were accessed from the narrow entrance door on Maxwell Road. The Police Station proper occupied the Ground floor frontage of the building onto Murray Road with an Inspectors' Office and Charge Room accessed from the prominent front porch and lobby and separate male and female association cells in the cranked wing leading southward from the Charge Room. There was originally no internal connection between these two parts of the building, although this was inserted later on in the building's life, along with other modifications to the planform.

J. Dikos Butler THEA.
POLICE SURVEYOR
GOVERNOR'S OFFICE

Fig. 3: J. Dixon Butler's original drawing of the building plans

Planning Context

The former Police Station sits within both the Northwood Conservation Area (black line) and the designated Town Centre area (in blue) of Northwood. See extract of LB Hillingdon's LPP2 Proposals Map below.

The existing building predates the 1948 Town and Country Planning Act

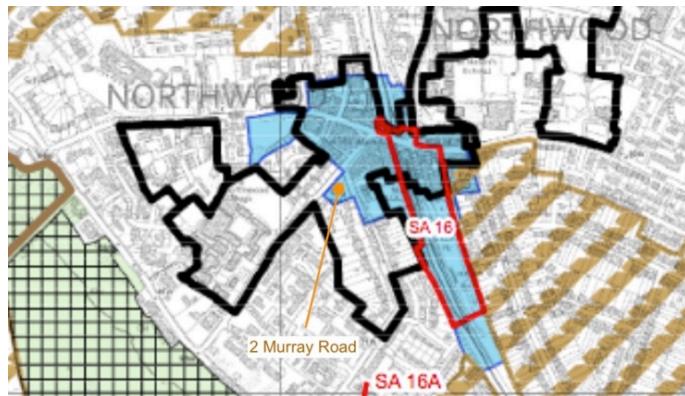


Fig. 4: Extract from LB Hillingdon Adopted Proposals Map



Photo 6: View across Murray Road, shortly after completion of the building in 1911 © National Archives

Air Quality Management Area

The site sits outside the London Borough of Hillingdon's (LBH) Air Quality Management Area (AQMA) by a distance of approximately 1.2km



Fig. 5: Air Quality Management Area map



Photo 7: A similar view across Murray Road, March 2024

Pre-application consultation

A Pre-application Consultation was held with Hillingdon Council in December 2023 - February 2024, which examined numerous issues, both general and detailed, connected with the proposals. These have all been addressed in this revised application and the current proposals have been designed to protect and enhance the heritage asset while providing significant public benefit to the area.

The Pre-Application advice stated that 'Subject to addressing of material considerations detailed in this report, it is considered that the principle of development is acceptable and accords with the requirements of Policy CI 1 of the Hillingdon Local Plan: Part 1 (2012) and Policies DMCI 2 and DMTC 1 of the Local Plan Part 2 (2020)'

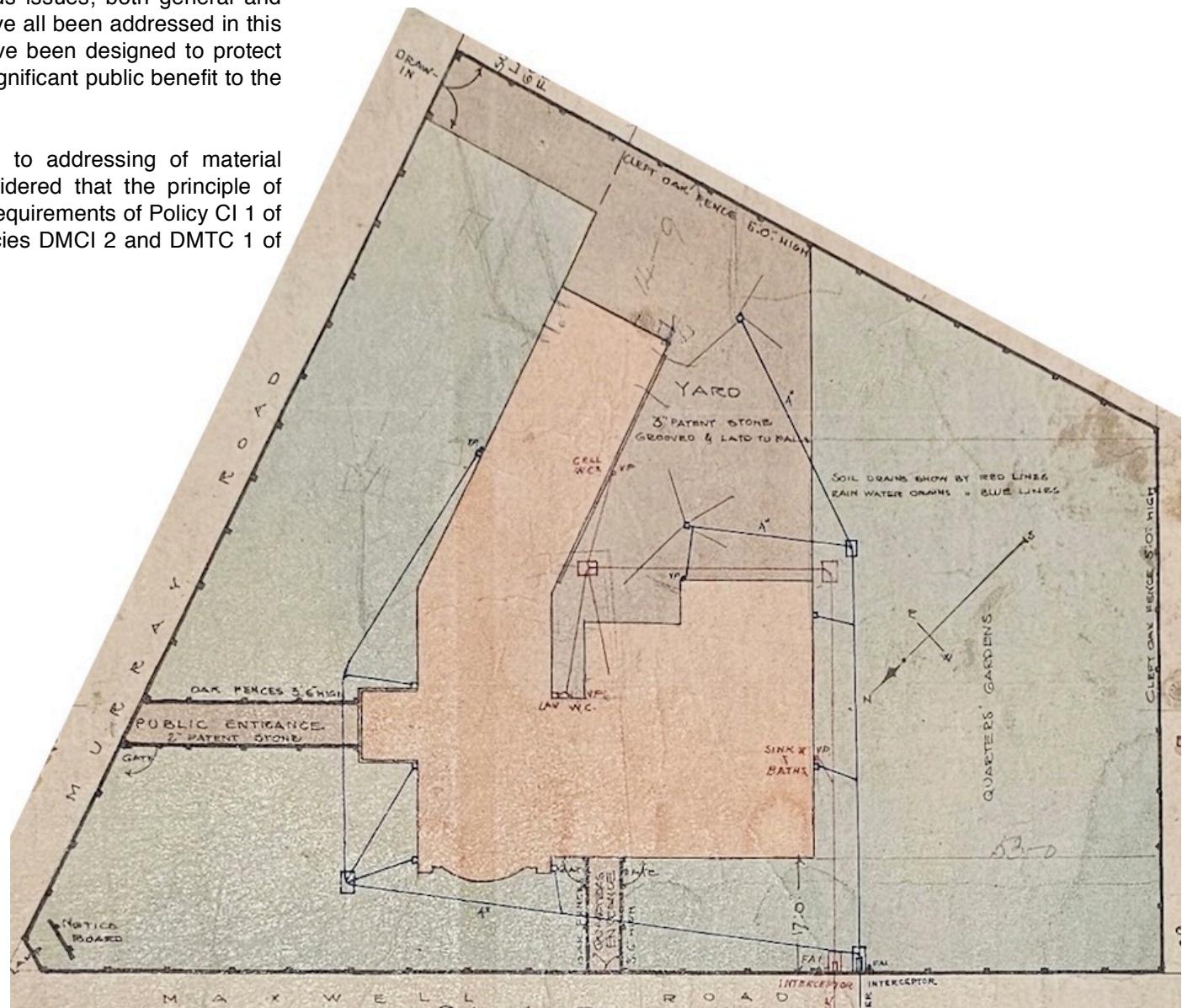


Fig. 8: J. Dixon Butler, Site Plan 1911

Previous Application

A Planning and Listed Building application was made to Hillingdon Council on the 29th March 2024 and validated on the 10th April (46639/APP/2024/816 & 46639/APP/2024/817). The scheme was broadly welcomed but the applications were refused on the 6th June 2024 on the following grounds:

1. The application submission fails to fully demonstrate that the proposal would not give rise to adverse impacts upon the highway network to the detriment of traffic congestion, parking stress and highway safety. Based on the information submitted, the proposed development is considered to have an unacceptable impact on highway safety.
2. The proposed development would likely contribute to the production of unacceptable pollutant emissions in the Northwood West Air Quality Focus Area and the Northwood East Air Quality Focus Area. Given the uncertainty in the trip generation associated with the operation of the development, it is not possible to ascertain the full measure of transport emissions into the atmosphere and whether the proposed development would be air quality neutral. Further, the proposed development is not air quality positive and the measures proposed are not sufficient to mitigate the total emissions.
3. The applicant has failed to secure Section 106 planning obligations required to mitigate the harm and demands created by the proposed development (in respect of travel planning, air quality, and project management and monitoring).
4. The proposal does not accord with relevant space standards provided in Paragraph 3.66 of the Ofsted's 'Early years foundation stage statutory framework'. The proposed development provides a substandard amount of floorspace that would fail to meet the needs of intended occupants.
5. The proposed development, by reason of the loss of historic fabric, would fail to preserve the significance of the Grade II Listed Building by posing 'less than substantial harm' to the significance of the designated heritage asset. Further, the proposed development is not considered to provide deliverable public benefits sufficient to outweigh the harm posed.

Response and changes to the proposal

In response to the refusal explanations this revised application has made the following amendments etc. to the application:

1. A revised Transport Statement has been prepared using the lower anticipated student numbers (see 4. below) and fresh TRICS data. This shows that the site is now likely to generate around 71 two-way traffic movements in the AM peak and 48 two-way movements in the PM peak periods. The site will provide enough capacity to handle 160 traffic movements over the same hour-long periods. The 71 trips will include many existing car journeys that will divert to the nursery limiting the amount of additional traffic resulting. The report concludes that "the proposal of a Children's Day Nursery at 2 Murray Road is fully in accordance with both National and Regional Planning Policy, particularly in regard to the National Planning Policy Framework in so much as the development would not have an unacceptable impact on highway safety, nor would the cumulative impact be severe. The change of use is therefore considered to be acceptable from a highway point of view."
2. Additional air quality studies have been carried out by Aval Consulting. This has resulted in a calculation of air quality neutrality and the issuance of an Air Quality Positive Certificate (attached).
3. In the light of this it is anticipated that a Section 106 agreement relating to air quality mitigation will not be required.
4. The number of pupils to be accommodated in the nursery has been reduced to 98 in line with the area calculation methodology proposed in the Officer's Report. A drawing (MRN/P3/121) showing how the calculation has been carried out is included in the drawing pack.
5. As highlighted in the Officer's report to the Listed Building Application it is now proposed to locate the Police Call Post and the Police Lamp in their original positions just inside the boundary on Murray Road

Geology

The British Geological Survey map shows that the site is based on the clay, silt and sand soil of the London Clay Formation. Properties built on clay are particularly at risk of being affected by subsidence in long, dry summers as trees and shrubs suck moisture from the soil.

Flood risk

The site is in flood zone 1 an area with a low probability of flooding

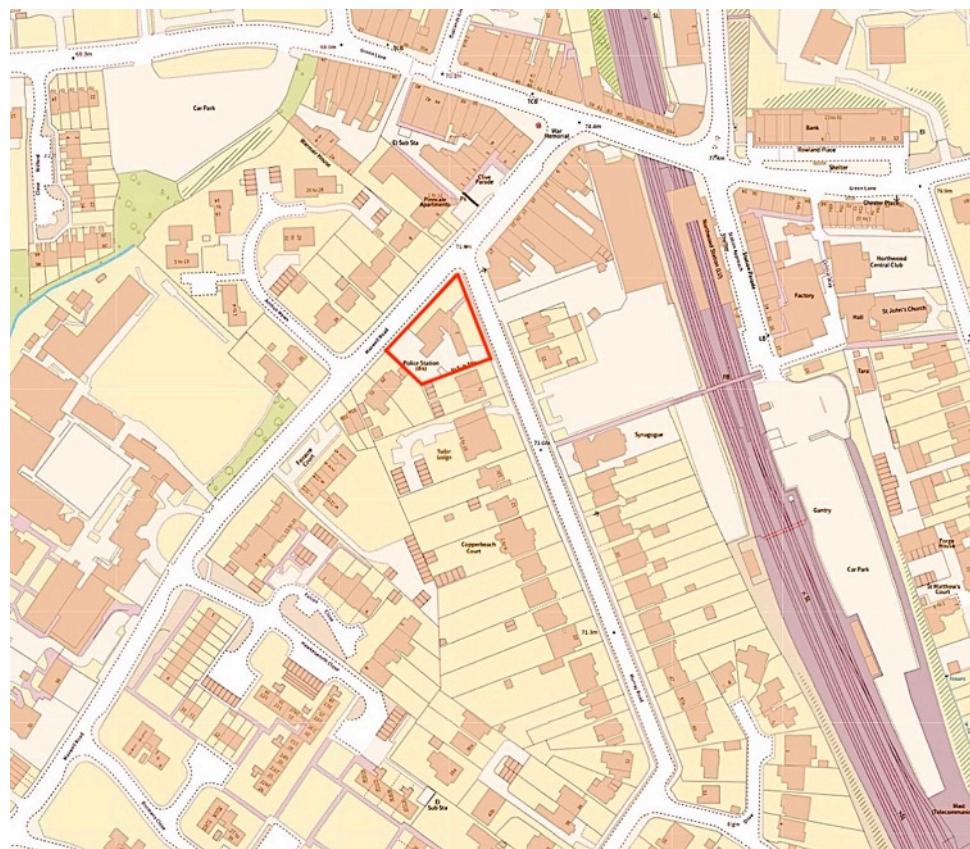


Fig. 9: Flood map – Environment Agency

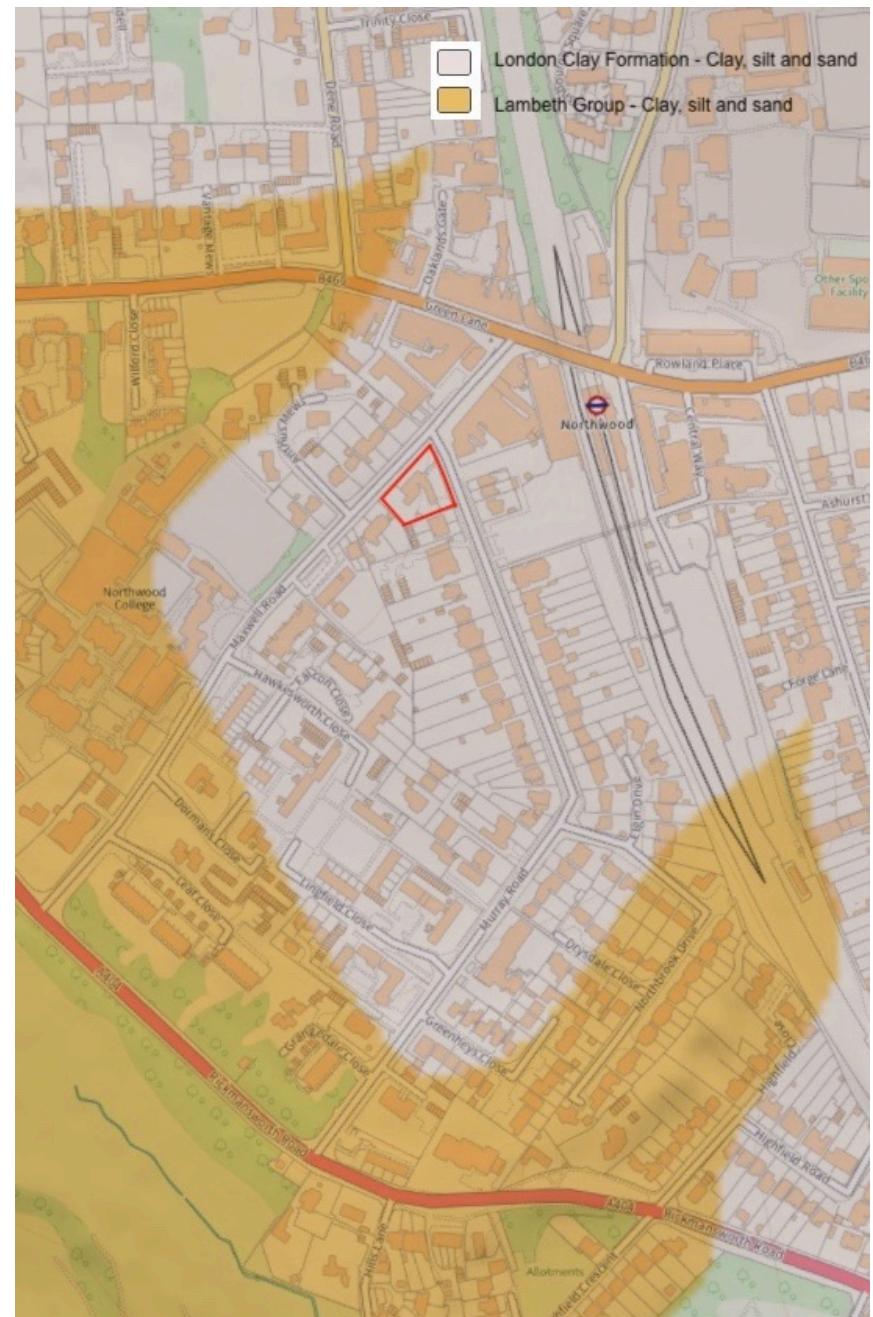


Fig. 10: Geological map – Bedrock - BGS

The site

The site was created when Major Frank Murray Maxwell laid out this part of the new suburb of Northwood in the 1890s, creating both Murray and Maxwell Roads. Formerly fields and part of the Eastbury Estate, the Northwood Police Station is the first building on the site, built in 1910-11.

The building sits towards the set back in the trapezoidal plot addressing the two road frontages along which there are grassed areas. The rear of the site is asphalted with parking for around 15 vehicles, including marked out spaces for 8. There is also a service yard and a fenced-off electrical substation.

The front of the site is surrounded by a low timber picket fence backed by deep Laurel bushes with gates leading to the Murray Road and Maxwell Road entrances. A pair of close-boarded high timber gates along with a single pedestrian gates on the building line give access from the Murray Road vehicle entrance to the back of the site. The rear of the site is surrounded by a high close-boarded timber fence that is in need of repair or replacement.

The front entrance from Murray Road is approached by a long modern brickwork ramp with relatively crude metal tubular balustrades to either side. This will have been added in the latter part of the Twentieth Century. To the right of this ramp just inside the perimeter fence is the former location of the police call post. The call post, which is not part of the original station design, is currently in storage and it is proposed to have it restored and repositioned, along with a similarly rescued Police lamp, in their original positions. A sign, similar to that on the equivalent posts in the City of London, will explain that it is no longer operational and the building has ceased to be a police station.



Fig. 11: Ordnance Survey - Hertfordshire XLIV.SW, 1912-13, Published 1920



Photo 12: Aerial view



Photo 13: Front of Police Station 2010 © Chris Williams

Existing Building

Accommodation

The ex-police station includes rooms, bathrooms/showers, separate toilets, kitchens

- circa 27 rooms
- circa 7 bathrooms/showrooms
- circa 2 kitchens

Construction

The main walls are of solid red brickwork in an Old English style formation, with mock Tudor timber planks on the first floor of the rear and right-hand elevations. The roof is of a steep combination of pitched/hipped styles with tiles, with gabled pitched dormers, one slightly jettied with a polygonal bay window with stone surrounds on the ground floor. Tall brick chimney stacks are included with stone dressing. The original windows and doors remain in their original opening. Floors are solid construction with a range of finishes.

Building condition

Externally:

The property is considered to be reasonably sound based on the inspection view externally, with no significant structural or foundation defect. Our internal inspection of the property, revealed no evidence of any significant distortion or cracking to indicate any major defects in the internal wall and floor constructions.

Internally:

Internal partition walls are of solid masonry construction in the main. The wall surfaces are generally vertical covered with plaster and finished with paint. The walls in the wet areas such as the kitchen and bathroom or shower rooms have a tile finish. The tiles are in reasonable condition, although they appear dated. A number of defects are evident such as significant cracking, dampness, and flaking/peeling of paintwork.

A vertical crack is evident in the second floor hallway, extending from the ceiling. The crack appears historic but should be opened to ensure that progressive movement is not present. Condition rating 3. The defect is serious and/or needs to be repaired, replaced or investigated urgently.

(Excerpts from Building Survey prepared by Gladstone Matheson 15/9/2023)

Note: In the months since the building survey was carried out the building has deteriorated further, with external cracking becoming evident, more internal cracks and extensive peeling paint as well as the collapse of some internal finishes



Photo 14: Rear service yard to building



Photo 15: Internal ground floor room on Maxwell Road frontage

Changes since the building's opening in 1911

Inevitably the building has been modified in many ways since its inauguration to keep it functioning as a police station, although these are not as extensive as might initially be imagined. The most significant of these inventions include:

Externally

- Ramps and stairs leading to external doors at the front and rear, including a new rear door to the cell block
- Modification of the walls and roof form at the rear of the building, including additional new windows, gable ends etc.
- New sash windows to the cell block, front and back
- An additional single storey plant room at the rear of the building
- Ventilation grilles, an air conditioning unit etc. cut through the brickwork
- Service platforms and access gantries over the centre of the roofs

Internally

- Reconfiguration of the Inspectors' Office-Charge Room arrangement at the front of the station, including demolition of partition walls and construction of new ones
- Insertion of a connection between the separate parts (and levels) of the ground floor of the building including a staircase and a new landing lobby enclosure.
- Conversion of the Female Association Cell into a shower room, toilet and separate room
- New windows and rear door from the male Association Cell, including an internal lobby.
- Removal of the separating wall between the two rear ground floor bedrooms and bricking up one of the doorways
- Closing up of fireplaces
- Conversion of coal rooms into stores
- Expansion of WCs into much larger bathrooms
- Removal and replacement of joinery fittings
- Extensive insertion of suspended ceilings
- Removal of original services, including gas lighting and installation of electrical ductwork, heating pipes and ventilation equipment

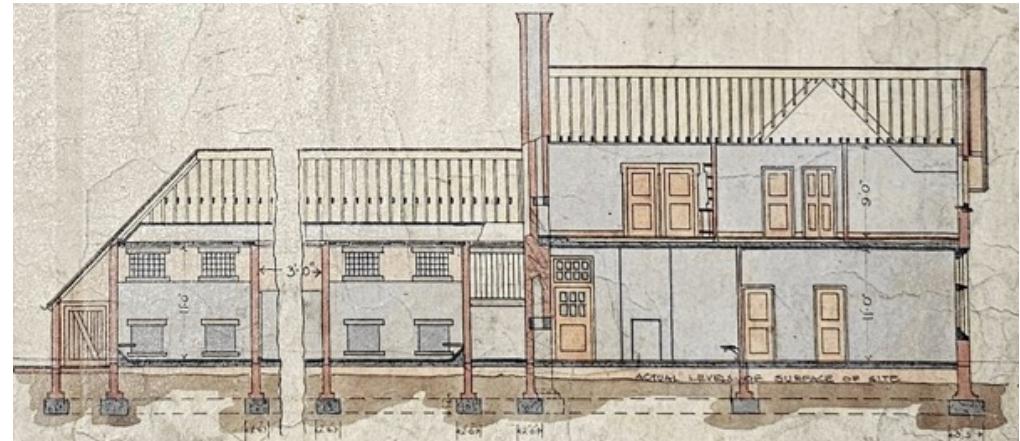


Fig 16: Original section through cellblock, Charge Room and Inspector's Office

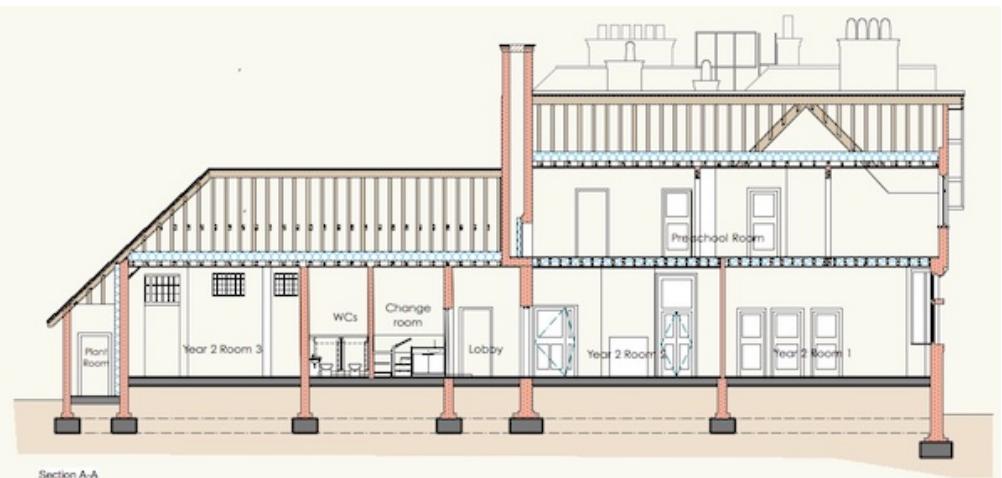


Fig 17: Proposed section through cellblock, Charge Room and Inspector's Office

Potential uses

Although it would be ideal for heritage reasons for the building to continue in use as a police station it no longer meets the requirements of contemporary police practice and it is only surprising that they persevered with it as late as 2019. Now empty for 5 years and beginning to deteriorate at pace, it is important that another use is found for it that maintains the urban and heritage character of the building and gives it a new lease of life.

Since a previous planning refusal in March 2023 another viable and beneficial use for the building has been sought and a range of options appraised. It is now proposed to refurbish the building for use as a children's day nursery – a much-required provision, as noted in Hillingdon's Local Plan (see below).

Nursery usage allows the existing fabric of the building, including its original room divisions, to be maintained and for the historical building to be rescued from its present desuetude and carefully repaired and maintained for the long term. To achieve this it is recommended to add a new reception and circulation space in the space between the wings at the rear of the existing building. This space will include ramps and a lift shaft to accommodate the level changes in the building without damaging its historic fabric and setting.

The nursery is intended to accommodate a maximum of 98 children, aged from 6 months to 5 years old, together with 24 nursery and administration staff at any one time. It would operate a 5-day week, excluding bank holidays, with opening hours from 7.30am to 6.30pm and staggered arrival and departure times.

Proposed Use – Class E(f)

The existing building has a Sui Generis Use Class.

Use as a children's day nursery falls under Use Class E(f)

The proposed extension and alterations to the building will require planning permission and listed building consent and these are also the subject of this detailed planning application.



Photo 18: Front ramp and entrance to Former Police Station



Photo 19: Rear of building from Southwest

Nursery Usage

Children's day nursery places are urgently needed across the country to meet the Government's policy for increasing provision for early years education to assist with critical child development and to encourage higher levels of employment. To support this English local authorities are under a duty to secure sufficient childcare for working parents and from September 2025, working parents will be able to claim 30 hours of free childcare a week, over 38 weeks of the year, all the way through from nine months up to their child starting school.

"Every child deserves the best possible start in life and the support that enables them to fulfil their potential. Children develop quickly in the early years and a child's experiences between birth and age five have a major impact on their future life chances."

Statutory framework for the early years foundation stage
Department for Education – July 2023

Hillingdon's Local Plan recognises the imperative for providing early years places in Clause 7.11 of its adopted Local Plan (January 2020):

"birth rate increases are the major driver of demand, other changes (e.g. migration into the Borough) increase demand for places across all year groups (including nursery). In addition, local authorities now have a duty to secure early years provision for the least advantaged two year olds."

Day nurseries are inspected and regulated by Ofsted against Early Years Foundation Stage (EYFS) requirements published by the Department of Education. These standards are demanding and cover issues including curricula, staffing, assessments, space standards, accessibility, health and safety and nutrition. The EYFS requirements form the main design drivers for any nursery conversion.

North Harrow and Ministeps nurseries

The principal applicant is the founding member of both The North Harrow Nursery in Harrow (<http://www.northharrownursery.co.uk>) and Ministeps Nursery in Northwood Hills (www.ministepsnursery.co.uk). The applicants are well experienced and understand the importance of providing the highest quality of childcare, education and facilities. They intend to apply their experience in quality provision to the premises at Murray Road.



Photo 20: North Harrow Nursery



Photo 21: Ministeps Nursery, Northwood Hills

Proposed Site Layout

It is proposed to maintain the existing setting of the building along the two road frontages and to enter the nursery from the back of the building, into a new single storey structure between the two wings of the existing building. This arrangement maintains same vehicle access from Murray Road although it will be supplemented by a dedicated pedestrian walkway and gate.

The re-surfaced car park will accommodate 10 standard and one disabled compliant parking spaces together with a hammerhead turn. A secure bike and buggy store will be provided in the car park area for those walking and riding to the nursery for drop-offs before continuing their journeys by foot or on public transport.

To facilitate vehicle movements it will be necessary to reposition and modernise the existing and outmoded electricity sub-station in the car park. A bin store will also be located in the corner of the car park.

Existing timber fences around the perimeter of the site will be repaired and upgraded as necessary.



Photo 22: Electricity substation in car park

Noise

Unlike primary schools children's day nurseries are relatively quiet. This results from a number of factors, including: the young age of the children, the staggered use of external play spaces by class groups – meaning only limited numbers of children are outside at any one time, the high supervision levels required by the Early Years' Foundation Stage (EYFS) statutory requirements and the relatively focused use of external playtime.

A Sound Level Survey and Acoustic Impact Assessment (Ref. 231205-R0001, 1st March 2024) was commissioned from ACA Acoustics as part of the planning submission. The Survey was carried out on the 19th February 2024 and recorded ambient sound levels, mainly comprising road traffic noise, at the comparatively high level for a residential area, at LAeq 62dB.

The Impact Assessment utilised data from a number of comparable day nurseries in London together with site data to produce a computer model of sound emissions. The calculated noise emissions from the play garden are LAeq 49 - 54dB to the closest residential properties, located on Maxwell Road and Murray Road. This equates to a "Slight" impact when assessed in accordance with the Institute of Environmental Management and Assessment's Guidelines for Environmental Noise Impact Assessment and will be below the Lowest Observed Adverse Effect Level, as defined in the National Planning Policy Framework and Planning Practice Guidance – Noise.

Similar assessments were made for the proposed new mechanical services equipment. Calculations using manufacturer's sound level data confirm sound levels at least 10dBA below the representative background sound level during the operating periods and complies with the planning requirements of London Borough of Hillingdon Council.

It is the Acoustic Assessor's opinion that the site is suitable for use as a day nursery and the proposals are in accordance with the relevant Policies, standards and guidance documents.

Air Quality

A detailed Air Quality Assessment (AQA) has been prepared by the Aval Consulting Group – see their separate document, dated 17th July 2024, submitted as part of the application.

As part of the AQA the Transport Emissions have been assessed as follows:

5.3.2 Transport Emissions

The TEB for the 'Nursery (E9(f))' land use category is calculated by combining the SPG typical emission rates of NO_x and PM₁₀ with the Gross Internal Area (GIA) of the appropriate land use.

Trip generation summary was provided by the Transport Consultant. The daily values for cars and motorcycles have been combined and multiplied by 365, to obtain the total number of trips generated per annum.

According to LPGAQN, if the total trip rate is less than or equal to the TEB, the development is Air Quality Neutral in terms of transport emissions. The annual trip rates of land use - 'Nursery (E9(f))' is 86,140. As seen in the Table 5.4, the TEB of the proposed development is 100,743.

Therefore, it can be concluded that the proposed development is well below the transport benchmarks.

5.3.3 Conclusions

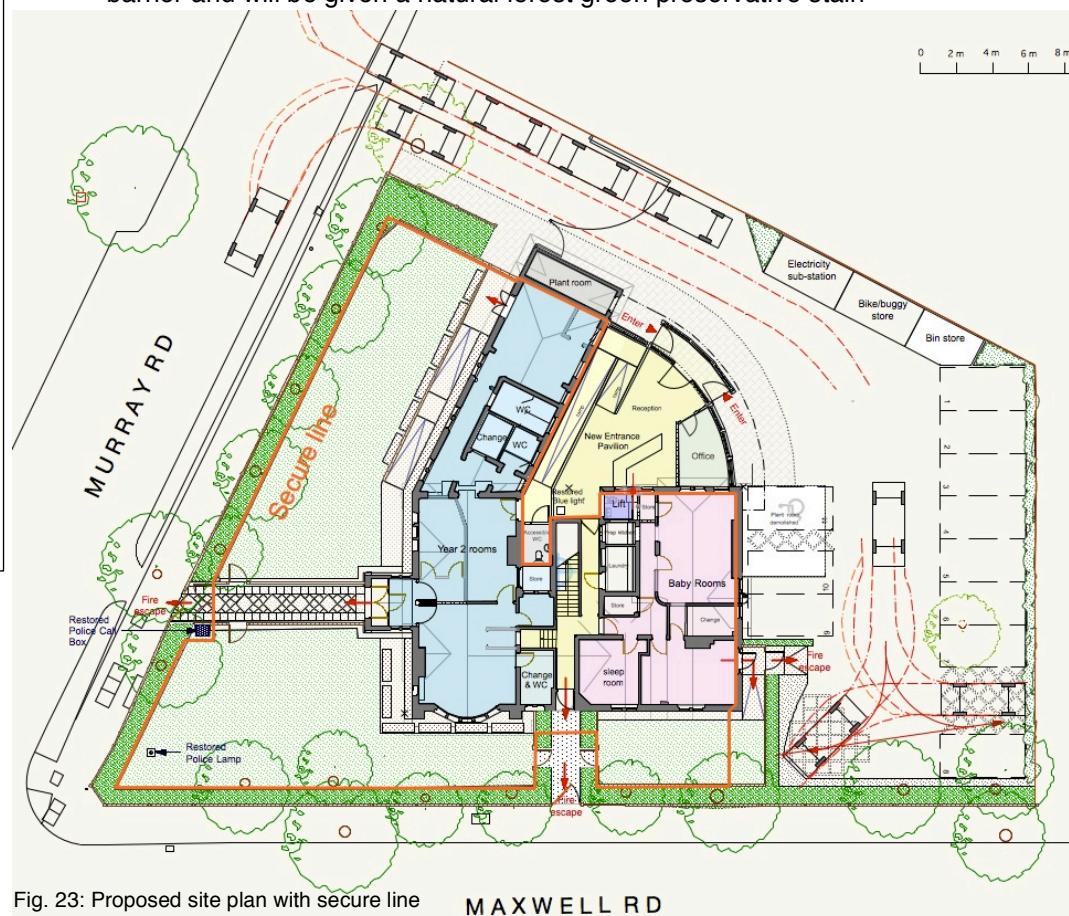
An assessment against the BEB is not considered required, as an all electric heating system is proposed. The proposed development meets the TEB for both NO_x and PM₁₀. Therefore, the proposed development is considered to be air quality neutral.

An Air Quality Positive Statement (AQPS) has also been prepared by Aval Consulting – see their separate document, dated 17th July 2024. It is included with the submission.

Children's safety

In order to assure the safety and security of the children in the nursery, while allowing them access to outside garden spaces, a secure line will be established around the main building and the external spaces along Maxwell and Murray Roads (see diagram below). It will be possible to exit from these spaces in the event of an emergency and staff supervision, but the only means of entering the building will be through the Reception area.

Child safety will require the secure enclosure of the external play spaces with non-visually permeable or climbable fencing. This will be located on the inside of the laurel bushes that sit behind the original (and restored) fence to the Police Station. The internal fence will also usefully double up as an acoustic barrier and will be given a natural forest green preservative stain



Building proposals

It is intended to restore the layout of the existing building as far as possible to its original state, including removing internal partition walls where they have been added over the years and, in particular, the brick box plant room attached to the rear of the building. For a nursery use this approach raises a number of hurdles, not least the need for a reasonable size greeting and orientation space and secure learning and play environments for each group of children. In addition the building itself, arranged over many different levels, presents challenges for step free access and ease of use.

This has led to the proposal to create a new reception extension in the service yard between the wings of the building at the rear of the site. This is currently a neglected area of the site in need of attention. The new reception area will provide space for welcoming parents, carers and children as well as an office, passenger lift, accessible WC and, critically, a ramp leading up to the first split level floor in the original building. The reception extension will be a lightweight single storey timber construction with a green roof, intentionally differentiating it from the structure of the main building. It will allow for maintenance and display of key features of the existing building including the remaining high level reinforced cell windows and slop hatches.

The lift will be housed in a pitched roof shaft with a dark stained weatherboarded cladding intended to complement yet contrast with the existing building. This part of the building has already been much altered, probably in the 1980s, with changes to the roof and windows. Entry into the building will be through enlarged window openings added to the building during these previous alterations.

The rooms in the former police station can then be restored to and maintained in their original configuration, if repurposed as spaces for children. It is possible to organise, through minimal interventions, the rooms on the ground and first floors into four age-specific, learning zones. The second floor will be used for staff, catering and management functions.

This approach will allow the various significant features in the building to be maintained and displayed. These include the front porch, cells, staircase and some wall and floor finishes. It is proposed to reinstate the former Inspectors' Office and Charge Room to their original configuration including an internal window between the two spaces and to take down later separating partitions.

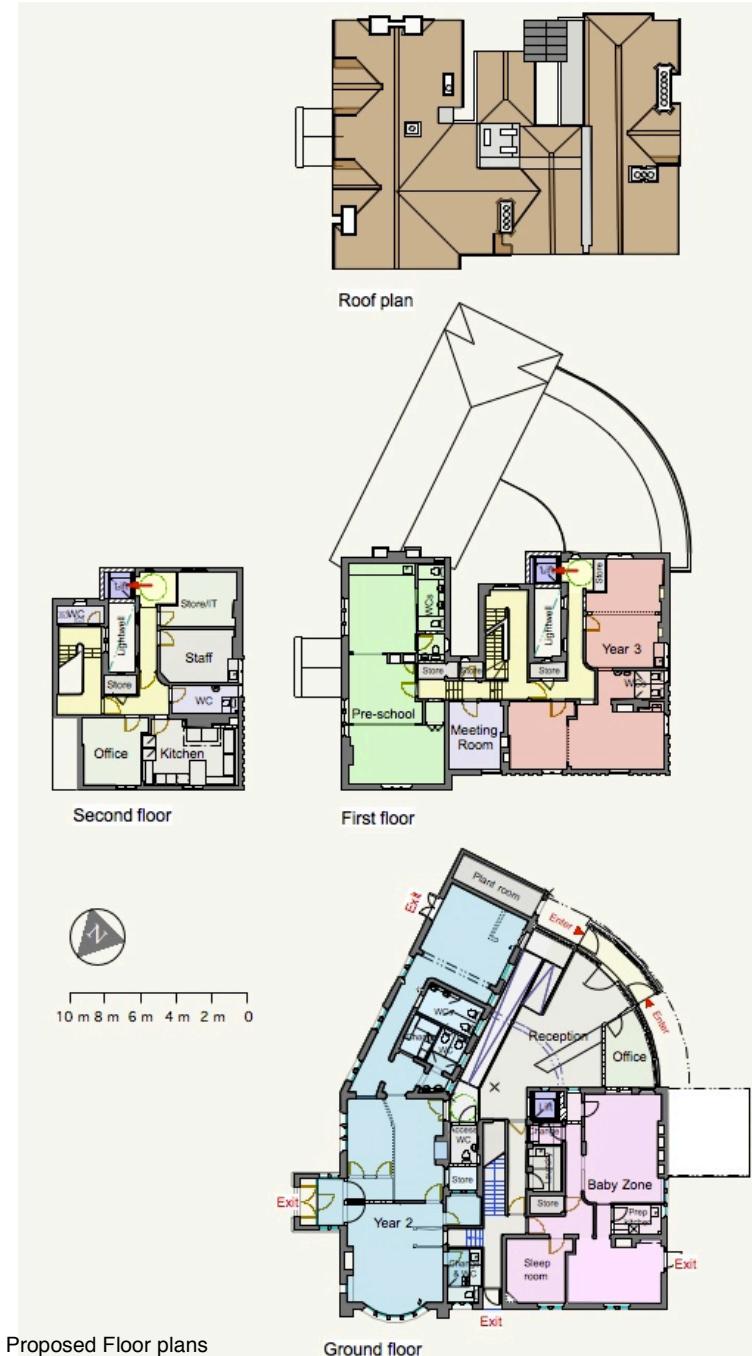


Fig. 24: Proposed Floor plans

In the domestic parts of the building it is proposed to open arches between some of the Living room and Bedroom spaces to enable the nursery to operate safely and maintain unobstructed views of the children at all times. These arches are smaller than originally proposed and are designed to maintain and mark the original locations of partitions. A number of doorways will also be reopened.

Windows and doors will be retained and refurbished as far as possible – see separate schedule for window repairs, although additional external doors are proposed to allow safe access from learning rooms to outside spaces. Where required these will modify and enlarge existing openings, including non-original windows in a style to match the existing.

Fireplace alcoves will be opened up and incorporated into the room designs, revealing the building's original reliance on open fires for the majority of its heating.

The building will be extensively repaired and restored and extraneous additions, including external soil pipes and internal surface wiring, removed and concealed. See separate repairs schedule.

It is also proposed to restore the police call post and police lamp and locate them in their original locations inside the Murray Road boundary.



Fig. 25: Model view looking east

Services

The former Police Station was originally heated by open coal fires in most rooms with a ventilation system in the cell block. A gas fired heating system with panel radiators was installed at some point in the late Twentieth Century along with hot water supplies to new bathrooms and WC and a ducted ventilation system in the second floor. A through-the-wall air conditioning unit was added to the telephone/communications room possibly at the same time or later on. Lighting, originally gas, was converted to electricity along with surface mounted power supplies also in that period. The result is extensive piping, ductwork and conduits running around the building much of it having been concealed by suspended tiled access ceilings. This will all be removed and walls, ceilings etc. repaired.

A new ducted ventilation system providing pre-heated fresh air or extract as appropriate will be installed as shown on the service layout plan and proposed sections drawing. This will utilise attic and redundant flue spaces along with two riser positions in store rooms as well as dropped ceilings in small areas of corridors to leave the main rooms largely unaffected. Typically discrete ventilation grilles will be located flush in ceilings or over doors. The kitchen on the second floor will be vented through the roof in a location invisible from the ground.

External air source heat pump units will be located on the strengthened existing services platform located in the valley between the roofs and not readily observable from the ground

Hot and cold water will be supplied to all WC areas as well as the kitchen using carefully selected and planned routes to minimise damage to the fabric.

Lighting will be largely ceiling located with cabling running through floor voids. Wall mounted small power sockets will be limited and high level as there is little demand for them in nurseries with locations selected to minimise damage to the existing fabric

Communications cables will be run along with electrical cables and secure wireless devices used to the greatest possible extent.

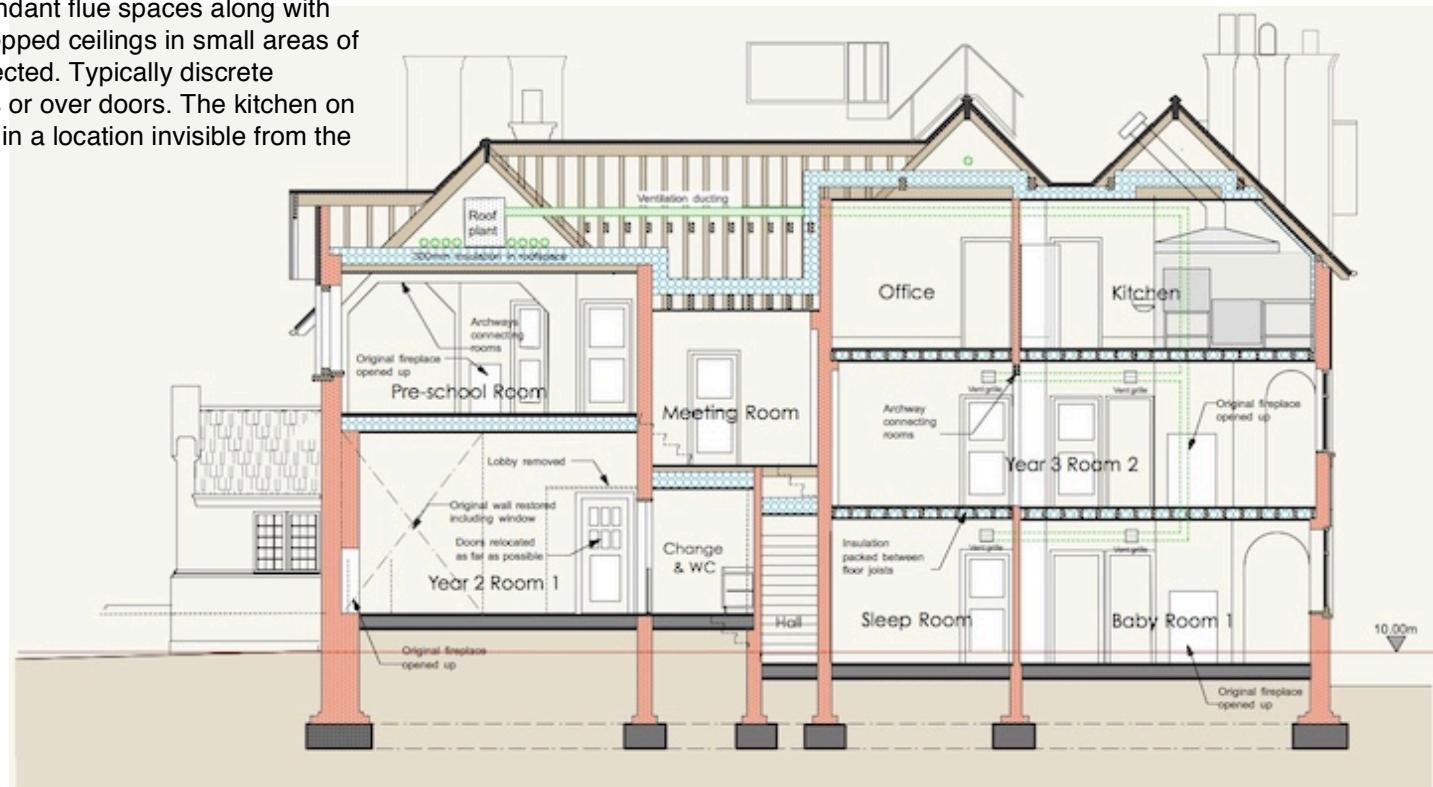


Fig. 26: Proposed section BB

Space standards and pupil numbers

The existing building has a gross internal floor area (GIFA) of around 560m² over three levels. (Ground floor 280m², First floor 185m² & second floor 95m²). It is proposed to remove the plant room extension (21m²) and to add a new reception extension (90m²). This will give the building a revised GIFA of 629m².

The adaptation of the building for nursery use proposes to create 4 multiroom learning areas, with usable floor areas as below. Applying the required area per child under the Early Years Foundation Stage (EYFS) Statutory Framework gives places for each of the areas as follows:

Baby rooms (56.9m ² @ 3.5m ²)	16 places
Year 2 rooms (92.6m ² @ 2.5m ²)	37 places
Year 3 rooms (56.2m ² @ 2.5m ²)	22 places
Preschool room (52.2m ² @ 2.3m ²)	23 places
TOTAL	98 places

It is anticipated that there will be 24 staff on site at any one time to look after the children and otherwise run the nursery.

Access

Access considerations are central to all nursery designs and have especially informed the proposals for the conversion of the former Northwood Police Station. Step free access will be possible to all parts of the building, except the Meeting room and the Pre-school learning room, and it will be possible to manage access requirements both of these.

Vehicle access

Access for vehicles is, as at present, from Murray Road through a set of double gates, which will be kept open during nursery opening hours and closed in the evenings and over weekends.

There will be 10 spaces for the use of parents and carers dropping off and collecting children with a maximum 10 minute dwelling time, along with one access space. Staff will not be generally provided with parking. In addition a disabled space will be available. 2 of the spaces will be provided with EV charging points, with the capacity of expanding this to other spaces if required.

A secure bike and buggy shed will also be provided with approximately 20 spaces.

Access will also be provided for regular collection of waste, including sanitary waste.

Further detail on highways and traffic planning are provided in the separate Transport Statement from Highways Consultant Nick Culhane.

An Operational Management Plan and Car Parking Management Strategy are included in the planning documents

Pedestrian access

A new separate paved path and gate will be created along the side of the vehicle route and separated from it by bollards positioned at regular intervals. This will lead directly to the new nursery entrance.

An additional pedestrian entrance, again with a night and weekend gate, will be created in on the Maxwell Road side of the site, saving the need for many visitors to walk right round the site to gain access or egress.



Fig. 27: Proposed model view looking southward

Internal access

The new reception area will be the same level as the lower part of the ground floor and give access directly to it through an existing doorway. The existing external rear steps will be replaced by a 1:12 ramp leading to the upper level of the ground floor.

The existing internal stairs will be retained, refurbished and re-used with an additional pair of child and adult height handrails fixed to the external walls of the stairwells.

In addition a new wheelchair-capable passenger lift will be added to the rear of the building in a new and distinct dark timber clad shaft. This will give key-controlled access to the first and second floors from reception.

All thresholds in the building will be level and spaces will be accessible from the front of the building.

Good colour contrast will be maintained between elements; walls, floor, doors handles, switches etc. Spaces will be well lit.

A disabled WC will be provided in the entrance and reception area that will be accessible to all users. Toilets in children's areas will be of appropriate dimensions. Changing areas will also be provided in the younger age areas

Access to outdoor spaces

In addition to the existing doors in the Murray and Maxwell road elevations of the building two new doors will be created by lowering the cills of existing windows. These will lead onto ramps that will give access to front gardens and ultimately places of safety in the event of an emergency.

The door from Baby Room 1 will exit at the side of the building as advised and the door from Year 2 Room 3 will modify the additionally inserted sash window on the Murray Street elevation of the cell wing. Both of these alterations were deemed acceptable in the Pre-application advice.



Fig. 28: Proposed Reception extension: Plans and Elevations

Landscape proposals

Landscape and planting proposals are shown on the landscape plan and accompanying schedule of landscape elements.

The three separate play areas at the front of the building along Murray and Maxwell roads will be kept simple in line with the spirit of the character and appearance of the Police Station and outside the strip of existing stone paving and new ramps against the building will have a speckled green rubber wet-pour play finish.

The discovery on John Dixon Butler's drawings that the paths leading to the building entrances had low (3'6") oak fences has led to proposition that new fences should be provided in these locations and along the edge of the ramp to the Year 2 learning rooms, replicating the front fence and gate designs.

Additional planting is limited to a few areas in the car park. A number of native plants with neither thorns or fruits have been selected for these locations. In particular it is hoped to line the inside of the rear fence with new planting.

Trees

The frontage of the site along Murray and Maxwell roads is lined with 16 London Planes – these were previously pollarded but have been allowed to grow out for approximately 5 years. There are also 3 pollarded limes on the pavement outside. Elsewhere in the site there is also a Japanese Laurel shrub and a small Pear in poor condition. These are all documented in the BS 5837: 2012 compliant tree survey and Arboricultural Impact Assessment and Method Statement provided by Abbots Arboricultural Advice (AAA) – ref. SAL/KMA/11913, 28th February 2024. The Planes are a significant contributor to the local street scene and setting of the listed building.

It has been proposed and accepted by Hillingdon in the pre-application process to take down one of the London Planes to allow for two way vehicle access through the existing gateway into the site. The other Planes will be pollarded at a height of approximately 6 m. (the most recent pruning point) to re-establish the historic pattern and for the overall health of the trees. This will need to be maintained at 3 yearly intervals. It is proposed to plant a new London Plane in the double width gap between two of the existing trees along Murray Road.

It is proposed to remove the Japanese Laurel and Pear.

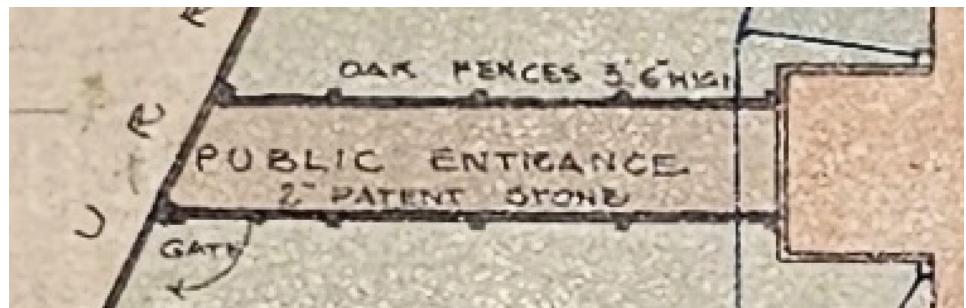


Fig 29: Detail from 1911 site plan



Photo 30: Woolly Willow - *Salix Latana*



Photo 31: Blue Sedge – *Carex Flacca*



Photo 32: Permeable green mix rubber wet pour



Photo 33: Yellow Toadflax – *Linaria Vulgaris*

Traffic Management

Successful management of vehicle movements is critical to any nursery's operation and this is the subject of a separate Operational Management Plan and Car Parking Management Strategy. It includes considerations of several potential issues:

Arrivals and collections

Parents will be encouraged to walk their children to the nursery or use other methods of active travel and public transport wherever possible. This will be facilitated by provision of an accessible, sheltered and secure buggy, scooter and cycle store in the car park monitored by the nursery staff and the close proximity of Northwood underground station and bus stops. Greater flexibility of arrival and collection times will be afforded to parents who do not arrive by car.

For vehicle arrivals the nursery will operate a system of timed and staggered slots, lasting 10 minutes. Staff log children in and out of the nursery on a daily basis and monitoring arrival and collection times forms a part of this system. Parents, as with many other similar nurseries, are charged per minute for missing or overshooting their allocated time slots. Experience at other nurseries shows this approach enables a successful and disciplined system of vehicle movements.

Most arrivals and collections will occur at the start (7.30-8.30 am) and end (5.30-6.30 pm) of the day, but there will also be a small number of children attending for half days, most commonly in the morning. Data from other local nurseries suggests that this will be between 4 and 18% of children coming to the nursery on any one day.

Vehicle movements

The nursery will provide 10 ordinary and one disabled compliant bay, an amount deemed acceptable by Hillingdon. The parking layout incorporates a marked hammerhead turn to ensure that vehicles can be turned easily. With an average 5 minute dwell time this will permit at least 120 movements within an hour, well in excess of the requirements of a 114 place nursery.

Such movements will rely on the steady flow of traffic on Murray Road, but allowance has also been made for an internal buffer zone for four or more vehicles within the site to ensure that no queues build up on the road itself.

Additional provision

If, in a worst case scenario, parents cannot find spaces in the nursery's own car park or wish to combine the pick-up or drop-off with other activities in Northwood there are a number of alternative parking options for them, including:

1. On street provision, using designated short stay as well as pay and display parking bays
2. The Waitrose supermarket car park situated on the opposite side of Murray Road and a short walk away from the nursery
3. Green Lane and Northwood Station car parks, located at a greater distance from the nursery.

EV Charging points

2 electric vehicle charging points (EVCP) will be provided in the nursery car park with provision for later extension if required.

Staff

As noted there will be no available parking provision for staff and they will be encouraged to use active travel and public transport to come to work at the nursery. Off-site parking may also be a possibility but would need to be individually arranged and is not the responsibility of the nursery. Staff travel arrangements will be monitored as part of the nursery's Staff Travel Plan (STP), a framework version of which is included with the planning documents.

The STP will be in line with TfL guidance and include a number of 'SMART' targets to be agreed with Hillingdon Council. THE STP will be monitored and reviewed in Years 1, 3 and 5 of the nursery's operation.



Fig. 34: Proposed model view looking northwest

Security

Security is an important part of running a children's nursery.

The building will be protected by CCTV cameras and an intruder alarm connected to a 24-hour monitoring station linked to the Fire Brigade and Police. Entrances and windows, where accessible, will be made fully secure.

The design will comply with Secured by Design principles and improve safety and security by incorporating the following specific measures:

- I. providing entrances in visible, safe and accessible locations;
- II. maximising natural surveillance;
- III. ensuring adequate defensible space is provided;
- IV. providing clear delineations between public and private spaces; and
- V. providing appropriate lighting and CCTV.

Sustainability

In addition to external improvements other works to the buildings will upgrade the energy performance of the building. Such measures will include sealing of draught gaps, fitting secondary glazing, additional insulation, energy efficient lighting and the replacement of the existing boiler with an air source heat pump.

It is proposed to fit a new mechanical heat recovery ventilation (MVHR) system to the building with equipment located in the roof space and on the existing service platform at the centre of the roof. The roof spaces and many existing redundant chimney flues will be used to locate the ducts in addition to three service risers located in storage areas of the building.

New materials will be sourced to match the existing fabric and to be non-toxic and to ensure long-term durability and sustainability.

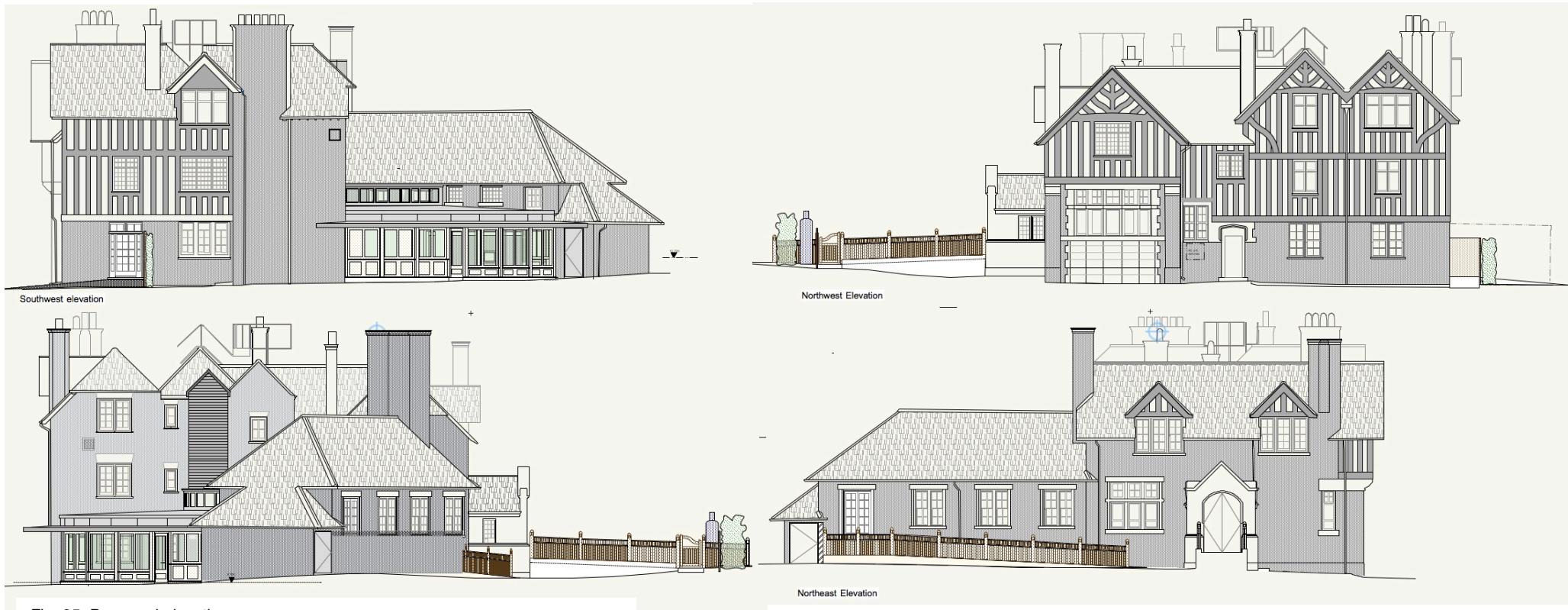


Fig. 35: Proposed elevations

The Architects Practice

The Architects Practice is an architectural practice based in North London that specialises in educational projects from Early Years settings to Secondary Schools. It also has long-term experience of listed buildings and built environment sustainability.

Over the last twenty years the Practice has carried out numerous school and nursery projects in Hillingdon and across northwest London.

Educational projects in Hillingdon include:

- Field End Infants School (Locally listed)
- Coteford Infants School
- Whitehall Junior School
- Whiteheath Infant and Nursery School
- West Drayton Primary School

Recent nursery projects include:

- Bright Little Stars, Barnet
- Bright Little Stars, Stratford
- Kids Kingdom, Aylesbury
- Shelford Day Nursery, Cambs

Recent listed building projects include:

- Highbury New Park, London N5
- Clarendon Road, London W11
- Thornhill Square, N1
- Casa de Piro, Malta

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Photos 36 & 37: West Drayton Primary School and BLS Barnet



Photo 38: Whiteheath Infant & Nursery School



Fig. 39: Model view of proposed building